



GBNRTC-PCC Meeting Wednesday January 6, 2021 9:30AM

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DRAFT AGENDA

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous Meeting Minutes

II. ACTION ITEMS

- A) NYSDOT Projects Cost Increase for:
 - PIN 5580.54: I-290; I-190 to I-90
 - PIN 5814.42 PMI I-190, Rt 384 (Buffalo Ave) to Rt 31 (Witmer Rd)
- B) PIN 576213 Dewey Ave/CSXT Bridge Replacement – Add local funding (Buffalo)
- C) Request for GBNRTC Planning Support – Goddell Street; Village of East Aurora
- D) December TPS Action Summary

III. DISCUSSION ITEMS

- A) Federal Program and Upcoming Projects Solicitation
- B) FFY TIP Projects Performance Report
- C) Regional Bicycle Coalition Startup
- D) Upcoming Transit Ridership Survey
- E) Fiscal Year Transition for Planning Activities
- F) Secretary of Transportation Nominee

IV. STATUS REPORTS/INFORMATION

- A) Member Agency Reports
- B) Director's Report

- A) PCC Executive Session

NEXT MEETING CONFIRMATION: February 3, 2021

MINUTES OF THE JANUARY 6, 2021 MEETING OF THE
GREATER BUFFALO-NIAGARA REGIONAL TRANSPORTATION COUNCIL
PLANNING AND COORDINATING COMMITTEE (PCC)

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on December 2, 2020

The following GBNRTC-PCC representatives were present:

- | | |
|--------------------|-----------------|
| 1. Joe Buffamonte | NYSDOT |
| 2. Nolan Skipper | City of Buffalo |
| 3. Scott Helser | NYSTA |
| 4. Garret Meal | Niagara County |
| 5. Darren Kempner | NFTA |
| 6. Darlene Svilkos | Erie County |

Others present were:

- | | |
|--------------------|---------------|
| 1. Sharon Ray | Seneca Nation |
| 2. Frank Cirillo | NYSDOT |
| 3. Doug Funke | CRTC |
| 4. Dave Hill | NYSDOT |
| 5. Jim Cuzzo | NYSDOT |
| 6. Hal Morse | GBNRTC |
| 7. Rich Guarino | GBNRTC |
| 8. Lisa Kenney | GBNRTC |
| 9. Athena Hutchins | NITTEC |
| 10. Kelly Dixon | GBNRTC |
| 11. Jim Jones | GoBike |
| 12. Dan Castle | Erie County |
| 13. Tom Heins | HDR |
| 14. Ken Wojtkowski | |
| 15. Jud Welsner | |
| 16. Mike Sullivan | |

I. PROCEEDINGS

Mr. Skipper called the meeting to order at 9:30 a.m.

A) Roll Call

B) Public Participation

Doug Funke discussed CRTC Annual Meeting to be held in January, Morse would speak on funding issues and new administration

C) Approval of Meeting Agenda

All were in favor of a motion (EC/NC) to approve the meeting agenda.

D) Approval of Previous Meeting Minutes

All were in favor of a motion to approve the previous meeting minutes. (NYSDOT/NC)

II. ACTION ITEMS

A) NYSDOT Projects Cost Increase for:

PIN 5580.54: I-290; I-190 to I-90

PIN 5814.42 PMI I-190, Rt 384 (Buffalo Ave) to Rt 31 (Witmer Rd)

All were in favor of a motion to approve cost increase. (NYSDOT/NYSTA)

B) PIN 576213 Dewey Ave/CSXT Bridge Replacement – Add local funding (Buffalo)

After some discussion on project details, this item was tabled for further refinement of funding details and subsequent consideration (NYSDOT/NFTA)

C) Request for GBNRTC Planning Support – Goddell Street; Village of East Aurora

Morse detailed work needed to accommodate these items. In house modeling could be paired with consultant support to complete the Goodell Street project. Buffamonte noted that end result should be ready for incorporation in scoping document. Kempner noted it is a good project, discussed funding with Buffamonte. NFTA involvement is important as well as safety considerations. All were in favor of a motion to approve the workscope. (NYSDOT/NFTA). The East Aurora parking and circulation scope was also discussed. Dan Castle from EA Planning Board described further. All were in favor of a motion to approve the workscope. (NYSDOT/NFTA).

D) December TPS Action Summary. Guarino reviewed all TPS level actions completed in December.

III. DISCUSSION ITEMS

A) Federal Program and Upcoming Projects Solicitation: Morse reviewed likely funding opportunities in the near term, as well as speculation on the upcoming federal program.

B) FFY TIP Projects Performance Report: Guarino noted the significant increase in project obligations in the recent year, showing graphics of several metrics and performance versus target.

C) Regional Bicycle Coalition Startup: Weymouth displayed some concepts and mission for a coalition to bring the recently approved Plan into implementation. Buffamonte discussed maintenance and integration of road scores into the process

D) Upcoming Transit Ridership Survey: Kenney noted a survey was pending to assist NFTA in meeting requirement as well as providing valuable data.

E) Fiscal Year Transition for Planning Activities: Morse reviewed current year planning activities at the staff including completion forecasts and transition to the new State Fiscal Year.

F) Secretary of Transportation Nominee: Morse provided some intelligence gathered regarding the nominee, indication possible directions the federal program may proceed in.

IV. STATUS REPORTS/INFORMATION

A) Member Agency Reports

Members discussed initiatives in their organizations. Frank Cirillo, NYSDOT R5 Regional Director noted Governors completion of the Empire State Trail; as well as award of Transit Road improvements. NFTA discussed service changes related to single tracking and public engagement on DL&W. Buffalo noted bids received on Ohio Street bridge and repair status of Michigan Street lift bridge. Hutchins from NITTEC discussed the System Requirements meeting for ATCMTD and also the upcoming Data Business Workshop.

B) Director's Report. Morse reviewed additional staff activities performed in the recent month.

C) There was a motion by (NYSDOT/EC) to enter into a brief Executive Session. All were in favor

D) There was a motion by (EC/NC) to adjourn the meeting. All were in favor

Planning and Coordinating Committee

January 6, 2021



January 2021 PCC Agenda Items

I. Proceedings

Roll Call

Public Participation

Approval of Meeting Agenda

Approval of August Meeting Minutes

II. Action Items

A) NYSDOT Projects Cost Increase for:

- PIN 5580.54: I-290; I-190 to I-90
- PIN 5814.42 PMI I-190, Rt 384 (Buffalo Ave) to Rt 31 (Witmer Rd)

B) PIN 576213 Dewey Ave/CSXT Bridge Replacement – Construction Cost Change (Buffalo)

C) Request for GBNRTC Planning Support – Goddell Street; Village of East Aurora

D) December TPS Action Summary

III. DISCUSSION ITEMS

A) Federal Program and Upcoming Projects Solicitation

B) FFY TIP Projects Performance Report

C) Regional Bicycle Coalition Startup

D) Upcoming Transit Ridership Survey

E) Fiscal Year Transition for Planning Activities

F) Secretary of Transportation Nominee

Proceedings

- Roll Call
- Public Participation
- Approval of Meeting Agenda
- Approval of November Meeting Minutes

Action Items



PIN 5580.54 I-290; I-190 to I-90

PIN 5814.42 PMI I-190; Rt 384 (Buffalo Av) to Rt 31 (Witmer Rd)

- NYSDOT has requested to increase Construction & CI costs for PINs 558054 (+ \$1.27M matched NHPP) and 581442 (+ \$1.08M matched NHPP) to match their PS&Es.
- \$2.35M is being transferred from PIN 500694 I-86; Exit 17-20; SNI Territory, Towns Of Cold Spring, Red House, Salamanca & City of Salamanca, Cattaraugus County which is being decreased to match PS&E.
- Fiscal constraint is maintained as the statewide funding being transferred between the three projects results in a zero net change.
- Changes were recommended for approval by TPS on 12/16/20
- **Today's action is approve these changes as AdMod # 72**

PIN 576213 Dewey Ave over CSXT

- This Buffalo project is at the PS&E phase and requires additional funds per the latest construction estimate.
- The request is to increase Construction costs by \$1.13M.
- \$820K of matched federal funds (80/20 split) will be transferred from PIN 576173 Elk St over NS.
- \$101K of local funding (BWA) will also be added to the construction phase.
- Fiscal constraint is maintained.
- The let date of PIN 576213 will be delayed 3 months to 4/14/21 but will remain in FFY 21.

Study for NYSDOT and City of Buffalo

GOODELL STREET ALTERNATIVES STUDY, INCLUDING PEARL ST. and TUPPER ST.

Description of Work

This scope of services proposes to evaluate existing and future traffic impacts, diversions, potential mitigation measures, and preliminary cost estimates for various alternatives to re-envision the Goodell Street corridor between NY Route 33 (Kensington Expressway) and Main Street (NY Route 5) in the City of Buffalo.

The results of this effort will be incorporated in a Project Scoping Report to be advanced by NYSDOT.

Goodell Street alternatives to be investigated include:

- Road diet from four to three lanes on part or all of the Goodell Street corridor
- Road diet from four to two lanes on part or all of the Goodell Street corridor
- Implement two way traffic on part or all of the Goodell Street corridor
- Examine opportunities to reconfigure the terminus of NY Route 33 between the Jefferson Avenue interchange and the Goodell Street Exit

In addition, examine additional operational improvement opportunities on Pearl Street from Main to Tupper Street, and Tupper Street from Pearl Street to NY Route 33, including consideration of two-way traffic on these routes.

Alternative analysis should include consideration and discussion of the following:

- Traffic calming and streetscape measures under all alternatives, including but not limited to curb extensions, on-street parking, tabled intersections
- Bicycle accommodations
- Enhancements to pedestrian accommodation and safety
- Signal coordination
- Impacts, and necessary mitigation measures on surrounding roadways due to proposed changes for each of the alternatives
- Other planned projects in the area, including BNMC projects and City of Buffalo projects, and their potential effect on the study corridors

Project report will be prepared describing the study, methodology, and study results. Report shall include discussion of existing conditions, traffic data and diagrams, and conceptual plan-view line drawings to demonstrate each alternative that was analyzed.

Resource Needs

- GBNRTC and Consultants will team to develop report
- GBNRTC staff to refine networks based on alternatives, test and analyze results and interface with consultant.
- Approximately 7 person weeks GBNRTC staff time
- Consultant needs dependent on final scope development and procurement, available within current budget
- **Action: Voice vote, OK to proceed**

Village of East Aurora

- Previous studies performed several years ago in support of Main Street project
- Subsequent development has generated traffic and parking concerns in the Elm Street area
- Request is to collect any newer data, examine the issue and discuss possible recommendations
- The analysis will include how this traffic flow interconnects with Main St (20A) and Olean Road (Rt 16)/Oakwood.
- Staff time budgeted for local initiatives and available, approximately four person weeks currently estimated
- **Action: Voice vote, OK to proceed**

December TPS Action Summary

- PIN 5763.13 Akron Road; Dysinger Rd to Lockport CL
 - The C&CI funding (\$6.168M federal) for this project was slipped from FFY 21 to FFY 22 per GBNRTC AdMod #55 dated 9/2/20
 - Niagara County requested to advance the Construction and Construction Inspection funding from 12/15/21 (FFY 22) to 6/3/21 (FFY 21).
 - No cost changes.
 - **Approved as AdMod # 71.**

Discussion Items



Federal Program – Upcoming Projects

- President signed end of year spending bill, also included the coronavirus relief measure
- Provided USDOT with remainder of 2021 appropriation, including \$1 billion for another year of BUILD grants
- Provides billions of dollars of relief funding for transportation related provisions
- Congress appropriated extra general funds for the highway and transit programs above what is provided from the Highway Trust Funds.
- Regarding the relief bill, State DOTs will be apportioned \$10 billion, which will be treated as STPBG funds.
- Just under 15% of the \$10 billion will be sub-allocated to MPOs over 200,000 in population.
- Public transportation providers will receive \$14 billion dollars using existing formulas.

Some COVID Relief Items

Out of the \$10B:

- Approximately \$419 million apportioned to New York; up to 100 percent federal share. May be used for any eligible activity under the current Surface Transportation Block Grant Program. Funds are suballocated to MPOs over 200,000 in population
- In addition to existing eligible activities, funds may also be used for:
 - o Preventive maintenance;
 - o Routine maintenance;
 - o Operations;
 - o Personnel, including salaries of employees or contractors (including those employees who have been placed on administrative leave);
 - o Debt service payments;
 - o Availability payments; and
 - o Other revenue losses.
- States may, at their discretion, transfer funds to state, multi-state, international or local public tolling agencies or eligible ferry systems.

2021 Transportation Appropriations

- BUILD Grants - \$1 billion
- Transportation Demonstration Program – \$100 million [grants to maritime port authorities or former military airports classified as general aviation airports]
- Highway Obligation Limitation - \$46,365,092,00 [same as last year of FAST Act/complies with extension]
- Highway Extra General fund - \$2 billion
- Of the amount provided \$1.080 billion for bridge replacement and rehabilitation [Secretary shall distribute to each **qualifying** State by the proportion that the percentage of total deck area of bridges classified as in poor condition in such qualifying State bears to the sum of the percentages of total deck area of bridges classified as in poor condition in all qualifying States; \$60 million cap, each state shall receive not less than \$6 million; “Qualifying State” means any State in which the percentage of total deck area of bridges classified as in poor condition in such State is at least 5 percent or in which 5 the percentage of total bridges classified as in poor condition in such State is at least 5 percent]
- Amtrak: NEC - \$700 million; National Network - \$1.3 billion
- FRA CRISI Grants - \$375 million
- Airport Grants - \$3.350 billion
- Airport Extra General Fund – \$400 million
- Transit Obligation Limitation - \$10,800,000,00 [same as last year of FAST Act/complies with extension]
- Transit Extra General Fund - \$516,220,000
- Capital Investment Grants (New Starts) - \$2.014 billion

Consider

- Appears TIP for FFY fully funded
- Implications of COVID relief TBD
- BUILD funded
- TAP/CMAQ coming
- Freight projects coming
- Transit program intact



Regional Bicycle Master Plan Implementation





Regional Coalition

A standing trail organization coalition, comprising governmental, nonprofit, and regional park authorities, committed to the development of the regional trail and bikeway system.



Regional Coalition

- Group will base actions on the Regional Bicycle Master Plan, assuring follow through, success and oversight of Performance Measures
- Review project priorities in the Plan and currently proposed and potential projects within the region
- Advocate for new projects to deliver in a comprehensive approach
- Seek funding for projects and necessary partnerships for delivery
- Monitor project status and report on Plan implementation
- Provide assistance related to intergovernmental cooperation



Prioritizing Projects

- **Planning/Design:** Is there currently planning/design work underway for the project?
- **Leverage Opportunities:** Is a paving, reconstruction, safety, etc. project planned/programmed?
- **Community Interest:** Is there community/political interest to implementing this project?
- **Ownership:** Is an owner/project sponsor identified?
- **Funding:** Is there funding allocated to the project or can funding be made readily available?
- **ROW:** Are there any ROW issues?



Approach to Maintenance

- **Basic Operational Maintenance:** This includes the ongoing, noncapital activities such as sweeping, brush cutting and mowing, signage repairs, restriping and similar activities performed on a regular basis
- **Rejuvenation and Repairs:** This category includes reconstruction of existing facilities where needed, resurfacing of existing facilities and minor treatments like crack sealing and replacement of root heaved



Approach to Maintenance

- Preparation of standards for maintenance activities. This includes identification of standard treatments and frequency by facility type in the region.
- Identification and implementation of a dedicated fund source to be applied to the maintenance strategy activities. This includes identification and acquisition of maintenance funds and an appropriate place to house and disburse them.
- Creation of a deployment strategy. With standards and funding in place, a strategy is being developed for deployment, including such elements as who will perform maintenance activities, how contracts will be arranged and oversight of work activities.

Transit Ridership Survey

- Periodic ridership survey conducted on all NFTA Bus and Rail systems
- Used to meet FTA Title VI requirements; calibrate our models; demographic analysis of users; market share; transfers; etc
- Coupled with historical O/D data provides assessment of demographics shifts, trends, untapped market areas
- COVID impacts fully considered in ridership impacts as well as survey design and execution
- Consultant proposals ranked for January contract award, survey start in February, all work complete by May

Planning Activities Fiscal Year Transition

Major Current Year Activities Completed

- Integrated Corridor Management (ICM) Plan
- Regional Freight Study
- Regional Bicycle Master Plan
- Bailey Avenue Corridor Study
- Youngs Road Interchange/Extension Study
- Hamburg Village Mobility Hub
- Federal Performance Targets Incorporated
- Transportation Management Association (TMA)
- Several NYSTA/NYS DOT/Local Traffic Studies Done
- Asset and Operational Data Acquisition

Planning Activities Fiscal Year Transition

Major Upcoming Year Activities

- Implement ICM strategies and projects
- Further develop freight projects for implementation
- Bicycle Coalition activation for projects and strategies
- Route 5 South Study
- Region Central Study
- Goodell Street Study
- Youngs Road Interchange disposition
- New TIP development
- Niagara Falls – studies and support
- Transit Oriented Development study completion
- LRT EIS support
- Data Acquisition and Asset Management
- Performance Reporting
- Technology and Next Generation Mobility

Transportation Secretary Nominee

- Pete Buttigieg nominee for next Secretary
- Former Mayor of South Bend, some platform items:
 - focus on maintenance before expansion
 - transportation safety, national Vision Zero
 - projects to improve access to jobs and services
 - robust infrastructure plan (\$1T)
 - fix insolvent Highway Trust Fund
 - Smart Streets deployment

Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Brief Executive Session
- Next Meeting – February 3, 2021
- Adjournment



GBNRTC-PCC Meeting Wednesday February 3, 2021 9:30AM

[Join Zoom Meeting:](#)

DRAFT AGENDA

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous Meeting Minutes

II. ACTION ITEMS

- A) FTA FFY 21 Program Realignment – 4 Projects (*NFTA*)
- B) PIN 590040 Purchase Paratransit Vehicles and PIN 5900.41 Purchase Bus Shelters – Delete Projects (*NFTA*)
- C) PIN 581451 Wrong Way Driving & Low Clearance Bridge Countermeasures R5 – New Project (*NYS DOT*)
- D) PIN 556815 NY 263 @ Hopkins Road; Safety Improvements – New Project (*NYS DOT*)
- E) January TPS Action Summary

III. DISCUSSION ITEMS

- A) New Administration and programmatic/funding outlook
- B) Bridge NY Program Announcement and Sponsor Training
- C) Freight Study project development
- D) Transit Survey contract and schedule
- E) Bailey Avenue Study
- F) Congestion Management Process – scope for new approach
- G) Major Regional Projects and current status

IV. STATUS REPORTS/INFORMATION

- A) Member Agency Reports
- B) Director's Report

NEXT MEETING CONFIRMATION: March 3, 2021

MINUTES OF THE FEBRUARY 3, 2021 MEETING OF THE
GREATER BUFFALO-NIAGARA REGIONAL TRANSPORTATION COUNCIL
PLANNING AND COORDINATING COMMITTEE (PCC)

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on February 3, 2021

The following GBNRTC-PCC representatives were present:

- | | |
|---------------------|-----------------------|
| 1. Joe Buffamonte | NYSDOT |
| 2. Nolan Skipper | City of Buffalo |
| 3. Scott Helser | NYSTA |
| 4. Garret Meal | Niagara County |
| 5. Jeff Amplement | NFTA |
| 6. Darlene Svilokos | Erie County |
| 7. Mike DeSantis | City of Niagara Falls |

Others present were:

- | | |
|--------------------------|-------------------|
| 1. Sharon Ray | Seneca Nation |
| 2. Frank Cirillo | NYSDOT |
| 3. Doug Funke | CRTC |
| 4. Dave Hill | NYSDOT |
| 5. Hal Morse | GBNRTC |
| 6. Rich Guarino | GBNRTC |
| 7. Lisa Kenney | GBNRTC |
| 8. Athena Hutchins | NITTEC |
| 9. Kelly Dixon | GBNRTC |
| 10. Jim Jones | GoBike |
| 11. Dan Castle | Erie County |
| 12. Tom Heins | HDR |
| 13. Kim Amplement | Town of Amherst |
| 14. Frank Armento | Fisher Associates |
| 15. Tom Pericak | Mott McDonald |
| 16. Mike Leydecker | BNP |
| 17. Christina Schweitzer | |
| 18. Sheila Rainsbottom | |
| 19. Mathew Reitena | |
| 20. Ken Wojtkowski | |
| 21. Jud Welsner | |
| 22. Mike Sullivan | |

I. PROCEEDINGS

Mr. Skipper called the meeting to order at 9:30 a.m.

- A) Roll Call – all members were present
- B) Public Participation
Doug Funke discussed CRTC Annual Meeting. Jud Welsner asked about status of Louisiana Street Bridge over Thruway.
- C) Approval of Meeting Agenda
All were in favor of a motion (NC/NFTA) to approve the meeting agenda.
- D) Approval of Previous Meeting Minutes
All were in favor of a motion to approve the previous meeting minutes. (EC/NC)

II. ACTION ITEMS

- A) FTA FFY 21 Program Realignment – 4 Projects. All were in favor of a motion (NYSDOT/NFTA) to realign the FFY21 Program to match the full published federal apportionments as indicated.
- B) PIN 590040 Purchase Paratransit Vehicles and PIN 5900.41 Purchase Bus Shelters – Delete Projects. All were in favor of a motion (NYSDOT/NFTA) to initiate a 30 day Public Review
- C) PIN 581451 Wrong Way Driving & Low Clearance Bridge Countermeasures R5 – New Project
NYSDOT has issued a directive to implement a standard package of countermeasures and enhanced countermeasures at all low clearance bridge locations under DOT maintenance jurisdiction, leading to initiation of a new project. All were in favor of a motion (NYSOT/NYSTA) to initiate a 20 day Public Review period.
- D) PIN 556815 NY 263 @ Hopkins Road; Safety Improvements – New Project (NYSDOT). This project will make intersection improvements to decrease identified collisions and improve intersection safety and operation using cost effective collision reduction measures. Buffamonte noted the origin of the request and work to date. All were in favor of a motion (NYSDOT/EC) to initiate a 20 day Public Review period.
- E) February TPS Action Summary – Guarino reviewed actions at the TPS meeting, both items approved and public reviews.

III. DISCUSSION ITEMS

- A) New Administration and programmatic/funding outlook – Morse provided a detailed review of programmatic funding as well as COVID package, as well as new elected and appointed officials and their outlook on transportation issues and funding. It was suggested that the project program be reviewed for potential opportunities to resequence.
- B) Bridge NY Program Announcement and Sponsor Training – Guarino noted that the announcement for this program was released, sponsor training would be available as well as staff assistance.
- C) Freight Study project development – Guarino indicated the study was nearing completion and reviewed projects emanating from the Plan. These would be available to input into upcoming funding opportunities.
- D) Transit Survey contract and schedule – A contract had been assembled and consultant assistance mobilized to initiate a transit survey for NFTA. This will help satisfy Title VI requirements and provide valuable information on passenger characteristics.

- E) Bailey Avenue Study – This study is now complete, follow up meetings with NFTA and City of Buffalo focused on potential projects and funding needs to advance corridor improvements.
- F) Congestion Management Process – A new approach to the CMP is now more web based and dynamic, integrating elements of work from NITTEC, the ICM program and others. Completion is expected in May.
- G) Major Regional Projects and current status – Morse provided status and information on several large projects in various stages, including Skyway; Rt 33, Rt 198; and Metro Rail expansion.

IV. STATUS REPORTS/INFORMATION

A) Member Agency Reports

Members discussed initiatives in their organizations., NYSDOT R5 noted two projects awarded in the region from Bridge NY; NFTA discussed progress on DL&W project; Niagara Falls asked about Robert Moses Parkway South study, Morse offered to forward scope; Erie County added that Spring paving would be started with reduced budget.

- B) Director's Report. Morse reviewed additional staff activities performed in the recent month.
- C) There was a motion by (NYSDOT/NC) to adjourn the meeting. All were in favor

Planning and Coordinating Committee

February 3, 2021



February 2021 PCC Agenda Items

I. Proceedings

- Roll Call
- Public Participation
- Approval of Meeting Agenda
- Approval of August Meeting Minutes

II. Action Items

- A) FTA FFY 21 Program Realignment – 4 Projects (NFTA)
- B) PIN 590040 Purchase Paratransit Vehicles and PIN 5900.41 Purchase Bus Shelters – Delete Projects (NFTA)
- C) PIN 581451 Wrong Way Driving & Low Clearance Bridge Countermeasures R5 – New Project (NYSDOT)
- D) PIN 556815 NY 263 @ Hopkins Road; Safety Improvements – New Project (NYSDOT)
- E) January TPS Action Summary

III. DISCUSSION ITEMS

- A) New Administration and programmatic/funding outlook
- B) Freight Study project development
- C) Transit Survey contract and schedule
- D) Bailey Avenue Study
- E) Congestion Management Process – scope for new approach
- F) Major Regional Projects and current status

Proceedings

- Roll Call
- Public Participation
- Approval of Meeting Agenda
- Approval of January Meeting Minutes

Action Items



FTA FFY 21 Program Realignment – 4 Projects

- NFTA request to realign their FFY21 FTA 5307, 5337 and 5309 project costs to match the full published federal apportionments.
 1. PIN 590023 Bus Prev. Maintenance (5307) \$19.99M - Decrease \$42K
 2. PIN 590024 Rail Prev. Maintenance (5307) \$3.53M – Decrease of \$289K
 3. PIN 590032 Rail Prev. Maintenance (5337) \$3.68M – Decrease of \$665K
 4. PIN 590039 Purchase Revenue Vehicles (5339) \$1.944M - Increase of \$865K
- Let dates are unchanged (4/1/21)
- Fiscal constraint is maintained.
- Today's action would be to approve changes as Administrative Modification # 76.

NFTA – Two (2) Project Deletions

- This NFTA request is to delete two existing projects from the TIP/STIP.
 1. PIN 5900.40 Purchase Paratransit Vehicles \$1.08M (FTA 5339+ match)
 2. PIN 5900.41 Purchase Bus Shelters \$0.19M (FTA 5339+ match)
- Paratransit vehicles and bus shelters will not be procured with FFY21 FTA Section 5339 funds and therefore those projects can be removed from the TIP.
- The NFTA will transfer all funds from these projects to PIN 5900.39 Purchase Revenue Vehicles.
- **Today's action would be to initiate a 30-day public review period.**

PIN 581451 Wrong Way Driving & Low Clearance Bridge Countermeasures

- This is a NYSDOT request for a new TIP/STIP project.
- NYSDOT has issued a directive to implement a standard package of countermeasures and enhanced countermeasures at all low clearance bridge locations under DOT maintenance jurisdiction.
- To bring expressway ramp termini and low clearance bridge locations into compliance with state and federal standards, effective signing to promote safe and efficient traffic flow will be provided in Region 5.
- Total project cost is \$2.3M (federal HSIP and NHPP + state match).
- No offset is required as \$2.3M will be provided by NYSDOT Main Office statewide allocation. Fiscal constraint is maintained.
- Project is scheduled to be let 4/22/21
- **Today's action would be to initiate a 20-day public review period.**

PIN 556815 NY 263 @ Hopkins Road; Safety Improvements

- This is a NYSDOT request for a new project.
- A safety evaluation completed in March 2020 revealed that numerous collisions have been reported between 5/01/2016 and 4/30/2019 at this location.
- This project will make intersection improvements to decrease identified collisions and improve intersection safety and operation using cost effective collision reduction measures.
- Work to be investigated includes (but is not limited to) the following alternatives:
 - Installation of a roundabout
 - Installation of a 3-color traffic signal and construction of left turn lanes
 - Intersection realignment
- Total project cost is \$1.16M (matched HSIP).
- Fiscal constraint is maintained as \$1.16M (Matched HSIP) is being transferred from PIN 5B2006 HSIP/NHPP State Safety Program.
- Project is scheduled to be let 4/13/23
- **Today's action would be to initiate a 20-day public review period.**

January TPS Summary – Approved Action Items

1. PIN 5809.73 BNRAMS/ITS Enhancements
 - NYSDOT request to add \$0.445M to Construction & Construction Inspection.
 - Funding was be transferred from PIN 5813.74 ITS System Rehabilitation; SFY22/23.
 - **Approved as Administrative Modification #74.**
2. PIN TWSW.20 Pavement Striping on I-90 & I-190
 - NYSTA project was not progressed last year.
 - The Construction & Construction Inspection phases of this project were delayed from FFY20 to FFY21.
 - The overall costs of the C&CI phases were increased by \$129K.
 - Fiscal constraint was maintained as the additional \$129K will come from an increased Main Office NHPP allocation.
 - **Approved as Administrative Modification #75**

January TPS Summary – Initiate Public Review

1. PIN 581453 Route NY 952Q Walden Ave; Safety Improvements (2/9/21)

- This new NYSDOT project will make modifications to decrease identified collisions and improve safety and operation which will be let 8/22
- Total project cost is \$2.555M (\$2.093M federal + match). Offset is provided by PIN 5B1555 - PMI - PAVT MAINT LET & VPP - Block Fund (\$2.109M) and PIN 5B2006 - HSIP/NHPP State Safety Program - Block Fund (\$0.446M).

2. Three new NFTA Projects (2/19/21)

1. PIN 582511 Erie Canal Harbor Station Rehabilitation - \$300K
 2. PIN 582512 Operations Control Center (OCC) Enhancements - \$300K
 3. PIN 582513 Boiler Replacement; Cold Spring Garage - \$200K
- All three will be funded (100%) through SFY 2020-21 NYSDOT Public Transportation Modernization and Enhancement Program (MEP) and let 6/1/21.

Discussion Items



New Administration Programmatic Funding Outlook

New Administration – President Biden

- Proposed a new economic infrastructure plan labeled “The Biden Plan To Invest In Middle-Class Competitiveness”
- \$1.3 trillion plan would span a decade of investment in middle-class jobs and upgrades to roads, highways, bridges, and a high-speed rail network.
- Immediate investment of \$50 billion for repairs to existing highways, roads, and bridges. Proposed investment in innovative technologies like smart pavement, vehicle-to-infrastructure communication, and connected intersections.
- Innovative in that it will include \$40 billion set aside strictly for a Transformational Projects Fund. Could address large complex projects. Calls for big investments in construction; also a component focused on evaluating the resiliency and long-term sustainability of what we are building.

Transit and Regional Planning

Offer tens of millions of Americans new transportation options.

- Aim to provide all Americans in municipalities of more than 100,000 people with quality public transportation by 2030. Increase flexible federal investments, helping cities and towns to install light rail networks and to improve existing transit and bus lines.
- Invest in infrastructure for pedestrians, cyclists, and riders of e-scooters and other micro-mobility vehicles..

Reduce congestion by working with metropolitan regions to plan smarter growth.

- Empower city, county, regional, and state leaders to explore new, smarter, climate-friendly strategies to help reduce average commute times and build more vibrant main streets.
- Create a competitive grant program to rethink and redesign regional transportation systems, to get commuters where they are going safer, faster, and more efficiently. Boost highway funding by 10%, and allocate the new funding to states that embrace smart climate design and pollution reduction, incentivizing them to invest in greenhouse gas reduction. States will also be free to use existing highway funding for alternative transportation options.

Connect workers to jobs.

- Dedicate an additional \$10 billion over 10 years specifically for transit projects that serve high-poverty areas with limited transportation options

Smart Cities

- Encourage innovation and launch smarter cities
- Recognize new modes of car ownership, growth of ride-hailing and ride-sharing services, rapid adoption of electric scooters and bike-share programs; self driving cars
- Benefit if cities can adapt to those new technologies – by reshaping streets to protect cyclists and scooters, connecting transit systems to last-mile solutions like ride-shares and e-scooters, or using real-time data to manage traffic flows.
- Build on the U.S. Department of Transportation’s Smart City Challenge by launching a yearly \$1 billion competitive grant program to help five cities pilot new planning strategies and smart-city technologies that can serve as models for the country.

Equity

Invest in historically marginalized communities and bring everyone to the table for transportation planning.

- Reflected in Administration approach to infrastructure.
- Make unprecedented investments in rebuilding and connecting historically underserved areas to better transportation options
- Make sure that our highway, road, transit, and air systems never again divide us.
- Emphasize a robust public engagement process in planning all new transportation projects.
- Create a new Community Restoration Fund, specifically for neighborhoods where historic transportation investments cut people off from jobs, schools, and businesses.

Transportation Secretary Buttigieg

- Pete Buttigieg confirmed as Secretary
- Former Mayor of South Bend, some platform items:
 - focus on maintenance before expansion
 - transportation safety, national Vision Zero
 - projects to improve access to jobs and services
 - robust infrastructure plan (\$1T)
 - fix insolvent Highway Trust Fund
 - Smart Streets deployment

Deputy Secretary Trottenberg

- Former New York City Department of Transportation (DOT) commissioner Polly Trottenberg proposed deputy secretary of transportation.
- Trottenberg, the longest-serving commissioner in the city DOT's history, and was a key contributor in implementing Vision Zero initiative to improve roadway safety and reduce traffic fatalities.
- Trottenberg has previously served at the federal level under the Obama administration as the assistant secretary for transportation policy and under secretary for policy at USDOT.

- Trottenberg, who also spent five years serving on the MTA Board during her time as DOT commissioner, pushed for expanded bus lanes
- Expanding NYC's protected bike lane network was another one of Trottenberg's priorities during her time on the job, installing over 80 miles of protected bike lanes throughout the five borough's during her tenure.
- Bike shares were also at the forefront of the DOT's cycling efforts, with Citi Bike proving to be a major success and dockless pilot programs, having opened the door for future micromobility options

Hierarchy of Transportation Funding Issues

- COVID Relief – Stabilize the system
- Current Year Funding – Get back to business
- Future Year Funding and Legislation – Finding a path in a new administration and Congress

Federal Program – Action

- President signed end of year spending bill, also included the coronavirus relief measure
- Provides billions of dollars of relief funding for transportation related provisions
- Public transportation providers will receive \$14 billion dollars using existing formulas.
- Provided USDOT with remainder of 2021 appropriation
- Congress appropriated extra general funds for the highway and transit programs above what is provided from the Highway Trust Funds.

COVID Relief

- Congress passed a \$2.3 trillion legislative package (H.R. 133), on December 21
- Second-largest economic rescue package in U.S. history, as part of a massive year-end spending bill that contains appropriations for Fiscal Year (FY) 2021 and additional COVID-19 relief

COVID Supplemental – Highways

Highways (\$10 Billion)

- Funding to support state Departments of Transportation and certain local transportation agencies.
- Funds are available to replace amounts lost as a result of COVID-19 for preventive maintenance, routine maintenance, operations and personnel costs, including salaries of employees or contractors, debt service payments, availability payments and coverage for other revenue losses.
- Surface Transportation Block Grant (STBG) funds will be apportioned to states in the same ratio as the obligation limitation for FY 2021.
- Has to be apportioned not later than 30 days after the date of enactment.
- Funds will be sub-allocated within the state to urbanized areas with a population of over 200,000.

COVID Supplemental – Transit

Coronavirus Supplemental Transit (\$14 Billion)

- Funding to prevent, prepare for and respond to COVID-19, and to the maximum extent possible, be directed to payroll and operations.
- 100 percent federal share.
- Federal Transit Administration (FTA) must allocate the funding not later than 30 days after the date of enactment of this Act.
- Funding is distributed through the following formula funds: \$13,271,310,572 by Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula (including FTA Section 5337 State of Good Repair formula funds).
- \$50 million for paratransit.
- \$679 million for grants to rural areas.
- Expect to see \$43 + million shortly for Metro.

2021 Transportation Appropriations

- Provided USDOT with remainder of 2021 appropriation

Omnibus Highlights - Highway

Provides \$88.2 billion for the DOT, a \$955 million increase over FY 2020, including:

- \$46.365 billion for highways (FAST Act authorized Highway Trust Fund), same as FY 2020

Additional \$2 billion from the Treasury Department, allocated as follows:

- \$640.7 million for STBG
- \$1.08 billion for Bridge Replacement/Rehabilitation Grants
- \$50 million for Competitive Grade Crossing Grants

Omnibus Highlights - Transit

\$10.15 billion for transit, same as FY 2020

- Additional \$2 billion for Capital Investment Grants
- \$1.169 billion for New Starts
- \$525 million for Core Capacity
- \$200 million for Small Starts
- Prevents FTA from delaying projects that have a proposed federal share of their capital costs greater than 40 percent and prevents FTA from requiring CIG get a medium or higher rating before finishing its EIS.
- \$1 billion for BUILD Grants, same as FY 2020
- Amtrak: NEC - \$700 million; National Network - \$1.3 billion
- Port Infrastructure Development Program: \$230 million, \$5 million increase from FY 2020;
Federal Aviation Administration (FAA): \$18 billion, \$347 million increase from FY 2020;
Airport Improvement Program (AIP): \$400 million, same as FY 2020

Impacts to Consider for Relief and FY Funds

- Appears GBNRTC Transportation Improvement Program (TIP) for current Fiscal Year fully funded
- Implications of COVID relief TBD
- BUILD funded – competitive infrastructure grants
- TAP/CMAQ coming soon
- Freight projects coming
- Transit program intact

So What Now?

- Get through pandemic and stabilize systems
- Rebuild physical infrastructure
- Seek alignment with proposed federal priorities and initiatives
- Incorporate new approaches to future planning
- Prepare to access finance opportunities as legislation emerges
- Maintain and deepen contact with advocates, influencers, electeds

Governor Cuomo Announces \$200 Million in 'Bridge NY' Funding Available to Build Resiliency in New York Communities

INFRASTRUCTURE

TRANSPORTATION

- \$200M for localities to rehabilitate and replace bridges and culverts statewide.
- Available to all municipalities authorized to receive and administer state and federal transportation funding.
- Awards will be made through a competitive process and will support all phases of project development, including design, right-of-way acquisition and construction.
- Evaluations will be based on the structural condition of a bridge or culvert and its resiliency and significance based upon traffic volumes, detour considerations, the number and types of businesses served and the overall impact on commerce.
- Consideration will also be given to projects that provide demonstrable benefit for Environmental Justice Communities.
- Applications for funding will be accepted through May 19, 2021 for culverts, and June 9, 2021 for bridges.
- A sponsor and application training module (WebEx) is scheduled for Tuesday, February 16, 2021 10:00 AM-12:00 PM
- NOFA, applications and additional information are available at: www.dot.ny.gov/bridgeny.

2021 BUILD and INFRA Program Update

- USDOT has rescinded the Notice of Funding Opportunity (NOFO) for 2021 Better Utilizing Investments to Leverage Development (BUILD) Grants issued by the Trump administration before their departure.
- USDOT is currently revising the FY 2021 BUILD Notice of Funding Opportunity
- A new BUILD NOFO will be noticed before the April 26 statutory deadline.
- A similar announcement was made for the Infrastructure For Rebuilding America (INFRA) program.
- Both grant programs will be reviewed by the new Administration and are subject to changes.

Freight Study Update – Project Development

- Overall project is about 90% complete
- Task 4 GAP Analysis and Project Development
 - Task Memo 3 had extensive Steering Committee comments and suggestions which have all been incorporated
 - Safety analysis of roads around intermodal facilities has been completed by GBNRTC and project recommendations have been developed.
- 116 recommendations developed and classified by priority:
 - High – 20
 - Medium/High – 34
 - Medium – 51
 - Medium/Low – 7
 - Low – 4
- Recommendations include infrastructure projects as well as and non-infrastructure items.
- The consulting team has developed a series of easy to read project summary sheets that are included in the final report.

Safety Improvements to Roadways near Intermodal Yards

January 2021

PROJECT BACKGROUND/NEED

An assessment of the NYS Safety Information Management System (SIMS) over the last 5 years (2015-2019) was undertaken to search for Priority Investigation Locations (PILs), Safety Deficient Locations (SDCs), or Priority Investigation Intersections (PIIs) along roadways that provide access to the region's three main rail/ intermodal facilities, which are:

- Norfolk Southern Bison Yard and Buffalo Transload Facility located on Bison Parkway in Sloan, with access to Harlem Road (via Gruner Road), south of Broadway.
- CSX Frontier Yard located at 1836 Broadway in Buffalo, with access to Broadway east of Bailey Avenue.
- CSX Intermodal Terminal located at 257 Lake Avenue in Blasdell, with access to Lake Avenue east of Route 5.

The assessment of the SIMS data was undertaken to identify intersections or corridors that have experienced freight related crashes and should become the focus of safety improvements that will aid in the safe, efficient flow of freight across the region. The following findings came from the SIMS assessment:

Nearby to Bison Yard and Frontier Yard. Along Harlem Road between Walden Avenue and William Street, there were Specialty PILs identified in 2015, 2016, and 2108. This included speed related crashes, right angle crashes, head on crashes, large

truck crashes, and fixed object/ run off road crashes. A view of the corridor suggests that many of these crashes might be attributed to the road profile, which consists of multiple bridge flyovers that result in slower acceleration uphill and faster speeds downhill, as well as a general lack of acceleration or deceleration lanes. The intersection of Harlem Road and Walden Avenue was identified as a PII in 2017 with a high number of pedestrian crashes.

Nearby to CSX Intermodal Terminal.

In the vicinity of the CSX Intermodal Terminal, PILs were identified on South Park Avenue in 2015 and 2016, and SDLs were identified on Route 5 and South Park Avenue in 2015, 2016, and 2017. Specialty PILs were flagged on South Park Avenue and Route 5 in 2015, 2016, 2017, and 2018. Additionally, in 2017, SIMS identified two PIIs in the vicinity of the Route 5/ Lake Avenue intersection. The assessment identified aggressive driving crashes, fixed object/ run off road crashes, right angle crashes, rear end crashes, and large truck crashes.

CSX has indicated that they don't experience any operational issues or congestion at their Intermodal Terminal on Lake Avenue. Safety issues near the Lake Avenue facility show up on Route 5 and South Park Avenue, with limited issues on Lake Avenue. Lake Avenue was recently repaved and contains a smoother surface for truck traffic.

PROJECT SUMMARY

- 1 Harlem Road and Gruner Road
- 2 Harlem Road and Broadway Ramp
- 3 Broadway and CSX Frontier Yard Driveway

Goals Met:

Federal FAST Act



NYS Freight Plan



WNY REDC Strategic Plan



GBNRTC Moving Forward 2050



Freight Modes Benefited:



Priority:



Estimated Cost:

Harlem Road and Gruner Road	\$721 K
Harlem Road and Broadway Ramp	\$500 K
Broadway and CSX Frontier Yard Driveway	\$75 K

Freight Study Update – Remaining Work

- Draft of final report has been received and distributed to Steering Committee for review and comments.
- In addition, consultant will schedule a Steering Committee meeting to present the freight findings and projects.
- Schedule a freight forum for stakeholders to present findings from the Freight Study update.

Major Regional Projects and Status

Several Larger Projects of Note

- Kensington Expressway, Rt 33 – Reconnecting Humboldt Parkway
- Buffalo Skyway, Rt 5 Environmental Impact Statement
- Scajaquada Corridor, Rt 198 – Region Central Study
- Light Rail Transit Extension Project Environmental Impact Statement

Kensington Expressway, Rt 33 – Reconnecting Humboldt Parkway

- Progressed as an Environmental Assessment in 2016 for proposed project between Best and East Ferry Streets
- Intent to improve visual quality and natural environment of Humboldt Parkway neighborhoods
- Reasonably recreate a portion of the Parkway while maintaining transportation link
- Some visuals (as follow) presented in public meetings in 2019
- No further action at this time





**Kensington Reconstruction
Within A Tunnel Concept**



Department of
Transportation

NY Route 33, Kensington Expressway Project
City of Buffalo, Erie County

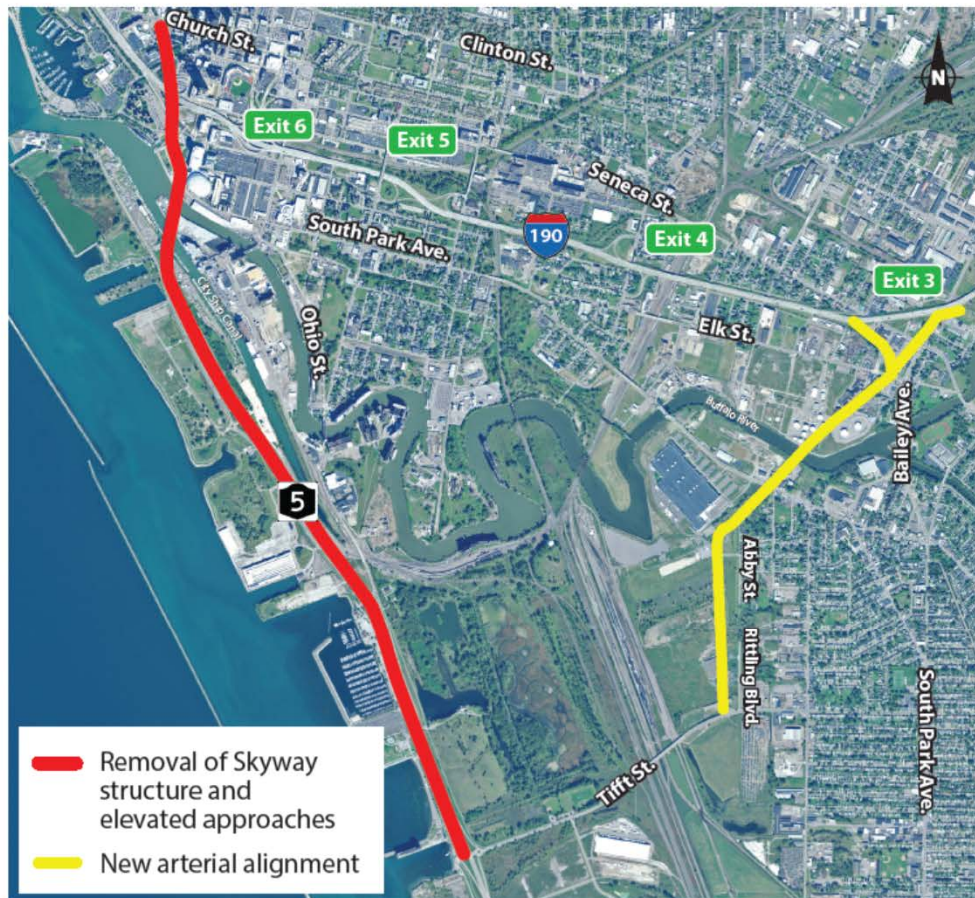


**Kensington Reconstruction With Improved
Community Connections Concept**

NY Route 33, Kensington Expressway Project
City of Buffalo, Erie County
PIN 5512.52

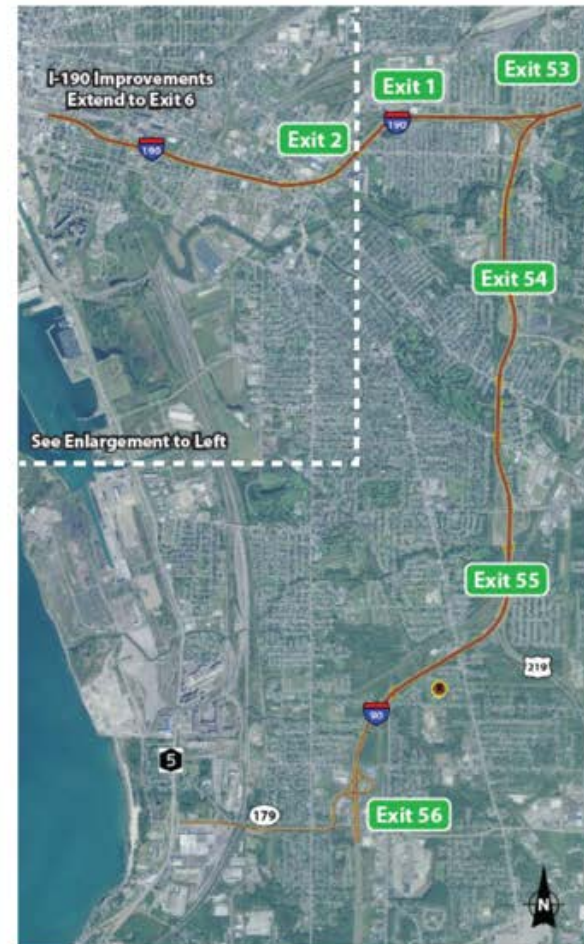
Buffalo Skyway, Rt 5
Environmental Impact Statement

CONCEPT UNDER CONSIDERATION: SKYWAY REMOVAL WITH NEW TIFFT STREET ARTERIAL



- Removes Skyway structure and elevated approaches between Tiftt Street and Church Street
- Extends Tiftt Street on a new alignment with four lanes from the intersection at Rittling Boulevard, extending north parallel to Abby Street, and continuing along an old railroad right-of-way over the Buffalo River to I-190
- Modifies I-190 interchange at Seneca Street (Exit 3)

ADDITIONAL CONCEPTS UNDER CONSIDERATION



Current Status

- Last August, the New York State Department of Transportation announced two alternatives to the Skyway, one a lower-speed boulevard with landscaping, and the other a highway.
- Each would head east from Lake Erie on the existing Tifft Street right-of-way and then head north, past the Tesla plant and across a new bridge over the Buffalo River to a new I-190 on-ramp at Seneca Street.
- Either alternative would lead to the complete demolition of the Skyway
- EIS Completion forecast next few months
- State of the State message indicated groundbreaking to follow

Some Recent Conversation on Partial Removal



Rt 198 – Scajaquada – Region Central

- Concepts on expressway reconfiguration presented few years ago, no consensus achieved
- GBNRTC requested to conduct planning study and outreach to seek agreement
- Recast as Region Central to incorporate focus on interests and impacts in the corridor and in the central part of our region
- Project Scope follows, action is well underway

Scope Items

- Identify future state for the corridor land uses and features
- Summarize Existing Transportation Assets, Trip Patterns and Travel Demands
- Develop Objectives and Performance Metrics for Development and Transportation
- Develop System Options
- Project Development

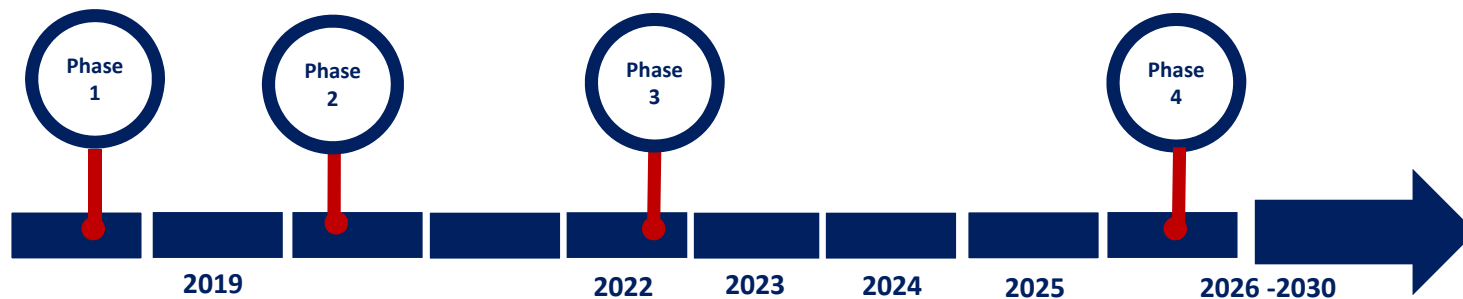
Metro Rail Expansion Project

Locally Preferred Alternative

- Extends 7 miles from University Station to I-990
- Includes 10 proposed stations and a storage/maintenance facility
- Serves key activity centers
- Connects UB's three campuses
- Travels underground for .8 mile
- 40-minute one seat ride from I-990 to Downtown Buffalo



- Phase 1 – Planning and Environmental Review - \$5M ESD
- Phase 2 – Design and Project Development - \$6M NYS
- Phase 3 – Final Design and Engineering
- Phase 4 – Construction



Progress to Date

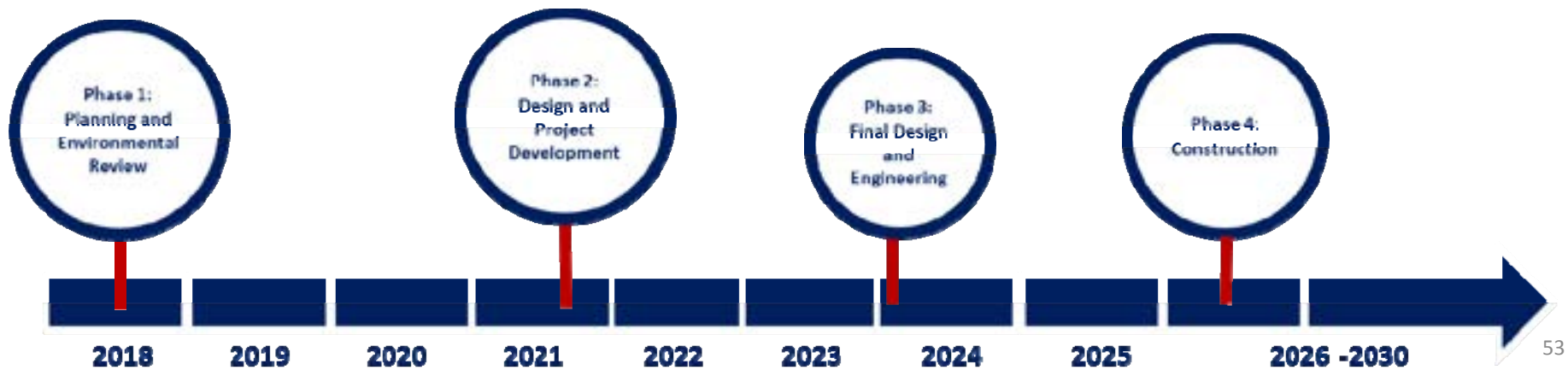
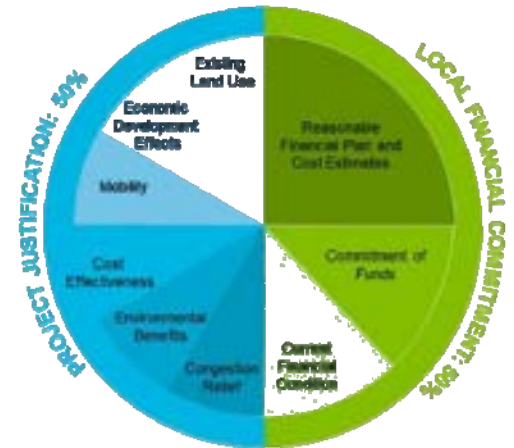
- SEQR DEIS issued last winter
- Public hearings held and comments received
- April 2020 – FTA sends letter indicating they will become Lead Agency under NEPA
 - Requires evaluation of BRT as an alternative
 - Requires NFTA to hire Section 139(j) consultant to work on behalf of FTA
- Published responses to SEQR DEIS comments
- Transition to development of a combined SEQR and NEPA EIS document (to include BRT evaluation)
- Procurement and selection of Section 139(j) consultant commenced in October
 - Selection committee reviewed and interviewed firms in November
 - Requires MOA with FTA

NEPA Schedule

- Next Steps to complete NEPA (schedule to be developed with FTA):
 - FTA to issue Notice of Intent (NOI)
 - Conduct Scoping
 - Issue DEIS and commence with public comment period, hold public hearing(s)
 - Issue FEIS
 - Record of Decision

Phase 2 - Project Development

- Project Development
 - Project justification criteria
 - Financial plan
 - 30% non-New Starts funding committed
 - Approximately 30% design
 - Lock-in New Starts funding request
 - Project management plans and sub-plans



Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Next Meeting – March 3, 2021
- Adjournment



GBNRTC-PCC Meeting Wednesday March 3, 2021 9:30AM

[Join Zoom Meeting:](#)

DRAFT AGENDA

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous Meeting Minutes

II. ACTION ITEMS

- A) PIN 581453 Route NY 952Q Walden Ave; Safety Improvements (New Project) - PCC approval
- B) PIN 582511 Erie Canal Harbor Station Rehabilitation, PIN 582512 Operations Control Center (OCC) Enhancements, and PIN 582513 Boiler Replacement; Cold Spring Garage (New Projects) - PCC approval
- C) PIN 5900.40 Purchase Paratransit Vehicles and PIN 5900.41 Purchase Bus Shelters (Delete Two Projects) – Recommend to Policy (conditional – in review until 3/6)
- D) PIN 581451 Wrong Way Driving & Low Clearance Bridge Countermeasures (New Project) - PCC approval
- E) PIN 556815 NY 263 @ Hopkins Road; Safety Improvements (New Project) - PCC approval
- E) PINs 582517, 582418 and 582519 Three NFTA METRO Projects – (New Projects) - Initiate 30-day Public Review
- F) Resolution PEF Contract – GBNRTC Staff – PCC approval
- G) Projects in Public review
 - PIN 513139 NY 277 (Union RD) @ Rt. 33 Ramps – Significant Scope Change
 - PIN 581348 Niagara St & John B Daly Blvd - Significant Scope Change

III. DISCUSSION ITEMS

- A) Transit Oriented development – mid study progress
- B) NFTA Transit Survey startup
- C) Freight Study status
- D) Outlook for New TIP
- E) Funding Initiatives – possible TIP impact
- F) Region Central Planning
- G) Regional Bicycle Coalition
- H) Issues for the Region Post Pandemic
- I) Analytical project on Deep Uncertainty and Risk Analysis

IV. STATUS REPORTS/INFORMATION

- A) Member Agency Reports
- B) Director’s Report

NEXT MEETING CONFIRMATION: April 7, 2021

MINUTES OF THE MARCH 3, 2021 MEETING OF THE
GREATER BUFFALO-NIAGARA REGIONAL TRANSPORTATION COUNCIL
PLANNING AND COORDINATING COMMITTEE (PCC)

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on March 3, 2021

The following GBNRTC-PCC representatives were present:

1. Joe Buffamonte	NYSDOT
2. Nolan Skipper	City of Buffalo
3. Scott Helser	NYSTA
4. Norm Allen	Niagara County
5. Jeff Amplement	NFTA
6. Darlene Svilokos	Erie County
7. Mike DeSantis	City of Niagara Falls

Others present were:

1. Frank Cirillo	NYSDOT
2. Richard Fontana	NYSDOT
3. Doug Funke	CRTC
4. James Cuzzo	NYSDOT
5. Hal Morse	GBNRTC
6. Rich Guarino	GBNRTC
7. Lisa Kenney	GBNRTC
8. Athena Hutchins	NITTEC
9. Kelly Dixon	GBNRTC
10. Jim Jones	GoBike
11. Dan Castle	Erie County
12. Tom Heins	HDR
13. Kim Amplement	Town of Amherst
14. Mike Leydecker	BNP
15. Ramsey Kahi	Labella Assoc
16. Christina Schweitzer	
17. Ken Wojtkowski	
18. William Jud Welsner	
19. Michael Godfrey	
20. Greg Dionne	

I. PROCEEDINGS

Mr. Skipper called the meeting to order at 9:30 a.m.

A) Roll Call – all members were present

B) Public Participation

Doug Funke asked regarding funding changes for paratransit services, NFTA provided response. Jim Jones noted the upcoming public meeting on Grant Street streetscape alternatives.

C) Approval of Meeting Agenda

All were in favor of a motion (EC/NYS DOT) to approve the meeting agenda.

D) Approval of Previous Meeting Minutes

All were in favor of a motion to approve the previous meeting minutes. (NYS DOT/NC)

II. ACTION ITEMS

- A) PIN 581453 Route NY 952Q Walden Ave; Safety Improvements (New Project) – All were in favor of a motion (NYS DOT/EC) to approve this change at PCC.
- B) PIN 582511 Erie Canal Harbor Station Rehabilitation, PIN 582512 Operations Control Center (OCC) Enhancements, and PIN 582513 Boiler Replacement; Cold Spring Garage (New Projects) - All were in favor of a motion (NYS DOT/NFTA) to approve this change at PCC.
- C) PIN 5900.40 Purchase Paratransit Vehicles and PIN 5900.41 Purchase Bus Shelters (Delete Two Projects) – All were in favor of a motion (NFTA/EC) to recommend approval of this change at Policy Committee pending completion of favorable public review.
- D) PIN 581451 Wrong Way Driving & Low Clearance Bridge Countermeasures (New Project) – After some discussion regarding project parameters, all were in favor of a motion (NYS DOT/NF) to approve this change at PCC.
- E) PIN 556815 NY 263 @ Hopkins Road; Safety Improvements (New Project) - All were in favor of a motion (NYS DOT/EC) to approve this change at PCC.
- F) PINs 582517, 582418 and 582519 Three NFTA METRO Projects – (New Projects) – Buffamonte asking if there were federal funds in this project, Jeff Amplement indicated they are all state funds. All were in favor of a motion (NYS DOT/NFTA) to initiate a 30-day Public Review
- G) Resolution PEF Contract – GBNRTC Staff – Morse noted that no action on PEF contracts was pending, only staff step increases would be authorized. All were in favor of a motion (NYS DOT/NFTA) to authorize NFTA, as administrative host, to process only eligible step increases for GBNRTC staff.
- H) Guarino reviewed status of the following Projects in Public review:
 - PIN 513139 NY 277 (Union RD) @ Rt. 33 Ramps – Significant Scope Change
 - PIN 581348 Niagara St & John B Daly Blvd - Significant Scope Change

III. DISCUSSION ITEMS

- A) Transit Oriented development – mid study progress – Morse reviewed study status, indicating the project Steering Committee would meet soon to review proposed land use and regulatory studies as well as potential finance mechanisms.
- B) NFTA Transit Survey startup – Kenney provide an update on the transit survey being performed for NFTA on the bus and rail systems. Survey instrument is in development for pilot test in March and full survey underway in April.
- C) Freight Study status – Guarino noted that the Study is nearing completion, potential projects identified and final approval scheduled for May Policy Meeting
- D) Outlook for New TIP – Guarino indicated a new TIP development process will start soon. No immediate guidance or funding targets are available but there is enough to start work.
- E) Funding Initiatives – possible TIP impact – Morse discussed upcoming programmed or potential funding initiatives at the federal level. It was suggested TPS review existing and potential projects for possible modification or acceleration.
- F) Region Central Planning – this initiative is progressing as planned, substantial data and stakeholder material has been turned over to the consultant team. A virtual tour in planned this month. Schedule and project management processes are in development.

- G) Regional Bicycle Coalition – subsequent to approval of the Regional Bicycle Master Plan, Weymouth noted that a Coalition was forming to spur implementation and develop a maintenance strategy.
- H) Issues for the Region Post Pandemic – Morse discussed a number of possible influencing factors from the pandemic and how they might affect the program. Some early planning and risk analysis was suggested to stay ahead of events.
- I) Analytical project on Deep Uncertainty and Risk Analysis – on the topic of risk analysis, GBNRTC has been participating with FHWA on some exploratory modeling practices. This initiative is expected to continue with additional FHWA financial support.

IV. STATUS REPORTS/INFORMATION

A) Member Agency Reports

Members discussed initiatives in their organizations. NFTA discussed progress on DL&W project including a survey being administered by project for Public Spaces; also the Spring Bus schedule.

Niagara Falls added that Phase 4 of the Buffalo Avenue project was underway, good bids were received.

- B) Director's Report. Morse noted several additional items, including new year of staff work items, traffic count program ramping up; Goodell Street initiative in development; CMP development progressing; and additional Youngs Road interchange analysis completed to inform a next meeting of the study team.

- C) There was a motion by (NF/NC) to adjourn the meeting. All were in favor

Planning and Coordinating Committee

March 3, 2021



March 2021 PCC Agenda Items

I. Proceedings

- A. Roll Call
- B. Public Participation
- C. Approval of Meeting Agenda
- D. Approval of August Meeting Minutes

II. Action Items

- A. PIN 581453 Route NY 952Q Walden Ave; Safety Improvements (New Project) - PCC approval
- B. PIN 582511 Erie Canal Harbor Station Rehabilitation, PIN 582512 Operations Control Center (OCC) Enhancements, and PIN 582513 Boiler Replacement; Cold Spring Garage (New Projects) - PCC approval
- C. PIN 5900.40 Purchase Paratransit Vehicles and PIN 5900.41 Purchase Bus Shelters (Delete Two Projects) – Recommend to Policy (conditional – in review until 3/6)
- D. PIN 581451 Wrong Way Driving & Low Clearance Bridge Countermeasures (New Project) - PCC approval
- E. PIN 556815 NY 263 @ Hopkins Road; Safety Improvements (New Project) - PCC approval
- F. Resolution 2021-6 PEF Contract – GBNRTC Staff – PCC Approval
- G. Projects in Public review

III. DISCUSSION ITEMS

- A. Transit Oriented Development – mid study progress
- B. NFTA Transit Survey startup
- C. Freight Study Update
- D. Outlook for New TIP
- E. Funding Initiatives – possible TIP impact
- F. Region Central Planning
- G. Regional Bicycle Coalition
- H. Issues for the Region Post Pandemic
- I. Analytical project on Deep Uncertainty and Risk Analysis

Proceedings

- Roll Call
- Public Participation
- Approval of Meeting Agenda
- Approval of February Meeting Minutes

Action Items



PIN 581453 Route NY 952Q Walden Ave; Safety Improvements

- This new NYSDOT project will make modifications to decrease identified collisions and improve safety and operation.
- The pavement condition will also be restored to at least a score of 8 (or higher) using an effective pavement treatment, providing a service life of at least 8 yrs.
- Total project cost is \$2.555M (\$2.093M federal STBG Flex and HSIP + state match).
- Fiscal constraint is maintained as offset will be provided by existing funding blocks:
 - PIN 5B1555 - PMI - PAVT MAINT LET & VPP - Block Fund (\$2.109M)
 - PIN 5B2006 - HSIP/NHPP State Safety Program - Block Fund (\$0.446M).
- Project is scheduled to be let 8/22
- On 12/30/20, the Interagency Consultation Group (ICG) concurred that this project is exempt from air quality conformity determination (A6 - Highway Safety Improvement Program Implementation) per 40 CFR § 93.126 and 40 CFR § 93.127.
- All defined approved public outreach procedures have been followed
- **Today's action would be to approve as Amendment 27 via Resolution 2021-1**

Three (3) New Transit Projects

- The NFTA is proposing to add three (3) new projects to the TIP using 100% SFY 20-21 NYSDOT Public Transportation Modernization and Enhancement Program funds.
 - **PIN 582511 Erie Canal Harbor Station Rehabilitation** - This project will complete design to rehabilitate the existing inbound and outbound Erie Canal Harbor Metro Rail Station structures. (\$300K).
 - **PIN 582512 Operations Control Center (OCC) Enhancements** - This project will update the NFTA's train control command equipment and workstations with modern technology to improve the overall safety and efficiency of Metro Rail train control operations (\$300K).
 - **PIN 582513 Boiler Replacement; Cold Spring Garage** (\$200K).
- All projects will be let 6/1/21
- All defined and approved public outreach procedures have been followed.
- On 1/26/21, the Interagency Consultation Group (ICG) concurred that all three projects are exempt from air quality conformity determination per 40 CFR § 93.126 (B7, B6 and B8).
- **Today's action would be to approve as Amendment 28 via Resolution 2021-2.**

NFTA – Two (2) Project Deletions

- This NFTA request is to delete two existing projects from the TIP/STIP.
 1. PIN 5900.40 Purchase Paratransit Vehicles \$1.08M (FTA 5339+ match)
 2. PIN 5900.41 Purchase Bus Shelters \$0.19M (FTA 5339+ match)
- Paratransit vehicles and bus shelters will no longer be procured with FFY21 FTA Section 5339 funds and therefore those projects can be removed from the TIP.
 - Paratransit vehicles and bus shelters will still be purchased but under a different funding source.
- The NFTA will transfer all funds from these projects to PIN 5900.39 Purchase Revenue Vehicles (large busses).
- All defined and approved public outreach procedures have been followed.
- The Interagency Consultation Group (ICG) has been notified of this pending action per air quality conformity requirements.
- **Today's action would be to conditionally recommend these two projects for deletion to Policy Committee (public review will not conclude until 3/6/21).**

PIN 581451 Wrong Way Driving & Low Clearance Bridge Countermeasures

- This is a NYSDOT request for a new TIP/STIP project.
- NYSDOT has issued a directive to implement a standard package of countermeasures and enhanced countermeasures at all low clearance bridge locations under DOT maintenance jurisdiction.
- To bring expressway ramp termini and low clearance bridge locations into compliance with state and federal standards, effective signage will be provided in Region 5 to promote safe and efficient traffic flow.
- Total project cost is \$2.3M (federal HSIP and NHPP + state match).
- Fiscal constraint is maintained as \$2.3M will be provided by NYSDOT Main Office statewide allocation.
- Project is scheduled to be let 4/22/21
- All defined and approved public outreach procedures have been followed.
- On 2/11/21, the Interagency Consultation Group (ICG) concurred that this project is exempt from air quality conformity determination (A6 - Highway Safety Improvement Program Implementation) per 40 CFR § 93.126.
- **Today's action would be to approve as Amendment 30 via Resolution 2021-4.**

PIN 556815 NY 263 @ Hopkins Road; Safety Improvements

- This is a NYSDOT request for a new project that will make intersection improvements to decrease identified collisions and improve intersection safety and operation using cost effective collision reduction measures.
- Work to be investigated includes (but is not limited to) the following:
 - Installation of a roundabout
 - Installation of a 3-color traffic signal and construction of left turn lanes
 - Intersection realignment
- Total project cost is \$1.16M (matched HSIP).
- Fiscal constraint is maintained as \$1.16M (Matched HSIP) is being transferred from an existing funding block (PIN 5B2006 HSIP/NHPP State Safety Program).
- Project is scheduled to be let 4/13/23.
- All defined and approved public outreach procedures have been followed.
- On 2/11/21, the Interagency Consultation Group (ICG) concurred that this project is exempt from air quality conformity determination (A6 - Highway Safety Improvement Program Implementation) per 40 CFR § 93.126.
- **Today's action would be to approve as Amendment 31 via Resolution 2021-5.**

Three New NFTA METRO Projects (#2)

1. PIN 582517 METRO Bus Facility Rehabilitation

- This \$283K project will complete needed building repairs/upgrades at all three NFTA-Metro bus garages (Cold Spring, Babcock, and Frontier) to improve their energy efficiency, structural integrity, and the safety of NFTA-Metro employees.
- Fiscal constraint will be maintained as the project will be 100% funded with \$175K from SFY 20-21 NYSDOT Public Transportation Modernization and Enhancement Program (MEP) and \$108K from SFY 20-21 NYSDOT Accelerated Transit Capital Program (ATC).

2. PIN 582518 METRO Bus Fare Collection Upgrade

- This \$2.03M project will construct a new account-based fare collection system for NFTA-Metro buses.
- Fiscal constraint will be maintained as the project will be 100% funded with \$2.03M from SFY 20-21 NYSDOT Public Transportation Modernization and Enhancement Program (MEP).

3. PIN 582519 METRO LRRT Station Elevator Controller Replacement

- This \$425K project will replace the original elevator controllers in the eight (8) underground Metro Rail stations with modern equipment to enhance their performance and safety, reduce ongoing maintenance needs, and improve the overall Metro Rail rider experience.
- Fiscal constraint will be maintained as the project will be 100% funded with \$425K from SFY 20-21 NYSDOT Public Transportation Modernization and Enhancement Program (MEP).

- Let date for all projects is 6/1/21.

- **Today's action would be to initiate a 30-day public review period.**

Resolution 2021-6 PEF – GBNRTC Staff

- GBNRTC staff by procedure follows the job classifications and contract agreements of the New York State Public Employees Federation (PEF)
- NFTA, as administrative host for GBNRTC performs Human Resource and salary administration, per agreement, for GBNRTC staff
- Current PEF Contract expired on March 31, 2019, indicating no action to increment annual increases for GBNRTC staff salaries for SFY 2021-2022 except for step increases for eligible employees
- Authorize NFTA to process only step increases for eligible employees upon receipt of personnel change notices for SFY 2021-2022 at this time
- **Today's action would be to approve Resolution 2021-6**

Projects in Public Review (no action required)

1. PIN 513139 Rt 277 (Union Rd) @ Rt 33 Ramps

- This is a significant scope change to an existing project.
- The additional scope will include ADA compliance, signal work and resurfacing of Union Rd from George Urban Blvd to Genesee St.
- C & CI costs will increase by \$1.101M.
- In public review until 3/9/21.

2. PIN 581348 Niagara St & John B Daly Blvd

- This is a significant scope change to an existing project.
- Six (6) signal replacements will be added to the project including the intersection of John B Daly and Rainbow Blvd.
- C & CI costs will increase by \$1.046M.
- In public review until 3/9/21.

Discussion Items

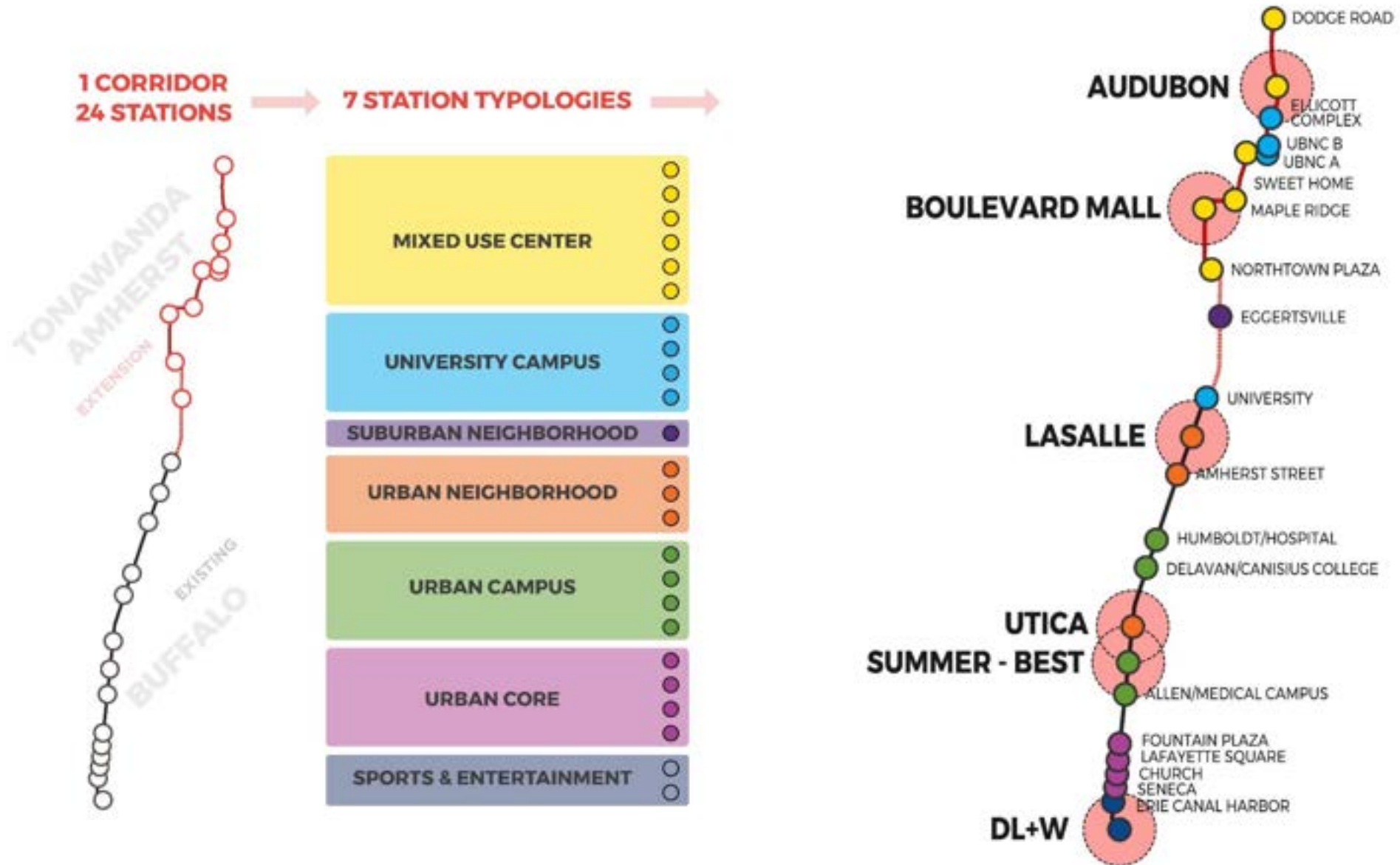


Transit Oriented
Development
Study Status

TOD a Key to Success of Light Rail System

- Ensure appropriate land use policy and zoning regulations are in place to enable higher density, mixed-use development around the stations
- Provide excellent multi-modal connections to the transit stations
- Ensure policies and programs are in place to limit gentrification and displacement as the corridor attracts increased property values, new real estate investment, and population growth
- Coordinate on securing funding for:
 - The Metro Rail Expansion
 - Local infrastructure and improvements needed to support good TOD

Initial Phase Created Station Area Plans



Steering Committee focused on Completion of Second Phase

- City of Buffalo
- Town of Amherst
- Town of Tonawanda
- Erie County
- Niagara Frontier Transportation Authority
- Buffalo Niagara Partnership
- GBNRTC

Important Elements

- Establish a Regional TOD Committee
- Develop TOD/ Joint Development Policy
- Explore Unique Funding and Financing Tools
- Pilot Value Capture techniques
- Develop TOD Fund
- Promote TOD Land Use & Zoning Policies

Amended Plan and Revised Regulations Drafting

- Prepare Comprehensive Plan Revisions
- Prepare Regulatory Revisions
- Summaries of interviews with government stakeholders on plan, policy, and regulatory revisions.
- Draft revisions for each of the communities (City of Buffalo, Town of Amherst, and Town of Tonawanda) to consider for adoption.

Operationalize Regional TOD Committee

- Committee Establishment
- Preferred Development Locations (PDLs)
- Draft Regional TOD Committee Agreement/ MOU
- Draft Regional TOD Committee Workplan
- Defined PDLs with needed infrastructure and ownership
- Resources outlined for continued operation of the Regional TOD Committee

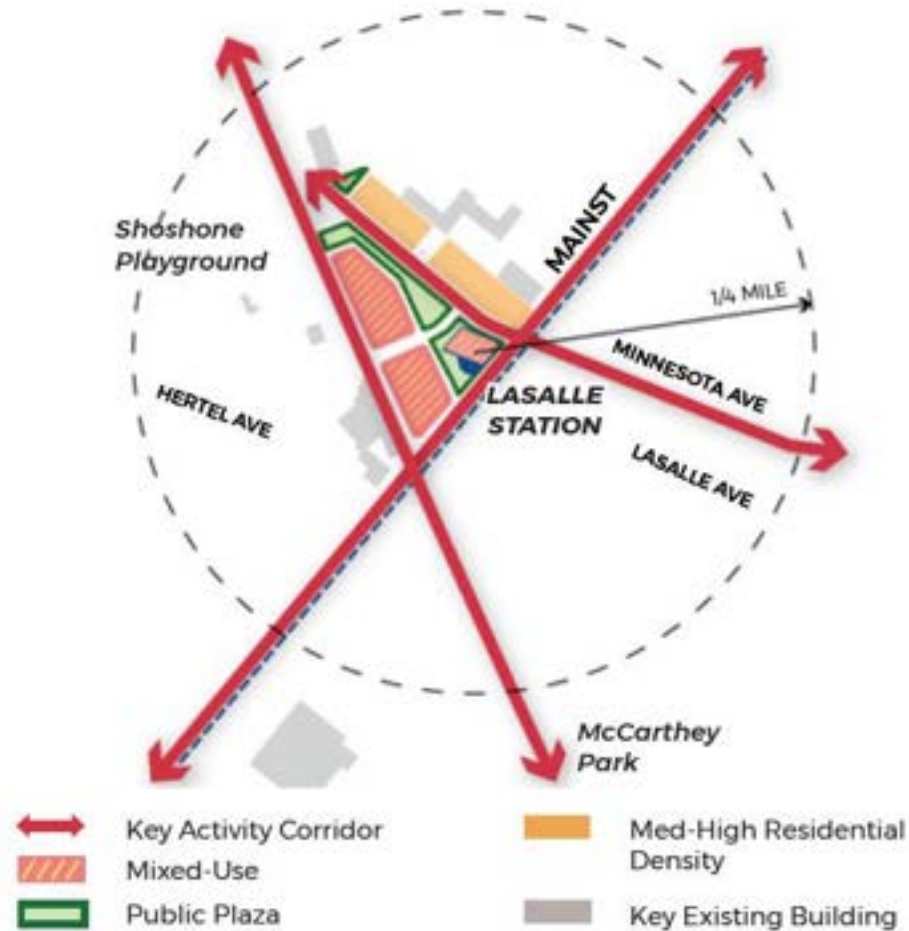
Establish Regional Value Capture Mechanisms

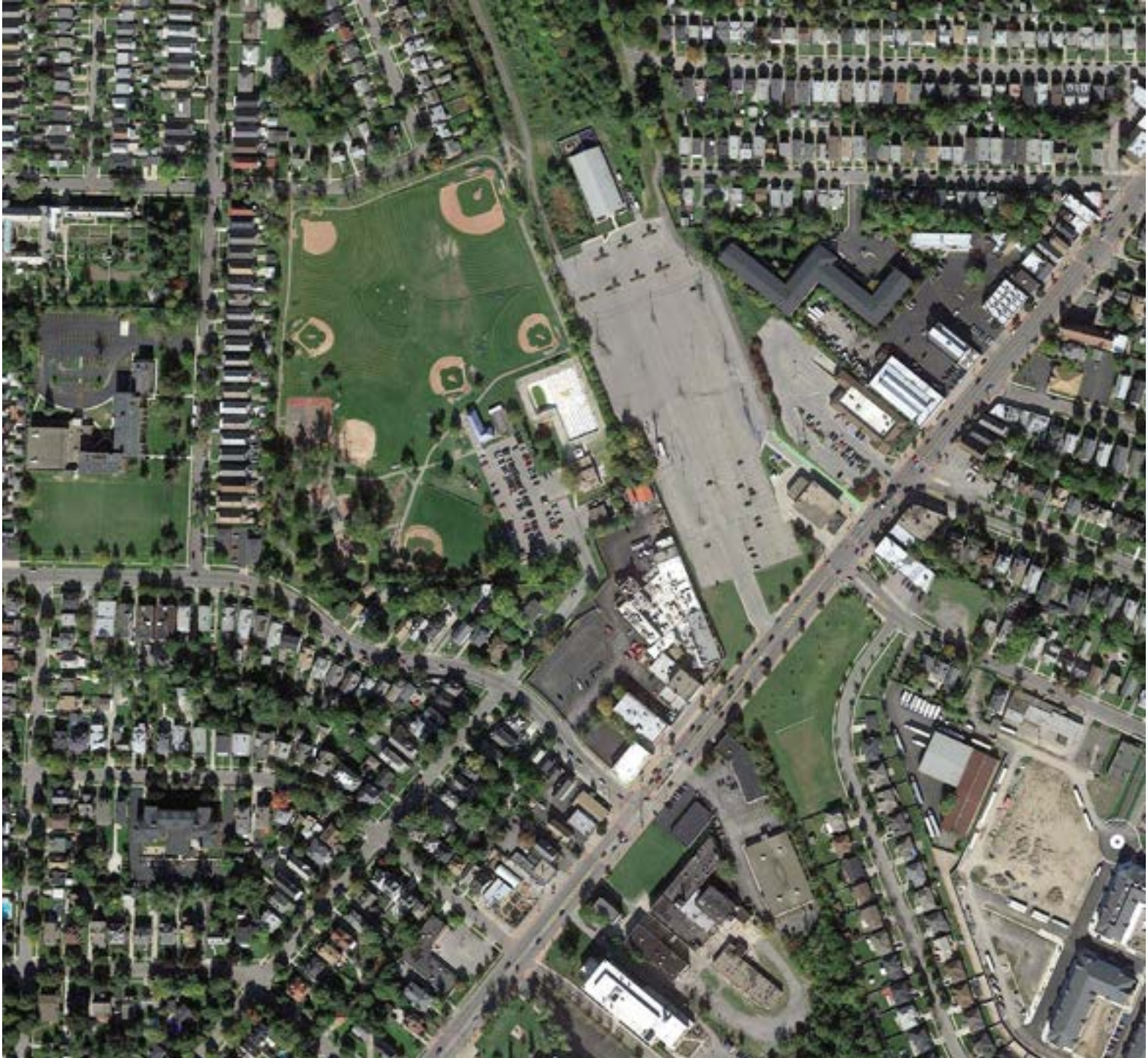
- Evaluation of Current State Laws and Specific Recommendations
- Draft language regarding value capture mechanisms that can be provided for use in legislation.

Two Example Locations

Piloting a TOD & Mobility Hub at a Publicly Owned Site

LaSalle

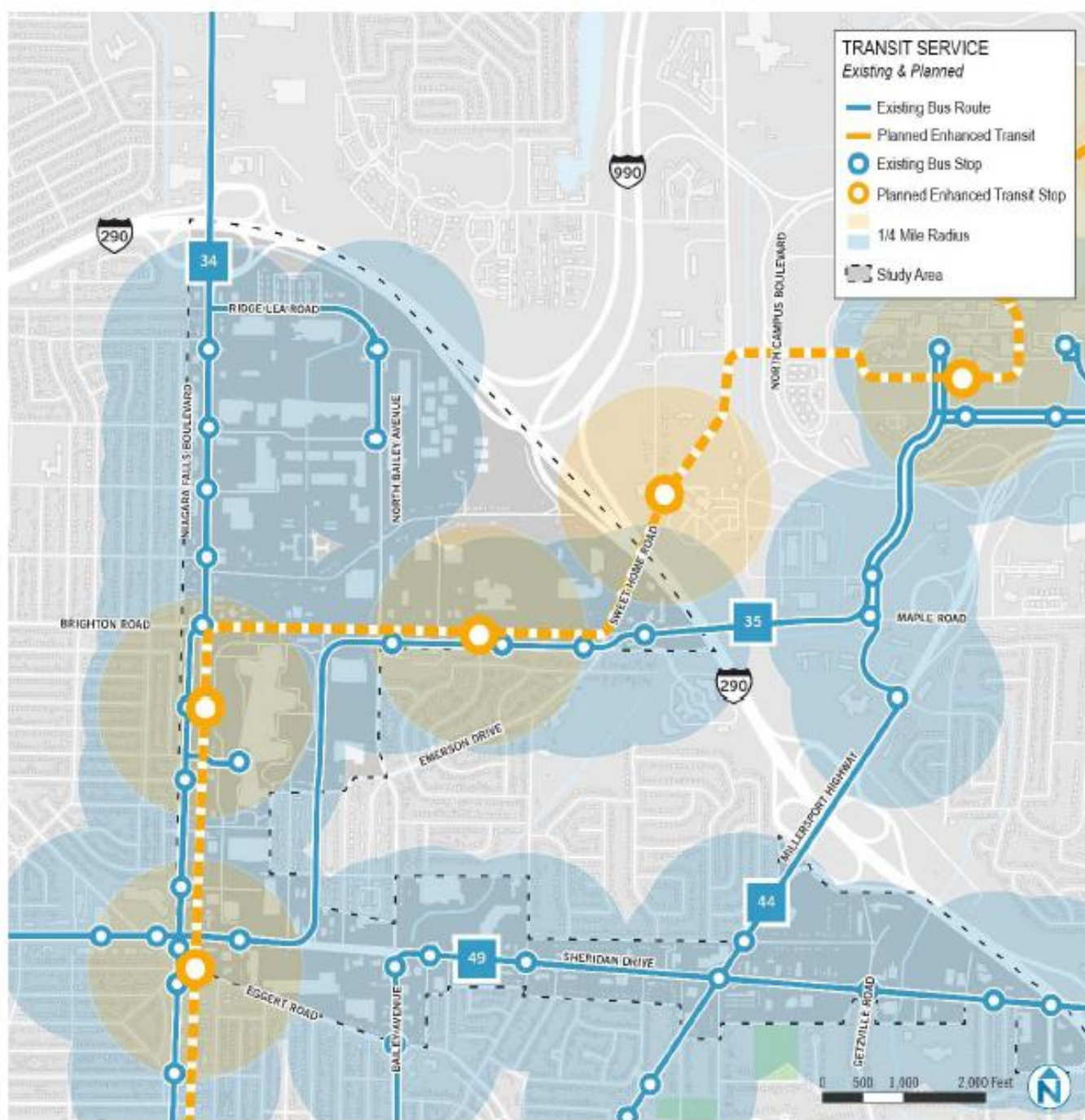


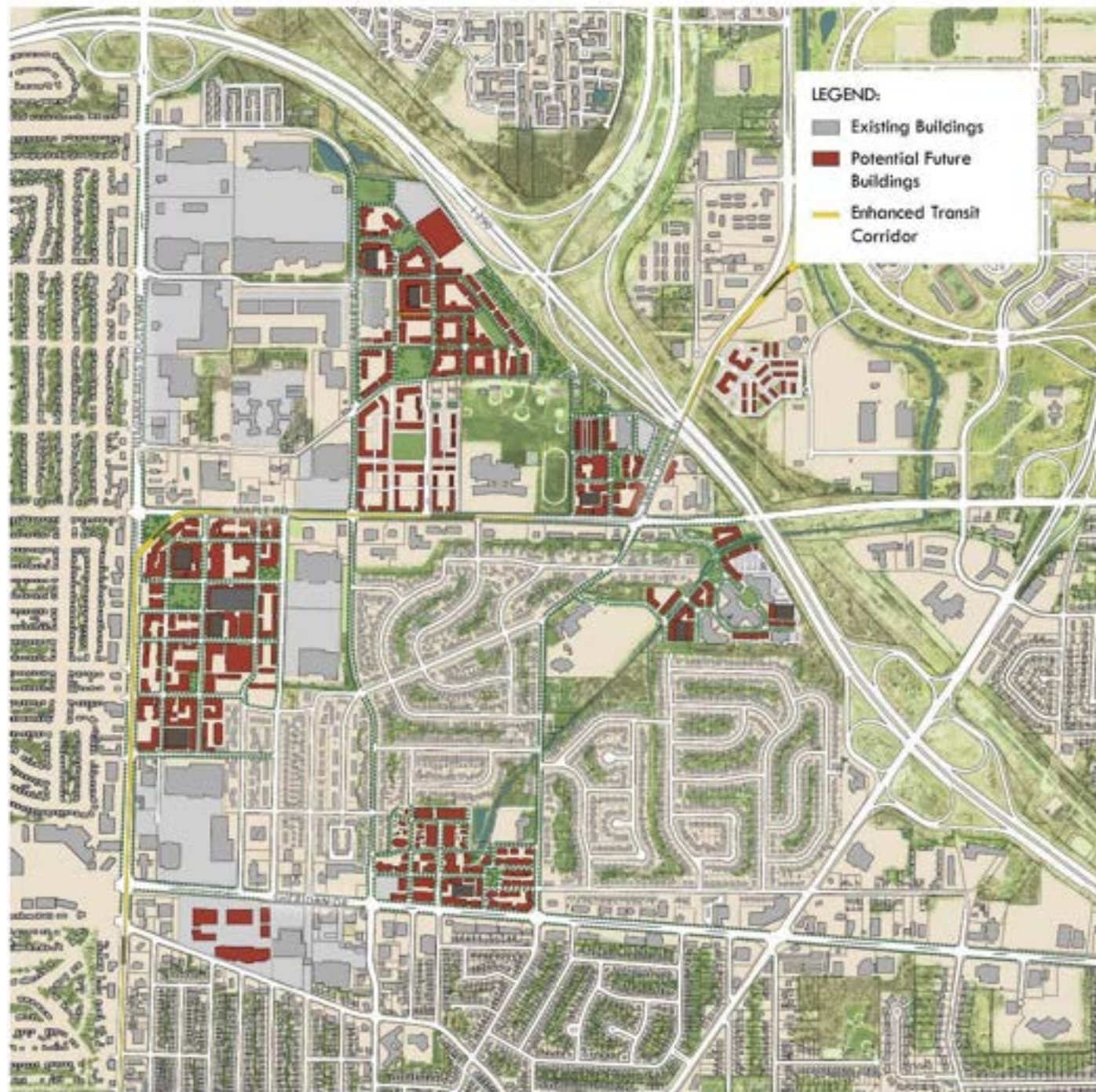




Amherst Boulevard Central Opportunity Zone

These are Draft







Rendering of Recommended Transit Stop Location and Turning Configuration (at Boulevard Mall)

Transit Survey

- Survey Instrument preparation in process
- Pilot rollout later this month
- Full On Board Survey in April, on schedule

Freight Study Update

- Study is 90% completed.
- Continued follow-ups with freight stakeholders to discuss and confirm freight projects.
- Draft final report has been reviewed by Steering Committee. Comments are being incorporated.
- The consulting team will finalize the preparation of a final report that includes an Executive Summary, Project Sheets, and previous tech memos and appendices.
- The consulting team will look to schedule a meeting to present the freight findings and projects to the Steering Committee and other stakeholders, as desired.

2023-2027 TIP Development

- GBNRTC staff will soon begin to develop the next TIP at the monthly Transportation Programs Subcommittee (TPS) meetings.
- From start to finish, the new TIP takes about 18 months to complete.
- Four major work tasks are needed to complete the new TIP:
 1. Project Development
 2. Project Review
 3. NYSDOT MO and Public Review (MPO)
 4. Approval
- Some flex will be built into schedule.
- Schedule being developed and will be presented at March TPS.

Funding Initiatives

Possible TIP Impact

Possible Process

- TIP Development in early stages, allocations theoretical (no legislation)
- Can we increase TIP “cap room” with non-core funding?
- Available discretionary opportunities may include:
 - COVID Relief
 - core funds increase from current year
 - TAP/CMAQ
 - BUILD
 - INFRA
 - Bridge NY

Steps

- Parse existing TIP for projects eligible and ready for opportunities
- Review readiness and interest by members at TPS
- Support action by sponsors
- Incorporate in TIP development discussions (subsequent opportunity?)
- Consider some potential program expansion/acceleration from new transportation legislation

Region Central Planning

Status

- Work well underway
- Consultant Team led by Stantec under contract, subs include Fisher; Highland; Clementine Gold; Strategic Economics
- Management Plan, schedule, etc in development; outreach activities discussed and focused
- Substantial stakeholder interviews, plans, data, etc turned over to consultant team
- Analysis and modeling being done internally
- Steps include:

Identify a Future Vision for Region Central



- Prepare a detailed 20 to 30-year scenario(s) of land uses and features in the Region Central area.
- Prepare specific performance metrics to achieve the goals and objectives.
- Prepare estimated residential, commercial, and institutional buildout.
- Describe natural features in their future state.
- Develop a valuation of both current and future state land uses to reflect the potential economic yield to the region.
- **Product:** A draft future state document including maps and other visuals.



Mobility Assessment + Recommendations



- Prepare a comprehensive inventory of current transportation assets by mode
- Provide a detailed assessment of trip patterns
- Summarize regional travel characteristics that affect the Region Central area.
- Forecast future travel needs and traffic based on the future end state
- Prepare an assessment of non-typical travel demands (weekends, event based, etc.) as well as potential technology implications (mode shift, demand management, autonomous and connected vehicles, etc.) that may impact transportation demand.

Product: A document identifying multimodal assets and existing and future travel patterns in Region Central.

Mobility Assessment + Recommendations

- Based on advisory committees recommendations, stakeholder discussions and community leader's interviews, assemble mobility options for Region Central to achieve the goals and objectives.

Product: A proposed set of mobility options to achieve the objectives.



Mobility Assessment + Recommendations

- Compare the final set of mobility improvement options to existing conditions of transportation assets to identify gaps.
- Develop specific actions and projects across modes and jurisdictions.
- Develop projects sequencing and conceptual cost estimates.
- Produce recommendations related to the federal process.
- Assemble a summary of needed funds and available sources.

Product: A comprehensive document for final review



Communications + Engagement



- Develop plans for and conduct communications and engagement.
- Conduct a communications campaign that could include branding, targeted outreach, and producing collateral.
- Identify appropriate stakeholders, including community leaders, local officials and subject matter experts.
- Prepare a stakeholder governance process for engagement and implementation.
- Develop creative and topic-specific public engagements for input at key steps in the process and for coalition building to implement the vision.
- Establish a collaborative planning process for use in the initiative, as well as through the continuing phases of project development and implementation.



Products: A detailed Communications and Engagement Plan to guide the consultation process and build support for project outcomes; a Collaborative Planning Process document that will provide the framework for continuing planning and project deployment.



BIKE BUFFALO NIAGARA

Regional Bicycle Master Plan

Regional Bicycle Coalition



Current Coalition Activities

- Coalition Formalization
- Project Pipeline
- Online Workshop/Outreach
- Regional Maintenance Strategy



Coalition Membership

- Erie County
- Niagara County
- City of Buffalo
- City of Niagara Falls
- NYS Parks
- NYSDOT
- Greenway Commission
- GoBike
- Waterkeepers
- WNYLC



Project Pipeline

- An agreed upon projects to move forward by conducting studies, acquiring rights-of-way, engaging local communities, and laying the groundwork to obtain funding for future design and construction.



Virtual Workshop

- A virtual workshop targeted towards municipalities. Topics will include priority projects, design guidelines, mapping tool, coalition activities, process and funding opportunities.



Virtual Workshop

1. Regional Bicycle Master Plan Overview

- Purpose of the Plan
- Priority Projects
- Design Guidelines
- Regional Bicycle Mapping Tool

2. Regional Bicycle Coalition

- Purpose
- Activities

3. Process and Funding

- Process for moving projects forward in your municipality
- What funding sources are available and how to apply



Maintenance Strategy

- Smaller working group to discuss potential strategies including funding mechanisms for maintenance activities, who will perform maintenance activities, how contracts will be arranged and oversight of work activities.

Issues for Region Post Pandemic

What Should We Be Thinking About?

Pandemic Specific

- Impacts on overall traffic
- Impacts on Peak traffic
- Mode Choice
- Business/Tourist travel
- WFH and Spatial issues

Other Future Issues

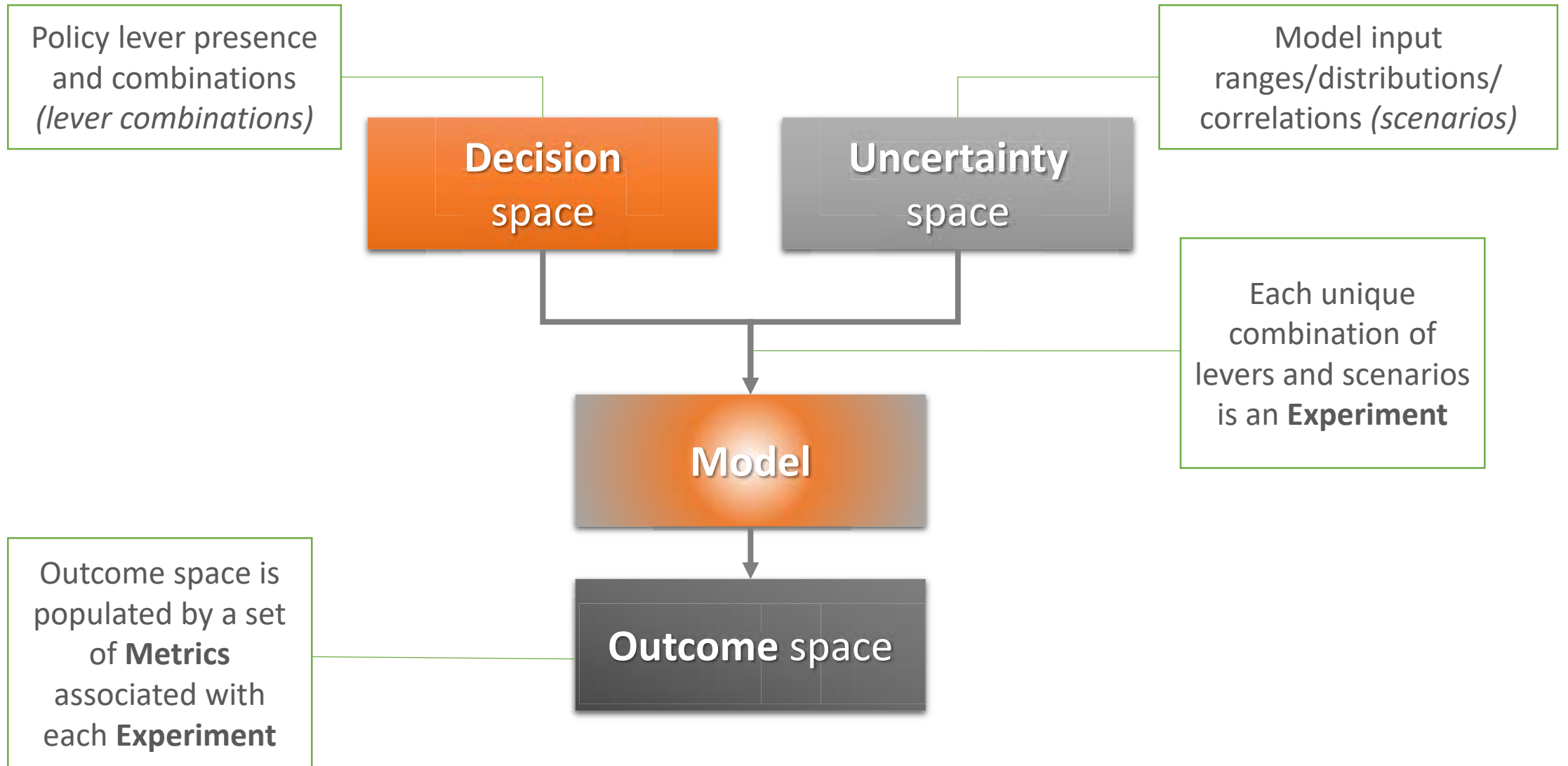
- Overall economy
- Program Finance
- Technology
- Climate and Asset Vulnerability

Analysis Project

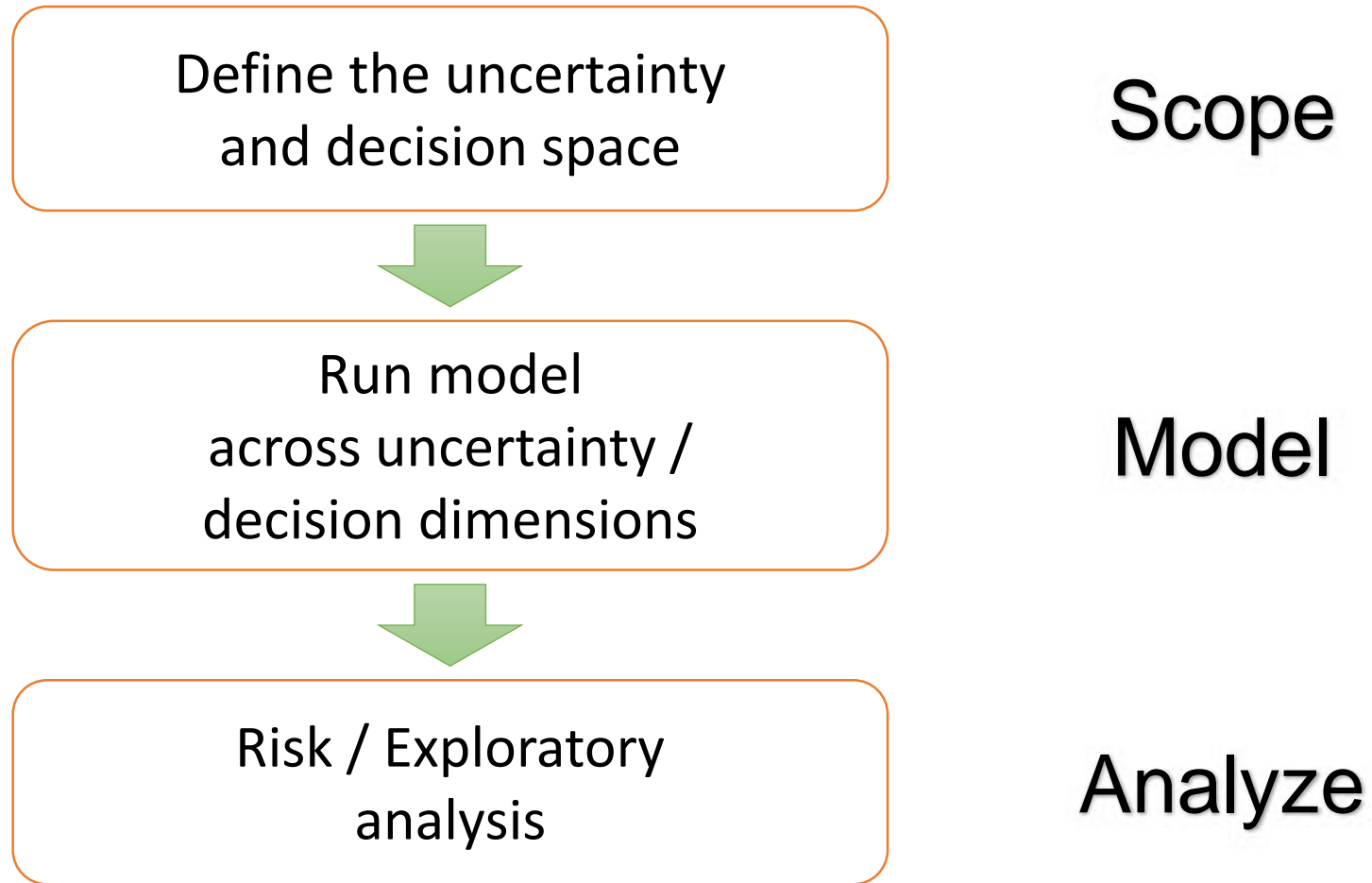
Deep Uncertainty and
Risk Analysis

Bringing Risk Analysis into our Decisions

- Given all the uncertainty just discussed, how do we decide on investments with credibility?
- Research team at FHWA developed concept to identify vast number of factors and test potential outcomes
- Metrics established to help gauge outcome impacts
- Regional Travel Model the vehicle for running simulations
- We participated in early test on local situation



TMIP-EMAT Workflow



Next

- FHWA interested in further demonstration for possible national use
- Current federal administration talking this concept
- FHWA has identified funding for GBNRTC further development and test deployment

Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Next Meeting – April 7, 2021
- Adjournment



GBNRTC-PCC Meeting

Wednesday April 7, 2021 9:30AM

Please note that the GBNRTC PCC meeting will be broadcast live for public viewing on GBNRTC's Facebook Page facebook.com/GBNRTC. You may watch the live stream at this link, whether or not you have a Facebook account. However, in order to leave a comment on the Facebook Live video, you will need a Facebook account. You can also send any questions or comments to staff@qbnrtc.org.

DRAFT AGENDA

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (3/3/21) Meeting Minutes

II. ACTION ITEMS

- A) PIN 5763.38 Erie County Bridge Painting/Vertical Down and PIN 5763.41 Erie County Bridge Painting/Vertical Down – Merge Projects/Minor Scope Change (Approve)
- B) PIN 582517 METRO Bus Facility Rehabilitation, PIN 582518 METRO Bus Fare Collection Upgrade and PIN 582519 METRO LRRT Station Elevator Controller Replacement – New Projects (Approve)
- C) PIN 576364 Bridge Washing and Sealing; Niagara County – New Project (Conditionally Approve)
- D) PIN 590054 NFTA CNG Bus Purchase –Minor Scope Change and Funding Increase (Approve)
- E) PIN 581438 – PCC Joint Re-Sealing & Conc Pvmt Restoration; Erie & Niag Co – Cost Increase (Approve)
- F) 2020-2024 TIP Illustrative Projects – Add Projects (Approve)
- G) PIN 582509 NFTA Transit Capital Projects – LRRT Infrastructure Improvements SFY 20/21- Split & Delete Project (Initiate Public Review)

III. DISCUSSION ITEMS

- A) March TPS Action Item Report
- B) Freight Study Update
- C) Asset Management (Road Scoring/Traffic Counts)
- D) Data Management Workshops/FHWA TIP and MTP Sessions
- E) TIP Development/Project Acceleration
- F) AQ Conformity Approval
- G) Congestion Management Process
- H) Status of Current Traffic Analysis
- I) MTP Performance Plan
- J) May Policy Committee Meeting – Dates and Topics
- K) EMAT Risk Analysis

IV. STATUS REPORTS/INFORMATION

- A) Member Agency Reports
- B) Director's Report

NEXT MEETING CONFIRMATION: May 5, 2021

MINUTES OF THE APRIL 7, 2021 MEETING OF THE
GREATER BUFFALO-NIAGARA REGIONAL TRANSPORTATION COUNCIL
PLANNING AND COORDINATING COMMITTEE (PCC)

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on April 7, 2021

The following GBNRTC-PCC representatives were present:

- | | |
|----------------|------------------|
| 1. NFTA | Darren Kempner |
| 2. NYSTA | Mathew Durawa |
| 3. NYSDOT | Joe Buffamonte |
| 4. COB | Nolan Skipper |
| 5. CNF | Eric Cooper |
| 6. Erie County | Darlene Svilokos |
| 7. NC | Garret Meal |

Others present were:

- Bob Buzzelli – CNF
- Kim Amplement – Town of Amherst
- Athena Hutchins – NITTEC
- Mile Leydecker – BNP
- Dan Castle – Erie County
- Brian Rose – Erie County
- Chris Fahey – Cong Brian Higgins
- Tim Crothers – FHWA
- GBNRTC Staff
- 12 members of the public viewing through Facebook Live link

I. PROCEEDINGS

Mr. Skipper called the meeting to order at 9:30 a.m.

A) Roll Call

All members were present

B) Public Participation

Fr. Jud requested info on the Ohio St and Louisiana St Bridges and asked the GBNRTC to provide a glossary or list of acronyms for members of the public to reference. Mr. Skipper provided an update. Jim Gordon supported the actions for PINs 582517, 582519 and 676364. He also requested progress updates on the Skyway, Kensington Expressway and 198 Expressway. Mr. Buffamonte stated that NYSDOT did not have any new information on either of those projects.

Mr. Funke expressed the CRTCC's pleasure that Executive Polincarz kicked off the Erie County Climate Action Plan Public Outreach week and the plan outline explicitly calls for improving and incentivizing public transit including extending Metro Rail.

C) Approval of Meeting Agenda

All were in favor of a motion (NYSDOT/NFTA) to approve the meeting agenda.

D) Approval of Previous Meeting Minutes

All were in favor of a motion to approve the previous meeting minutes. (NYSTA/NYSDOT)

II. ACTION ITEMS

- A) PIN 576338 Erie County Bridge Painting/Vertical Down and PIN 576341 Erie County Bridge Painting/Vertical Down (Merge Projects) – All were in favor of a motion (EC/NYSDOT) to approve this change at PCC.
- B) PIN 582517 METRO Bus Facility Rehabilitation, PIN 582518 METRO Bus Fare Collection Upgrade and PIN 582519 METRO LRT Station Elevator Controller Replacement (New Projects) - All were in favor of a motion (NFTA/NYSDOT) to approve this change at PCC.
- C) PIN 576364 Bridge Washing and Sealing; Niagara County (New Project) – All were in favor of a motion (NYSDOT/NC) to conditionally approve of this change at PCC until public review completes on 4/10/21.
- D) PIN 590054 NFTA CNG Bus Purchase (Minor Scope Change), all were in favor of a motion (NYSDOT/NFTA) to approve this change at PCC.
- E) PIN 581438 – PCC Joint Re-Sealing & Conc Pvmt Restoration; Erie & Niag Co (Cost Increase) - All were in favor of a motion (NYSDOT/NYSTA) to approve this change at PCC.
- F) 2020-2024 TIP Illustrative Project Additions – (Add Project Proposals) - Five members were in favor of a motion (NFTA/NYSTA) to approve. NYSDOT opposed and COB abstained.
- G) PIN 582509 NFTA Transit Capital Projects – LRT Infrastructure Improvements SFY 20/21 (Split and Delete Project) – All were in favor of a motion (NYSDOT/COB) to Initiate Public Review at PCC.
- H) PIN 581443 NY 18F (Center St); NSP SB Ramp - South 4th St (Cost Increase) – All were in favor of a motion (NYSDOT/NYSTA) to approve this change at PCC.

III. DISCUSSION ITEMS

- A) March TPS Action Item Report – Guarino reported on two actions that were approved at the March 17 TPS meeting
- B) Freight Study Update – Guarino reported on the status of the Freight Study Update. The final report has been revised. Presentations are being prepared for the Steering Committee and Freight Stakeholders. Which will be the last work item deliveries of the project.
- C) Asset Management – Guarino gave an update on the GBNRTC's road scoring and traffic counting efforts. He stated that this will likely be the last year that a windshield survey is done. Subsequent pavement condition data collection efforts will utilize electronic techniques similar to what NYSDOT is currently using.
- D) Data Management Workshops/FHWA TIP and MTP Sessions – Kenney explained that the Buffalo Niagara Mobility Data Business Plan workshop is designed to provide assistance to GBNRTC, NITTEC and partners in developing a high-level approach to create a regional data sharing framework. She reviewed workshop attendees, possible gaps and next steps. Kenney then discussed the 3 FHWA Technical Assistance Workshops which were designed to better align projects in the TIP, adopted performance measures and the MTP.
- E) TIP Development/Project Acceleration – Guarino discussed the 4 major tasks needed to develop a new TIP. Project Development will be the first task and will involve Member review of programmed 2023 and 2024 projects, existing candidate/illustrative projects and current system conditions. He then reminded members that numerous upcoming funding opportunities may allow for current projects to be accelerated or funding shortages to be filled.
- F) Air Quality Conformity Approval – Guarino explained that the GBNRTC's air quality conformity determination for the TIP and MTP was approved by FHWA and FTA on 1/11/21. Those plans now conform to the New York State Implementation Plan (SIP) for Air Quality
- G) Congestion Management Process – Davis explained that the CMP is a required systematic and regionally-accepted approach for managing congestion by identifying transportation system

performance and assesses alternative strategies for congestion management meeting state and local needs. Davis gave a brief demonstration of the GBNRTC's CMP website.

- H) Status of Current Traffic Analysis – Davis gave a status report (preliminary/ongoing/completed) of numerous planned traffic studies.
- I) MTP Performance Plan – Weymouth explained that the GBNRTC is following the NYSAMPO LRTP System Performance Report outline for reporting purposes and meeting the federal requirement. Presentation of report highlights will be given at May Policy Committee meeting.
- J) May Policy Committee Meeting – Morse announced that the next Policy Committee meeting will be on May 17 at 10 am. He then went over some preliminary action and discussion items for the meeting.
- K) EMAT Risk Analysis – Morse explained that a research team at FHWA developed concept to identify vast number of factors and test potential outcomes when deciding on investments. This can help significantly in analysis of future project potential and risk factors to mitigate. FHWA is interested in further demonstration for possible national use and has identified funding of \$300k for GBNRTC to proceed with consultant support.

IV. STATUS REPORTS/INFORMATION

A) Member Agency Reports

Members were given the opportunity to discuss initiatives in their organizations. NYSDOT noted contracts for work on US219/NS RR; I-290 in Niagara County and Rt 33 in Buffalo. NYSTA indicated action on lettings for pavement and safety projects in the Buffalo and Syracuse jurisdictions. NFTA announced participation in World Autism Day, some work on bus stop location rebalancing and also that ridership is showing an increase. City of Buffalo discussed their aggressive construction program now underway.

B) Director's Report.

Morse noted several additional items including key elements of the proposed infrastructure bill.

There was a motion to adjourn the meeting (NYSDOT/NFTA). All were in favor

Planning and Coordinating Committee

April 7, 2021



April 2021 PCC

I. Proceedings

II. Action Items

III. Discussion Items

IV. Statue Reports / Information

Proceedings

- Roll Call
- Public Participation
- Approval of Meeting Agenda
- Approval of March Meeting Minutes

Action Items



PIN 576338 Erie County Bridge Painting/Vertical Down

PIN 576341 Erie County Bridge Painting/Vertical Down

- This Erie County request will combine PIN 576338 Erie County Bridge Painting/Vertical Down (\$750K matched STBG Flex and OSB) & PIN 576341 Erie County Bridge Painting/Vertical Down (\$550K matched STBG Flex and OSB).
- New title will be PIN 576338 Erie County Bridge Painting/Vertical Down (\$1.3M matched STBG Flex and OSB).
- In addition, the scope will be modified (minor) as work on BIN 3327890 (Clarksburg Rd/S BR 18 Mile Creek) will be removed. The bridge was recently struck and will need to be rehabbed or replaced.
- The new merged project will have a total of 5 BINs.
- Let of the merged project will be 12/15/21.
- Work from 576341 was advanced from FFY23 to FFY 22 due to a combination of previous STIP moves to PINs 576349 and 576351.
- Merger was recommended by TPS at the March 17 meeting.
- **Today's PCC action is to approve the merger as Administrative Modification # 77.**

Three New NFTA METRO Projects

1. PIN 582517 METRO Bus Facility Rehabilitation

- This \$283K project will complete needed building repairs/upgrades at all three NFTA-Metro bus garages (Cold Spring, Babcock, and Frontier) to improve their energy efficiency, structural integrity, and the safety of NFTA-Metro employees.
- Fiscal constraint will be maintained as the project will be 100% funded with \$175K from SFY 20-21 NYSDOT Public Transportation Modernization and Enhancement Program (MEP) and \$108K from SFY 20-21 NYSDOT Accelerated Transit Capital Program (ATC).

2. PIN 582518 METRO Bus Fare Collection Upgrade

- This \$2.03M project will construct a new account-based fare collection system for NFTA-Metro buses.
- Fiscal constraint will be maintained as the project will be 100% funded with \$2.03M from SFY 20-21 NYSDOT Public Transportation Modernization and Enhancement Program (MEP).

3. PIN 582519 METRO LRRT Station Elevator Controller Replacement

- This \$425K project will replace the original elevator controllers in the eight (8) underground Metro Rail stations with modern equipment to enhance their performance and safety, reduce ongoing maintenance needs, and improve the overall Metro Rail rider experience.
- Fiscal constraint will be maintained as the project will be 100% funded with \$425K from SFY 20-21 NYSDOT Public Transportation Modernization and Enhancement Program (MEP).

- Let date for all projects is 6/1/21.

- On 3/23/21, the Interagency Consultation Group (ICG) concurred that all three projects are exempt from air quality conformity determination per 40 CFR § 93.126.

- A 30-day public review period completed on 4/2/21.

- **Today's action would be approve as Amendment # 34 via GBNRTC Resolution 2021-9.**

PIN 576364 Bridge Washing and Sealing; Niagara County

- This new Niagara County project will provide a cyclical 2-year program of bridge washing and deck sealing.
- Total project cost is \$0.348M (\$0.270M federal STP OSB and Flex + local match).
- Fiscal constraint is maintained as offset is provided by PIN 576146 Local Bridge Maintenance Program FFY21.
- Project is scheduled to be let 4/21.
- On 3/23/21, the Interagency Consultation Group (ICG) concurred that this project is exempt from air quality conformity determination using exemption code A19 - Widening Narrow Pavements or Reconstructing Bridges (no additional travel lanes) per 40 CFR § 93.126.
- **As public review will continue until 4/10, today's PCC action is conditionally approve this new project as Amendment # 35 via GBNRTC Resolution 2021-10.**

PIN 590054 NFTA CNG Bus Purchase

- This is a NFTA request for a minor scope change and cost increase to this existing project.
- The existing project included the purchase of 11 CNG buses.
- The project will now purchase 10 battery electric vehicles.
- The proposed changes will increase the cost of the project by \$3.911M
- Offset will be provided by VW Settlement Funds (\$3.850M), and additional local funds (\$0.061M).
- NYSERDA will apply the funds to the cost of each battery electric bus prior to invoicing for the vehicles.
- Fiscal constraint is maintained.
- Finally, the title of the project will be changed to "NFTA Battery Electric Bus Purchase - CMAQ" to reflect this modification.
- Today's PCC action would be to approve the changes as Administrative Modification # 80.

PIN 581438 – PCC Joint Re-Sealing & Conc Pvmnt Restoration; Erie & Niag Co

- This existing project will make concrete pavement repairs to NY Routes 5, 75, 78, 277, 391, 952Q, 957A and US Routes 20 and 62 in the towns of Cheektowaga, Clarence, Hamburg, Lewiston & Porter and the Villages of Hamburg & Williamsville in Erie & Niagara County.
- NYSDOT has requested to increase C & CI by \$307K to match current project needs.
- Fiscal constraint is maintained as \$307K will be transferred from PIN 5B1555 – PAVT MAINT LET.
- Let is unchanged at 5/20/21
- **Today's PCC action would be to approve the cost increase as Administrative Modification # 81.**

2020-2024 TIP Illustrative Project Additions

- Illustrative Projects are additional project proposals that would be included in the TIP if additional resources beyond those identified in the financial plan were to become available.
- The following will be added to the 2020-2024 TIP as Illustrative Projects:
 - NFTA - The Riverline, \$50M
 - Erie County - Shoreline Trail (future phase) \$4M
 - Erie County - Maple Rd. Complete Streets, \$10M
 - NYSDOT - Twin Cities Highway Complete Streets, \$15M
 - NYSDOT - Niagara Falls Blvd. bike/ped safety \$10M
 - MISC - Multi-use trail, Cheektowaga \$3M
- Federal regulations stipulate that changes to projects that are included only for illustrative purposes do not require a TIP amendment.
- When (if) an Illustrative Project is to be added to the TIP, the same process must be followed as every other new project (IPP, public review, AQ conformity, amendment approval).
- Air quality conformity determination and federal (FTA/FHWA) approval is not required until the project are officially added to the TIP.
- **Today's PCC action would be to add these Illustrative Projects to the 2020-2024 TIP via GBNRTC Resolution 2021-11**

PIN 582509 NFTA Transit Capital Projects – LRRT Infrastructure Improvements SFY 20/21 (Slide 1 of 2)

- Per NYSDOT guidance, the NFTA has requested to split this large existing project into ten (10) smaller projects.
- The following projects will be added to the 2020-2024 TIP:
 1. PIN 582520 Yard Track, Catenary & Train Control Rehabilitation (\$9.30M)
 2. PIN 582521 Erie Canal Harbor Station Rehabilitation – Construction (\$4.00M)
 3. PIN 582522 Escalator Replacement - University Year 6 (\$2.10M)
 4. PIN 582523 Station Panel Liner Rehabilitation Design & Construction (\$1.30M)
 5. PIN 582524 Platform Conduit Rehabilitation Design & Construction (\$0.75M)
 6. PIN 582525 Trackbed Replacement - Mohawk St. to Eagle St. Design (\$0.80M)
 7. PIN 582526 Railcar Track Brake Coils (\$0.65M)
 8. PIN 582527 Rail Data Transmission System (DTS) Replacement (\$0.50M)
 9. PIN 582528 Ventilation Damper Replacement Design (\$0.30M)
 10. PIN 582529 Rail Car Video Surveillance Upgrade (\$0.30M)

PIN 582509 NFTA Transit Capital Projects – LRRT Infrastructure Improvements SFY 20/21 (Slide 2 of 2)

- The total cost of all ten (10) new projects is \$20M.
- Fiscal constraint will be maintained as \$20M (100% NYSDOT Capital Projects Fund for SFY 20/21) will be transferred from PIN 582509 to fund these new projects.
- PIN 582509 will no longer contain any funding and will be deleted from the TIP/STIP.
- Air quality conformity exemption concurrence has been requested from the Interagency Consultation Group (ICG) for all new projects.
- **Today's PCC action would be to initiate a 30-day public review period.**

PIN 581443 NY 18F (Center St); NSP SB Ramp - South 4th St

- This existing project will mill and overlay the existing pavement on NY Route 18F (Center Street), from the Niagara Scenic Parkway southbound ramp to South 4th Street in the Village of Lewiston, Niagara County.
- This NYSDOT request is to increase C & CI by \$0.676m to match current project needs.
- Fiscal constraint is maintained as the \$0.676m increase will be transferred from
 - PIN 5B1555 PAVT MAINT LET (0.337m)
 - PIN 581430 Signal Replacement, SFY 23/24; Various Locations (0.339m)
- Let is unchanged at 6/17/21
- **Today's PCC action would be to approve the cost increase as Administrative Modification # 82.**

Discussion Items

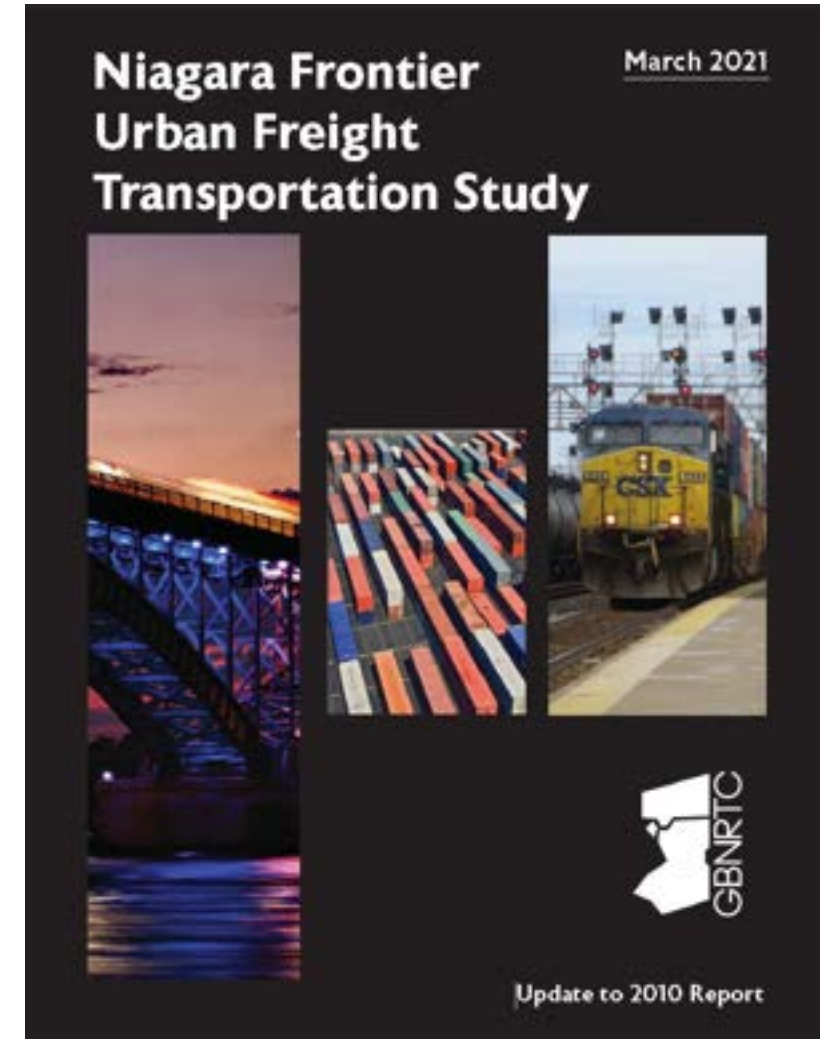


March 17 TPS Action Item Approvals

- PIN 5762.28 Implementation of Ph1 of City's Bicycle Master Plan
 - Buffalo requested to delay the let of this project from 1/21 (FFY21) to 4/22 (FFY22).
 - Additional time required to advance and finalize design.
 - There were no cost changes.
 - **Approved as AdMod # 78.**
- PIN 5763.17 Allen Street Phase 2
 - Buffalo requested to advance this project from 12/21 (FFY22) to 6/21 (FFY21).
 - Let date will be earlier than previously anticipated.
 - There were no cost changes.
 - **Approved as AdMod #79.**

Freight Study Update

- Revised final report has been received and is undergoing final review by Steering Committee.
- Study recommendations are already feeding GBNRTC UPWP and TIP development.
- The consulting team will be scheduling meeting to present the study findings and projects to the Steering Committee and freight stakeholders.
- May PCC presentation and Policy recommendation.
- May Policy Committee approval.



Asset Management – Pavement Conditions

- NYSDOT has been conducting electronic pavement condition data collection and analysis for state facilities.
 - Data distribution has been slower than expected.
 - 2018 data should be delivered soon.
- For this cycle, the GBNRTC has decided to utilize the traditional windshield survey technique for the off-state system.
 - Albany MPO has put out an RFP and will be hiring a consultant to complete the off-state system using electronic data collection.
 - GBNRTC is reviewing the CDTC RFP for process and specifications and will be monitoring the performance of the contract for the next cycle.
- Staff will be contacting local agency members to arrange time and dates for data collection.
- Process traditionally is completed by October but we are accelerating so data can be used by local members in 2023-2027 TIP project development.



Asset Management – Traffic Count Program

- 2020 Completed (no COVID pause or suspension)
 - 150 Intersection Turning Movement counts
 - 432 ATR (Automatic Traffic Recorder) tube counts
- Our 2021-2024 Traffic Count Program will be contracted out to C&S Consultants
 - Traffic counts for Spring/Summer 2021 will officially begin April 12th
 - A working count list of 450 ATR counts & 150 Turning movement counts are currently being scheduled to be completed this year.
 - Turning movement counts will included vehicular, pedestrian, and bicycle.
 - GBNRTC is still taking request for ATR Counts and Turning Movement counts for this year. (Get those in to us ASAP)
 - Continue to check our online traffic count database for recent counts which is updated weekly.
<http://gbnrtc.ms2soft.com>





U.S. Department of Transportation
Federal Highway Administration



nittec
Travel Smart.

Buffalo Niagara Mobility Data Business Plan (DBP) Workshop

March 19 + 26, 2021

Workshop Objectives

Provide assistance to GBNRTC, NITTEC and partners in developing a high-level approach to create a regional data sharing framework

Support collaborative development of a Regional Mobility Data Business Plan that enables data coordination and sharing

Attendees

1. Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) staff
2. Niagara International Transportation Technology Coalition (NITTEC) staff
3. New York State DOT (Albany Office and Region 5)
4. New York State Thruway Authority
5. Erie County
6. Niagara County
7. City of Buffalo
8. City of Niagara Falls
9. Town of Amherst
10. Town of Cheektowaga
11. Town of Tonawanda
12. Niagara Frontier Transportation Authority
13. Ministry of Transportation of Ontario
14. Niagara Falls Bridge Commission
15. Peace Bridge Authority
16. The State University of New York at Buffalo

Possible Gaps

- Infrastructure to collect volumes
- More data from signal systems and arterials
- Real-time information to support incident management
- Asset Management systems
- Agreement on what data is important

Next Steps

- Use NITTEC committee
- Review other regions' plans
- Start regional data inventory/catalog
- Identify a base layer of data to share
- Prepare a regional data clearinghouse?

FHWA Technical Assistance Workshops: TIP Prioritization and MTP Alignment

OVERVIEW INFORMATION

Learning Event Type	Advancing TPM and Decision-Making Virtual Seminar
Learning Event Dates	May/June
Customer Challenge	Buffalo-Niagara TMA staff and committee members have expressed the need and interest to better align and prioritize projects in the Transportation Improvement Program (TIP) and the adopted Transportation Performance Measures (TPM) in the TIP with the goals of the Metropolitan Transportation Plan (MTP)
Event Goals and Outcomes	Discuss analytical tools and techniques in support of data driven decision making Identify approaches that support project prioritization strategies that align to agency goals and performance targets Discuss analytical techniques to support trade-off analysis Describe analysis approaches for monitoring, evaluation, and visualization
Partner or External Speakers	Possible follow up peer exchange
Number of Sessions	3 sessions
Action Plan Component	None

Four 2-3 hour sessions:

- Fri, June 4
- Fri., June 11
- Fri., June 18
- Fri. June 25

2023-2027 TIP Development

- In April, we will begin the 18-month long process to update the current 2020-2024 Transportation improvement Program (TIP)
- Four major work tasks are needed to complete the new TIP:
 1. Project Development
 2. Project Review
 3. NYSDOT MO and Public Review (MPO)
 4. Approval

2023-2027 TIP – Project Development

1. Member review of programmed 2023 and 2024 projects.
 - Still wanted/needed? Enough Funding? Changed Scope?
 2. The next step is to provide members with existing candidate projects.
 - Still wanted/needed? Enough Funding? Changed Scope?
 3. Review current system conditions.
 - Staff will provide information packet with info on pavement conditions, traffic counts, safety concern areas, freight issues, etc.
-
- Members will develop a prioritized listing of project proposals based on this information for FFY 2023-2027.
 - Projects must be in-line with all state, federal and MTP goals and objectives.
 - At this point, project cost is not a major factor. However, proposals may need to be modified when the amount of anticipated federal funding is announced.

Project Acceleration

- FFY 2023-2027 federal TIP allocations are theoretical (no legislation).
- Can we increase TIP “cap room” with non-core funding?
 - Available discretionary opportunities may include:
 - COVID Relief
 - Core funds increase from current year
 - TAP/CMAQ
 - BUILD
 - INFRA
 - Bridge NY
- Parse existing TIP for projects eligible and ready for opportunities.
- Review readiness and interest by members at TPS.
- Support action by sponsors.
- Incorporate in TIP development discussions.
- Consider some potential program expansion/acceleration from new transportation legislation.

Federal Air Quality Conformity Approval

- The GBNRTC was required to amend their air quality conformity determination in December 2020 to reflect the addition of the following “non-exempt” TIP project:
 - **582510 NFTA TRANSIT CAPITAL PROJECT – METRO RAIL EXTENSION** – This project will allow NFTA-Metro to complete necessary environmental reviews and continue preliminary engineering for the 7.0 Mile (LRRT or BRT) NFTA-Metro Rail extension scheduled to begin construction in 2025.
- On January 11, FHWA and FTA concluded that conformity has been demonstrated for the Buffalo-Niagara Falls, NY 1997 ozone nonattainment area.
- Per Section 176(c) of the Clean Air Act, FHWA and FTA have determined that the following GBNRTC plans and programs conform to the New York State Implementation Plan (SIP) for Air Quality:
 - 2020-2024 TIP
 - 2050 LRTP/MTP

Congestion Management Process

Metropolitan Planning Organizations (MPOs) with a population exceeding 200,000 are required to carry out congestion management processes (CMPs). The CMP is a systematic and regionally-accepted approach for managing congestion by identifying transportation system performance and assesses alternative strategies for congestion management meeting state and local needs.

Current Traffic Studies Status

- Bailey Ave Interim Reconfiguration Traffic Analysis Phase 1 (Lane Re-striping from Winspear to Delavan) - **Completed**
- Bailey Avenue Interim Reconfiguration Traffic Analysis Phase 2 (Delavan to Kensington) - **Completed**
- Access improvements I-290 ramp to I-190 Grand Island Bridges (Micro level analysis) - **Completed**
- Assess/Report on proposed I-90 Lane Modification below Henry St Bridge to William St (Micro level analysis) - **Completed**
- Grand Island access improvements for I-190 at Grand Island Blvd/South Parkway (Micro level analysis) - **Completed**
- Pine Ridge Heritage Blvd from Genesee to Maryvale – Traffic & Safety Analysis - **Completed**
- Delaware Avenue (form North to Forest) Operational Optimization Analysis – **Completed**
- Walnut Ave & Ferry Avenue Reconfiguration Analysis (NYSDOT) – **Completed**
- Bailey Ave Feasibility Study (NFTA, COB) – **Completed**
- Analysis Support of COB in Middle Main Project – **Ongoing**
- Youngs Rd Interchange/Extension – **Ongoing**
- Support NFTA in LRT EIS – **Ongoing**
- Complete Streets on Evacuation Routes Planning - **Ongoing**

Current Traffic Studies Status (cont.)

- Entertainment District Project – City of Buffalo (Chippewa, Court, Franklin) – Operational Optimization Analysis - **Ongoing**
- Analyze ramp configuration on westbound I-90 to northbound I-190 (Micro level analysis) - **Ongoing**
- Assessment of traffic for Wehrle bridge crossing alternatives and Cleveland Drive ramps - **Ongoing**
- Support NYSDOT in Skyway/I-190 Alternative Analysis & Assessment – **Ongoing**
- NF Blvd & I-190 multi-intersection reconfiguration analysis (NYSDOT) – **Ongoing**
- French Rd (Union Rd to Transit Rd) Operational/Reconfiguration Assessment - **Ongoing**
- Analyze the reconfiguration of I-190 Niagara/Virginia ramps with Niagara St Operations - **Ongoing**
- Goodell Street Reconfiguration Assessment - **Ongoing**
- Reconfiguration of Twin Cities Highway Rt 425 in the City of North Tonawanda- **Ongoing**
- Perform further analysis on Main Street/I-290 interchange in support of emerging projects - **Ongoing**
- Niagara Falls Downtown Transportation Demand Management Effort - **Ongoing**
- Support Town of Amherst in Opportunity Zone GEIS – **Ongoing**
- Real Time Traffic Data Optimization Plan Assessment – **Preliminary**

National Performance Management System Performance Report

Initial Legislative Action was in Moving Ahead for Progress in the 21st Century Act (Map-21)

- Established performance and outcome based planning and programming process via measures, targets and accountability standards for state department of transportation and metropolitan planning organizations
- Seven Area Goals:
 1. Safety
 2. Infrastructure Condition
 3. Congestion Reduction
 4. System Reliability
 5. Freight Movement and Economic Vitality
 6. Environmental Sustainability
 7. Reduce Project Delivery Delays

Long Range Transportation Plan and Transportation Improvement Plans adopted or amended after May 27, 2018 need to meet performance planning and programming requirements

- LRTPs must include a system performance report that include an evaluation of system performance with respect to the performance targets.
- TIPs must include an anticipated narrative that describes in the TIP how the program or projects contributes to achieving the MPO's performance targets in he LRTP
- For MPO's that choose scenario planning, the LRTP system performance report must include how the preferred scenario will/has improved system performance

System Performance Report

- GBNRTC has agreed via resolutions to support State's performance targets
- GBNRTC is following the NYSAMPO LRTP System Performance Report outline for reporting purposes and meeting the federal requirement
- Presentation of report highlights will be given at May Policy Committee meeting

May Policy Committee Meeting

Policy Committee

- Next Policy Committee meeting set for May 17 at 10AM
- Please confirm with your Policy and/or PCC member
- Several important action items:
 - TIP Project Changes
 - Freight Plan approval
 - Performance Plan approval – any Targets updates included
 - Congestion Management Process Approval
 - Unified Planning Work Program Amendment

Some Possible Discussion Items

- FHWA/FTA Certification Review
- Bailey Avenue Corridor Study results
- MTP – TIP Linkage Upcoming Work Sessions
- Emergent Legislation and Project Development
- Key Corridor Studies Status
- GBNRTC Annual Report

EMAT Risk Analysis

- Last month we discussed the potential program furtherance
- Focused on “how do we decide on investments with credibility?”
- Research team at FHWA developed concept to identify vast number of factors and test potential outcomes
- This can help us significantly in analysis of future project potential and risk factors to mitigate

Opportunity

- FHWA interested in further demonstration for possible national use
- Will help FHWA and provide us valuable tool
- FHWA has identified funding of \$300k for GBNRTC to proceed with consultant support
- Funds expected available soon, will include in “other funds” section of Work Program, had already included some scope for a project

Numerous uncertainties that will most certainly impact future decision making include, but not limited to the following

- New/emerging technology such as connected and autonomous vehicles
- Regional population/demographics
- Land use uncertainties, especially since the Covid-19 pandemic and rise of work-from-home options
- Micromobility options
- Public transportation options/ changing transit network
- US/Canada border crossings
- Regional economy
- Climate change/emissions
- Alternative Finance levels and strategies

GBNRTC current, calibrated travel demand model indicates that EMAT tool would be best suited for the following types of projects:

Highway/Corridor Studies e.g. I-90/290 Interchange:

- How will different land use scenarios affect operations?
- At what level of population and/or employment growth will the interchange fail?
- How will new technologies/shared mobility affect the need for improvements?
- Town Master Plans
- Land use growth rates
- Demographic assumptions (Income, household size, school age children)
- Tolling/Pricing travel
- Varying parking costs
- VMT or carbon tax
- Possibility for revenue forecasting for toll roads/managed lanes

Studies pertaining to long range planning would also include:

- Mode Shares
- Transit services
- Fixed route vs on-demand public transit offerings
- Rail vs BRT vs Bus
- Fare policy
- Regional Transit Services – next generation configuration
- Trip Generation
- Shared Mobility
- Response to Pandemics or other exogenous factors
- Demographic changes and the effect on travel behavior
- Income Growth: e.g. how will changes in real household income over time affect travel?
- Household Size
- School enrollment

Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Next Meeting – May 5, 2021
- Adjournment

Key Elements of Proposed Infrastructure Bill

- **Invest \$115 billion to modernize 20,000 miles of bridges, highways, roads, and main streets.** The funding will seek to repair the most economically significant large bridges in the country in need of reconstruction and the worst 10,000 smaller bridges, including bridges that provide critical connections to rural and tribal communities. These funds will also be used to improve air quality, limit greenhouse gas emissions, and reduce congestion with a focus on safety, resilience, and access for all users.
- **\$20 billion to improve road safety for all users.** This investment will provide increases to existing safety programs and a new Safe Streets for All program to fund state and local “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **\$85 billion to modernize public transit.** This doubles federal funding for public transit, will focus on spending down the repair backlog, and will bring bus, bus rapid transit, and rail service to new communities and neighborhoods across the country.

- **Invest \$80 billion in reliable passenger and freight rail service.** This funding will address Amtrak's repair backlog; modernize the high traffic Northeast Corridor; improve existing corridors and connect new city pairs; and enhance grant and loan programs that support passenger and freight rail safety, efficiency, and electrification.
- **Invest \$174 billion in electric vehicles.** The funds will be used to establish new grant and incentive programs for state and local governments and the private sector to build a national network of 500,000 EV chargers by 2030 and replace 50,000 diesel transit vehicles and electrify at least 20 percent of the yellow school bus fleet through a new Clean Buses for Kids Program at the Environmental Protection Agency, with support from the Department of Energy.
- **Redress historic inequities and build the future of transportation infrastructure.** \$20 billion will be dedicated to a new program that will reconnect neighborhoods cut off by historic investments and ensure new projects increase opportunity, advance racial equity and environmental justice, and promote affordable access.
- **Make our infrastructure more resilient.** \$50 billion will be dedicated to investments that improve infrastructure resilience by safeguarding critical infrastructure and services and defending vulnerable communities and by maximizing the resilience of land and water resources to protect communities and the environment.



GBNRTC-PCC Meeting

Wednesday May 5, 2021 9:30AM

Please note that the GBNRTC PCC meeting will be broadcast live for public viewing on GBNRTC's Facebook Page facebook.com/GBNRTC. You may watch the live stream at this link, whether or not you have a Facebook account. However, in order to leave a comment on the Facebook Live video, you will need a Facebook account. You can also send any questions or comments to staff@qbnrtc.org. Glossary of terms are available at qbnrtc.org/glossary-of-terms.

DRAFT AGENDA

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (4/7/21) Meeting Minutes

II. ACTION ITEMS

- A) PIN 5825.18 METRO Bus Fare Collection Upgrade – Cost Increase (Approve)
- B) PIN 5900.36 Purchase Revenue Vehicles – Cost Increase (Approve)
- C) PIN 576317 Allen Street Phase 2 – Cost Increase (Approve)
- D) PIN 576239 Niagara Street Phase 4A & PIN 576158 Buffalo Roadway Rehab – Transfer Funds (Approve)
- E) Guidelines for Potential TIP Actions – Project Separation Modification (Recommend to Policy)
- F) Regional Freight Study Update (Recommend to Policy)
- G) Updated Congestion Management Process (Recommend to Policy)
- H) GBNRTC Unified Planning Work Program (UPWP) Amendment (Recommend to Policy)

III. DISCUSSION ITEMS

- A) April TPS Action Item Approval Report
- B) Items in Public Review
- C) 2023-2027 TIP – Project Development
- D) RAISE Grant Program Announcement
- E) Upcoming MTP-TIP Linkage Sessions
- F) GBNRTC System Performance Report
- G) May 17 Policy Committee Meeting Agenda

IV. STATUS REPORTS/INFORMATION

- A) Member Agency Reports
- B) Director's Report

NEXT MEETING CONFIRMATION: June 2, 2021

**MINUTES OF THE May 5, 2021 MEETING OF THE
GREATER BUFFALO-NIAGARA REGIONAL TRANSPORTATION COUNCIL
PLANNING AND COORDINATING COMMITTEE (PCC)**

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on May 5, 2021 at 9:30 am.

The following GBNRTC-PCC representatives were present:

- | | |
|-------------------|-----------------|
| 1. NFTA | Darren Kempner |
| 2. NYSTA | Matthew Latko |
| 3. NYSDOT | Joe Buffamonte |
| 4. Buffalo | Nolan Skipper |
| 5. Niagara Falls | |
| 6. Erie County | Darlene Svilkos |
| 7. Niagara County | Garret Meal |

Others present were:

- Athena Hutchins – NITTEC
- Dan Castle – Erie County
- Ron Hayes – NYSDOT
- James Cuzzo – NYSDOT
- Dave Hill - NYSDOT
- Scott Helser – NYSTA
- Jeff Amplement - NFTA
- GBNRTC Staff
- XX members of the public viewing through Facebook Live link

I. PROCEEDINGS

Mr. Skipper called the meeting to order at 9:30 a.m.

A) Roll Call

All members except for Niagara Falls were present

B) Public Participation

- **Jim Gordon:** When planning transit for corridors having 20,000 people daily please include total greenhouse gas emissions calculations for 20, 40 and 60 year periods for various alternatives. I think light rail rapid transit will prove to be the best alternative by far.
- **Douglas Funke:** Citizens for Regional Transit will be holding its spring public meeting on May 13th at 5:30. We will make show why transit is critical for economic growth, equity and the planet. Following my presentation, we have a distinguished panel that will respond from the NFTA and GBNRTC perspectives. We again thank Tom George (NFTA) and Hal Morse (GBNRTC) for offering their time and expertise. You can find the Zoom registration link on our website, www.citizenstransit.org. With the Jobs bill being debated, it is more important than ever to understand how transit must contribute to addressing our most pressing issues. Hope to see you there.
- **Fr. Jud Weiksnar:** Someone said he saw work being done on the sidewalk on the Louisiana Street bridge the day before yesterday. Do you know the nature of that work? ***City of Buffalo provided an update on numerous ongoing bridge projects.***

- **Bob Belton:** The PowerPoint image is blurry. Is the meeting being recorded? and will that recording be posted? because, the slides without the corresponding verbal commentary is almost meaningless. **GBNRTC Response:** *It seems like the PowerPoint is showing up clear for multiple users right now. However, if it's still showing up blurry for you, we can upload the slides and make available for your viewing after the meeting. Yes, the Facebook live stream of today's PCC meeting will remain indefinitely on GBNRTC's Facebook page, and will be available to rewatch on GBNRTC's Facebook page at any time.*

C) Approval of Meeting Agenda

All were in favor of a motion (NC/EC) to approve the meeting agenda.

D) Approval of Previous Meeting Minutes

All were in favor of a motion to approve the previous meeting minutes. (NFTA/NC)

II. ACTION ITEMS

- A) PIN 5825.18 METRO Bus Fare Collection Upgrade – Guarino introduced a NFTA request to add \$900K of additional NYSDOT 20/21 MEP funds will be added to the project to align the project with the total NFTA 20/21 MEP award. New project total will be \$2.926M. All were in favor of a motion (NFTA/EC) to approve this change as Administrative Modification #83.
- B) PIN 5900.36 Purchase Revenue Vehicles – Guarino introduced a NFTA request to add \$5.07M of NYSDOT 20/21 Accelerated Transit Capital (ATC) funds will be added to the project. New project total will be \$5.53M. All were in favor of a motion (NFTA/EC) to approve this change as Administrative Modification #84.
- C) PIN 576317 Allen Street Phase 2 (Delaware to Wadsworth) – Guarino introduced a Buffalo request to add \$2.87M to the construction phase of this existing project to match PS&E submission estimate. Fiscal constraint is maintained as 100% of the additional \$2.87M is local. Additional local match includes sewer and water betterment funds. Let is unchanged at 6/1/21. All were in favor of a motion (COB/NFTA) to approve this change as Administrative Modification #87.
- D) PIN 576239 Niagara Street Phase 4A – Guarino introduced a Buffalo request to add \$320K to this project. STP Urban federal funds totaling \$320K will be transferred from PIN 576158 Buffalo Roadway Rehabilitation Phase 1 maintaining fiscal constraint. All were in favor of a motion (COB/NFTA) to approve this change as Administrative Modification #88.
- E) Proposed Changes to “Guidelines for Potential TIP Actions” – Guarino explained that the TIP Change Guidelines are regularly reviewed for clarity, transparency and efficiency and were last updated in May of 2018. Item IV. (f) “Merger or Separation of Existing Projects” currently permits an existing project to be split via Administrative Modification with TPS approval (no public review required). A proposed change will modify item IV(f) to “Merger or Phasing of Existing Projects”. Split/Separated projects would then follow same procedure as all new projects. In addition, wording has been clarified (no longer footnotes) for phasing existing projects (no scope change) and adding projects from funding blocks. This action was recommended for approval at the April 21, 2021 TPS meeting. All were in favor of a motion (COB/EC) to recommend this action to Policy Committee for approval.
- F) Regional Freight Study Update – Guarino presented a summary of the study, including background, deliverables, highlights and proposed projects/recommendations. The approval process and project/recommendation implementation were also reviewed. All were in favor of a motion (NYSTA/EC) to recommend this study to Policy Committee for approval.
- G) Updated Congestion Management Process – Morse explained that CMP is a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management. CMP is intended to move these congestion management strategies into the funding and implementation stages. GBNRTC has developed a rigorous, on-line continuously updated process to achieve the stated objectives and satisfy requirements. All were in favor of a motion (NYSTA/NC) to recommend this process to Policy Committee for approval.
- H) GBNRTC Work Program Amendment – Morse explained that FHWA has awarded GBNRTC an additional \$300k for planning work to develop next generation risk analysis procedures (TMIP-EMAT) and that this requires a UPWP Amendment to include new funds. In addition, per recent Certification recommendations, the UPWP narrative now includes description of planning priorities and also task level table of work activities and budget. All were in favor of a motion (COB/NFTA) to recommend this to Policy Committee for approval.

III. DISCUSSION ITEMS

- A) April TPS Action Item Report – Guarino reported on two actions: PIN 590054 NFTA Battery Electric Bus Purchase – CMAQ (fund source switch) and PIN 581307 ADA Compliance & Ped Signal Upgrades (minor scope change) that were approved at the April 21 TPS meeting.
- B) Items in Public Review – Guarino reported that PIN 582509 NFTA Transit Capital Projects LRRT Infrastructure Improvements SFY 20/21 (project split – 10 new projects) is currently in public review until 5/7/21 and will be voted on for approval at the May 17 Policy Committee meeting.
- C) 2023-2027 TIP Project Development – Guarino outlined the work items required for the first stage of TIP project development. This includes member review of currently programmed FFY 23 and 24 projects, existing candidate projects, and current system conditions. Members were previously provided with information on FFY 23/24 TIP programmed projects from current TIP, FAIR Committee recommended projects for 2021, bridge conditions, pavement conditions, congestion locations, bicycle and pedestrian needs and high frequency crash locations. “Communities of Concern” locations (Transportation Equity/Title VI) and 2050 MTP project listings will soon be provided as well. Members were asked to submit requests to GBNRTC staff for any additional data/information.
- D) RAISE Discretionary Grant Program – Guarino announced that \$1B is available to modernize and create new American infrastructure in the 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) competitive grant program. The maximum award for all projects is \$25 million. Not more than \$100 million can be awarded to a single state. For capital projects located in urban areas, the minimum award is \$5 million. There is no minimum award size for planning grants. Up to \$30 million will be awarded to planning grants, including at least \$10 million to Areas of Persistent Poverty. Not more than 50 percent (\$500 million) will be spent on projects located in urban and rural areas, respectively. The deadline to submit an application is July 12, 2021 at 5pm EDT. Times and dates of upcoming webinars were announced as well as USDOT RAISE contact info (phone/email).
- E) FHWA Technical Assistance Workshops: Prioritization and MTP Alignment – Kenney announced a series of upcoming workshops that will focus on tools and techniques to better align TIP projects, transportation performance measures and MTP goals. Sessions will be held from 10am to noon on June 4, 11, 18 and 25. A follow-up peer exchange is possible.
- F) GBNRTC System Performance Report – Weymouth reported on the System Performance Report which evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports.
- G) May 17 Policy Committee Meeting – Morse summarized the action and discussion items that are currently on the agenda. The meeting will follow a hybrid model, with the option to be present in person or virtually via Zoom (members) or Facebook Live (public). The meeting will be held in the Sunburst Room at 438 Main St in Buffalo at 10 am. The room is large enough to permit required social distancing.

IV. STATUS REPORTS/INFORMATION

- A) Member Agency Reports
The NFTA reported that the LRRT single tracking has ended and noted the recent media coverage of the DL&W terminal. Buffalo reported the start of construction season and that work on the Michigan Ave bridge has been completed. The bridge is now open and work on the Ohio St bridge will commence. Erie County announce that construction work on their projects has resumed.
- B) Director’s Report.
Morse noted several additional items including North Tonawanda’s interest in reconfiguring the Twin Cities Highway, the recent upgrade/addition of multimodal capabilities to the GBNRTC modeling toolbox, and data analysis of recently completed Transit Survey.

There was a motion to adjourn the meeting (NFTA/NYSTA). All were in favor

Planning and Coordinating Committee

May 5, 2021



May 2021 PCC

I. Proceedings

II. Action Items

III. Discussion Items

IV. Statue Reports / Information

Proceedings

- Roll Call
- Public Participation
- Approval of Meeting Agenda
- Approval of April Meeting Minutes

Action Items



PIN 5825.18 METRO Bus Fare Collection Upgrade

- This NFTA request seeks to modify one existing project.
- This project is currently 100% funded with \$2.026M of NYSDOT 20/21 Modernization and Enhancement Program (MEP) funding.
- \$900K of additional NYSDOT 20/21 MEP funds will be added to the project to align the project with the total NFTA 20/21 MEP award.
- New project total will be \$2.926M.
- Fiscal constraint is maintained.
- Let is unchanged at 4/21.
- This action was recommended by TPS on 4/21/21.
- **Today's PCC action is to approve this cost increase as AdMod #83.**

PIN 5900.36 Purchase Revenue Vehicles

- This NFTA request seeks to modify one existing project.
- This project currently uses matched federal FTA 5339 funds totaling \$0.457M
- \$5.07M of NYSDOT 20/21 Accelerated Transit Capital (ATC) funds will be added to the project.
- New project total will be \$5.53M.
- Fiscal constraint is maintained.
- Let is unchanged at 4/21.
- This action was recommended by TPS on 4/21/21.
- **Today's PCC action is to approve this cost increase as AdMod #84.**

PIN 576317 Allen Street Phase 2 (Delaware to Wadsworth)

- This Buffalo request will modify an existing project.
- \$2.87M will be added to the construction phase of this existing project to match PS&E submission estimate.
- Fiscal constraint is maintained as 100% of the additional \$2.87M is local.
- Additional local match includes sewer and water betterment funds.
- Let remains 6/1/21
- Today's action would be to approve this cost increase as AdMod #87.

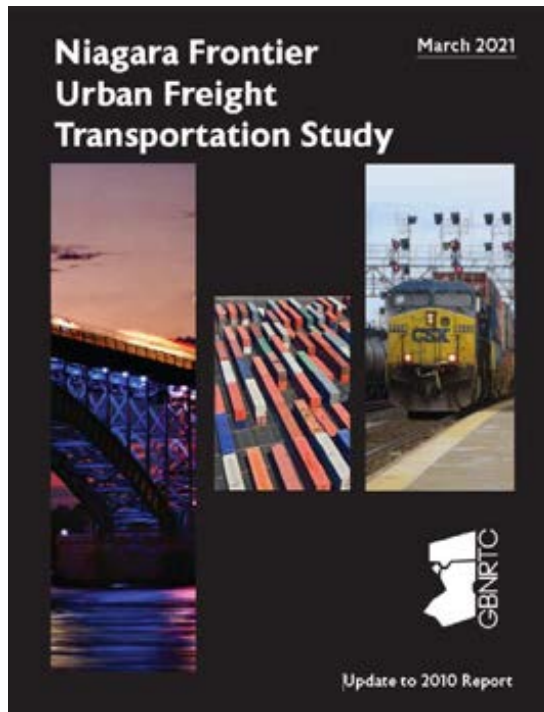
PIN 576239 Niagara Street Phase 4A

- This Buffalo request is to modify an existing project.
- PIN 576239 Niagara Street Phase 4A will be increased by \$320K.
- Fiscal constraint is maintained as matched STP Urban federal funds totaling \$320K will be transferred from PIN 576158 Buffalo Roadway Rehabilitation Phase 1.
- Today's action would be to approve this cost increase as AdMod #88.

Proposed Changes to “Guidelines for Potential TIP Actions”

- TIP Change Controls are regularly reviewed for clarity, transparency and efficiency.
- Last modification made 5/18.
- Item IV. (f) “Merger or Separation of Existing Projects” currently permits an existing project to be split via Administrative Modification with TPS approval (no public review required).
- Proposed change will change item IV(f) to “Merger or Phasing of Existing Projects”.
- Split/Separated projects would follow same procedure as all new projects.
- In addition, wording has been clarified (no longer footnotes) for:
 - Phasing existing projects (no scope change).
 - Adding projects from funding blocks.
- This action was recommended by TPS on 4/21/21.
- Today’s action would be to recommend these changes to Policy Committee for approval on May 17.

Niagara Frontier Regional Freight Study Update



- Freight Study Background
- Development of Tech Memos
- Infrastructure Project Recommendations
- Planning and Policy Recommendations

Freight Study Background

- The Niagara Frontier Urban Area Freight Transportation Plan 2020 Update is an update to the original Niagara Frontier Urban Area Freight Transportation Plan completed in 2010.
- Needed to re-evaluate an industry/economy that has changed dramatically in last decade.
- New emphasis on freight planning from state and national partners.
- Look at where we are, where we want to go and how we can get there.

“Promote the Buffalo-Niagara Region as a premier bi-national hub for freight and logistics industries integrating “Green” or sustainable platforms and as an intermodal gateway for freight and goods traveling between the bi-national region and the Port Authority of New York and New Jersey (PANYNJ) and other East Coast Locations”

Steering Committee

- Erie County Department of Environment and Planning
- Niagara County Department of Economic Development
- International Trade Gateway Organization (ITGO)
- NYSDOT Region 5

NYSDOT Main Office (Albany) also reviewed all Task Memos and the Final Report

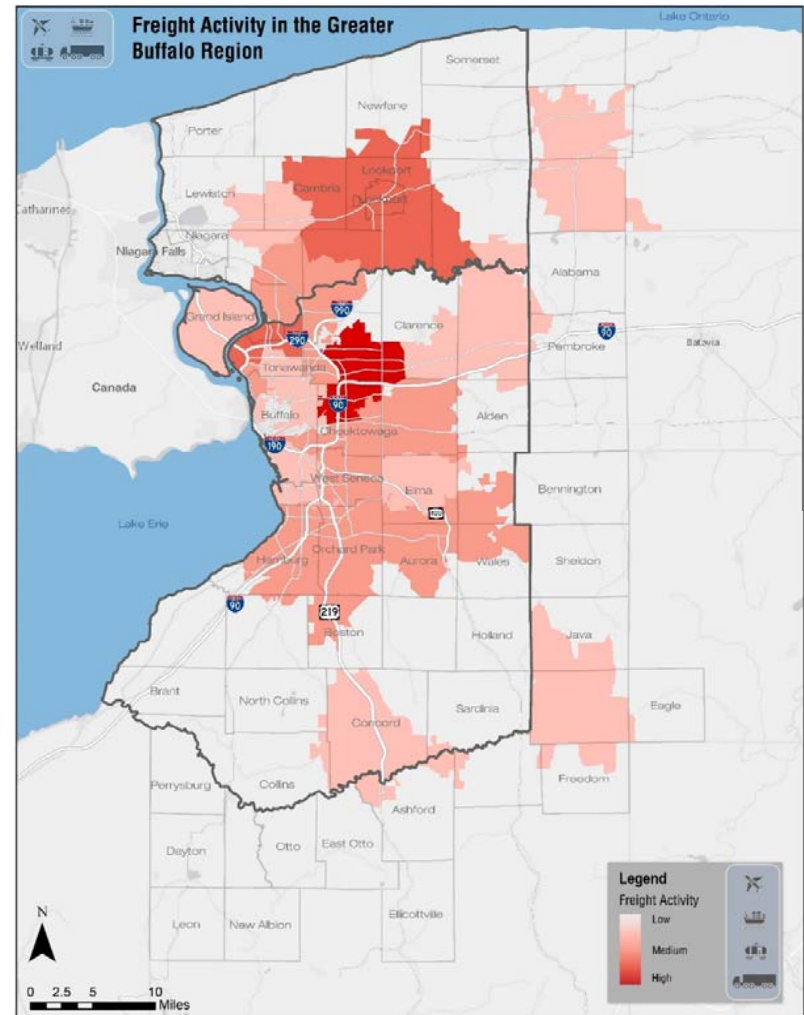
Study Deliverables

- Tech Memo #1: Regional Freight and Logistics Status
- Tech Memo #2: Regional Freight Flow Analysis
- Tech Memo #3: Regional SWOT and Gap Analysis
- Final Report
- Presentations

Stakeholder Input

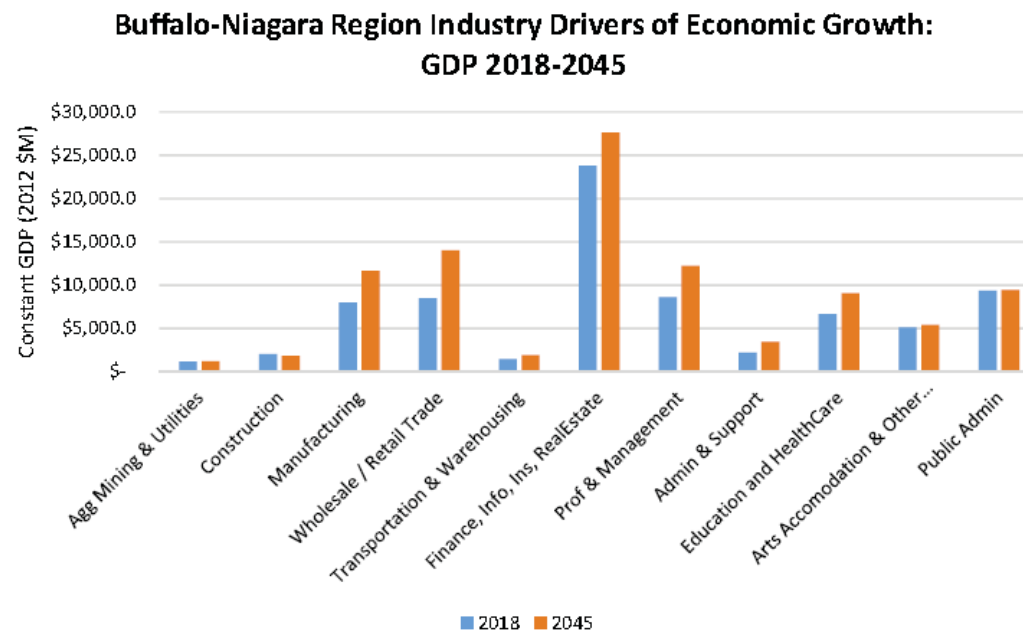
- ITGO Freight Stakeholder Roundtable (October 2019)
- Freight Stakeholder Focus Group meetings (December 2019)
- Individual meetings and calls with stakeholders (continuous)
- Niagara University Supply Chain Forum
- Online survey (January - April 2020)

Regional Freight Activity through Use of U.S. Economic Census



Buffalo-Niagara Region Drivers of Economic Growth

- Some of the fastest growing sectors are going to be related industries involved in the production of physical goods, and the sectors involved in the distribution of those goods within the region.

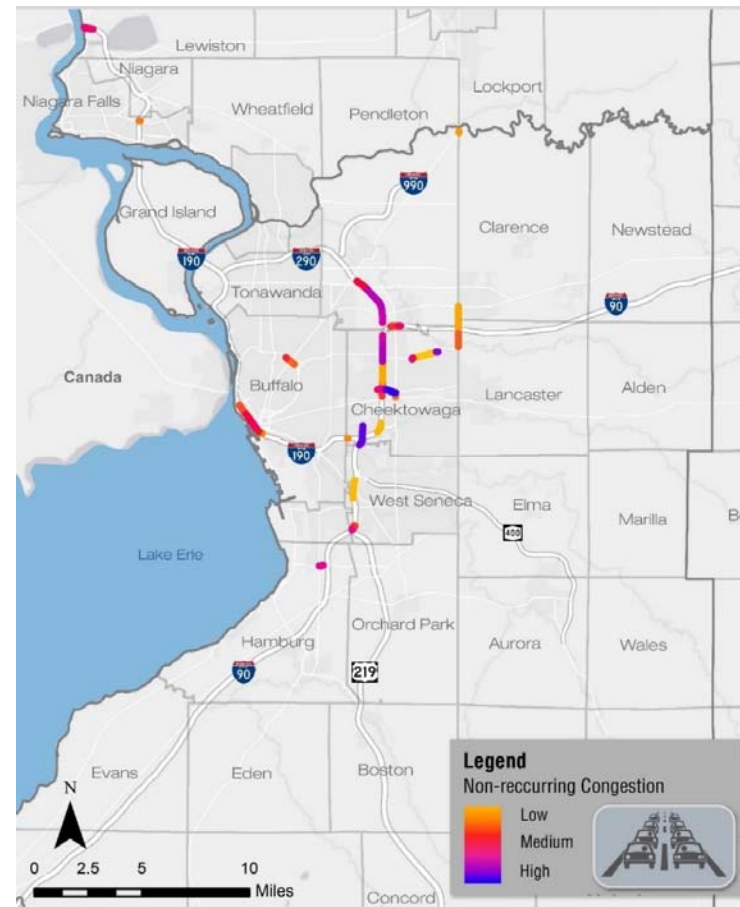
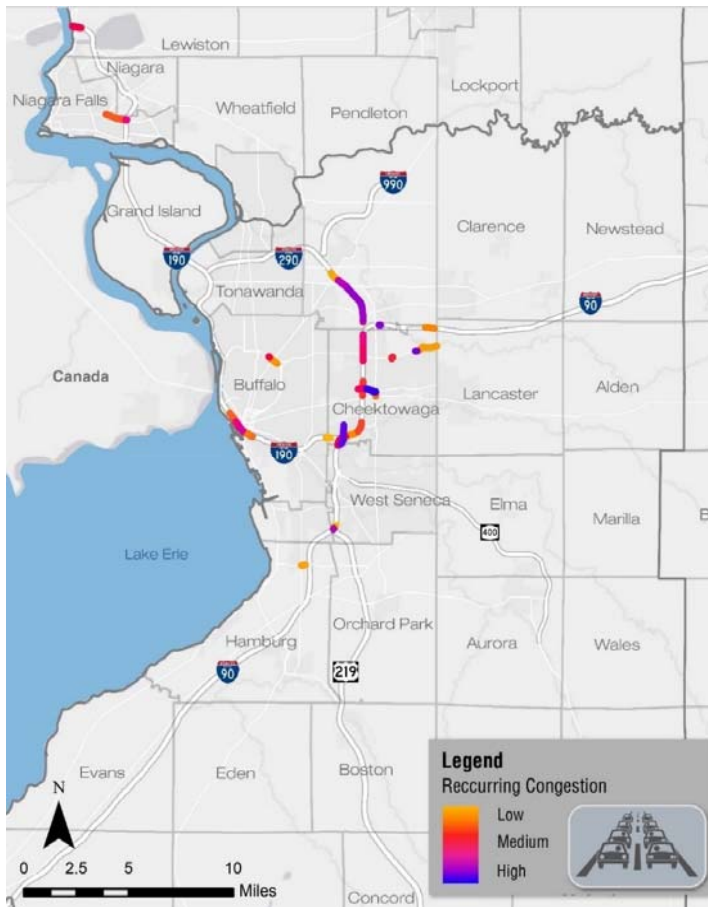


Buffalo-Niagara Region Economy

- Expected to grow by 30% over horizon (2018-2045)
- Increased demand for goods amounting to over 33 million additional tons (+47%)
- Annual freight activity growth of 1.7%

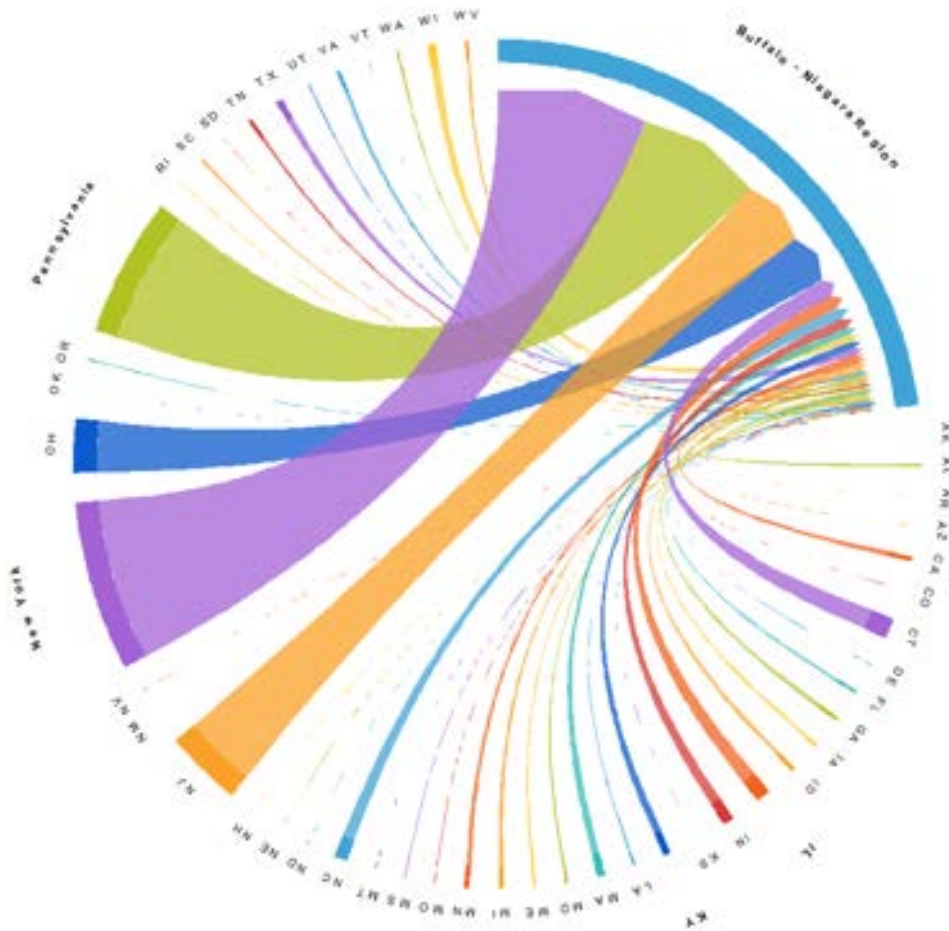
Volume of All Goods Shipped ('000s of Tons)				
Domestic Mode	2018 Total	2045 Total	Numerical Change in Volume	% Change in Volume
Truck	57,252	81,629	24,377	42.58%
Rail	1,589	3,972	2,383	149.97%
Water	54	82	28	51.85%
Air (include truck-air)	43	29	-14	-32.56%
Multiple modes & mail	1,871	2,380	509	27.20%
Pipeline	10,200	16,105	5,905	57.89%
Other and unknown	95	22	-73	-76.84%
Total	71,104	104,219	33,115	46.57%

Bottleneck Assessment



Source: NPMRDS

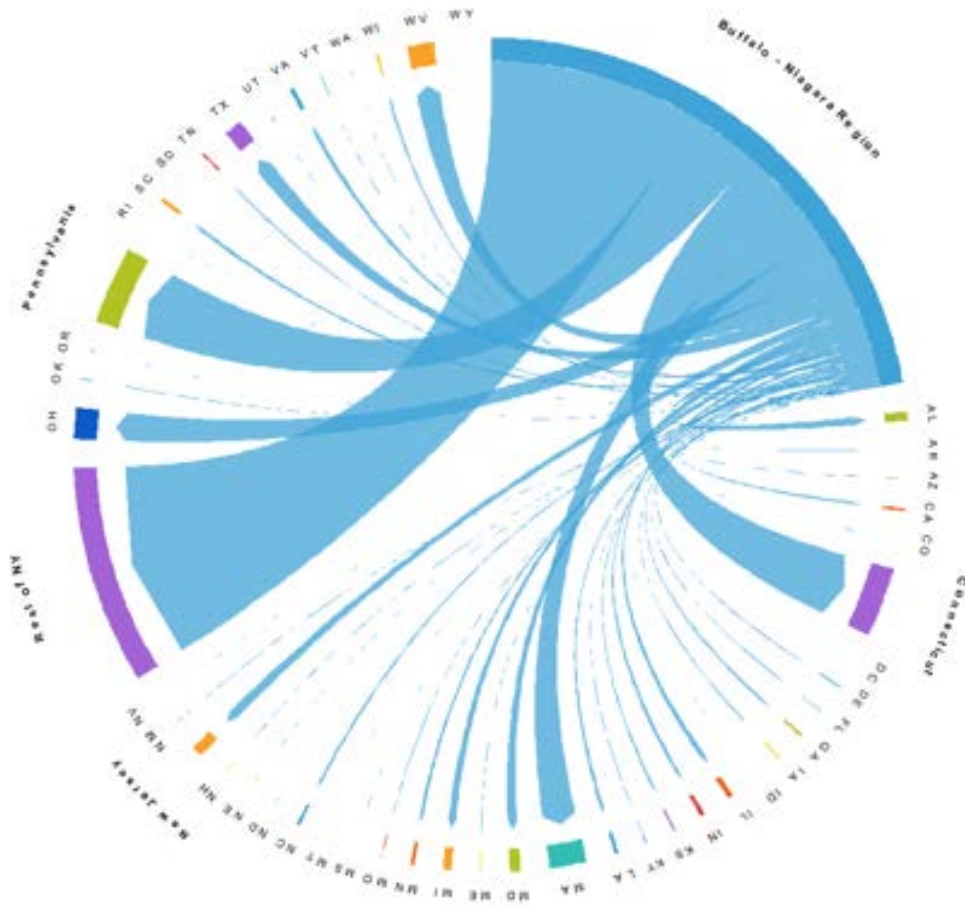
Buffalo-Niagara Region Economy (Domestic Trade)



Top 5 Inbound Domestic Markets

1. Other NY
2. Pennsylvania
3. New Jersey
4. Ohio
5. Connecticut

Buffalo-Niagara Region Economy (Domestic Trade)

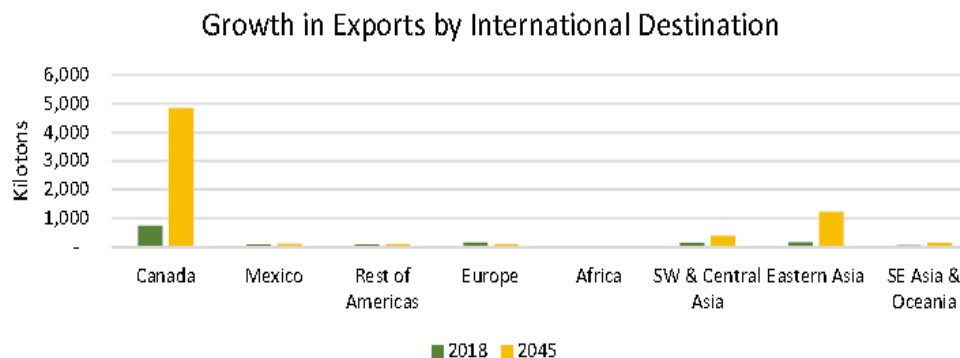
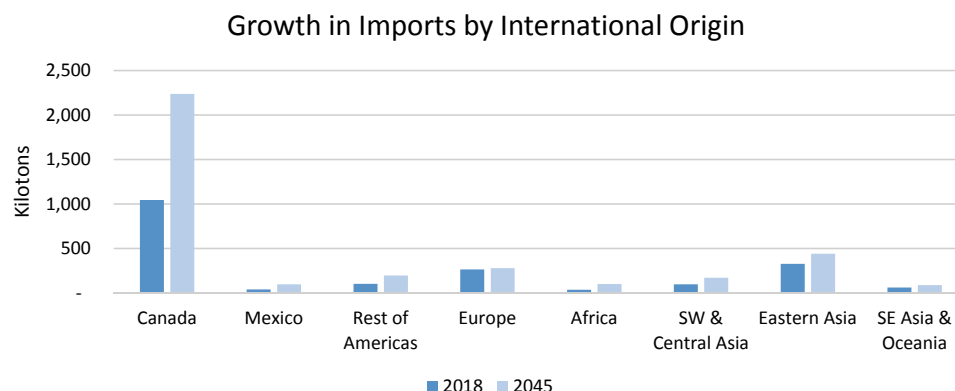


Top 5 Outbound Domestic Markets

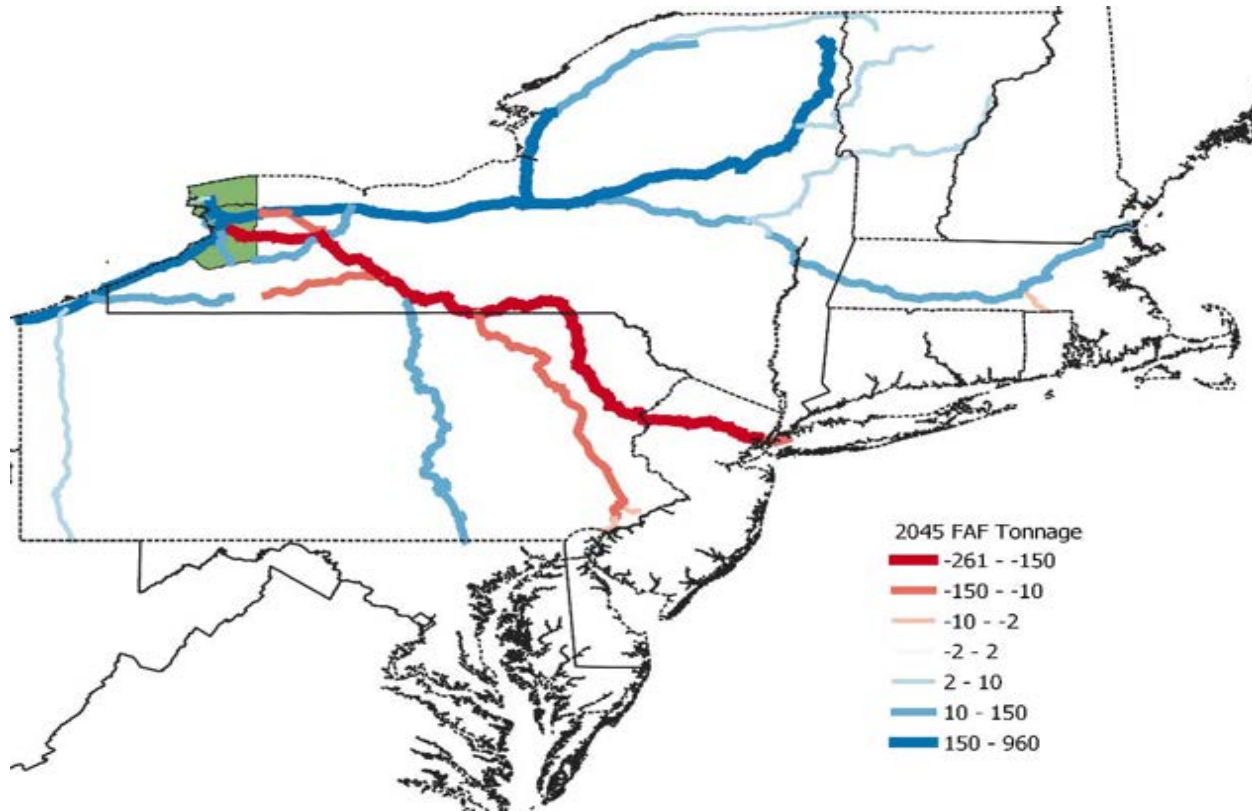
1. Other NY
2. Pennsylvania
3. Connecticut
4. Massachusetts
5. Ohio

Buffalo-Niagara Region Economy (International Markets)

- Trade between Buffalo-Niagara Region and ports associated with PANYNJ is expected to increase 1.6 million tons by 2045.



Projected Change in Highway Tonnage



Source: NPMRDS

Study Recommendations

- Derived from the information and findings in the Tech Memos and are guided by national, state, and regional goals.
 - Federal Fixing America's Surface Transportation Act (FAST Act)
 - New York State Freight Plan
 - Western New York Regional Economic Development Council (WNY REDC)
 - GBNRTC Moving Forward 2050
 - Erie County Initiatives for a Smart Economy
 - Niagara County Comprehensive Economic Development Strategy
- The Project Development section includes the following:
 - Those Buffalo-Niagara region projects that were identified in the 2019 New York State Freight Plan and have been funded by the National Highway Freight Program.
 - Those strategies and projects that were identified as part of the 2010 Niagara Frontier Urban Area Freight Transportation Study or 2019 New York State Freight Plan and are no longer recommended.
 - Those strategies and projects that were developed previously in the 2010 study or were identified in the 2019 New York State Freight Plan, but not yet advanced and should be kept and carried forward as part of this study.
 - New strategies and projects identified as part of this 2020 update in order to address unmet needs and to continue to strengthen the freight and logistics industry in the Buffalo-Niagara region.

Status of 2010 Projects

Project	Mode	Status
International Trade Gateway Organization (ITGO)	Highway/ Rail	Completed
Peace Bridge Expansion	Highway	Various projects completed
NY Route 63 Bypass	Highway	Not completed
US 219	Highway	Partially completed
Buffalo Logistics Complex	Highway/ Rail	Not completed
Portageville Bridge Replacement	Rail	Completed
CP Draw Bridge Replacement	Rail	Not completed
G&W Connection from NS to Buffalo Line to BPRR Line	Rail	Not completed
CN Northern Connection	Rail	Not completed
CN Southern Connection	Rail	Not completed
Rehabilitation of Falls Road Bridge over Erie Canal	Rail	Not completed
Lehigh Valley Yard Intermodal Expansion	Rail	Not completed
AES Lake Unloading Project	Water	Not completed
Revitalized Erie Canal	Water	Not completed
Short Sea Shipping	Water	Not completed

- Provided an assessment on the projects not completed
- Indicated whether projects should be continued into 2020 Update – as is or modified
- For projects not recommended to be continued into 2020 Update, an assessment as to why the project was removed.
- Develop new projects and planning/ policy recommendations

Expand Border Crossing Travel Information in the Region

April 2021

PROJECT DESCRIPTION

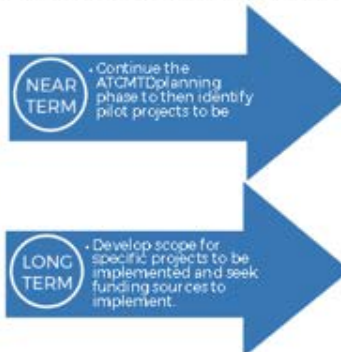
The freight and logistics community has continuously indicated that maneuvering the border is a challenge, whether it be from a congestion standpoint or a clearance standpoint. As discussed previously, technological pre-clearance of all commercial vehicles crossing the Peace Bridge is currently under design and involves relocation of CBP technologies (drive-thru non-intrusive inspection, license plate reads, radiation portal monitors, biometric identification) to Canada. Screening trucks and drivers on the Canadian side of the bridge will allow CBP to adjudicate as the truck is traversing the bridge and make an admissibility or referral determination prior to the truck arriving at the primary inspection booth. This will result in a much quicker primary inspection and significantly reduce commercial border wait times. Completion of this project is anticipated by the fall of 2021. Relocation of CBP infrastructure to Canada allows for the opportunity to redesign and reconfigure the U.S. Customs plaza to make it more efficient and functional and more aesthetically pleasing, befitting a key entry to the United States. This demonstration project can be transferable to the Lewiston-Queenston Bridge in the near-term.



Proposed Locations of Additional Border Crossing VMS Boards
Source: NITTEC

As a compliment to the Peace Bridge technological pre-clearance project, NITTEC has identified the need to expand the deployment of Variable Message Signs (VMS) across the region in order to enhance real-time border crossing information. These VMS boards would be dedicated to portraying real-time border crossing information for the Peace Bridge, Rainbow Bridge, and Lewiston-Queenston Bridge. Proposed locations for new VMS boards are outlined below:

- Westbound I-90 (NYS Thruway) just east of the Transit Road Interchange (Exit 49).
- Westbound SR 33 (Kensington Expressway) east of the Union Road interchange.
- Eastbound I-90 (NYS Thruway) between SR 400 and I-190.
- Westbound I-290 west of the Delaware Avenue interchange.
- Northbound I-190 east of the Oak/ Elm Street interchange.
- Northbound I-190 on Grand Island approaching the North Grand Island Bridge (this VMS board will only display real-time border crossing information for Rainbow Bridge and Lewiston-Queenston Bridge).



NEAR TERM - Continue the ATCMT planning phase to then identify pilot projects to be

LONG TERM - Develop scope for specific projects to be implemented and seek funding sources to implement.

PROJECT SUMMARY

Goals Met:

Federal FAST Act



NYS Freight Plan



WNY REDC Strategic Plan



GBNRTC Moving Forward 2050



Freight Modes Benefited:



Priority:



Estimated Cost:

\$3 M*

*Planning level estimate based on similar projects

AGENCY PARTNERS



Infrastructure Projects

- Establish Regional Truck and Delivery Vehicle Electric Charging Stations
- Buffalo-Niagara Integrated Corridor Management
- Expand Intelligent Transportation Systems (ITS) in the Region
- Bethlehem Steel Advanced Manufacturing Park Infrastructure
- Niagara County Rural Bridge Improvements
- Facilitate Skyway Alternatives that Accommodate Freight & Logistics Industry
- Widen Transit Road Between Walden Avenue and Gould Avenue in Village of Depew
- River Road Roundabout at Riverview Solar Technology Park
- Depew, Lancaster & Western (DL&W) Railroad Line Upgrades
- Buffalo Southern Railroad (BSOR) Line 1246 Improvements
- Safety Improvements to Roadways near Intermodal Yards
- Campbell Boulevard and N. French Road Improvements

Planning and Policy Recommendations

- Market Study of Rail Spur to Future WNY Agribusiness Park
- Support for Long-Term Transportation Bill
- Stay Abreast on Transportation Master Plan Update in Niagara Region, Ontario
- Create a Transportation Improvement Program (TIP) Freight Funding Block
- Promote Region as a “Green” Cross-Border Logistics Hub
- Enhance Regional Collaboration of the Freight and Logistics Industry
- Support and Expand ITGO Partnership with PANYNJ
- Target Development of “Site-Ready” and “Pad-Ready” Sites
- Enhance Workforce Development and Access for Freight and Logistics Jobs
- Continue to Advance UPWP Projects that Support Freight Transportation
- Ganson Street Area Plan
- GBNRTC/GTC Enhanced Freight Corridor Study
- Development of Curbside Management and Autonomous Delivery and Micro-Delivery Policies and Procedures
- Long-Term Planning for International Rail Crossings
- Work with the Port of Buffalo on New Market Business Plan

Approval and Implementation

- Steering Committee final presentation (May 3)
- Study approval
 - PCC recommendation to Policy Committee
 - Policy Committee approval (May 17)
- Presentations (TBD)
 - PCC
 - ITGO Board Meeting
 - Erie/Niagara County IDAs
 - Freight Stakeholders
- Implement projects and continue developing recommendations
 - Determine need/funding for additional sub-studies
 - Further develop projects with detailed engineering cost estimates
 - Program smaller projects with TIP, UPWP, state and other outside funding sources
 - Submit/assist with RAISE/INFRA grant applications for larger projects
 - Provide technical assistance for public/private project sponsors

Resolution 2021-12 Congestion Management Process

- Congestion Management Process (CMP) is required in metropolitan areas with population exceeding 200,000, known as Transportation Management Areas
- CMP is a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management
- CMP is intended to move these congestion management strategies into the funding and implementation stages
- GBNRTC has developed a rigorous, on-line continuously updated process to achieve the stated objectives and satisfy requirements
- Action today is to recommend approval of the CMP to Policy Committee

Resolution 2021-13 Work Program Amendment

- GBNRTC Unified Planning Work Program (UPWP) describes work activities of the planning staff and federal planning funds provided
- We are starting second year of two year UPWP, budget and work reaffirmed at last Policy meeting
- FHWA has awarded GBNRTC an additional \$300k for planning work to develop next generation risk analysis procedures (TMIP-EMAT)
- This requires a UPWP Amendment to include new funds
- Also, per recent Certification recommendations, the UPWP narrative includes description of planning priorities and also task level table of work activities and budget
- Action today is to recommend the UPWP Amendment to Policy Committee

Discussion Items



April TPS Action Item Approvals

- PIN 590054 NFTA Battery Electric Bus Purchase – CMAQ
 - Per NYSDOT MO request, this NFTA request will switch the VW Settlement funds funding source from federal “FA (Other)” to “Local” per NYSDOT MO instructions.
 - This change is administrative only and is necessary to correctly modify the previous project change (11 CNG to 10 BEV) in eSTIP.
 - Total project cost (\$10.161M) was unchanged/fiscal constraint was maintained.
 - **Approved as AdMod #85.**
- PIN 581307 ADA Compliance & Ped Signal Upgrades
 - This change removed work in Cattaraugus & Chautauqua counties, leaving Erie & Niagara.
 - Project cost was be reduced by \$1.028M
 - **Recommended to PCC as AdMod #86 (Approved via PCC electronic ballot due to time constraints).**

In Public Review

- PIN 582509 NFTA Transit Capital Projects LRRT Infrastructure Improvements SFY 20/21
 - Per NYSDOT guidance, the NFTA has requested to split this existing project into ten (10) smaller projects.
 1. PIN 582520 Yard Track, Catenary & Train Control Rehabilitation (\$9.30M)
 2. PIN 582521 Erie Canal Harbor Station Rehabilitation – Construction (\$4.00M)
 3. PIN 582522 Escalator Replacement - University Year 6 (\$2.10M)
 4. PIN 582523 Station Panel Liner Rehabilitation Design & Construction (\$1.30M)
 5. PIN 582524 Platform Conduit Rehabilitation Design & Construction (\$0.75M)
 6. PIN 582525 Trackbed Replacement - Mohawk St. to Eagle St. Design (\$0.80M)
 7. PIN 582526 Railcar Track Brake Coils (\$0.65M)
 8. PIN 582527 Rail Data Transmission System (DTS) Replacement (\$0.50M)
 9. PIN 582528 Ventilation Damper Replacement Design (\$0.30M)
 10. PIN 582529 Rail Car Video Surveillance Upgrade (\$0.30M)
- The total cost of all ten (10) new projects is \$20M (same as PIN 582509).
- Public review will continue until 5/7/21
- **Approval vote at May 17 Policy Committee meeting**

2023 – 2027 TIP Development Schedule

Activity	Sub-Activity/Milestone	Date
Project Development (7 months)	<ul style="list-style-type: none"> Call for new projects Review current system conditions Review FFY 23-24 projects and candidates from last TIP cycle Project proposal presentations at TPS Project proposal summary distributed to members to review All candidate Initial Project Proposals (IPPs) paperwork due Receive TIP Guidance and Funding targets from NYSDOT MO 	April to October 2021
Project Review and Air Quality Determination (3 months)	<ul style="list-style-type: none"> TPS meeting(s) to develop fiscally constrained project listing TPS recommended final project list to PCC Begin Air Quality Conformity PCC approves draft fiscally constrained project list Complete Air Quality Conformity requirements per ICG Fiscal constraint tables completed per FHWA/FTA requirements 	November 2021 to January 2022
Document Completion and Public Review (3 months)	<ul style="list-style-type: none"> Initiate AQ Conformity Document 30-day Public Review Initiate Draft TIP 30-day Public Review Conduct TIP Public Meeting Member review and response to public comments Final document assembled and completed PCC recommends TIP to Policy Committee 	February – April 2022
TIP Approvals (5 months)	<ul style="list-style-type: none"> Policy Committee approval to adopt TIP Final document printed TIP incorporated into STIP STIP goes out for public review NYSDOT Main Office approval FHWA and FTA approval Final document distributed to members and posted online 	May to September 2022
New TIP begins		October 1, 2022

2023-2027 TIP – Project Development

1. Member review of programmed 2023 and 2024 projects.
 - Still wanted/needed? Enough Funding? Changed Scope?
 2. Existing candidate projects from 2020-2024 TIP.
 - Still wanted/needed? Enough Funding? Changed Scope?
 3. Review of current system conditions.
 - Staff has provided information at TPS.
-
- Members will develop a prioritized listing of project proposals based on this information for FFY 2023-2027.
 - Projects must be in-line with all state, federal and MTP goals and objectives.
 - At this point, project cost is not a major factor. However, proposals may need to be modified when the amount of anticipated federal funding is announced.

Current System Conditions

- Members provided with the following data for assistance in project development:
 - FFY 23/24 TIP programmed projects from current TIP
 - FAIR Committee recommended projects for 2021
 - Bridge conditions
 - Pavement conditions
 - Congestion locations
 - Bicycle and pedestrian needs
 - High frequency crash locations
 - “Communities of Concern” locations (Transportation Equity/Title VI)
 - 2050 MTP projects
- GBNRTC staff always available to help with project development.
- 2019 TIP Guidebook available – 2021 version is in development.

2021 RAISE Discretionary Grants

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- The grant program, formerly known as BUILD and TIGER, has awarded over \$8.935 billion in grants to projects in all 50 states, the District of Columbia and Puerto Rico since 2009.
- \$1B available to modernize and create new American infrastructure.
- Project applications will be evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership.
- The maximum award for all projects is \$25 million. Not more than \$100 million can be awarded to a single State.
- For capital projects located in urban areas, the minimum award is \$5 million. There is no minimum award size for planning grants.
- Up to \$30 million will be awarded to planning grants, including at least \$10 million to Areas of Persistent Poverty.
- Not more than 50 percent (\$500 million) will be spent on projects located in urban and rural areas, respectively.

2021 RAISE – Webinars/Additional Information

- USDOT will be offering the following upcoming webinars:
 - Preparing a Benefit Cost Analysis (BCA) for a RAISE Application – May 6 2:00-3:30
 - How to Compete for RAISE Grants (All Applicants) – May 12 1:00-2:30
 - Preparing a Benefit Cost Analysis (BCA) for a RAISE Application – May 13 3:30-5:00
 - How to Compete for RAISE Grants (All Applicants) – May 18 2:00-3:30
 - How to Compete for RAISE Grants – Planning Grant Applicants – May 20 3:00-4:30
- Webinars have a limited capacity but all webinars will be recorded and posted to the USDOT RAISE website:
<https://www.transportation.gov/RAISEgrants/outreach>
- The deadline to submit an application is July 12, 2021 at 5pm EDT.
- Program inquiries (M-F 8a-5p)
 - Email: RAISEgrants@dot.gov
 - Call: 202-366-0301

FHWA Technical Assistance Workshops: TIP Prioritization and MTP Alignment

OVERVIEW INFORMATION

Learning Event Type	Advancing TPM and Decision-Making Virtual Seminar
Learning Event Dates	May/June
Customer Challenge	Buffalo-Niagara TMA staff and committee members have expressed the need and interest to better align and prioritize projects in the Transportation Improvement Program (TIP) and the adopted Transportation Performance Measures (TPM) in the TIP with the goals of the Metropolitan Transportation Plan (MTP)
Event Goals and Outcomes	Discuss analytical tools and techniques in support of data driven decision making Identify approaches that support project prioritization strategies that align to agency goals and performance targets Discuss analytical techniques to support trade-off analysis Describe analysis approaches for monitoring, evaluation, and visualization
Partner or External Speakers	Possible follow up peer exchange

- 10am-12pm:
- Fri, June 4
 - Fri., June 11
 - Fri., June 18
 - Fri. June 25

Policy Committee Meeting Agenda

Monday May 17 at 10AM, hybrid model

Action Items

- Resolution 2021-3 PIN 590040 Purchase Paratransit Vehicles and PIN 590041 Purchase Bus Shelters – Delete Projects
- Resolution 2021-14 PIN 582509 NFTA Transit Capital Projects – LRRT Infrastructure Improvements SFY 20/21 – Project Split and Delete
- Freight Plan approval
- System Performance Plan approval
- Resolution 2021- 12 Congestion Management Process Approval
- Resolution 2021 -13 Unified Planning Work Program Amendment Approval

Discussion Items

- Certification Review
- Bailey Avenue Study results
- Region Central Planning Status
- MTP-TIP Linkage Work Sessions
- Funding and Finance Outlook
- Corridor Studies/Analyses in Progress and Upcoming
- GBNRTC Annual Report

Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Next Meeting – June 2, 2021
- Adjournment



June 2021 PCC Meeting

Wednesday June 2, 2021 9:30AM

Please note that the GBNRTC PCC meeting will be broadcast live for public viewing on GBNRTC's Facebook Page [facebook.com/GBNRTC](https://www.facebook.com/GBNRTC). You may watch the live stream at this link, whether or not you have a Facebook account. However, in order to leave a comment on the Facebook Live video, you will need a Facebook account. You can also send any questions or comments to staff@gbnrtc.org. A glossary of terms is available at <https://www.gbnrtc.org/glossary-of-terms>.

DRAFT AGENDA

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (5/5/21) Meeting Minutes

II. ACTION ITEMS

- A) Eggert Road Traffic Modeling Request
- B) JJ Audubon Break In Access Project TIP Consultation/Designation

III. DISCUSSION ITEMS

- A) EV Charging Station Incentive Opportunities
- B) 2023-2027 TIP Development Update
- C) RAISE Grant Program Upcoming Deadlines
- D) Climate Smart Communities/Municipal Zero-emission Vehicle (ZEV) Grant Opportunities
- E) FHWA TIP Prioritization and MTP Alignment Workshop
- F) Amplify Buffalo: Electric Vehicle Charging Community Partner Project
- G) May 17 Policy Committee Meeting Summary

IV. STATUS REPORTS/INFORMATION

- A) Member Agency Reports
- B) Director's Report

NEXT MEETING CONFIRMATION: July 7, 2021

**MINUTES OF THE JUNE 2, 2021 MEETING OF THE
GREATER BUFFALO-NIAGARA REGIONAL TRANSPORTATION COUNCIL
PLANNING AND COORDINATING COMMITTEE (PCC)**

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on June 2, 2021 at 9:30 am.

The following GBNRTC-PCC representatives were present:

- | | |
|-------------------|-----------------|
| 1. NFTA | Darren Kempner |
| 2. NYSTA | Matthew Latko |
| 3. NYSDOT | Joe Buffamonte |
| 4. Buffalo | Nolan Skipper |
| 5. Niagara Falls | |
| 6. Erie County | Darlene Svilkos |
| 7. Niagara County | Garret Meal |

Others present were:

- Athena Hutchins NITTEC
- Dan Castle Erie County
- James Cuzzo NYSDOT
- Chris Schregel Town of Amherst
- Kim Amplement Town of Amherst
- Whitney Skeans National Grid
- Ryan Wheeler National Grid
- Frank Cirillo NYSDOT
- Sharon Ray Seneca Nation
- GBNRTC Staff (6)
- 10 members of the public viewing through Facebook Live link

I. PROCEEDINGS

Mr. Skipper called the meeting to order at 9:30 a.m.

A) Roll Call

All members except for Niagara Falls were present

B) Public Participation

- **Fr. Jud Weiksner** - No need to reply publicly, but just wondering if there is any news for the Louisiana Street bridge.
- **Douglas Funke** - The fact that the 6-mile light rail carries over 20% of all NFTA passengers, soon to be over 30% when extended to Amherst, highlights the importance of extending Metro Rail - with the capacity of 600 per train at 50 mph vs. 50 per bus in traffic.

C) Approval of Meeting Agenda

All present were in favor of a motion (EC/TWA) to approve the meeting agenda.

D) Approval of Previous Meeting Minutes

All present were in favor of a motion to approve the previous meeting minutes. (NC/EC)

II. ACTION ITEMS

- A) Eggert Road Traffic Modeling Request – Guarino introduced a request by the Towns of Amherst and Tonawanda along with the City of Buffalo for GBNRTC to analyze a potential road diet project of Eggert Road. This multi-municipal request is for traffic modeling analysis will assist in determining lane capacity, left turn lane needs, intersection storage lengths, as well as other beneficial analysis. Staff time is included in GBNRTC Work Program to assist members with local initiatives, any request of significant duration (>2 Weeks) typically brought to PCC for concurrence. Estimated person weeks of staff time required to accommodate this initiative is approximately 8-12 weeks, depending on initial findings. All present were in favor of a motion (EC/TWA) to approve this action.
- B) TIP Consultation – JJ Audubon Break-In Access – Guarino explained that the Town of Amherst is an applicant to a break-in-access review as it relates to the extension of JJ Audubon into Muir Woods. The Town of Amherst requested that the GBNRTC make a determination on whether or not this project must be added to the TIP. Guarino explained that federal regulations (23 §450.326) state that projects only need to be included on the TIP if federal funding (FHWA/FTA) is used or the project is regionally significant. All present were in favor of a motion (DOT/TWA) to state that neither of these conditions apply and that this project does not need to be included on the TIP.

III. DISCUSSION ITEMS

- A) EV Charging Station Incentive Opportunities – Whitney Skeans (Whitney.Skeans@nationalgrid.com) and Ryan Wheeler (Ryan.Wheeler@nationalgrid.com) from National Grid gave an overview of the \$701M EV program underway in New York - the largest EV effort outside California. National Grid's portion of the program is \$149M and includes:
- Commercial Make-Ready Program: Deploy 16,000+ charging plugs & future proofing
 - Fleet Services: Site/rate analysis + launching fleet microsite
 - Transit Agency Make-Ready: Focused on Albany & Buffalo
 - Fleet MHDV Make-Ready: ~\$6M or ~40% of Joint Utility share
- B) 2023-2027 TIP Development Update – Guarino explained that the 2023-2027 TIP Development process is now in the third month of a seven-month Project Development phase. Members have been provided with a System Conditions report. This report has been greatly expanded in content from what was provided in the past and now includes info on additional topics, system performance and asset management. An updated version of the report will be sent out electronically to members by the end of the week. Members are currently using the report to develop candidate projects which will be discussed/presented at the June and July TPS meeting.
- C) 2021 RAISE Discretionary Grants – Guarino reviewed the \$1B 2021 RAISE program and stated that while webinars on the program and Benefit Cost Analysis guidance have all been completed, they were recorded and are available online at (<https://www.transportation.gov/RAISEgrants/outreach>). The deadline to submit an application is July 12, 2021 at 5pm EDT.
- D) Climate Smart Communities/Municipal Zero-emission Vehicle (ZEV) Grant Opportunities – Guarino explained that the 2021 Climate Smart Communities Grant Program is a competitive, 50/50 NYS DEC matching grants for local governments to implement projects focused on climate change adaptation and greenhouse gas mitigation in the non-power sector. Up to \$10 million is available for grants of between \$50,000 and \$2,000,000 for implementation projects. Applications must be submitted through the New York State Consolidated Funding Application (CFA) and are due by 4:00 p.m. on July 30, 2021. The Municipal Zero-emission Vehicle (ZEV) Rebate and Infrastructure Grant Programs has \$2.8 million available from NYS DEC to help municipalities install public charging stations and purchase or lease zero-emission vehicles for fleet use. DEC is accepting applications on a rolling basis from now through October 29, 2021, or until funding is exhausted. Applications for both programs are available through the New York State Grants Gateway.
- E) FHWA TIP Prioritization and MTP Alignment Workshop – Dixon (kdixon@gnrtc.org) reported on the Upcoming workshop. The workshop will include the use of the Mentimeter online tool that allows participants to participate interactively. Participants were advised to ensure they have the latest version of Adobe Connect & Adobe Flash installed. The workshop will include four sessions:
- June 04 – 10:00am – 12:30pm – Overview of Analysis and Strategic Decision Making
 - June 11 – 10:00am – 12:00pm – Analysis for Planning and Programming
 - June 18 – 10:00am – 12:00pm – Analytical methods and Approaches to Reporting, Monitoring and Evaluation
 - June 25 – 10:00am – 12:00pm – Action Plan development
- F) Amplify Buffalo: Electric Vehicle Charging Community Partner Project – Dixon explained that this program offers \$5 million in DOE funding to leverage an equal amount of non-federal funding in the development and construction of up to three multi-user charging hubs and electric vehicle carshare. Hubs to be developed in strategic locations within Buffalo disadvantaged communities to accelerate plug-in electric vehicle (PEV) utilization across light, medium, and

heavy-duty uses. A proposal has been submitted. If the proposal is selected and full application will need to be submitted in July.

- G) May 2017 Policy Committee meeting – Morse explained that the meeting successfully utilized the “hybrid” method which gave participants the option to attend live or virtually. Morse reviewed the approved action items as well as planning/administrative discussion items.

IV. STATUS REPORTS/INFORMATION

A) Member Agency Reports

- Erie County reported that construction projects are progressing.
- NFTA reported that there is now an online survey available that will reflect rider needs and priorities and help inform NFTA-METRO on ways to improve the bus network. The survey is open until 6/14/21 and is available at <https://www.nfta.com>.
- Buffalo reported that a survey is underway that will be used to continue developing the street design for Middle Main Street. Additional opportunities to review and provide feedback on the design will occur as the design moves through the process toward being ready for construction. The survey is available at <http://www.buffalony.gov/1281/Middle-Main-Street>.

B) Director’s Report.

Morse noted several additional items including:

- Status of the federal infrastructure legislation.
- Village of E. Aurora east side parking study status.
- Discussion of Twin Cities Highway concept.
- Potential solutions and costs to address Youngs St Bridge collisions being worked on.
- Numerous presentations of the Freight Study Update have either taken place or are scheduled.
- Messaging and mobility options for Region Central are being discussed. A public meeting is scheduled for June 17.
- Updated performance measures have been received and will be analyzed and presented at the next PCC meeting/
- Participation with Tom George from NFTA in the May 13th Citizens for Regional Transit Quarterly Meeting which was recorded and is available for viewing at <http://www.citizenstransit.org/node/170>.

There was a motion to adjourn the meeting (NYSTA/EC). All present were in favor

Planning and Coordinating Committee

June 2, 2021



May 2021 PCC

I. Proceedings

II. Action Items

III. Discussion Items

IV. Status Reports / Information

Proceedings

- Roll Call
- Public Participation
- Approval of Meeting Agenda
- Approval of May 5 Meeting Minutes

Action Items



Eggert Road Traffic Modeling Request

Towns of Amherst, Tonawanda

City of Buffalo

Background on the Project

- The Towns of Amherst and Tonawanda along with the City of Buffalo request assistance from the GBNRTC to analyze a potential road diet project of Eggert Road.
- The project was introduced at Amherst Traffic Safety Board where a resident requested a Road Diet of Eggert Road between Main Street and Millersport Highway, a County Highway.
- Amherst Traffic Safety Board agreed to pursue this endeavor, corresponded with Erie County DPW for consideration.
- DPW requested a "capacity study of this corridor to determine optimal road section" along with other study requirements
- Interest was expressed by Tonawanda and City of Buffalo to expand the scope to include Eggert Road between the Rt. 33 on/off ramps and Colvin Blvd.
- This multi-municipal request to GBNRTC is for an analysis that meets the needs of Erie County using traffic modeling to determine lane capacity, left turn lane needs, intersection storage lengths, and any other beneficial analysis.
- Staff time is included in GBNRTC Work Program to assist members with local initiatives, any request of significant duration (>2 Weeks) typically brought to PCC for concurrence
- Estimated person weeks of staff time required to accommodate this initiative is approximately 8-12 weeks, depending on initial findings
- PCC Action today would be to approve GBNRTC participation in this multijurisdictional Eggert Road analysis.

TIP Consultation – JJ Audubon Break In Access

Town of Amherst

JJ Audubon TIP Consultation/Designation

- The Town of Amherst is an applicant to a break-in-access review as it relates to the extension of JJ Audubon into Muir Woods.
- As part of the environmental approvals, there needs to be a decision by the MPO on whether or not this project must be added to the TIP.
- Amherst also wants to make certain that GBNRTC is aware of this project and does not conflict with any regional long-term goals.
- Preliminary design plans have been prepared as a result of the request for a break-in-access from the NYSDOT to allow the northerly extension of JJ Audubon Parkway.
- This extension will allow the property to the north to be developed as a student housing facility as part of the Muir Woods development.

Details

- Muir Woods Site “B” is proposed to be an off-campus student housing development, planned to include 1,755 beds (with a maximum of 1,791 allowed on-site) in various 4 and 5-bedroom apartment configurations.
- In addition to the student housing, there will also be access to 134-acre passive recreational town park on-site, and there is the potential for a future NFTA light rail station and park and ride lot
- The Project Site is expected to be developed in two phases over an approximately four (4) year period. The anticipated full build-out year for this study is 2025

PROJECT SITE OVERVIEW MAP

PROPOSED DONATION OF APPROXIMATELY 134 ACRES OF
PERMANENT OPEN SPACE TO THE TOWN OF AMHERST



Federal Regulations and Action

- Title 23 §450.326 Development and content of the transportation improvement program (TIP)
 - (e) The TIP shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. (highways) and 49 U.S.C. Chapter 53 (public transportation)
 - (f) The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53

This project does not meet the criteria for TIP addition, action would be for PCC to acknowledge the proposal and note it does not meet criteria for TIP action

Discussion Items



National Grid NY EV Programs

Whitney Skeans – NY EV
Program Manager

Ryan Wheeler – EV Fleet
Product Owner

nationalgrid



NY EV Programs: *\$701M state-wide program is the largest EV effort outside California.*

State-Wide Program: \$701M

- Commercial Make-Ready is Main Focus: Deploy 50,000+ EV charging station plugs to support 850k ZEV goal
- Future Proofing: Approval to spend ~10% of funding on oversizing equipment to prepare for additional chargers
- Fleet Assessment Services: Offer site and rate impact analysis for fleet customers (e.g., truck, bus customers)
- Transit Agency Make-Ready: Support electrification of 25% of buses at all major transit agencies by 2025
- Fleet Medium-Heavy Duty Make-Ready (focused on EJC/LMI): \$15M shared among the Joint Utilities (non-Con Ed JU)
- NYSERDA Prize Funding: 3 prize categories targeting EJC innovation, MHDV, community mobility. \$85M total

National Grid's Portion (Key Components): \$149M

- **Commercial Make-Ready Program:** Deploy 16,000+ charging plugs & future proofing
- **Fleet Services:** Site/rate analysis + launching fleet microsite
- **Transit Agency Make-Ready:** Focused on Albany & Buffalo
- **Fleet MHDV Make-Ready:** ~\$6M or ~40% of Joint Utility share



Benefits

Installing EV Charging Stations can attract customers and employees. National Grid can make it cost-effective.

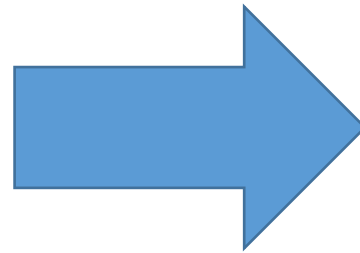
National Grid has a goal to help customers deploy more than 16,000 EV Chargers by 2025.

Transportation is the single largest source of greenhouse gases (GHG) emissions in New York.

Be a leader in the clean energy transition by providing charging stations for your customers, employees, tenants, and community.

Contribute to New York's clean air goals by installing accessible and widespread EV charging stations to give drivers the confidence to purchase an EV and find charging anywhere they go.

National Grid's Make-Ready Program can help you by funding up to 100 percent of electric infrastructure associated with new EV charging stations, for approved projects, and providing a dedicated point of contact and a streamlined experience to help you install EV charging stations.



Program Benefits



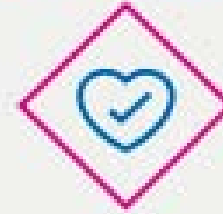
Install EV Chargers for Less:

National Grid provides funding for up to 100 percent of the electric infrastructure



Take Climate Action:

Contribute to New York's Greenhouse Gas emissions reduction goals



Improve Public Health:

Help improve New York's air quality by reducing tailpipe emissions



Attract More Customers and Employees:

Meet customer and employee needs and promote clean energy use at your site.

EV Station Segments

See what EV charging stations can do for you.

Workplace Charging Stations

Installing EV charging stations can help your business by:

- Attract and retain top talent
- Provide a free or low-cost option to employees in a competitive marketplace
- Increase employee satisfaction and productivity

Multi-unit Dwelling Charging Stations

Installing EV charging stations at your multi-unit dwelling will:

- Differentiate your property in an increasingly competitive housing market
- Attract, retain, and provide greater value to residents
- Improve rent and property values
- Add a new revenue stream

We're ready to get to work for you. Let's get started.

Retail Store Charging Stations

By installing EV charging stations at your retail location you can:

- Attract new and repeat customers
- Increase shopping visit durations
- Enhance customer satisfaction

Public Destination Charging Stations

By installing EV charging stations at your public destination or parking lot you can:

- Attract new and repeat visitors and guests
- Increase visit durations
- Enhance visitor and guest satisfaction

National Grid EV Phase 1 Program

Segment	Total Plugs
College/University	178
General Workplace (including private schools)	140
Hotel	74
Industrial/Manufacturing	90
Medical	110
Mixed-use (retail+ offices)	74
Multi-Unit Dwelling	296
Municipal Properties	233
Parking lot/garage	16
Parks/Rec	59
Public Transit Adjacent Parking	9
Retail	156
Grand Total	1435





EV Make-Ready Program Overview

National Grid's Make-Ready Program can help you by:

Funding up to 100 percent of electric infrastructure associated with new EV charging stations, for approved projects

Providing a dedicated point of contact and a streamlined experience to help you install EV charging stations

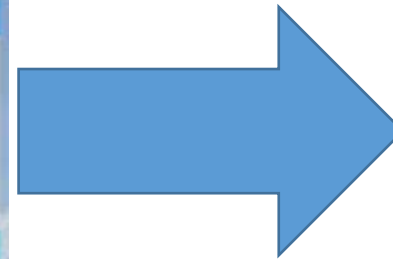
Infrastructure covered by make-ready program

	 Utility-Side Infrastructure	 Customer-Side Infrastructure	 EVSE Hardware	 Other Soft Costs
Component Example ▶	<ul style="list-style-type: none"> • Distribution Network • Transformers • Meters • Conductor 	<ul style="list-style-type: none"> • Panel • Conductor • Boring • Trenching • Conduit 	<ul style="list-style-type: none"> • Charging Station • Network Equipment 	<ul style="list-style-type: none"> • Signs • Bollard • Network • Maintenance • Assoc. Fees
Paying Entity ▶	National Grid Make-Ready Program (Covers up to 50%, 90%, 100%)*		NYSERDA \$4,000/plug	Customer Responsibility
Owning Entity ▶	National Grid	Customer	Customer Contribution	

Note: Graphic is for illustrative purposes only, may not be exhaustive and contents are subject to change.

- Future-Proofing Infrastructure also included.
- Future-proofing refers to the practice of oversizing certain pieces of equipment at sites relative to their current charging station capacity such that increasing station capacity in the future will be less costly.

Program Steps



Tools to assist

- Disadvantaged Community (DAC) Map
- Load Serving Capacity Maps
- Program Guides/Website
- Online EV Application Portal
- Program Manger to walk applicant through process
- Dedicated network of approved contractors to help with turn-key solutions

Fleet Electrification: A Path to Cleaner Air, Equitable Access, & Future Load Insight

Why Fleets?

- **MHDV ZEV MOU Goal:** 30% of new sales by '30
- **Decarbonization:** MHDV 8-30x CO₂ savings / vehicle*
- **Health:** MHDV 30-150x PM_{2.5} savings / vehicle*
- **Equity:** Best path to support LMI / EJC communities
- **Grid Impact:** Fleets are MW+ loads; utility needs insight
- **Economics:** Cost, availability & incentives reaching parity

Addresses Key Customer Challenges:

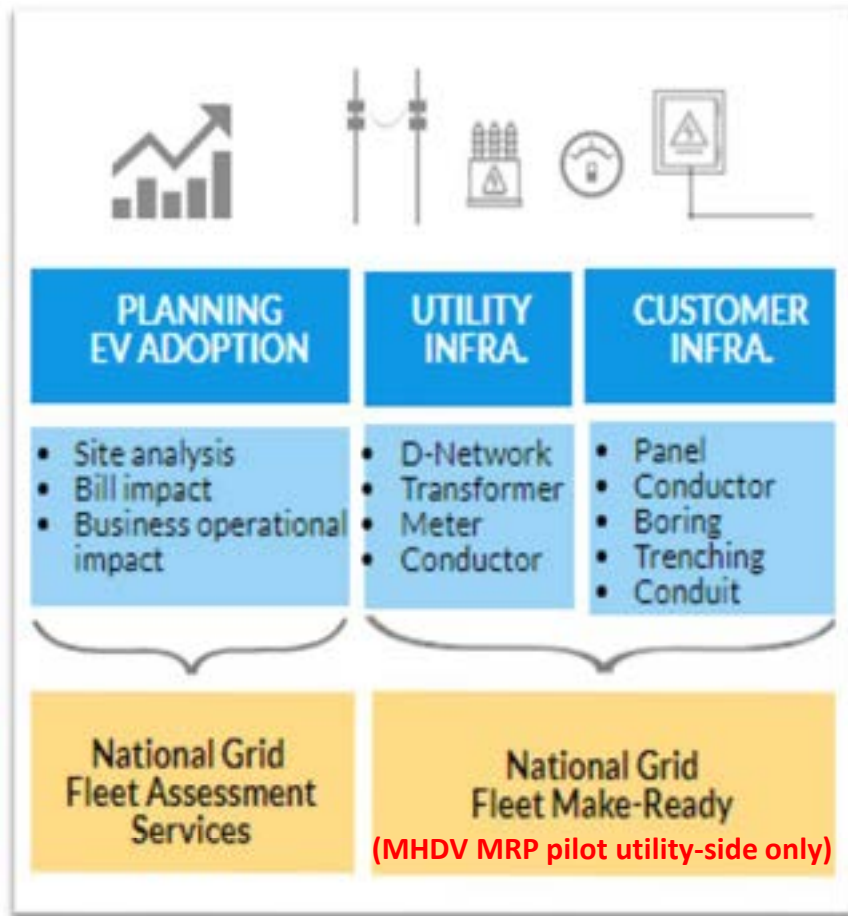
- **Information & Planning:** Comprehensive fleet assessments (EV & site feasibility, rates, TCO, O&M)
- **Make-Ready Infrastructure:** Utility- & customer-side incentives & EVSE rebates to reduce CapEx costs
- **Equitable Access:** EJC focus for assessments, school bus rebates, & infrastructure
- **Community Goals:** CO₂ & PM_{2.5} reduction provide immediate health & environmental impact

Key Customer Sub-segments



* Savings / vehicle vs. passenger BEVs

Fleet Assessments & MHDV Pilot: Accelerate the transition



Fleet Assessment Services¹:

- **Site Feasibility Analysis:** Determine power demand, distribution impacts, and potential cost-saving synergies
- **Rate Analysis:** Understand electricity costs to electrify, managed charging options, and rate options available

MHDV Make-Ready Pilot (NG is \$6M of \$15M):

- **Focused on disadvantaged communities (DACs):** Projects prioritized to support a direct reduction of diesel emissions
- **Participants must participate in New York Truck Voucher Incentive Program (NYTVIP)**
- **Covers up to 90% of utility-side make-ready costs**

Industry Taskforce: Optimize EV Infrastructure Planning in Buffalo

Grid Constraints



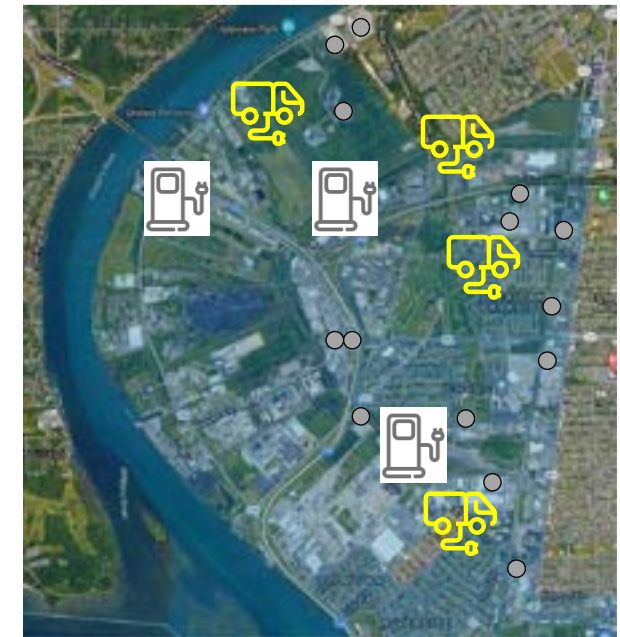
- Distribution Line, >1.5 MW Avail. Capacity
- Distribution Line, 600 kW - 1.5 MW Avail. Capacity
- Distribution Line, <600 kW Avail. Capacity
- Distribution Substation

DAC Geographies



- Disadvantaged Community

Fleet & Site Info



Combine maps to achieve task force goal: Prioritize central fleet charging sites to accelerate clean transportation

NY Clean Transportation Prizes: \$85M Clean Transportation Opportunity

Clean Neighborhoods Challenge

Up to \$30 million to build healthier disadvantaged communities through clean transportation.

3 Projects of ~\$10M



Electric Truck & Bus Challenge

Up to \$24 million to accelerate the electrification of medium- and heavy-duty vehicles.

3 Projects of ~\$8M

Electric Mobility Challenge

Up to \$21 million to transform transportation in disadvantaged communities through scalable electric mobility solutions.

3 Projects of ~\$7M



Application Process:

- Assess fit & eligibility (7 question online assessment)
- **Register by Thursday July 22** (2-step process)
- Submit online **Proposal by Thursday, August 22**
- Proposals reviewed: August – September 2021
- Scores and feedback: October – November 2021
- 5 proposals selected for Phase 1: Early 2022
- Phase 2 Planning period: February – May 2022
 - Phase One Awardees will receive a planning grant of \$100,000, up to \$50,000 of in-kind support, and up to \$50,000 in funding for their community partners to strengthen their solutions.
- 3 proposals accepted for Phase 2: Summer 2022
- Project phase: Summer 2022 – 2025 (all solutions must be implemented over a period of up to three years)

More Info: <https://www.nycleantransportationprizes.org/>

Next Steps & Available Resources

- Reach out to NG team for more details
- Visit our website for more details
- Check approved contractor list for contractors in your area



EV Program: www.ngrid.com/uny-evcharging

- Program Materials
- Program Overview
- Approved Contractor list and application link
- Qualified Charging Station List
- Application
- Email: EVNationalGridUNY@nationalgrid.com

Fleet Hub: <https://www.nationalgridus.com/ev-fleet-hub/>

- Fleet EV 101
- Vehicle Options
- Funding Resources
- Case Studies
- Fleet Assessment Interest Form
- Email: NGFleetProgram@nationalgrid.com

Contact Us!

Clean Transportation – Fleet Electrification

Ryan Wheeler – Product Owner

Cell: (518) 641-9990

Email: Ryan.Wheeler@nationalgrid.com

Upstate NY Make-Ready – Regional Program Managers:

Whitney Skeans – Buffalo (Western NY)

Cell: (716) 990-7690

Email: Whitney.Skeans@nationalgrid.com

Tim Ferguson – Syracuse (Central NY)

Cell: (315) 209-7170

Email: Timothy.Ferguson@nationalgrid.com

Kate Carleo – Albany (Eastern NY)

Cell: (518) 410-0080

Email: Kate.Carleo@nationalgrid.com



Thank
You



nationalgrid

2023 – 2027 TIP Development Schedule

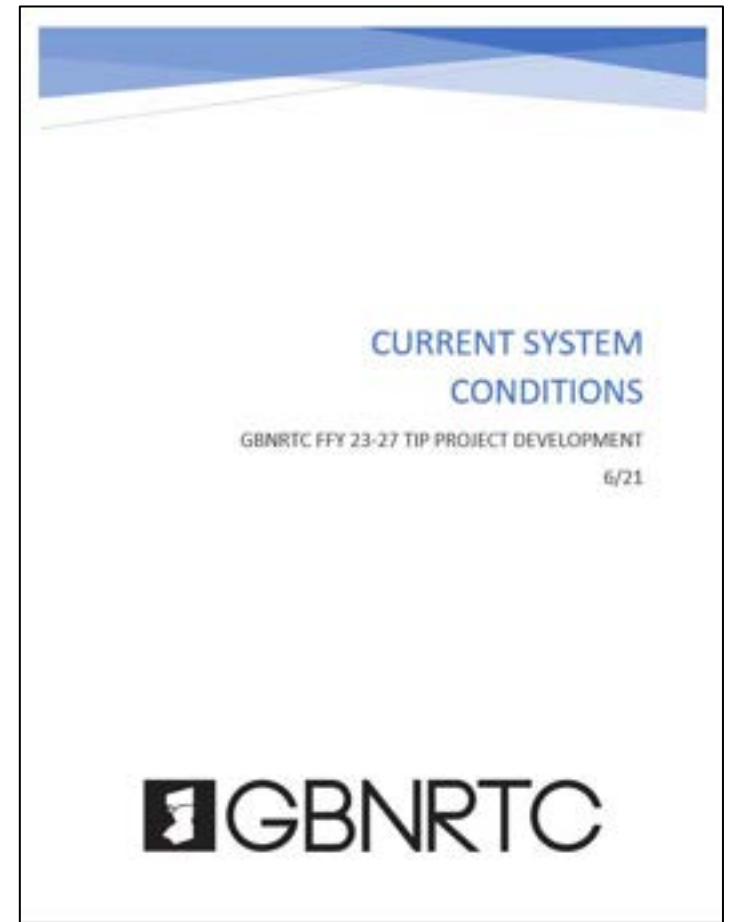
<i>Activity</i>	<i>Sub-Activity/Milestone</i>	<i>Date</i>
Project Development (7 months)	Call for new projects Review current system conditions Review FFY 23-24 projects and candidates from last TIP cycle Project proposal presentations at TPS Project proposal summary distributed to members to review All candidate Initial Project Proposals (IPPs) paperwork due Receive TIP Guidance and Funding targets from NYSDOT MO	<i>April to October 2021</i>
Project Review and Air Quality Determination (3 months)	TPS meeting(s) to develop fiscally constrained project listing TPS recommended final project list to PCC Begin Air Quality Conformity PCC approves draft fiscally constrained project list Complete Air Quality Conformity requirements per ICG Fiscal constraint tables completed per FHWA/FTA requirements	<i>November 2021 to January 2022</i>
Document Completion and Public Review (3 months)	Initiate AQ Conformity Document 30-day Public Review Initiate Draft TIP 30-day Public Review Conduct TIP Public Meeting Member review and response to public comments Final document assembled and completed PCC recommends TIP to Policy Committee	<i>February – April 2022</i>
TIP Approvals (5 months)	Policy Committee approval to adopt TIP Final document printed TIP incorporated into STIP STIP goes out for public review NYSDOT Main Office approval FHWA and FTA approval Final document distributed to members and posted online	<i>May to September 2022</i>
New TIP begins		<i>October 1, 2022</i>

2023-2027 TIP – Project Development

1. Member review of programmed 2023 and 2024 projects.
 - Still wanted/needed? Enough Funding? Changed Scope?
 2. Existing candidate projects from 2020-2024 TIP.
 - Still wanted/needed? Enough Funding? Changed Scope?
 3. Review of current system conditions.
 - Staff has provided information at TPS.
-
- Members will develop a prioritized listing of project proposals based on this information for FFY 2023-2027.
 - Projects must be in-line with all state, federal and MTP goals and objectives.
 - At this point, project cost is not a major factor. However, proposals may need to be modified when the amount of anticipated federal funding is announced.

Current System Conditions

- Members provided with the following data for assistance in project development:
 1. FFY 23/24 TIP programmed projects from current TIP
 2. 2020-2024 TIP Illustrative Projects
 3. 2050 MTP projects
 4. FAIR Committee recommended projects for 2021
 5. Bridge conditions and performance
 6. Pavement conditions and performance
 7. Congestion locations
 8. Bicycle and pedestrian needs
 9. Safety/High frequency crash locations - listing and maps
 10. “Communities of Concern” locations (Transportation Equity/Title VI)



2021 RAISE Discretionary Grants

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- The grant program, formerly known as BUILD and TIGER, has awarded over \$8.935 billion in grants to projects in all 50 states, the District of Columbia and Puerto Rico since 2009.
- \$1B available to modernize and create new American infrastructure.
- Project applications will be evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership.
- All webinars were recorded and posted to the USDOT RAISE website: <https://www.transportation.gov/RAISEgrants/outreach>
- The deadline to submit an application is July 12, 2021 at 5pm EDT.
- Program inquiries (M-F 8a-5p)
 - Email: RAISEgrants@dot.gov
 - Call: 202-366-0301

2021 Climate Smart Communities Grant Program

- Competitive, 50/50 NYS DEC matching grants for local governments to implement projects focused on climate change adaptation and greenhouse gas mitigation in the non-power sector.
- Up to \$10 million is available for grants of between \$50,000 and \$2,000,000 for implementation projects related to the following initiatives:
 - Increasing natural resiliency to the effects of climate change
 - Reducing future flood-risk, including by relocating or retrofitting critical infrastructure
 - Rightsizing culverts and bridges
 - Preparing for extreme heat events and improving emergency preparedness
 - Completing activities that are part of the FEMA Community Rating System
 - Reducing vehicle miles traveled (VMT)
 - Facilitating food scraps recycling at municipal facilities
 - Reducing landfill methane leakage from landfills
 - Reducing hydrofluorocarbon emissions from refrigeration and air-conditioning equipment
 - Project types also include certain planning and assessment projects that are part of a strategy to achieve Climate Smart Communities Certification.
- Applications must be submitted through the New York State Consolidated Funding Application (CFA) and are due by 4:00 p.m. on July 30, 2021

Municipal Zero-emission Vehicle (ZEV) Rebate and Infrastructure Grant Programs

- \$2.8 million is now available from NYS DEC to help municipalities install public charging stations and purchase or lease zero-emission vehicles for fleet use.
- During this round, up to \$300,000 in rebates are available for municipalities that purchase (or lease for a minimum of 36 months) zero emission vehicles from eligible dealerships in New York.
- Plug-in hybrid, all-electric, or hydrogen fuel cell vehicles are eligible for rebates of up to \$7,500 per vehicle, depending on the electric range of the vehicle and provided they were placed into municipal service on or after March 1, 2020.
- DEC is accepting applications on a rolling basis from now through October 29, 2021, or until funding is exhausted.
- Applications for both programs are available through the New York State Grants Gateway.

LAST CALL



U.S. Department of Transportation
Federal Highway Administration

Virtual Workshop Series: TIP Prioritization & Metropolitan Transportation Plan Alignment Greater Buffalo Niagara Regional Transportation Council

Specific Sessions

- June 4 – 10:00am – 12:30pm
- June 11 – 10:00am – 12:00pm
- June 18 – 10:00am – 12:00pm
- June 25 – 10:00am – 12:00pm

Please RSVP to:
kdixon@gbnrtc.org

- Overview of Analysis and Strategic Decision Making (Session 1)
- Analysis for Planning and Programming (Session 2)
- Analytical Methods and Approaches for Reporting, Monitoring and Evaluation (Session 3)
- Action Plan Development (Session 4)



U.S. Department of Transportation
Federal Highway Administration

Mentimeter: Participants' 101 Voting Guide



Mentimeter is very easy in use, and not just for the creator of a survey. Voting itself is easy as well. To do so, you need: a smartphone, tablet or laptop with them. The most usual way for your audience to start voting is to go to <https://www.menti.com> and enter the code provided by your hosts.



**Please Ensure you have the latest version of Adobe Connect & Adobe Flash.*



Office of ENERGY EFFICIENCY
& RENEWABLE ENERGY

Amplify Buffalo

Electric Vehicle Charging Community Partner Projects

Low Greenhouse Gas (GHG) Vehicle Technologies Research, Development,
Demonstration and Deployment

Project Team Organizations:

Calstart, Lead Agency
Clean Communities of Western New York
Greater Buffalo-Niagara Regional Transportation Council
Mobility Development Group
National Grid
Niagara Frontier Transportation Authority
Shared Mobility Inc.



Amplify Buffalo

- \$5 million in DOE funding to leverage an equal amount of non-federal funding in the development and construction of up to three multi-user charging hubs and electric vehicle carshare.
- Hubs to be developed in strategic locations within Buffalo disadvantaged communities to accelerate plug-in electric vehicle (PEV) utilization across light, medium, and heavy-duty uses.

May Policy Committee Summary

Hybrid Meeting Worked OK

Numerous Action Items Approved

- Several Transit TIP actions to modify programmed projects
- Guidelines for Potential TIP Actions modified
- Regional Freight Plan approved and projects working
- System Performance Plan approved
- All New Congestion Management Process approved, totally web based
- Unified Planning Work Program Amended adding new Federal funds and revising narrative

Discussions Centered On

- Planning Items:
 - Bailey Avenue Corridor Study results
 - Region Central Planning Status
 - Corridor Studies/Analyses in Progress
- Administrative Items:
 - MTP-TIP Linkage Work Sessions with FHWA
 - GBNRTC Annual Report
 - 2020 GBNRTC Planning Certification Review

PCC Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Next Meeting – July 7, 2021
- Adjournment



July 2021 PCC Meeting

Wednesday July 7, 2021 9:30AM

Public Participation via Facebook Live

Please note that the GBNRTC PCC meeting will be broadcast live for public viewing on GBNRTC's Facebook Page [facebook.com/GBNRTC](https://www.facebook.com/GBNRTC). You may watch the live stream at this link, whether or not you have a Facebook account. However, in order to leave a comment on Facebook Live, you will need a Facebook account. You can also send any questions or comments to staff@gbnrtc.org.

A glossary of transportation terms is available at <https://www.gbnrtc.org/glossary-of-terms>.

DRAFT AGENDA

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (6/2/21) Meeting Minutes

II. ACTION ITEMS

- A) Two New NYSDOT Projects (Approve)
 - PIN 5181.10 NY Route 270 from North French Rd to Erie Co. Line & North French Rd from Campbell Blvd to 1-990
 - PIN 5814.67 Drainage Sweeping; Various Locations; Erie Co
- A) NYSDOT Cost Changes (Approve)
 - PIN 5763.31 Wehrle Rd; Harlem (Rt 240) - Aero Dr
 - PIN 5813.14 Pavt Markings (South/Line 2); Various Locations; Catt, Chaut & Erie Cos
 - PIN 5814.41NY 61 (Hyde Park Blvd); Lockport Rd - NY 104
 - PIN 5814.06 NY 400 (SB & NB)/B&P Railroad
 - PIN 5019.24 NY 265 (Military Rd); Kenmore Ave – Ton. SCL & NY 324 (Sheridan Dr); Delaware Rd - Floradale Ave
- B) PIN 5762.67 Niagara Falls PSAP - Project Delay (Approve)
- C) Additional Scope for Region Central Project

III. DISCUSSION ITEMS

- A) TAP/CMAQ Program Announcement
- B) Region Central Public Meeting
- C) Goodell Street Corridor Study
- D) Regional Bicycle Master Plan Implementation
- E) FHWA TIP Prioritization and MTP Alignment Workshop

IV. STATUS REPORTS/INFORMATION

- A) Member Agency Reports
- B) Director's Report

NEXT MEETING CONFIRMATION: August 4, 2021

**MINUTES OF THE JULY 7, 2021 MEETING OF THE
GREATER BUFFALO-NIAGARA REGIONAL TRANSPORTATION COUNCIL
PLANNING AND COORDINATING COMMITTEE (PCC)**

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on July 7, 2021 at 9:30 am.

The following GBNRTC-PCC representatives were present:

- | | |
|-------------------|------------------|
| 1. NFTA | Darren Kempner |
| 2. NYSTA | Matthew Latko |
| 3. NYSDOT | David Hill |
| 4. Buffalo | Nolan Skipper |
| 5. Niagara Falls | Robert Buzzelli |
| 6. Erie County | Darlene Svilokos |
| 7. Niagara County | Garret Meal |

Others present were:

- Athena Hutchins NITTEC
- James Cuzzo NYSDOT
- Frank Cirillo NYSDOT
- Sharon Ray Seneca Nation
- Scott Helser NYSTA
- Matt Seymour USDOT
- GBNRTC Staff (7)
- 10 members of the public viewing through Facebook Live link

I. PROCEEDINGS

Mr. Skipper called the meeting to order at 9:30 a.m.

- Roll Call

All members were present

B) Public Participation

- **Fr. Jud Weiksnar** - Any updates on Louisiana Street bridge?
- **Douglas Funke** - Public Comment emailed but not read: Portland, Oregon hit 116 degrees Fahrenheit last week — hotter than Miami, Dallas or Los Angeles has ever been! With transportation the largest greenhouse gas contributing sector (with 60% from cars) the importance of changing how we travel is obvious. And electric cars won't solve the problem. 50% of cars are made of plastic and every ton of concrete needed to carry and park all the cars generates one ton of CO2. Investing in high capacity, low polluting public transit like light rail is more important than ever. Our latest newsletter (June 2021) has more information. Here's a link: <http://www.citizenstransit.org/node/172>. Also, here's a link to our latest presentation on the topic: <http://www.citizenstransit.org/node/170>.
- **Darrell Kaminski** - Looking for opportunities as well as meeting needs

C) Approval of Meeting Agenda

Guarino requested to add a discussion item (TAP/CMAQ Announcement) to the agenda. All present were in favor of a motion (NFTA/EC) to approve the amended meeting agenda.

D) Approval of Previous Meeting Minutes

All present were in favor of a motion to approve the previous meeting minutes. (DOT/TWA)

II. ACTION ITEMS

- A. Resolution 2021-17 Two New NYSDOT Projects
 - PIN 5181.10 NY Route 270 from North French Rd to Erie Co. Line & North French Rd from Campbell Blvd to 1-990
 - Work will include
 - Mill and resurface pavement, widen the NY 270 pavement in order to provide new shoulders to conform to current standards, reconstruct the intersection of NY 270 and North French to the extent necessary to accommodate truck traffic and increased traffic volumes due to development, Improve accommodations for pedestrians and bicyclists, widen North French Rd to provide a two way left turn lane between NY 270 and 1-990, add sidewalk and closed drainage on North French Rd.
 - Total project cost is \$6.078M
 - Fiscal constraint is maintained as offset is provided by
 - PIN 5B1555 PAVT MAINT Block (\$4.423M NHPP)
 - PIN 5B6151 HSIP Local Road Program Block (\$1.655M HSIP)
 - Let is scheduled for 4/24
 - On July 2, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt for the purposes of transportation conformity (K1 Not regionally significant through consultation).
 - PIN 5814.67 Drainage Sweeping; Various Locations; Erie Co
 - The objective of this project is to sweep the roadways to remove debris before the material is washed into the closed drainage system throughout Erie County.
 - Total project cost is \$0.732M
 - Fiscal constraint is maintained as offset is provided by transferring \$0.732m from PIN 5B1555 PAVT MAINT Block (STP Flex + SDF + State match)
 - Let is scheduled for 1/22
 - On July 2, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt for the purposes of transportation conformity (A2 Projects that correct improve or eliminate a hazardous location or feature).
 - 20-day public review completed on 7/6/21.
 - *Motion to approve these two new projects as Amendment #37. (DOT/EC) Approved.*
- B. NYSDOT Project Cost Changes (7)
 1. PIN 576331 Wehrle Dr; Harlem (Rt 240) to Aero Dr - Improved pedestrian/bike accommodations for Wehrle Drive. (+ \$1.050M)
 2. PIN 581314 Pavt Markings (South/Line 2); Various Locations; Catt, Chaut & Erie Cos - Addition of high visibility markings at signalized intersections, with three or more lanes and hatching in gore areas and center medians. (+ \$0.443M)
 3. PIN 581441 NY 61 (Hyde Park Blvd); Lockport Rd - NY 104 - Additional pavement work, loops, sidewalk and drainage. (+ \$0.400M)
 4. PIN 581436 NY 430 & 60 (Washington St) & NY 394 (Fairmount); City of Jamestown - Addition of ADA ramps, signal installations and pavement drainage work. (+ \$1.154M)
 5. PIN 510192 US 219; SNI Boundary - I-86 & NY 954T; I-86 - NY 417 - Match current project needs. (+ \$1.839M)
 6. PIN 581406 NY 400 (SB & NB)/B&P Railroad - Reduction in total number of bridges to be completed within this project versus the original planned total. (- \$4.501M)
 7. PIN 501924 NY 265 (Military Rd); Kenmore Ave - Tonawanda SCL & NY 324 (Sheridan Dr); Delaware Rd - Floradale Ave - ROW Acquisition reduced. (- \$0.385M)
 - No net cost change. Fiscal constraint is maintained.
 - This action was recommended by TPS on 6/16/21.
 - *Motion to approve the cost changes as Administrative Modification # 90. (DOT/EC) Approved.*
- C. PIN 5762.67 Niagara Falls PSAP
 - The request is to move let date to next FFY.
 - Let would move from 6/15/21 (FFY 21) to 10/15/21 (FFY 22)
 - Alternatives are being looked at to get as many of the intersections ADA compliant as possible.
 - No cost changes are proposed.
 - This is a TPS action which will be expedited at PCC

- *Motion to approve the let change as Administrative Modification # 91 (DOT/CNF) Approved.*
- D. Region Central Analytical Scope
 - Region Central Planning study is currently budgeted in the UPWP
 - One contract item identified analytical scope to be performed if needed for use of anonymous smartphone-based data
 - Review of existing data and analytical capabilities indicate performance of the identified analytical scope would substantially benefit the project
 - Resolution 2021-16 authorizes that scope execution and provides the analytical components
 - *Motion to approve Resolution 2021-16 to proceed with the scope indicated. (NFTA/COB) Approved.*

III. DISCUSSION ITEMS

- A) Transportation Alternatives Program (TAP) & Congestion Mitigation and Air Quality Improvement (CMAQ) Program.
- Guarino announced the 2021 NYSDOT TAP/CMAQ program
 - NYSDOT is making funding available to support bicycle, pedestrian, multi-use path, and non-motorized transportation-related projects and programs.
 - Projects must be related to surface transportation and will be selected through a competitive solicitation process and evaluated based on project type, eligible funding source, significance, cost-effectiveness, geographic balance and benefits to overall investments to mitigate greenhouse gas emissions in Environmental Justice Communities.
 - Program provides reimbursement of up to 80 percent of project-related costs, with the remaining 20 percent provided by project sponsors.
 - Applications for funding may be developed by any municipality or non-profit incorporated group, but projects must be sponsored either by a municipality, a state agency, or public authority eligible to administer federal TAP and CMAQ transportation funds.
 - Webinar attendance is mandatory for applicants as they will provide additional guidance on the program, sponsor eligibility, project eligibility, and evaluation criteria.
 - July 14 from 1 - 4pm and July 20 from 9am to noon
 - Visit <https://www.dot.ny.gov/tap-cmaq> for registration link and additional information.
 - Application pre-review requests due on or before Tuesday, August 17, 2021
 - Final application submission due through Grants Gateway on or before Wednesday, September 29, 2021 by 5:00 PM
- B) Region Central Public Meeting
- Morse stated that over 140 people attended the public meeting that took place the evening of June 17.
 - Morse explained
 - What is different about this new approach
 - Unconstrained by formal process. NYSDOT's efforts to reimagine the Scajaquada expressway within the confines of a formal environmental review process did not produce a consensus for moving forward.
 - Broader perspective. GBNRTC launched "Region Central" to take a broader look at the communities surrounding the Scajaquada and "define the future of the area and the optimal transportation system for it." (NYSDOT Commissioner Marie Therese Dominguez).
 - Community collaboration. GBNRTC is committed to working with the community to create a transformational vision as the foundation for identifying multimodal transportation access and mobility solutions.
 - Outcomes of this mobility plan
 - Design approach that balances regional demand with overall access based on data driven recommendations
 - Scajaquada Corridor Recommendations
 - Region Central connectivity improvements
 - Multimodal system recommendations
 - Need for continued public engagement to build consensus
 - Public process timeline
- C) Goodell Street Corridor Study

- Davis explained that an RFP is being developed for a corridor planning study
 - Focuses on the Goodell Street Corridor, Pearl Street from Goodell to Tupper, and Tupper Street between Goodell and NY-33
 - Considers potential reconfiguration of the NY-33 terminus between Jefferson Avenue and Goodell Street Exits
 - Objective encompasses evaluating existing (ETC) and future forecasted (ETC+20) traffic impacts, potential mitigation measures, environmental assessment, and preliminary cost estimates for various alternatives
 - Multi-agency collaborative interest regarding the reduction of vehicular travel lanes, pedestrian accessibility/safety enhancement, and multi-modal accommodation
 - Potential to build upon recommendations from the CBD North Study and numerous data-driven transportation analyses developed through efforts of the GBNRTC, NYSDOT, City of Buffalo, and BNMC.
 - Sophisticated analytical tools previously developed may be utilized to further assess impacts and evaluate alternatives
- D) Regional Bicycle Master Plan Implementation
- Weymouth explained that the Regional Bicycle Plan Implementation Support Services RFP is being prepared.
 - Requested services will include:
 - Identify and recommend specific projects from the Regional Bicycle Master Plan that will serve as candidates for grant applications and funding.
 - Seek funding for projects and necessary partnerships for delivery, including preparation of grant applications and development of funding packages for specific projects.
 - Provide assistance related to intergovernmental cooperation and public outreach.
 - Develop potential lane configurations (striping plans), intersection improvements/modifications and other improvement options for evaluation.
 - Prepare Maintenance Strategy for the upkeep of the regional trail and bicycle network, including strategies for funding and deployment.
- E) FHWA TIP Prioritization and MTP Alignment Workshop
- Kenney explained that the third workshop was cancelled due to the Juneteenth federal holiday.
 - The fourth workshop took place at 10am on June 25.
 - Schedule conflicts of presenters/participants are making rescheduling the third workshop difficult.
 - Guarino stated that lessons learned from case studies and action plan development assistance will allow GBNRTC staff to better link TIP projects with MTP goals going forward. The developing process will be gradually implemented as 2024-2027 TIP development is already underway.

IV. STATUS REPORTS/INFORMATION

- Member Agency Reports
 - Erie County reported that construction projects are progressing. The county is also anticipating funds from the federal government's American Rescue Plan for infrastructure improvements in the recently announced "Reinvest in Erie's Neighborhoods and Employ our Workforce" Program.
 - NFTA reported that their website now has a link to the Bus Network Improvements survey (<https://metro.nfta.com/2021network>). In addition, the LRRT system will be utilizing single tracking due to ongoing Main St revitalization projects.
 - Buffalo reported that construction projects are progressing and that the deadline for the Middle Main Street survey will be extended. No further details were available at this time.
- Director's Report.
 - Guarino noted several additional items including:
 - GBNRTC is participating in the development of Erie County's equity-centered Community Climate Action Plan. Lisa Kenney has been representing GBNRTC on the County's Climate Change Taskforce all along which will help guide the planning process which is just getting underway. In addition to leveraging off of the work of One Region Forward, the County is aligning its planning closely with that of the NYS Climate Action Council, so it may be prepared for the investments that come out of the state's work. Kelly Dixon is co-chairing the Transportation Working Group with Dan Castle, Deputy Commissioner at Erie County DEP and Amy Weymouth is participating on the Climate Resiliency Working Group. We look

forward to giving you as a board an update on the transportation related work coming out of the planning process later this Fall.

- Regional Freight Study presentations were given to Erie County, the International Trade Gateway Organization and NITTEC.
- RAISE program deadline is July 12. At 5 pm EDT. Aware of pending applications from Buffalo, Niagara County, NFTA and Town of Amherst. Expecting WNY to do well in this round of funding.
- Asset Management Efforts
 - Annual tube and turning movement counts continue
 - 2021 Road scoring currently taking place by windshield surveys (completed every 2 years). This will likely be the last time this method is used as GBNRTC will likely be switching to an electronic data collection system similar to what is being used by NYSDOT on state system.

There was a motion to adjourn the meeting (*NFTA/EC*). All present were in favor

Planning and Coordinating Committee

July 7, 2021



May 2021 PCC

I. Proceedings

II. Action Items

III. Discussion Items

IV. Status Reports / Information

Proceedings

- Roll Call
- Public Participation
- Approval of Meeting Agenda
- Approval of June 2 Meeting Minutes

Action Items



Resolution 2021-17 Two New NYSDOT Projects (1)

1. PIN 5181.10 NY Route 270 from North French Rd to Erie Co. Line & North French Rd from Campbell Blvd to 1-990 (NYSDOT)
 - Work will include
 - Mill and resurface pavement.
 - Widen the NY 270 pavement in order to provide new shoulders to conform to current standards.
 - Reconstruct the intersection of NY 270 and North French to the extent necessary to accommodate truck traffic and increased traffic volumes due to development.
 - Improve accommodations for pedestrians and bicyclists.
 - Widen North French Rd to provide a two way left turn lane between NY 270 and 1-990.
 - Add sidewalk and closed drainage on North French Rd.
 - Total project cost is \$6.078M
 - Fiscal constraint is maintained as offset is provided by
 - PIN 5B1555 PAVT MAINT Block (\$4.423M NHPP)
 - PIN 5B6151 - HSIP Local Road Program Block (\$1.655M HSIP)
 - Let is scheduled for 4/24
 - On July 2, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt for the purposes of transportation conformity (K1 Not regionally significant through consultation).

Resolution 2021-17 Two New NYSDOT Projects (2)

2. PIN 5814.67 Drainage Sweeping; Various Locations; Erie Co (NYSDOT)

- The objective of this project is to sweep the roadways to remove debris before the material is washed into the closed drainage system throughout Erie County.
 - Total project cost is \$0.732M
 - Fiscal constraint is maintained as offset is provided by transferring \$0.732m from PIN 5B1555 PAVT MAINT Block (STP Flex + SDF + State match)
 - Let is scheduled for 1/22
 - On July 2, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt for the purposes of transportation conformity (A2 Projects that correct improve or eliminate a hazardous location or feature).
-
- 20-day public review completed on 7/6/21.
 - **Today's action would be to approve these two new projects as Amendment #37 via Resolution 2021-17.**

NYS DOT Project Cost Changes

- The request is to modify the cost of seven (7) projects.
 1. PIN 576331 Wehrle Dr; Harlem (Rt 240) to Aero Dr
 - Improved pedestrian/bike accommodations for Wehrle Drive. (+ \$1.050M)
 2. PIN 581314 Pavt Markings (South/Line 2); Various Locations; Catt, Chaut & Erie Cos
 - Addition of high visibility markings at signalized intersections, with three or more lanes and hatching in gore areas and center medians. (+ \$0.443M)
 3. PIN 581441 NY 61 (Hyde Park Blvd); Lockport Rd - NY 104
 - Additional pavement work, loops, sidewalk and drainage. (+ \$0.400M)
 4. *PIN 581436 NY 430 & 60 (Washington St) & NY 394 (Fairmount); City of Jamestown*
 - *Addition of ADA ramps, signal installations and pavement drainage work. (+ \$1.154M)*
 5. *PIN 510192 US 219; SNI Boundary - I-86 & NY 954T; I-86 - NY 417*
 - *Match current project needs. (+ \$1.839M)*
 6. PIN 581406 NY 400 (SB & NB)/B&P Railroad
 - Reduction in total number of bridges to be completed within this project versus the original planned total. (- \$4.501M)
 7. PIN 501924 NY 265 (Military Rd); Kenmore Ave - Tonawanda SCL & NY 324 (Sheridan Dr); Delaware Rd - Floradale Ave
 - ROW Acquisition reduced. (- \$0.385M)

	Projects Decreasing to Provide Offset for PINs: 576331, 581441, 581314, 581436, 510192				Project Increasing - Offset Provided by PINs 581406 & 501924									
PIN	581406	581406	501924	501924	576331	576331	581441	581441	581314	581314	581436	581436	510192	510192
Let Date	9/23/2021	9/23/2021	10/17/2022	10/17/2022	8/11/2022	8/11/2022	1/6/2022	1/6/2022	10/21/2021	10/21/2021	10/7/2021	10/7/2021	8/11/2022	8/11/2022
Phase	C	C	ROW ACQ	ROW ACQ	PD	PD	C	C	C	C	C	C	C	C
	C	C			DD	DD	CI	CI	C	CI	C	CI	CI	CI
	CI	CI			C	C			CI	C	CI	C		
	CI	CI			CI	CI			CI	CI	CI	CI		
Funding Source	FLEX	FLEX	NHPP	NHPP	STBG	STBG	STBG	STBG	FLEX	FLEX	FLEX	FLEX	NHPP	NHPP
	NHPP	NHPP			STBG	STBG	STBG	STBG	NHPP	NHPP	NHPP	NHPP	NHPP	NHPP
	FLEX	FLEX			STBG	STBG			FLEX	FLEX	FLEX	FLEX		
	NHPP	NHPP			STBG	STBG			NHPP	NHPP	NHPP	NHPP		
Federal Share	1.272	0	0.468	0.16	0.12	0.16	1.544	1.827	0.666	0.761	1.932	1.894	3.835	5.130
	5.088	3.146			0.122	0.146	0.185	0.222	1.498	1.72	0.667	1.53	0.46	0.637
	0.153	0			1.474	2.194			0.08	0.091	0.232	0.227		
	0.611	0.378			0.246	0.302			0.18	0.206	0.08	0.183		
State Share	0.318	0	0.117	0.04	0	0	0.386	0.457	0.166	0.19	0.483	0.473	0.959	1.283
	1.272	0.786			0	0	0.046	0.055	0.374	0.43	0.167	0.383	0.115	0.158
	0.038	0			0	0			0.02	0.023	0.058	0.057	0	0
	0.153	0.094			0	0			0.045	0.051	0.02	0.046	0	0
Local Share	0	0	0	0	0.03	0.04	0	0	0	0	0	0	0	0
	0	0			0.031	0.037	0	0	0	0	0	0	0	0
					0.369	0.549			0	0	0	0		
					0.061	0.075			0	0	0	0		
	8.905	4.404	0.585	0.2	2.453	3.503	2.161	2.561	3.029	3.472	3.639	4.793	5.369	7.208
Change	-4.501		-0.385		1.05		0.4		0.443		1.154		1.839	
	-4.886				4.886									

Zero net change.

- No net cost change. Fiscal constraint is maintained.
- This action was recommended by TPS on 6/16/21.
- Today's action is approve the cost changes as Administrative Modification # 90

PIN 5762.67 Niagara Falls PSAP

- The request is to move let date to next FFY.
- Let would move from 6/15/21 (FFY 21) to 10/15/21 (FFY 22)
- Alternatives are being looked at to get as many of the intersections ADA compliant as possible.
- No cost changes are proposed
- This is a TPS action which will be expedited at PCC
- **Today's action is approve the let change as Administrative Modification # 91**

Region Central Analytical Scope

- Region Central Planning study is currently budgeted in the UPWP
- One contract item identified analytical scope to be performed if needed for use of anonymous smartphone based data
- Review of existing data and analytical capabilities indicate performance of the identified analytical scope would substantially benefit the project
- Resolution 2021-16 authorizes that scope execution and provides the analytical components
- Today's action is approve Resolution 2021-16 to proceed with the scope indicated

Discussion Items



Transportation Alternatives Program (TAP) & Congestion Mitigation and Air Quality Improvement (CMAQ) Program

- NYSDOT is making funding available to support bicycle, pedestrian, multi-use path, and non-motorized transportation-related projects and programs.
- Projects must be related to surface transportation and will be selected through a competitive solicitation process and evaluated based on project type, eligible funding source, significance, cost-effectiveness, geographic balance and benefits to overall investments to mitigate greenhouse gas emissions in Environmental Justice Communities.
- Program provides reimbursement of up to 80 percent of project-related costs, with the remaining 20 percent provided by project sponsors.
- Applications for funding may be developed by any municipality or non-profit incorporated group, but projects must be sponsored either by a municipality, a state agency, or public authority eligible to administer federal TAP and CMAQ transportation funds.
- Webinar attendance is mandatory for applicants as they will provide additional guidance on the program, sponsor eligibility, project eligibility, and evaluation criteria.
 - July 14 from 1 - 4pm and July 20 from 9am to noon
 - Visit <https://www.dot.ny.gov/tap-cmaq> for registration link and additional information.
- Important dates:
 - Application pre-review requests due on or before Tuesday, August 17, 2021
 - Final application submission due through Grants Gateway on or before Wednesday, September 29, 2021 by 5:00 PM



**BUFFALO NIAGARA'S REGION CENTRAL:
UTILIZING THE SCAJAQUADA CORRIDOR
TO CREATE VIBRANT AND HEALTHY
COMMUNITIES**





Greater Buffalo Niagara Regional Transportation Council



Erie and Niagara County's
Metropolitan Planning Organization
A Cooperative Association of Area Governments and Agencies

Where we are starting from.

ONE REGION FORWARD
A New Way to Plan for Buffalo Niagara
2010-2015



MOVING FORWARD 2050
A New Way to Plan for Transportation
2016-2018



**This input guides our
transportation investments,
today and into the future.**





Smarter, aligned planning

How we are implementing One Region Forward

Where we want to be in 2050



Our Economy

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

Our Communities

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

Our Environment

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

Innovation

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



REGION CENTRAL

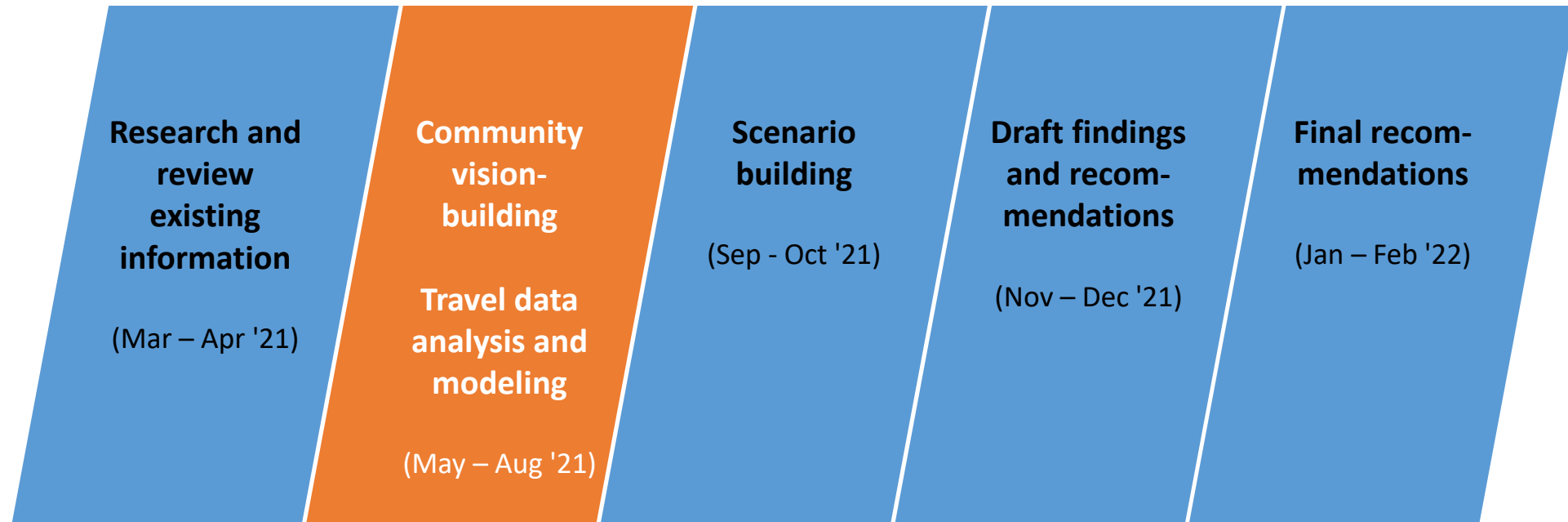
Historical Context
World Class Cultural Crescent
Distinct Neighborhoods
Environmental and
Infrastructure Features

Region Central: A new approach

A planning process to reimagine the future for the central portion of the Buffalo Niagara Region.

A different approach that is impartial, methodical, and fact based with next generation technical analyses.

Region Central Planning process



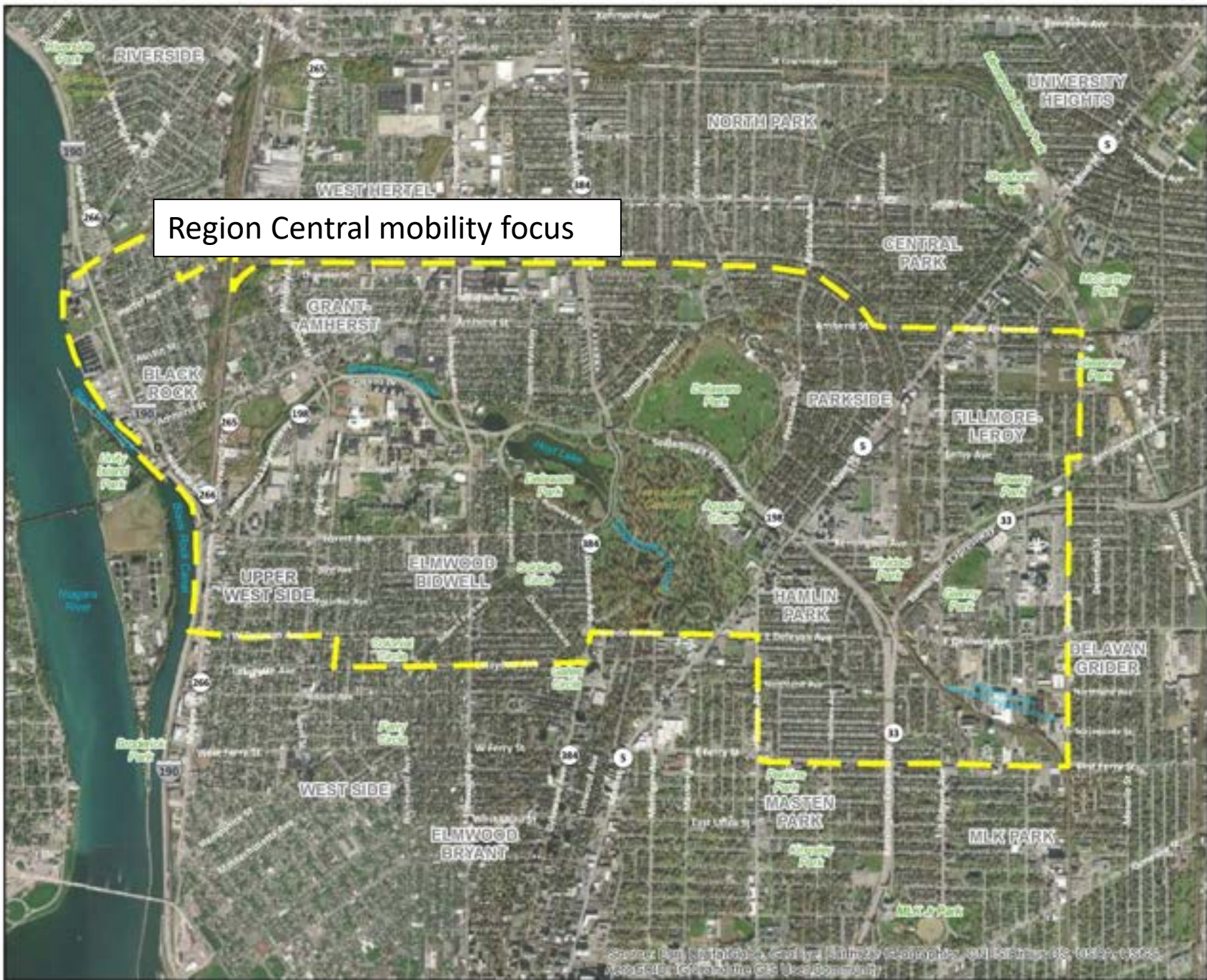
Previous study area of focus



Region Central area of focus



Region Central mobility focus



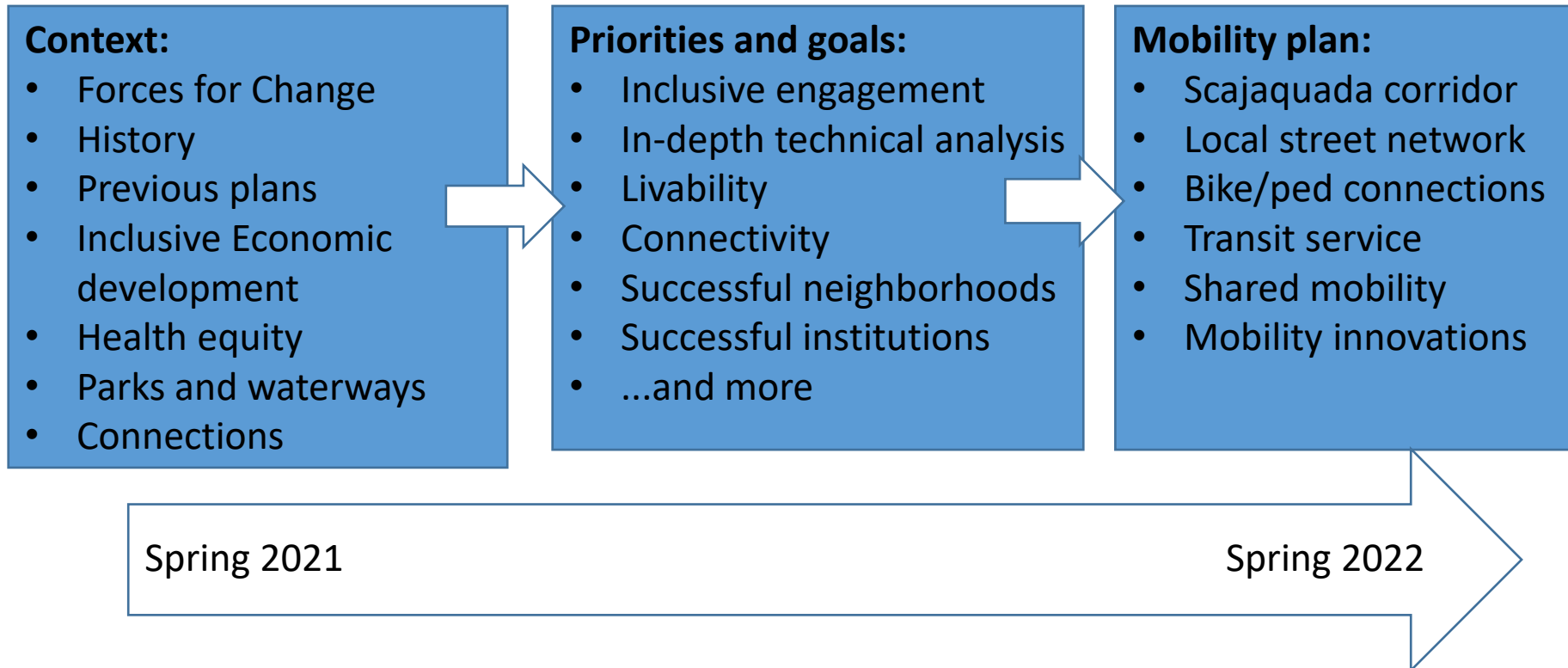
What's different about this new approach?

- **Unconstrained by formal process.** NYSDOT's efforts to reimagine the Scajaquada expressway within the confines of a formal environmental review process did not produce a consensus for moving forward.
- **Broader perspective.** GBNRTC launched "Region Central" to take a broader look at the communities surrounding the Scajaquada and "define the future of the area and the optimal transportation system for it." (NYSDOT Commissioner Marie Therese Dominguez).
- **Community collaboration.** GBNRTC is committed to working with the community to create a transformational vision as the foundation for identifying multimodal transportation access and mobility solutions.

Project team



The region central process

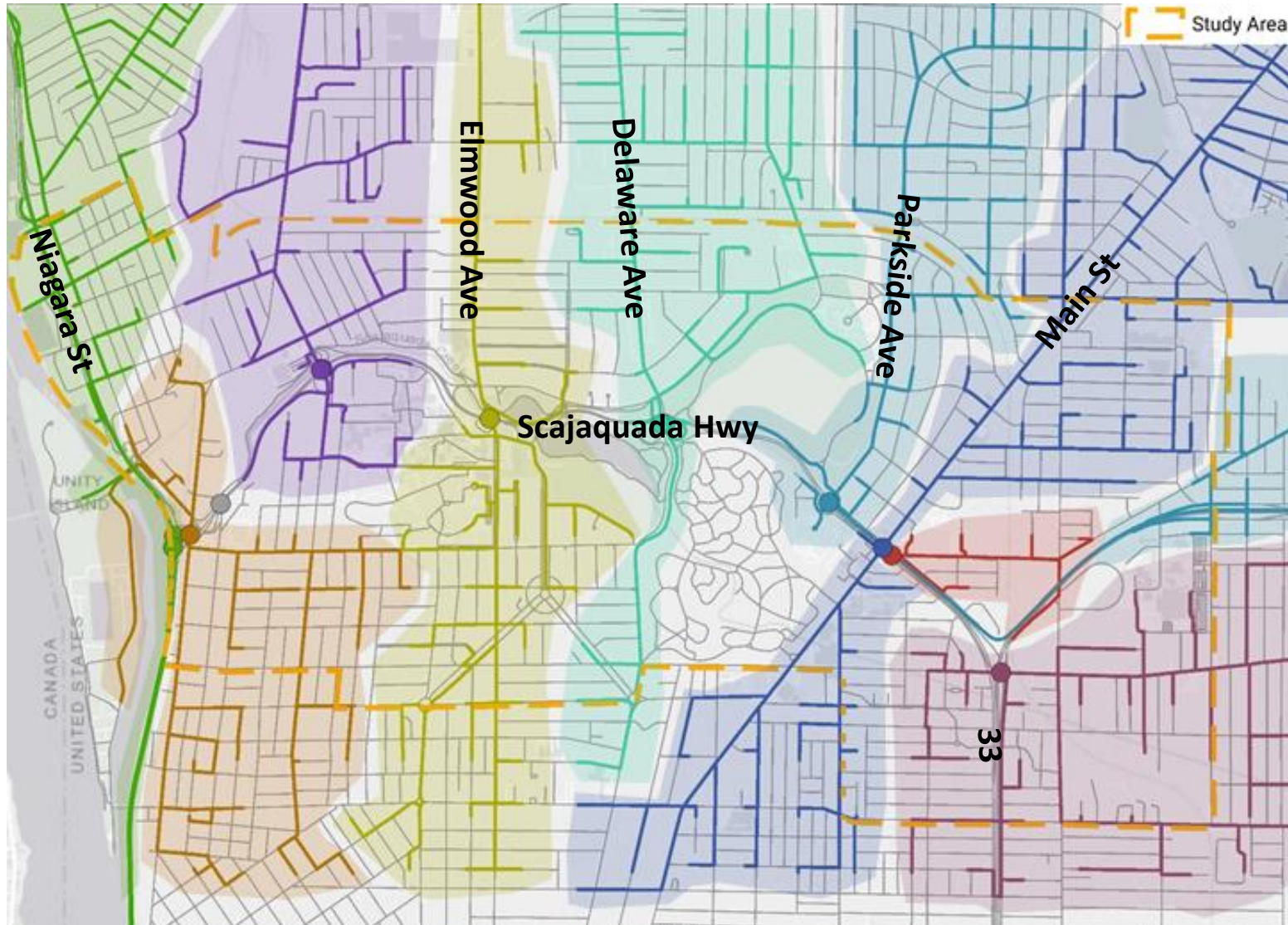


What is mobility and why does it matter

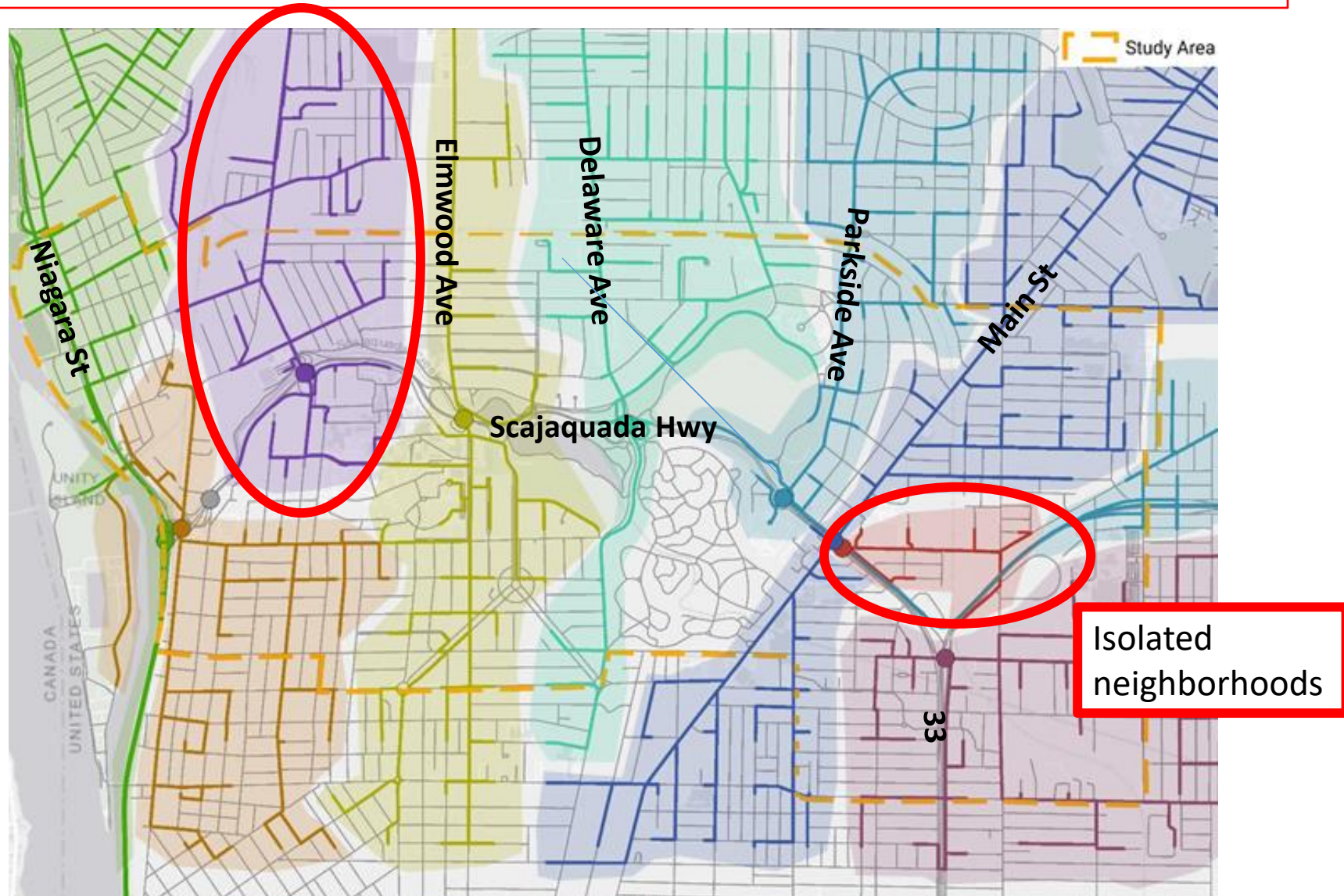
What is mobility? It has three core dimensions:

- **Moving** people and goods across a street, within and between neighborhood, across a city and region, around the around.
- **Connecting** people to each other and their community.
- **Access** to life's essentials—education, health, jobs, recreation—the list goes on.

Challenge: *There is not a clear understanding of the **balance between the Expressway's importance as a regional connection relative to its impact to vehicle patterns & congestion, air quality, housing values and neighborhood accessibility***



Challenge: *There is not a clear understanding of the **balance between the Expressway's importance as a regional connection relative to its impact to vehicle patterns & congestion, air quality, housing values and neighborhood accessibility***



What are the outcomes of this mobility plan?

Design approach that balances regional demand with overall access based on data driven recommendations

Scajaquada Corridor Recommendations

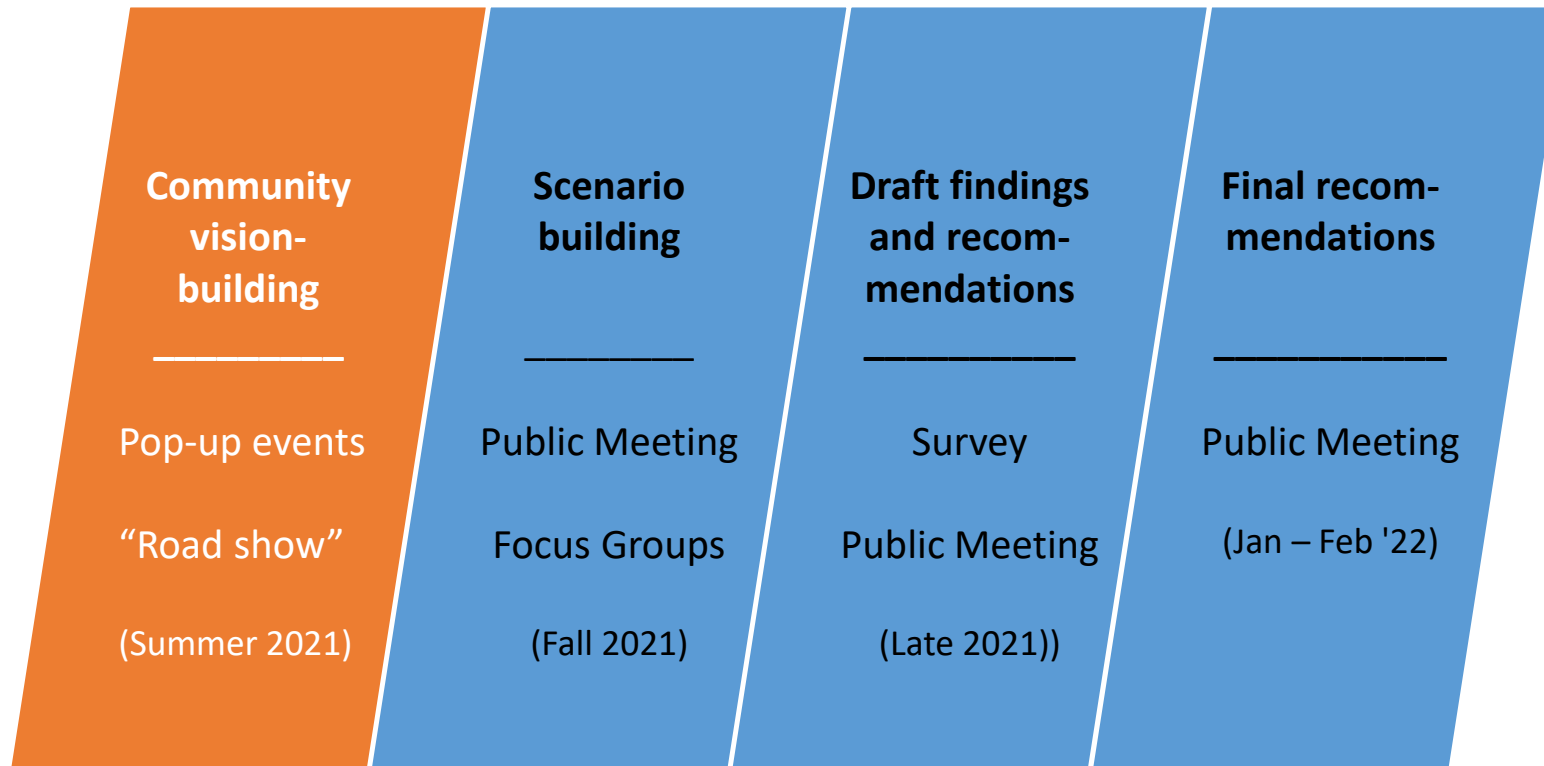
Region Central connectivity improvements

- Prioritized crossings – location and number
- Parallel corridor improvements
- Local connections

Multimodal system recommendations

- Pedestrian/bicycle, transit, regional impacts, local street network
- Shared mobility/emerging transportation/"first/last" mile solutions

Engagement process



Ongoing engagement through website
at www.gbnrtc.org/regioncentral

What we have learned so far

Based review of the discourse and conversations with diverse stakeholders, we've established the following "lenses" through which to understand Region Central:

- Forces for Change
- History
- Previous plans
- Inclusive Economic development
- Health equity
- Parks and waterways
- Connections

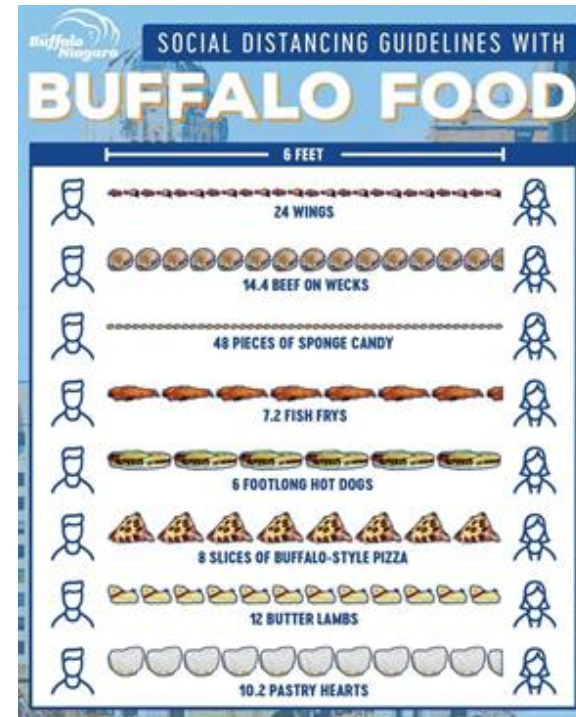
Mobility Implications



Emerging from the Pandemic: planning lessons for Region Central

What the pandemic HAS CHANGED?

- Walkability
- Access to nature
- Retail
- Jobs
- Community



Emerging from the Pandemic: planning lessons for Region Central

What the pandemic
changed HAS NOT
CHANGED?

- Equity challenges
- Growing knowledge industry dominance
- Rapid demographic shifts
- Accelerating pace of mobility innovations
- Climate change



Previous Plans and Stakeholder Interviews

- Reviewed 80+ plans, studies, and reports
- Interviewed dozens of Region Central stakeholders
- What we've learned:
 - Strong planning foundation to build on – but few consider the full Region Central geography and its "shared stake" in the outcome.
 - Diverse perspectives but ample common ground.
 - Willingness to collaborate and a sense of shared future.

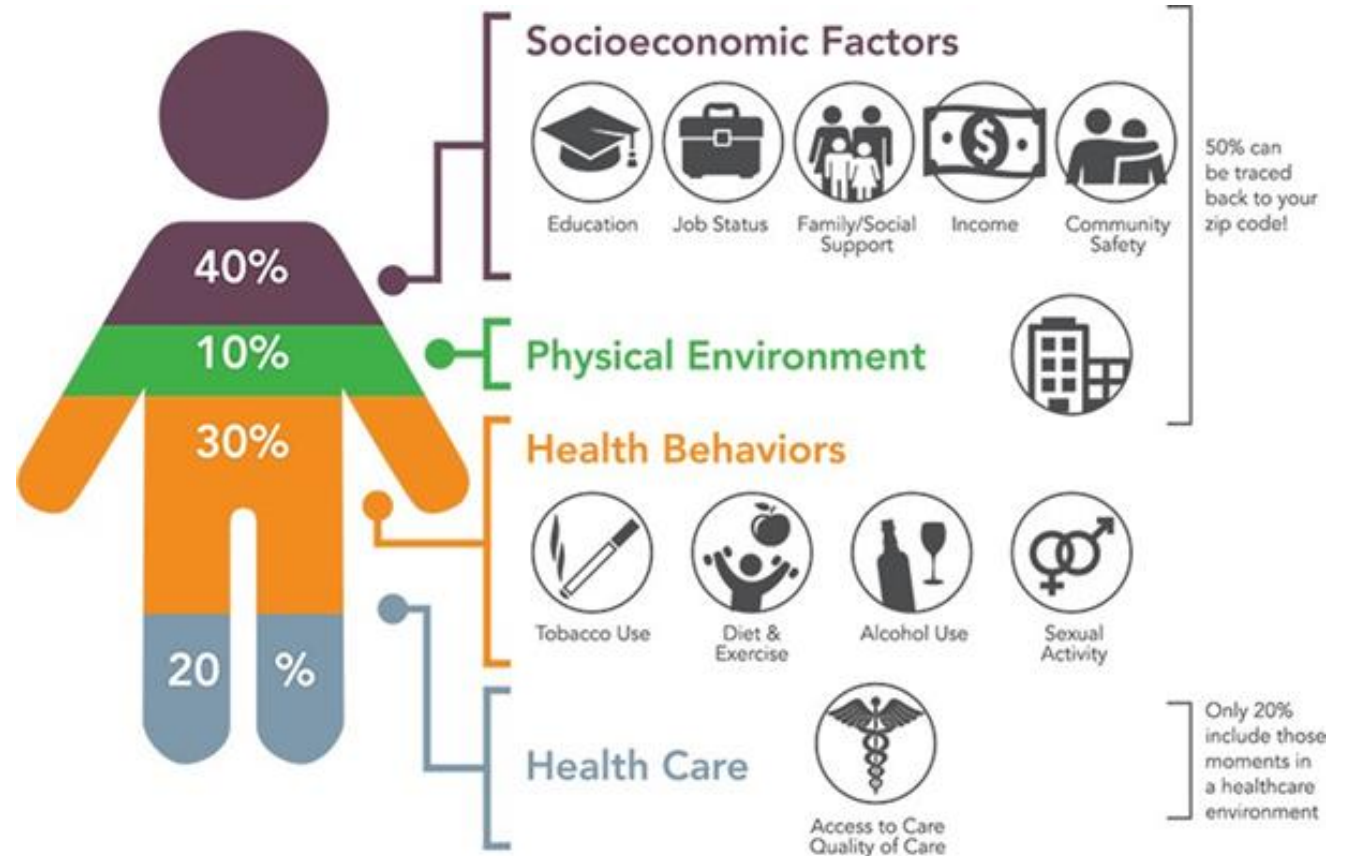


Inclusive Economic Development

- Region Central has many undervalued/under-recognized economic assets for the City and the Buffalo-Niagara region.
- Community members need tools and resources to be able to continue living in proximity to jobs without being pushed out by increasing housing values.
- Community members need better connections to the area's jobs, physically, through additional training, and with better connections to businesses.

Health Equity

- Social Determinants of Health
- Access and Mobility
- Health Outcomes



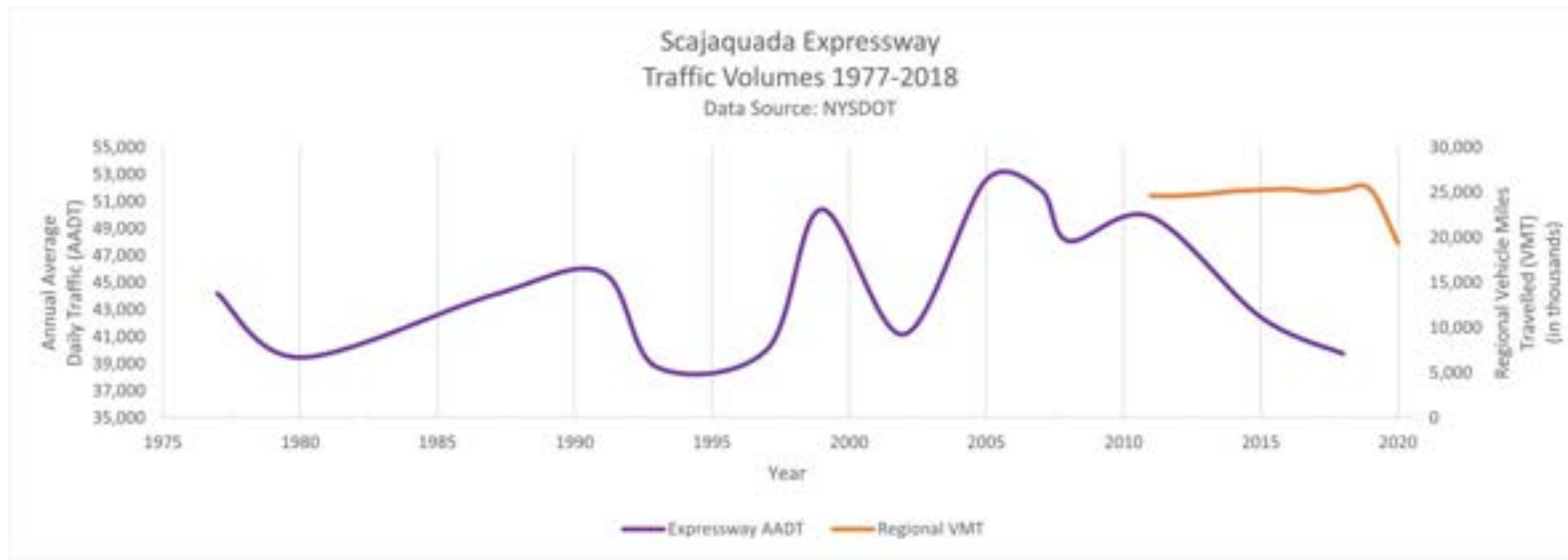
Parks and Waterways

- Recognize and incorporate existing planning, implementation, community input
- Part of identity and place that is adapting to our changing neighborhoods
- Olmsted Legacy and Impaired/altered natural landscape/environment
- Significant presence/impact from institutions, historic neighborhoods, architectural legacy
- Historical heritage including Native American settlements, War of 1812, Underground Railroad, Erie Canal, Pan American Exposition

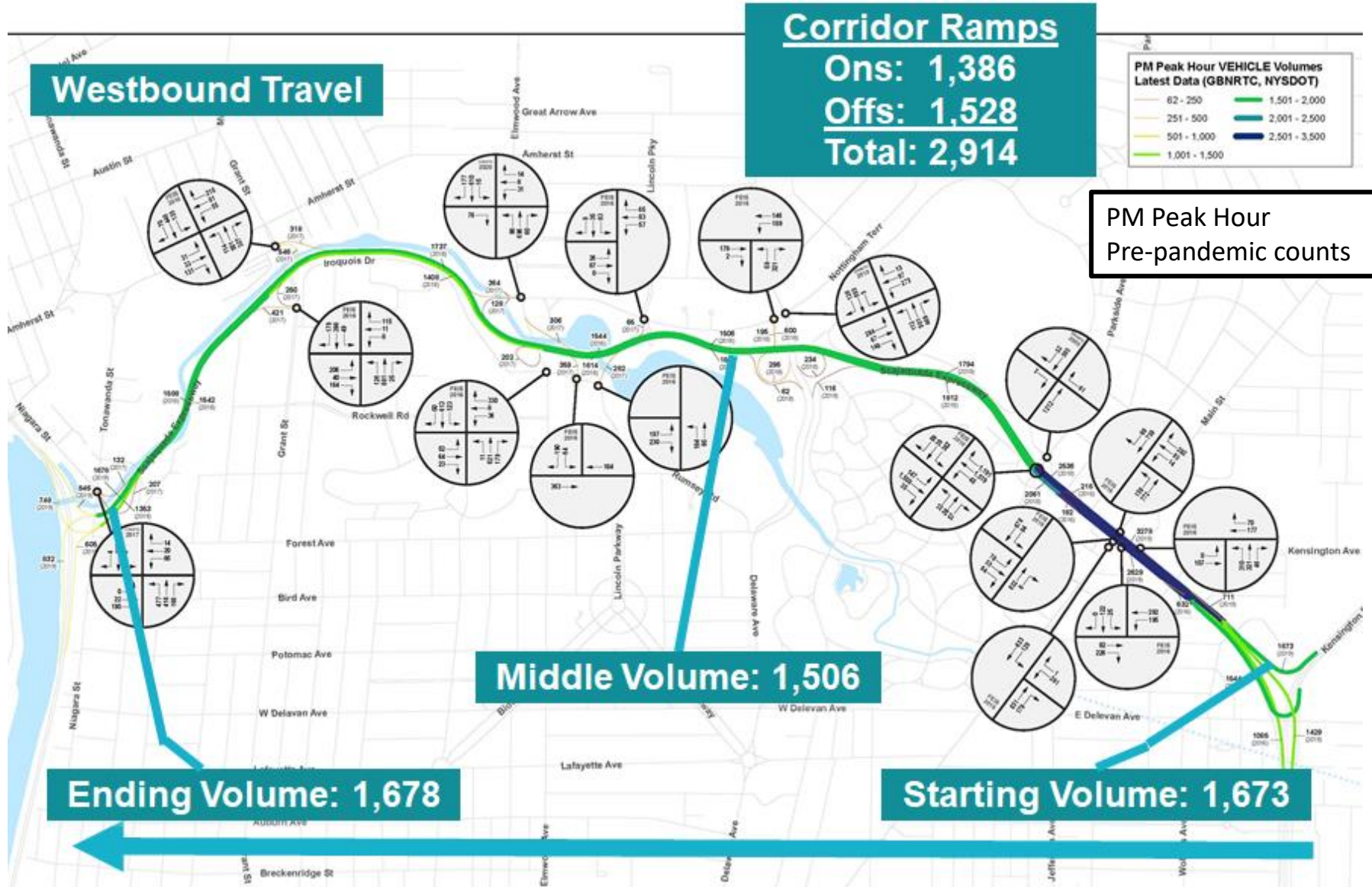


Connections to Previous Planning and Data Review

- No plan recommends increasing or maintaining the existing roadway capacity
- *Traffic Volumes have not seen significant growth through the last 20 years*
- Pedestrian, bicycle and multimodal data/analysis is largely absent from previous Scajaquada Expressway efforts
- Recent travel speed reduction has effectively reduced roadway capacity yet has:
 - Shown little noticeable change in travel pattern or volumes,
 - Provided nominal benefit to local connectivity or character



Understanding the Scajaquada



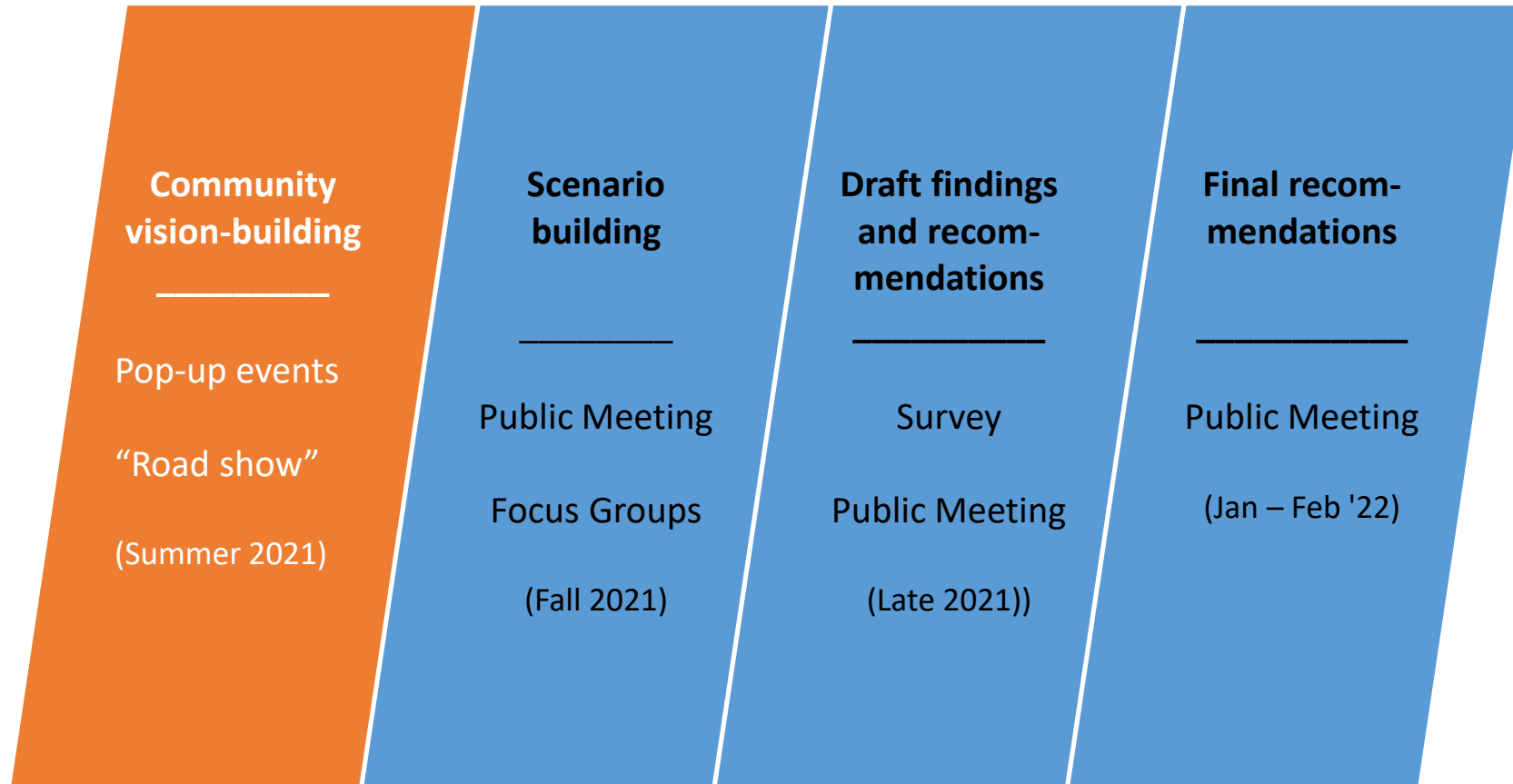
Main Takeaways

This process is structured to foster inclusive consensus to plan the next generation of mobility investments for Region Central.

This plan represents a once-in-a-generation opportunity to work together to advance community goals and priorities.

Continued public engagement needed to build consensus

Public Process Timeline



Ongoing engagement through website
at www.gbnrtc.org/regioncentral

Goodell Street Corridor Study

- RFP developed for corridor planning study
- Focuses on the Goodell Street Corridor, Pearl Street from Goodell to Tupper, and Tupper Street between Goodell and NY-33
- Considers potential reconfiguration of the NY-33 terminus between Jefferson Avenue and Goodell Street Exits
- Objective encompasses evaluating existing (ETC) and future forecasted (ETC+20) traffic impacts, potential mitigation measures, environmental assessment, and preliminary cost estimates for various alternatives
- Multi-agency collaborative interest regarding the reduction of vehicular travel lanes, pedestrian accessibility/safety enhancement, and multi-modal accommodation
- Potential to build upon recommendations from the CBD North Study and numerous data-driven transportation analyses developed through efforts of the GBNRTC, NYSDOT, City of Buffalo, and BNMC.
- Sophisticated analytical tools previously developed may be utilized to further assess impacts and evaluate alternatives



Project Study Area



CBD North Micro-Simulation Model (TransModeler)



U.S. Department of Transportation
Federal Highway Administration

Virtual Workshop Series: TIP Prioritization & Metropolitan Transportation Plan Alignment Greater Buffalo Niagara Regional Transportation Council

Sessions

- June 4 – 10:00am – 12:30pm
- June 11 – 10:00am – 12:00pm
- June 25 – 10:00am – 12:00pm

- Overview of Analysis and Strategic Decision Making (Session 1)
- Analysis for Planning and Programming (Session 2)
- Analytical Methods
Action Plan Development (Session 3)

PCC Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Next Meeting – August 4, 2021
- Adjournment



GBNRTC PCC Meeting

Wednesday August 4, 2021 9:30AM

Public Participation via Facebook Live

Please note that the GBNRTC PCC meeting will be broadcast live for public viewing on GBNRTC's Facebook Page [facebook.com/GBNRTC](https://www.facebook.com/GBNRTC). You may watch the live stream at this link, whether or not you have a Facebook account. However, in order to leave a comment on Facebook Live, you will need a Facebook account. You can also send any questions or comments to staff@gbnrtc.org.

A glossary of transportation terms is available at <https://www.gbnrtc.org/glossary-of-terms>.

DRAFT AGENDA

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (7/7/21) Meeting Minutes

II. ACTION ITEMS

- A) AdMod #92: PIN 5763.18 Abbott Road Phase 3; Oakmont to Shenandoah/Hollywood – Cost Increase (Approve)
- B) 2022 NYS Safety Performance Measure Targets

III. DISCUSSION ITEMS

- A) Transportation Project Analysis Update
- B) Regional Bicycle Master Plan Implementation
- C) Region Central Update
- D) TIP Resources on Website
- E) TIP-MTP Alignment Action Plan
- F) 2023-2027 TIP Development
- G) July TPS Action Item Approvals
- H) Items in Public

IV. STATUS REPORTS/INFORMATION

- A) Member Agency Reports
- B) Director's Report

NEXT MEETING CONFIRMATION: September 1, 2021

**MINUTES OF THE August 4, 2021 MEETING OF THE
GREATER BUFFALO-NIAGARA REGIONAL TRANSPORTATION COUNCIL
PLANNING AND COORDINATING COMMITTEE (PCC)**

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on August 4, 2021 at 9:30 am.

The following GBNRTC-PCC representatives were present:

- | | |
|-------------------|----------------|
| 1. NFTA | Darren Kempner |
| 2. NYSTA | Matthew Latko |
| 3. NYSDOT | Joe Buffamonte |
| 4. Buffalo | Nolan Skipper |
| 5. Niagara Falls | (not present) |
| 6. Erie County | Brian Rose |
| 7. Niagara County | Garret Meal |

Others present were:

- Athena Hutchins NITTEC
- Frank Cirillo NYSDOT
- Ramsey Kahi
- GBNRTC Staff (7)
- 8 members of the public viewing through Facebook Live link

I. PROCEEDINGS

Chairman Skipper called the meeting to order at 9:35 a.m.

A. Roll Call

All members (other than Niagara Falls) were present.

B) Public Participation

Jim Gordon - Citizens for Regional Transit has published Infrastructure Policy Recommendations. They discuss the role and behaviors of MPOs. We encourage you to download the recommendations and comment on them, share them (if you like them), and offer feedback on them. Download link: <http://citizenstransit.org/node/173>

C) Approval of Meeting Agenda

All present were in favor of a motion (TWA/DOT) to approve the meeting agenda.

D) Approval of Previous Meeting Minutes

All present were in favor of a motion to approve the previous meeting minutes. (DOT/TWA)

II. ACTION ITEMS

A. PIN 5763.18 Abbott Road Phase 3; Oakmont to Shenendoah/Hollywood

- Add \$5.34M in local funds to the project
- Change project limits - Old limit is Oakmont to Shenendoah/Hollywood and new limit would be Meridan to Dorrance Ave (minor scope change).
- New title will be Abbott Road Phase 2; Meridan to Dorrance Ave to avoid confusion as the new limits will start where Phase 1 stops.
- Advance the let date from 4/19/24 to 12/1/23 (stays within FFY 24) to more closely follow the end of Phase 1 construction and create a seamless corridor.

- As only local funds are being added, fiscal constraint is maintained.
 - This action was recommended for approval at the July TPS meeting
 - *Motion to approve these changes as AdMod #92 (DOT/Buffalo). Approved.*
- B. 2022 Safety Performance Measure Target Update
- The Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures and update annually.
 - Number of Fatalities,
 - Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
 - Number of Serious Injuries,
 - Rate of Serious Injuries per 100 million VMT, and
 - Number of Non-Motorized Fatalities and Non-motorized Serious Injuries
 - The NYSDOT safety program goal is to continue to reduce crashes despite the impacts of COVID-19.
 - A conservative target of a 1% decrease between 2019 and 2022 was selected due to the impacts of COVID on crashes and vehicle miles of travel.
 - The GBNRTC will agree to support NYSDOT's established 2022 targets for the five identified safety performance targets.
 - *Motion to recommend these 2022 Safety Performance targets to Policy Committee (DOT/NFTA). Approved.*

III. DISCUSSION ITEMS

A. Transportation Project Analysis Update

- Davis briefly summarized the status of 32 ongoing traffic studies/analyses – preliminary, ongoing and completed. Guarino asked members to get any additional modeling request in early as prioritizing/scheduling will need to be worked out by the busy modeling team.

B. Regional Bicycle Master Plan Implementation Update

- Weymouth reviewed Bicycle Master Plan Implementation support.
 - Procedures for implementing bicycle lanes on Erie County roadways
 - Regional bicycle plan implementation support
 - Public outreach and stakeholder coordination
 - Technical assistance
 - Funding package development

C. Region Central Update

- Morse gave an update on the Region Central planning study including
 - Public meeting recap
 - Where we are in the process
 - Community values and performance metrics
 - What is next for public engagement

D. TIP resources on GBNRTC website

- Smith gave an overview of TIP information that is available to all on the GBNRTC website (<https://www.gbnrtc.org/tip>) including:
 - Current (2020-2024) TIP Document
 - Interactive and PDF Maps
 - Financial Plan
 - TIP Project Change Guidelines
 - TIP Change Summaries (Amendment, Administrative Modification, RPPM)
 - New Projects Added after Publication
 - Current FFY Annual Element
 - Previous FFY Obligated Projects
 - Previous 4 TIPs
 - TIP Guidance Document and Forms
 - TPS Meeting Summaries
- Smith gave a live demonstration of how to find/view the information online.

E. TIP-MTP Alignment Action Plan

- Kenney gave a report on the GBNRTC's efforts to create a TIP-MTP alignment action plan.
- The action plan looks at tools and data to help develop and prioritize effective TIP projects

- Other MPO approaches for prioritization and alignment were studied.
- This effort will help to better understand the linkage of the short-term TIP and how it connects to the MTP (20-30 year horizon)
- The action plan contains four focus areas including:
 - Enhancing Programming and Project Prioritization Processes
 - Defining Program and Project Needs for Data and Analytics
 - Partner and Stakeholder Coordination and Education on Data Analytics
 - Identifying and Applying Analysis Techniques and Methods in Buffalo-Niagara Region.

F. 2023-2027 TIP Development

- Guarino noted that a new Project candidate form was created in MS Excel and distributed to members. Some highlights of the new form include:
 - There are 15 available projects slots
 - A project summary page will be automatically generated.
 - Drop down list to simplify input.
 - The tab called “database” will automatically generate a summary of all 15 of your projects.
 - EJ “Communities of Concern” definition and map.
 - EJ “Areas of Persistent Poverty” definition and map
 - AQ exemption codes
 - Completed forms bare due before the next TPS meeting (Aug 25).

G. July TPS Action Item Approvals

- Guarino summarized three project approvals from the July 2021 TPS meeting.
 - **PIN 5131.40 NY 277; Woodward Dr to French Rd** - NYSDOT request is to add a \$90K ROW phase to the project. Offset provided from PIN 5B2003 State Infrastructure Program Block Fund. Approved as AdMod #95
 - **PIN 5814.37 US 62 (NFB); NY 324 (Sheridan Dr) to Green Acres** - NYSDOT request to decrease project cost by \$463K. Funds transferred to PIN 510192 US 219; SNI Territory - I-86 & NY 954T; I-86 - NY 417. Approved as AdMod # 96
 - **PIN 5763.51 N Tonawanda Trail Connection to Empire Trail** - NYSDOT request to advance the let date of this project from 6/15/22 to 9/15/21. Approved as AdMod # 97

H. Items in Public Review

- Guarino summarized numerous projects currently in public review including:
 - **PIN 5101.96 US 219; NY 391 to Duerr Rd Overpass & NY RT 5 @ Tift St. Bridge** (in review until 8/10/21)
 - **PIN 5410.57 NY 957A (Niagara Scenic Parkway); I-190 to Roundabout** (in review until 8/10/21)
 - **PIN 5512.55 NY 33 (Kensington Expwy); Elm/Oak Sts to NY 240** (in review until 8/10/21)
 - **Seven Vendor In-Place Paving Projects (VPP)** (in review until 8/10/21)
 - **PIN 5824.70 Metro Bus Facility Rehabilitation** (in review until 8/20/21)
 - **PIN 5822.27 Railcar Rebuild** (in review until 8/20/21)
 - **PIN 5824.63 Fare Collection Project** (in review until 8/20/21)
 - **PIN 5824.71 Rail Fare Collection Systems Upgrade** (in review until 8/20/21)
 - **PIN 5824.72 LRRT Capital Maintenance Rehabilitation** (in review until 8/20/21)
 - **PIN 5824.73 Bus Maintenance Projects/Hybrid Bus Batteries** (in review until 8/20/21)

IV. STATUS REPORTS/INFORMATION

- Member Agency Reports
 - NFTA (Kempner) reported that
 - Due to a movie being filmed downtown, rail service will be shutdown on Saturday, August 7. There will be bus shuttle service provided instead.
 - NFTA will begin service to the Erie County Fair beginning on August 11.
 - There will be public hearings on the proposed service plan and fair structure on August 22, 23 and 24. Details are available on the NFTA website.
- Director’s Report.
 - Guarino noted several additional items including:
 - GBNRTC and NITTEC participated in a 3-day FHWA Reliability Planning Webinar. Strategies to reduce congestions when capacity cannot be increased were discussed.

- Latest round of Local project meetings will soon be completed. Three meetings are held each year to keep projects moving and anticipate possible issues with project delivery. Goal is to keep construction phase on-time obligations above 75%. The next round of meeting will occur in October/November.
- Asset management data collection efforts for 2021 continue including tube counts, intersection count and off-state system pavement conditions via windshield survey. 2021 pavement condition score will be sent out soon to member agencies to assist in 2023-2027 TIP project candidate project development.
- Work is beginning on next 2-year UPWP. Members were asked to notify Guarino if they had any special requests. GBNRTC staff is always available to meet to discuss member needs and how the MPO can assist.

There was a motion to adjourn the meeting (*NFTA/TWA*). All present were in favor

Planning and Coordinating Committee

August 4, 2021



May 2021 PCC

I. Proceedings

II. Action Items

III. Discussion Items

IV. Status Reports / Information

Proceedings

- Roll Call
- Public Participation
- Approval of Meeting Agenda
- Approval of July 7 Meeting Minutes

DRAFT AGENDA

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
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- A) Member Agency Reports
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NEXT MEETING CONFIRMATION: September 1, 2021

Action Items



A. PIN 5763.18 Abbott Road Phase 3; Oakmont to Shenendoah/Hollywood

- This Buffalo request seeks to:
 - Add \$5.34M in local funds to the project
 - Change project limits - Old limit is Oakmont to Shenendoah/Hollywood and new limit would be Meridan to Dorrance Ave (minor scope change).
 - New title will be Abbott Road Phase 2; Meridan to Dorrance Ave to avoid confusion as the new limits will start where Phase 1 stops.
 - Advance the let date from 4/19/24 to 12/1/23 (stays within FFY 24) to more closely follow the end of Phase 1 construction and create a seamless corridor.
- As only local funds are being added, fiscal constraint is maintained.
- This action was recommended for approval at the July TPS meeting
- **Today's action would be to approve these changes as AdMod #92.**

B. 2022 Safety Performance Measure Target Update

- The Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures and update annually.
 - Number of Fatalities,
 - Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
 - Number of Serious Injuries,
 - Rate of Serious Injuries per 100 million VMT, and
 - Number of Non-Motorized Fatalities and Non-motorized Serious Injuries
- The NYSDOT safety program goal is to continue to reduce crashes despite the impacts of COVID-19.
- A conservative target of a 1% decrease between 2019 and 2022 was selected due to the impacts of COVID on crashes and vehicle miles of travel.
- The GBNRTC will agree to support NYSDOT's established 2022 targets for the five identified safety performance targets.
- **Today's action would be to recommend these targets to Policy Committee for approval.**

Measure	NYSDOT 2021 Target	NYSDOT 2022 Target
Number of Fatalities	1,012.7	1,005.4
Fatality Rate	0.824	0.818
Number of Serious Injuries	10,896.8	11,173.9
Serious Injury Rate	8.865	9.084
Number of Non-Motorized Fatalities and Serious Injuries	2583.5	2,644.1

Discussion Items



Status of Current Traffic Studies/Analyses

- Bailey Ave Interim Reconfiguration Traffic Analysis Phase 1 (Lane Re-striping from Winspear to Delavan) - **Completed**
- Bailey Avenue Interim Reconfiguration Traffic Analysis Phase 2 (Delavan to Kensington) - **Completed**
- Access improvements I-290 ramp to I-190 Grand Island Bridges (Micro level analysis) - **Completed**
- Assess/Report on proposed I-90 Lane Modification below Henry St Bridge to William St (Micro level analysis) - **Completed**
- Grand Island access improvements for I-190 at Grand Island Blvd/South Parkway (Micro level analysis) - **Completed**
- Pine Ridge Heritage Blvd from Genesee to Maryvale – Traffic & Safety Analysis - **Completed**
- Delaware Avenue (form North to Forest) Operational Optimization Analysis – **Completed**
- Bailey Ave Feasibility Study – **Completed**
- Entertainment District Project – City of Buffalo (Chippewa, Court, Franklin) – Operational Optimization Analysis – **Completed**
- Walnut Ave & Ferry Avenue Reconfiguration Analysis – **Completed**
- Support NYSDOT in Skyway/I-190 Alternative Analysis & Assessment – **Completed**
- Support Town of Amherst in Opportunity Zone GEIS – **Completed**
- Support NITTEC in ATCMTD Planning Phase I – **Completed**
- Complete Streets on Evacuation Routes Planning – **Completed**

Status of Current Traffic Studies/Analyses (cont.)

- Support NFTA in LRT EIS – Ongoing
- Analysis Support of COB in Middle Main Project – Ongoing
- Youngs Rd Interchange/Extension – Ongoing
- Analyze ramp configuration on westbound I-90 to northbound 1-190 (Micro level analysis) - Ongoing
- Assessment of traffic for Wehrle bridge crossing alternatives and Cleveland Drive ramps - Ongoing
- NF Blvd & I-190 multi-intersection reconfiguration analysis – Ongoing
- French Rd (Union Rd to Transit Rd) Operational/Reconfiguration Assessment - Ongoing
- Analyze the reconfiguration of I-190 Niagara/Virginia ramps with Niagara St Operations - Ongoing
- Goodell Street-Pearl Street-Tupper Street Planning Study – Ongoing
- Region Central – Support of Transportation Analysis Components Ongoing
- Reconfiguration of Twin Cities Highway Rt 425 in the City of North Tonawanda- Ongoing
- Perform further analysis on Main Street/I-290 interchange in support of emerging projects - Ongoing
- Niagara Falls Downtown Transportation Demand Management Effort - Ongoing
- Grand Island Blvd-Whitehaven Rd-Baseline Rd Lane Modification Analysis – Ongoing
- Eggert Road Lane Modification Analysis (Amherst, Tonawanda, Erie County) – Ongoing
- Miovision Smart Traffic Signal Deployment – Town of Amherst – GBNRTC as Partner Agency – Ongoing
- Support NITTEC in ATCMTD Implementation Phase II – Ongoing
- Real Time Traffic Data Optimization Plan Assessment – Preliminary



BIKE BUFFALO NIAGARA

Regional Bicycle Master Plan

WEBINAR

Topics

Regional Bicycle Master Plan
Recommended Design Guidelines
Process for Moving Projects Forward
Resources & Technical Assistance
Funding Opportunities





Guidance for Municipalities

Procedures for Implementing Bicycle Lanes on Erie County Roadways

1

Review Regional Bicycle Master Plan and check proposed bikeway project(s) for plan consistency

2

Contact GBNRTC to set up initial project meeting

a. Is the proposed project(s) consistent with the Regional Bicycle Master Plan?

b. Prioritize project(s) using criteria established in the Regional Bicycle Master Plan

c. Identify funding sources for construction and maintenance of proposed project(s).

3

Once a project is agreed upon by all parties, move to project level considerations

- a. Scope
- b. Involved Agencies
- c. Inter-Municipality Agreement (IMA)
- d. Engineering Study
- e. Parking Restrictions and Public Outreach
- f. Town Resolution
- g. Request to DPW Commissioner
- h. Design Approval
- i. Highway Work Permit

Note: On Erie County and NYSDOT roadways, pedestrian accommodations must be present before bicycle infrastructure can be added to a roadway.

Implementation Support



A photograph showing two women riding bicycles on a paved path. The woman on the left is wearing a light blue t-shirt and a black helmet. The woman on the right is wearing a white tank top, blue shorts, and a white helmet. They are both smiling and looking towards the camera. In the background, there are other people and greenery.

Implementation Support

Regional Bicycle Plan Implementation Support

- Public Outreach and Stakeholder Coordination
- Technical Assistance
- Funding Package Development
- Maintenance Strategy and Deployment

Implementation Support



Public Outreach and Stakeholder Coordination

- Coordinate with municipalities and agencies to advance bikeway and trail projects on the regional network
- Assist with outreach to municipalities, community groups and stakeholders to promote and build consensus around projects
- Work to communicate project activities and outcomes to organizations including the private sector, foundations, local, state, etc.

A photograph showing two women riding bicycles on a paved path. The woman on the left is wearing a light blue t-shirt and a black helmet. The woman on the right is wearing a white tank top, blue shorts, and a white helmet. They are both smiling and looking towards the camera. In the background, there are other people and greenery.

Implementation Support

Technical Assistance

- Assist state, county, and local municipalities with trail project development and develop on-road and intersection treatment recommendations
- Perform needed modeling to evaluate recommendations if applicable

A photograph of two women riding bicycles on a paved path outdoors. The woman on the left is wearing a light blue t-shirt and a black helmet. The woman on the right is wearing a white tank top, blue shorts, and a white helmet. They are both smiling and looking towards the camera. In the background, there are other people and greenery.

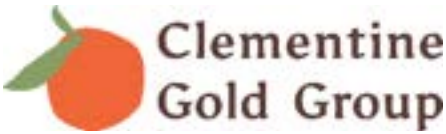
Implementation Support

Funding Package Development

- Identify funding opportunities, including but not limited to federal, state, and foundation grant programs
- Assist municipalities in preparing grant proposals for bicycle infrastructure and trail projects consistent with the Regional Bicycle Master Plan
- Seek out additional private and public partnerships and innovative funding strategies



C. Region Central Planning Study Update

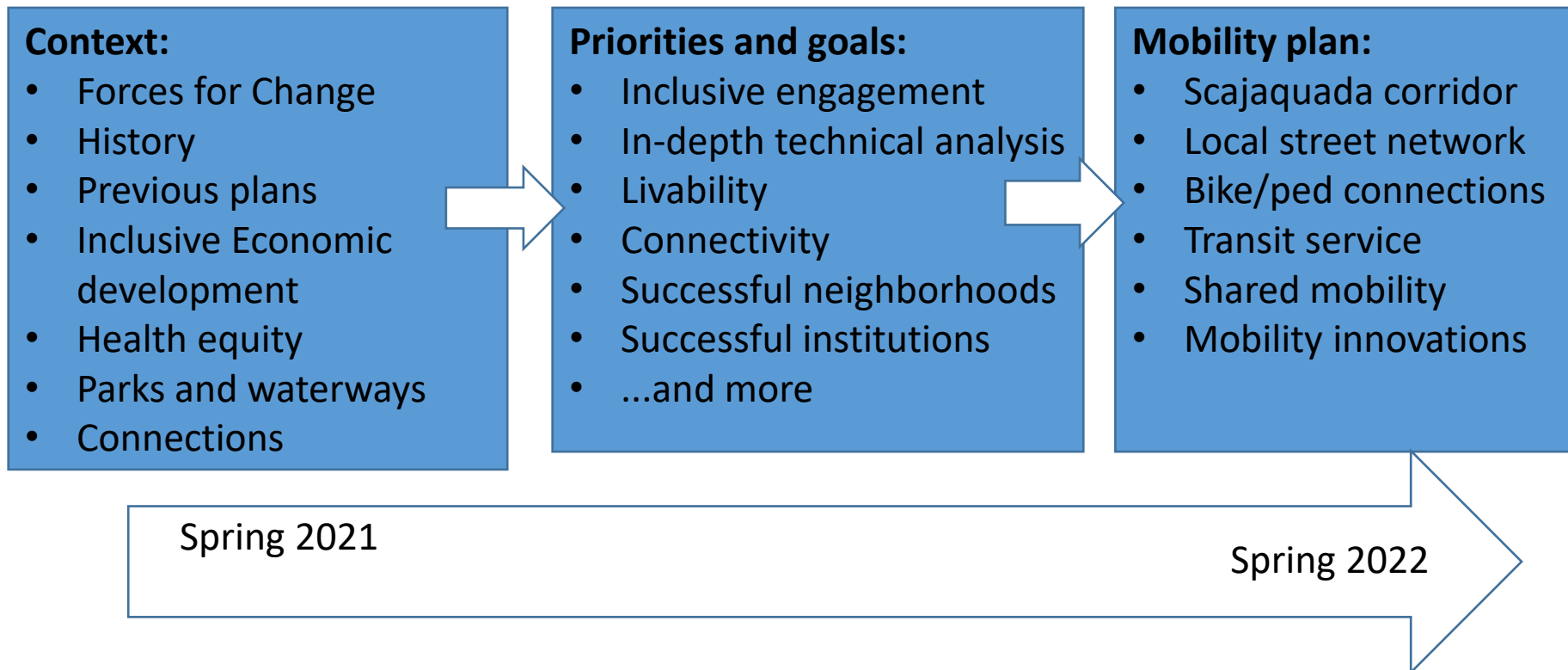


- Public meeting recap
- Where are we in the process?
- Community values and performance metrics
- What is next for public engagement?

What's different about this new approach?

- **Unconstrained by formal process.** NYSDOT's efforts to reimagine the Scajaquada expressway within the confines of a formal environmental review process did not produce a consensus for moving forward.
- **Broader perspective.** GBNRTC launched "Region Central" to take a broader look at the communities surrounding the Scajaquada and "define the future of the area and the optimal transportation system for it. " (NYSDOT Commissioner Marie Therese Dominguez).
- **Community collaboration.** GBNRTC is committed to working with the community to create a transformational vision as the foundation for identifying multimodal transportation access and mobility solutions.
- **Relevance in Legislation.** Proposed new Legislation (Infrastructure Investment and Jobs Act) contains provisions consistent with this approach in the Planning sections.

The Region Central Process



WHAT does it mean to plan for mobility?



Connections (for all) throughout Region Central



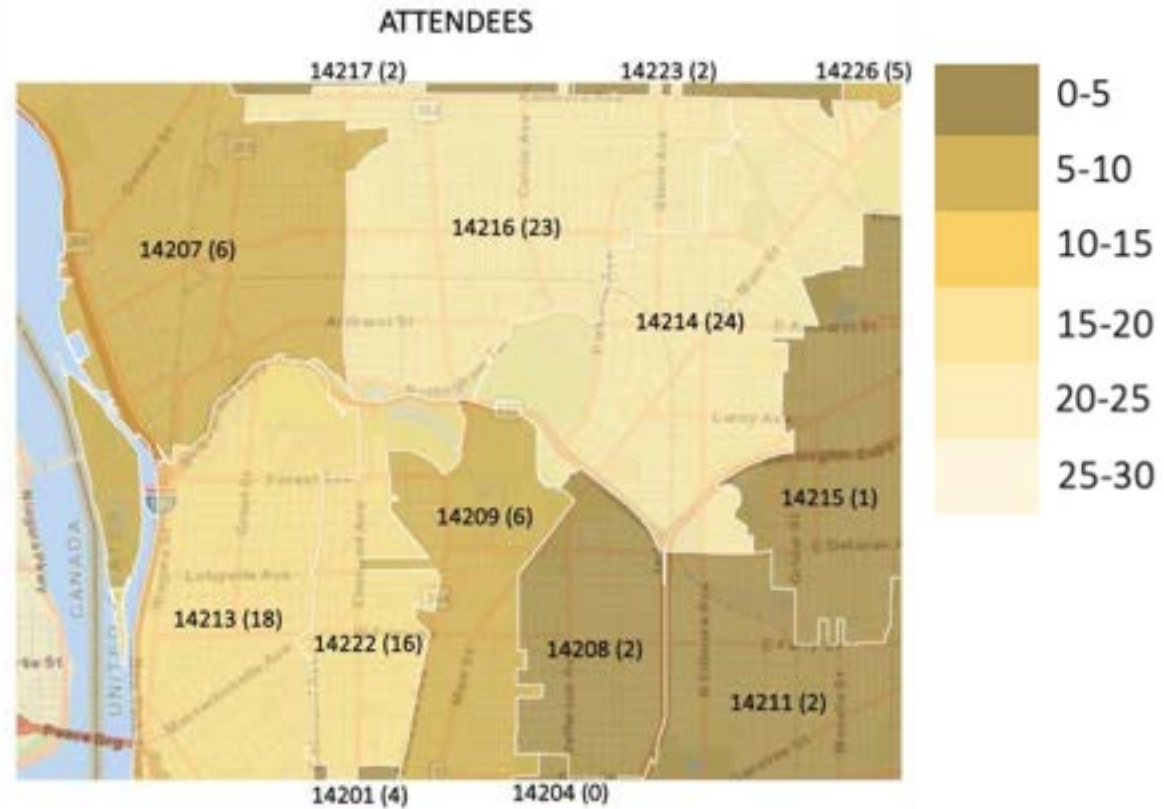
Access (for all) to Greater Buffalo

Accommodations (for all) Users

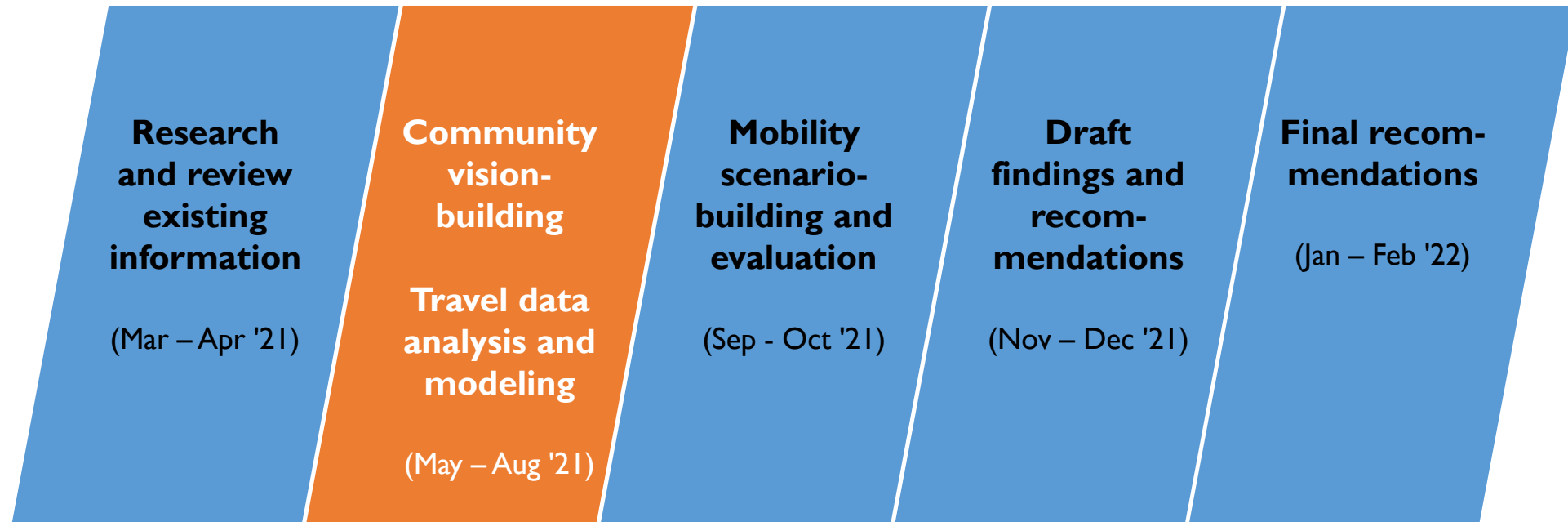


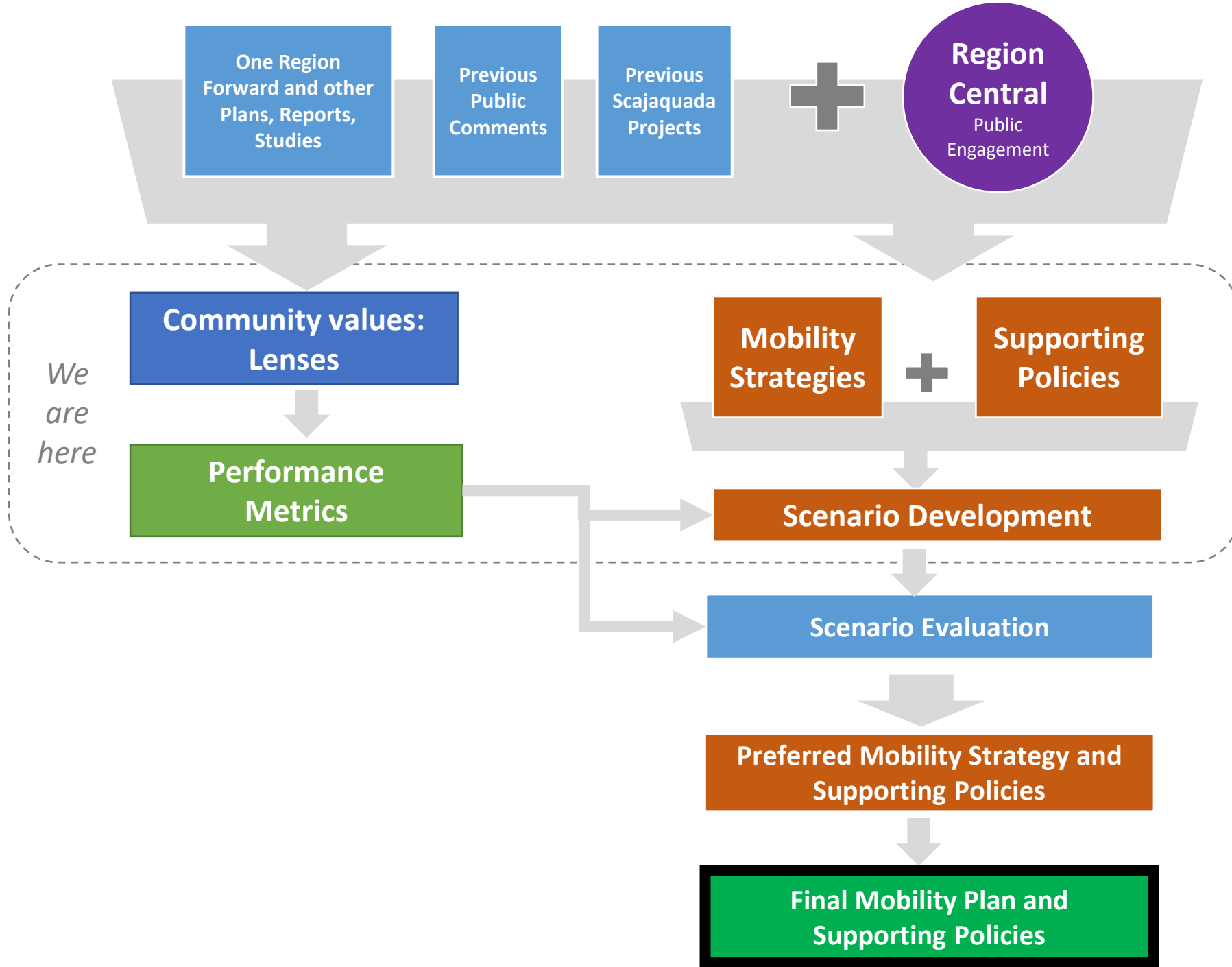
Public Meeting Recap

- June 17th
- 189 attendees
- Questions and comments focused on
 - Highway
 - Public transit
 - Environment
 - Equity
 - Creek



Region Central Project Schedule





Community Values: Our Lenses

- Effective local and regional mobility
- Equitable and inclusive economic and community development
- Replenished parks, parkways, waterways, and places



Performance Metrics

- Developing a set of performance metrics for each lens
- Mobility scenarios will be measured against these metrics to develop a preferred scenario and recommendations



Cross Checking the Metrics

- **Purpose:**

- Qualitative analysis to identify shared and diverging views, and how well each corresponds with a lens

- **80 + Plans and Reports**

- **280 + Goals and Objectives**

- **Findings:**

- Reaffirmation of Lenses
- Confirms input we've heard during the Region Central outreach process
- Most directly related goals/objectives with the first lens...related to the physical environment of the city
- Most economic-related goals and objectives are not specific to inclusivity and equity
- Most transportation goals and objectives are at the local/neighborhood level and not the regional level
- For "Enhanced Neighborhood Stability and Quality" & "Quality of Life" there are several goals/objectives that would have an impact...but don't directly mention this lens
- Other topics: sustainability & resilience, education & youth, tourism, concentrated poverty, arts & culture, maintenance & finances, safety & crime

Effective Local and Regional Mobility

- Meet accessibility needs of Region Central neighborhoods, institutions and public spaces (museums, hospitals, colleges, Delaware Park, K-12 schools, etc.)
- Support travel by alternative modes such as walking, transit and bicycles including through strengthening the regional trail system
- Maintain or improve level of regional access to Downtown, and other regional destinations
- Encourage transit-oriented and walkable development and ensure “first-last mile” connections within Region Central for all types of users
- Improve safety on vehicular, bicycle, pedestrian and transit facilities
- Support next generation mobility (i.e. micro mobility, AV, etc.)
- Minimize vehicular impacts to surrounding neighborhoods



Equitable and Inclusive Economic and Community Development

- Support Region Central as an important employment hub focused on institutions, advanced manufacturing, tourism, and health/life sciences
- Support Region Central's role as a destination for historic, cultural, and recreational tourism
- Improve access to workforce development resources and opportunities in Region Central
- Support small and medium-sized businesses, entrepreneurship, and minority, women, and disadvantaged enterprises in Region Central
- Enhance air quality, walkability, access to fresh food, connections to quality health care and similar determinants of public health outcomes
- Support reusing vacant buildings for employment uses especially for small firms in innovation or knowledge-based industries
- Support Region Central homeowners whose property values were negatively impacted by highway construction and related traffic impacts and support the expansion of housing opportunities
- Promote neighborhood stability and quality of life for existing residents – renters and homeowners - across all incomes

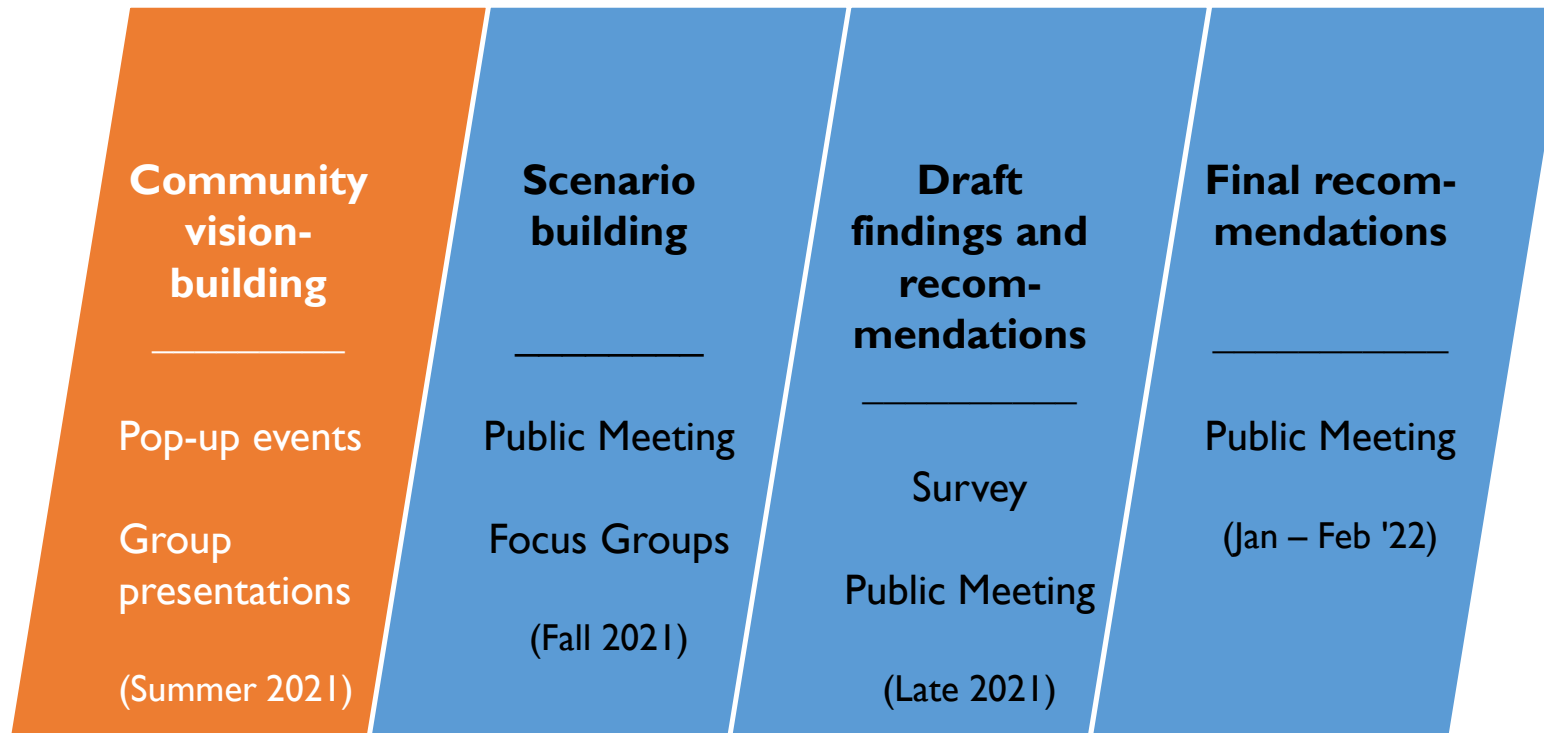


Replenished Parks, Parkways, Waterways, and Places

- Renew the Olmsted legacy in Region Central, including Delaware Park and associated parkways
- Restore the quality and character of historic waterways and natural habitats
- Reinforce and leverage Region Central's significant historic places, and buildings
- Expand local and regional connectivity of parks, parkways, and waterfronts as a system and destination for tourism, healthy recreation, and active lifestyles.
- Reinforce neighborhood centers as the social and cultural heart of local communities and places to celebrate community identity through sensitive investment in new and existing buildings and public spaces
- Emphasize sustainability and climate change resilience in both infrastructure and other public and private investments



Public Process Timeline



Ongoing engagement through website
at www.gbnrtc.org/regioncentral

POP-UP Events

	Location/ Event	Proposed Date	Proposed Time
East	Pine Grill Reunion @MLK Park	Sunday, August 1 st	4-7PM
South	Canalside/ Erie Basin Marina	Wednesday, August 25 th	4-7PM
West	Westside Bazaar	Thursday, August 26 th	4-7PM
North	Delaware Park/ Zoo Parking Lot	Sunday, August 29 th	12-3PM

TIP Resources on the GBNRTC Website

- <https://www.gbnrtc.org/tip>
 - Current (2020-2024) TIP Document
 - Interactive and PDF Maps
 - Financial Plan
 - TIP Project Change Guidelines
 - TIP Change Summaries (Amendment, Administrative Modification, RPPM)
 - New Projects Added after Publication
 - Current FFY Annual Element
 - Previous FFY Obligated Projects
 - Previous 4 TIPs
 - TIP Guidance Document and Forms
 - TPS Meeting Summaries
- Live Demonstration

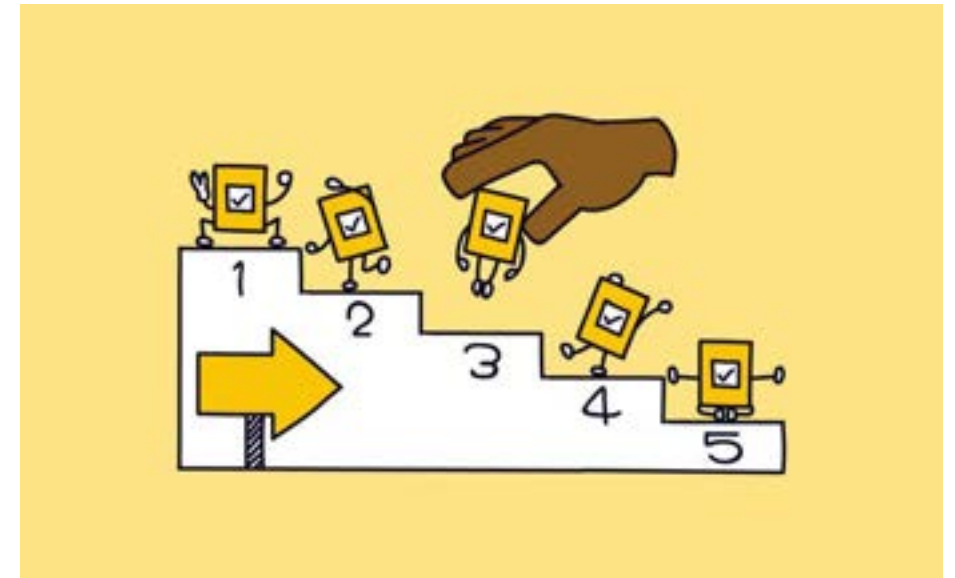
TIP-MTP Alignment Action Plan

TIP Prioritization & Metropolitan Transportation Plan Alignment Workshops June 2021

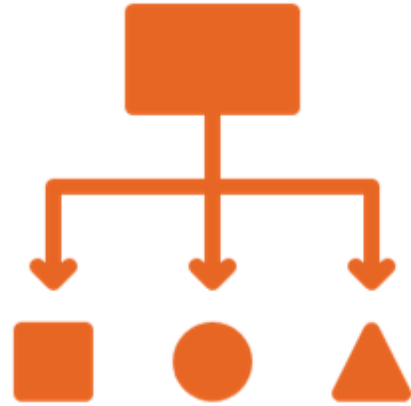
- Reviewed tools and data to help develop and prioritize effective TIP projects.
- Looked at other MPO approaches for prioritization and alignment.
- Help better understand the linkage of the short-term TIP and how it connects to the MTP (20-30 year horizon)
- Moving from *Projects to Placemaking*
- Link with One Region Forward

Why Do We Need a Prioritization + Alignment Process?

- New Infrastructure Bill pushes for multimodal, holistic and placemaking transportation investments, with data-based decision-making
- Stronger projects = more competitive for additional funding
- Defensible decision-making



Bay Area MPO Process



Requested projects for consideration in Plan Bay Area 2050

Spring 2018 to Spring 2019

Develop evaluation methodology with input from working groups

Summer 2018 to Winter 2019

Evaluated benefits & costs of 93 projects using three Futures

Spring 2019 to Fall 2019

Identified findings/next steps to prioritize projects

Fall 2019 to Summer 2020

How Were Projects Evaluated?



Benefit-Cost Assessment (*x 3 Futures*): is the project cost-effective & resilient?

If benefit-cost ratio in a given Future is greater than 1, then benefits exceed costs.

- List of benefits and costs provided on following slide



Equity Assessment (*x 3 Futures*): is the project advancing equity?

If greater than 60% of project access benefits benefit lower-income households, then it advances equity.

- Quantitative assessment: reflected in equity score
- Geographic assessment: showcased as secondary legacy assessment (*similar to Plan Bay Area 2040*)



Guiding Principles Assessment: **is the project aligned with Plan Bay Area 2050's vision?**

If no Guiding Principles “flags” are identified, then it is generally aligned with the Guiding Principles.

- Qualitative assessment based on the five Guiding Principles:
 - Affordable, Connected, Diverse, Healthy, Vibrant

MTP-TIP Alignment +Prioritization Action Plan

Focus Area 1: Enhancing Programming and Project Prioritization Processes

Action	Timeframe	Responsible Agencies	Notes
Assess GBNRTC's current overall approach to TIP prioritization and "sifting" of projects	Short-term (3 months)	GBNRTC: staff, TPS members	Use 2022-2025 TIP process
Utilize a qualitative evaluation approach that connects back with regional goals and measures Use some quantitative measures as data is available	Short-term (3 months)	GBNRTC staff, TPS members	Use 2022-2025 TIP process GBNRTC staff will map proposed TIP projects, and assign ratings for MTP goals met
Establish a more formal evaluation process that incorporates MTP, One Region Forward, NYS and federal metrics Also consider "bonus points" for alternative funding sources	Long-term (1 year+)	GBNRTC staff, TPS, PCC and Policy members	

MTP-TIP
Alignment
+Prioritization
Action Plan

Focus Area 2: Defining Program and Project Needs for Data and Analytics

Focus Area 3: Partner and Stakeholder Coordination and Education on Data and Analytics

Focus Area 4: Identifying and Applying Analysis Techniques and Methods in Buffalo-Niagara Region

E. July TPS Action Item Approvals

- PIN 5131.40 NY 277; Woodward Dr to French Rd
 - NYSDOT request is to add a \$90K ROW phase to the project.
 - Offset provided from PIN 5B2003 State Infrastructure Program Block Fund
 - **Approved as AdMod #95**
- PIN 5814.37 US 62 (NFB); NY 324 (Sheridan Dr) to Green Acres
 - NYSDOT request to decrease project cost by \$463K
 - Funds transferred to PIN 510192 US 219; SNI Territory - I-86 & NY 954T; I-86 - NY 417.
 - **Approved as AdMod # 96**
- PIN 5763.51 N Tonawanda Trail Connection to Empire Trail
 - NYSDOT request to advance the let date of this project from 6/15/22 to 9/15/21
 - **Approved as AdMod # 97**

F. New Projects Currently in Public Review

- In review until 8/10/21 (20-day review)
 - PIN 510196 US 219; NY 391 to Duerr Rd Overpass & NY RT 5 @ Tift St. Bridge
 - PIN 5410.57 NY 957A (Niagara Scenic Parkway); I-190 to Roundabout
 - PIN 5512.55 NY 33 (Kensington Expwy); Elm/Oak Sts to NY 240
 - Seven Vendor In-Place Paving Projects (VPP)
- In review until 8/20/21 (30-day review)
 - PIN 5824.70 Metro Bus Facility Rehabilitation
 - PIN 5822.27 Railcar Rebuild
 - PIN 5824.63 Fare Collection Project
 - PIN 5824.71 Rail Fare Collection Systems Upgrade
 - PIN 5824.72 LRRT Capital Maintenance Rehabilitation
 - PIN 5824.73 Bus Maintenance Projects/Hybrid Bus Batteries

PCC Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Next Meeting – September 1, 2021
- Adjournment



September 2021 PCC Meeting

Wednesday September 1, 2021 9:30AM

Public Participation via Facebook Live

Please note that the GBNRTC PCC meeting will be broadcast live for public viewing on GBNRTC's Facebook Page [facebook.com/GBNRTC](https://www.facebook.com/GBNRTC). You may watch the live stream at this link, whether or not you have a Facebook account. However, in order to leave a comment on Facebook Live, you will need a Facebook account. You can also send any questions or comments to staff@gbnrtc.org.

A glossary of transportation terms is available at <https://www.gbnrtc.org/glossary-of-terms>.

DRAFT AGENDA

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (8/4/21) Meeting Minutes

II. ACTION ITEMS

- A) Resolution 2021-19: PIN 5101.96 US 219; NY 391 - Duerr Rd Overpass & NY Rt 5 @ Tiff St. Bridge (Add Project)
- B) Resolution 2021-20: PIN 5410.57 NY 957A (Niagara Scenic Parkway); I-190 to Roundabout (Add Project)
- C) Resolution 2021-21: PIN 5512.55 NY 33 (Kensington Expwy); Elm/Oak Streets – NY 240 (Add Project)
- D) Resolution 2021-22: Seven Vendor In-Place Paving (VPP) Projects (Add Projects)
- E) Resolution 2021-23:
 - a. PIN 5824.70 Metro Bus Facility Rehabilitation (Return Project to TIP)
 - b. PIN 582484 Rehab of Bus Support Facilities (Delete Existing Project)
- F) Resolution 2021-24:
 - a. PIN 5822.27 Railcar Rebuild (Return Project to TIP)
 - b. PIN 5824.63 Fare Collection Project (Return Project to TIP)
 - c. PIN 5824.71 Rail Fare Collection Systems Upgrade (Return Project to TIP)
 - d. PIN 5824.72 LRRT Capital Maintenance Rehabilitation(Return Project to TIP)
 - e. PIN 5824.73 Bus Maintenance Projects/Hybrid Bus Batteries (Return Project to TIP)
- G) PIN 576351 City of NT Const. of New Connection To Empire State Trail Along The Erie Canal (Advance Let)
- H) PIN 576377 – New Highway Construction, John B Daly Blvd Extension From Niagara St To Pine Ave (New Project)
- I) PIN 5763.50 - Village of Hamburg Healthy Neighborhood SRTS (Advance Let)
- J) Resolution 2021-25: PEF Settlement

III. DISCUSSION ITEMS

- A) July TPS Action Item Approvals
- B) 2023-2027 TIP - Development Update
- C) Region Central Update
- D) TIP/MTP Alignment Action Plan
- E) Miovision System Implementation

IV. STATUS REPORTS/INFORMATION

- A) Member Agency Reports
- B) Director's Report

NEXT MEETING CONFIRMATION: October 6, 2021

**MINUTES OF THE September 1, 2021 MEETING OF THE
GREATER BUFFALO-NIAGARA REGIONAL TRANSPORTATION COUNCIL
PLANNING AND COORDINATING COMMITTEE (PCC)**

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on September 1, 2021 at 9:30 am.

The following GBNRTC-PCC representatives were present:

- | | |
|-------------------|------------------|
| 1. NFTA | Darren Kempner |
| 2. NYSTA | Scott Helser |
| 3. NYSDOT | Joe Buffamonte |
| 4. Buffalo | Nolan Skipper |
| 5. Niagara Falls | Robert Buzzelli |
| 6. Erie County | Darlene Svilokos |
| 7. Niagara County | Garret Meal |

Others present were:

- Athena Hutchins NITTEC
- Frank Cirillo NYSDOT
- Dave Hill NYSDOT
- Maria Chau FHWA
- James Cuzzo NYSDOT
- GBNRTC Staff (5)
- 5 members of the public viewing through Facebook Live link

I. PROCEEDINGS

Chairman Skipper called the meeting to order at 9:35 a.m.

A. Roll Call

All members were present.

B) Public Participation

There were no public comments.

C) Approval of Meeting Agenda

All present were in favor of a motion (NC/CNF) to approve the meeting agenda.

D) Approval of Previous Meeting Minutes

All present were in favor of a motion (EC/NFTA) to approve the August 4, 2021 meeting minutes.

II. ACTION ITEMS

A. Resolution 2021-19 PIN 510196 US 219; NY 391 - Duerr Rd Overpass & NY RT 5 @ Tift St. Bridge

- This NYSDOT project will restore the pavement and replace corridor signs on US Route 219 from NY 391 to Duerr Road overpass in the Towns of Boston, Hamburg and Orchard Park in Erie County. This project will also do pavement repairs on NY Route 5 at the approach to the Tift St. Bridge.
- Project cost is \$5.264M (\$4.211 federal NHPP + \$1.053M state match).
- 100% of funding offset provided from Statewide Capital Program.
- Fiscal constraint is maintained
- Project is scheduled to be let 3/24/22,
- All defined approved public outreach procedures have been followed.

- On July 26, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that the project is exempt for the purposes of transportation conformity (A10: Pavement resurfacing and/or rehabilitation).
 - *Motion to approve this new project as Amendment #38 (DOT/EC). Approved.*
- B. Resolution 2021-20 PIN 541057 NY 957A (Niagara Scenic Parkway); I-190 – Roundabout
- This NYSDOT project is will restore the pavement condition using an effective pavement treatment, replace corridor signs and install pavement markings on NY 957A (Niagara Scenic Parkway) between I-190 and Roundabout in the City of Niagara Falls, Niagara County.
 - Project cost is \$2.869M (\$2.296M federal NHPP + \$0.573M state match).
 - 100% funding offset provided from Statewide Capital Program.
 - Fiscal constraint is maintained
 - Project is scheduled to be let 3/24/22
 - All defined approved public outreach procedures have been followed.
 - On July 26, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that the project is exempt for the purposes of transportation conformity (A10: Pavement resurfacing and/or rehabilitation).
 - *Motion to approve this new project as Amendment #39 (DOT/TWA). Approved*
- C. Resolution 2021-21 PIN 551255 NY 33 (Kensington Expwy); Elm/Oak - NY 240
- This NYSDOT project will restore the pavement, upgrade any non-compliant curb ramps as well as any pedestrian signals on Route 33 (Kensington Expressway) from Elm/Oak to NY 240 in the City of Buffalo and the Town of Cheektowaga in Erie County.
 - Project cost is \$11.536M (\$9.229M federal NHPP + \$2.307M state match).
 - 100% funding offset provided from Statewide Capital Program.
 - Fiscal constraint is maintained
 - Project is scheduled to be let 3/24/22
 - All defined approved public outreach procedures have been followed.
 - On July 26, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that the project is exempt for the purposes of transportation conformity (A10: Pavement resurfacing and/or rehabilitation).
 - *Motion to approve this new project as Amendment #40 (DOT/EC). Approved.*
- D. Resolution 2021-22 Vendor In-Place Paving (VPP) Projects
- These seven NYSDOT projects will restore the pavement conditions to at least a score of 8 (or higher) using effective pavement treatment which provides a service life of at least 8 years.
 1. PIN 5V22.41 VPP NY 5; Jaysan Dr to Sturgeon Point Rd
 2. PIN 5V22.42 VPP US 62; Bagdad Rd to Lenox Rd
 3. PIN 5V22.43 VPP NY 16; ECL to RM 1083
 4. PIN 5V22.52 VPP NY 954P (Upper Mtn Rd); NY 104 to NY 265
 5. PIN 5V22.53 VPP NY 31; Lockport ECL to Gasport Rd
 6. PIN 5V22.57 VPP NY 31; NY 265 to NY 429
 7. PIN 5V22.58 VPP NY 425 (950H); ECL to Erie Av
 - Total cost is \$6.294M (federal NHPP + state match).
 - 100% funding offset provided from Statewide Capital Program.
 - Fiscal constraint is maintained
 - Projects are scheduled to be let 11/21
 - All defined approved public outreach procedures have been followed.
 - On July 26, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that these projects are exempt for the purposes of transportation conformity (A10: Pavement resurfacing and/or rehabilitation).
 - *Motion to approve these new projects as Amendment #41 (DOT/NFTA). Approved.*
- E. Resolution 2021-23 NFTA Project Deletion and Addition
- PIN 582484 Rehab of Bus Support facilities
 - This existing project will be deleted from the TIP (Policy Committee Action).
 - Total funding (\$225K SFY 19-20 NYSDOT Accelerated Transit Capital Program) will be transferred to PIN 582470.

- PIN 582470 Metro Bus Facility Rehabilitation
 - This project includes rehabilitation of all three bus facilities (Cold Spring, Babcock and Frontier.)
 - Total Project cost is \$346k
 - Funding was obligated in previous TIP however there were remaining funds. Project needs to be added back to current TIP to allow for continued drawdowns
 - Fiscal constraint will be maintained as the project is funded with FTA 5339 (\$97K), NYSDOT Match (\$12K), NFTA Local Match (\$12K) and \$225K from SFY 19-20 NYSDOT Accelerated Transit Capital Program (ATC) transferred from PIN 582484
 - Let date is 10/1/20
 - On July 26, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt for the purposes of transportation conformity (B8 - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
 - All defined approved public outreach procedures have been followed.
 - *Motion to recommend these actions to Policy as Amendment #42 (NFTA/COB). Approved.*
- F. Resolution 2021-24 Return Five (5) NFTA projects to TIP
- PIN 582227 Railcar Rebuild
 - This new project is a mid-life rebuild of the NFTA's fleet of 27 light rail rapid transit vehicles that were placed into daily revenue service in 1984 and have exceeded their useful life.
 - Total project cost is \$3.7M and fiscal constraint is maintained as the project is 100% funded with \$2.5M from SFY 17-18 NYSDOT Public Transportation Modernization and Enhancement Program (MEP) and \$1.2M from SFY 18-19 NYSDOT Accelerated Transit Capital Program (ATC).
 - On July 26, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt for the purposes of transportation conformity (Code: B3 - Rehabilitation of transit vehicles).
 - PIN 582463 Bus Fare Collection
 - This new project objective is to replace the fare collection system throughout the NFTA Metro bus system.
 - Total project cost is \$3.5M and fiscal constraint is maintained as the project is 100% funded with \$2.9M from SFY 18-19 NYSDOT Public Transportation Modernization and Enhancement Program (MEP) and \$600k from SFY 19-20 NYSDOT Public Transportation Modernization and Enhancement Program (MEP).
 - On July 26, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt for the purposes of transportation conformity (Code B5 - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
 - PIN 582471 Rail Fare Collection
 - The project objective is to replace the Rail Fare Collection System throughout Metro Rail system. It includes replacement of the Multi-Functional Ticket Vending Machines at 14 Rail Stations and 4 Transit Centers, replacement of the fare collection computer workstations and associated IT infrastructure, point of sales equipment, and the installation of new fare gates at 14 rail stations.
 - Total project cost is \$3.1M and fiscal constraint is maintained as the project is 100% funded with \$3.1M from SFY 18-19 NYSDOT Public Transportation Modernization and Enhancement Program (MEP).
 - On July 26, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt for the purposes of transportation conformity (Code B5 - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
 - PIN 582472 LRRT Capital Maintenance Rehabilitation
 - The project scope of work entails rebuilding of Amherst, Utica & Summer Best Station Escalators, replacement of the life expired LRRT Data Transmission System (DTS) and pavement rehabilitation at the LaSalle and University Station Park and Ride parking lots.
 - Total project cost is \$732K and fiscal constraint is maintained as the project is 100% funded with \$370K for Escalator Rebuild from SFY 18-19 NYSDOT Accelerated Transit Capital Program (ATC), \$61K for Data Transmission System from SFY 18-19 NYSDOT Accelerated Transit Capital Program (ATC) and \$302K for PARKING LOT REHAB (University & LaSalle) from SFY 18-19 NYSDOT Accelerated Transit Capital Program (ATC)

- On July 26, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt for the purposes of transportation conformity (Code B8 - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- PIN 582473 Bus Maintenance Projects/Hybrid Bus Batteries
 - This project will purchase of replacement hybrid bus batteries.
 - Total project cost is \$29K and fiscal constraint is maintained as the project is 100% funded with \$29K from SFY 18-19 NYSDOT Accelerated Transit Capital Program (ATC)
 - On July 26, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt for the purposes of transportation conformity (Code B5 - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
- All defined approved public outreach procedures have been followed.
- *Motion to approve these new projects as Amendment #43 (DOT/NFTA). Approved.*
- G. PIN 576351 City of North Tonawanda - Construction of a New Connection to Empire State Trail Along the Erie Canal
 - NYSDOT request to advance the let date of this existing project.
 - The construction and inspection phases of the project will move from FFY 22 (June 22) to FFY 21 (September 21).
 - No other changes to project.
 - This is a TPS action which will be expedited by PCC.
 - *Motion to approve this change as AdMod #100 (DOT/NC). Approved.*
- H. PIN 575557 New Highway Construction, John B Daly Blvd Extension from Niagara St to Pine Ave; City Of Niagara Falls; Niagara Co
 - This existing project, PIN 575557, did not reach the ROW Acq phase within 10 years of preliminary design funds being authorized by FHWA. Therefore, FHWA is closing the existing project.
 - A new PIN is needed to progress the project up to and through construction.
 - The City of Niagara Fall therefore requests to:
 - Add a new project to the TIP: PIN 576377 – New Highway Construction, John B Daly Blvd Extension from Niagara St to Pine Ave; City Of Niagara Falls; Niagara Co (\$6.16M)
 - Delete PIN 575557 - New Highway Construction, John B Daly Blvd Extension from Niagara St To Pine Ave; City Of Niagara Falls; Niagara Co (\$6.03M) from the TIP and move the ROW Acq, Construction and Inspection funding to the new project. The City is funding final design with 100% local funds.
 - The GBNRTC is currently in consultation with the Interagency Consultation Group (ICG) for an AQ conformity determination.
 - *Motion to initiate a 20-day public review period (DOT/NC). Approved.*
- I. PIN 576350 Village of Hamburg Healthy Neighborhood SRTS/TAP
 - This is a NYSDOT request to advance the let date of an existing project.
 - Let will move from 11/15/21 (FFY22) to 9/30/21 (FFY 21).
 - PS&E is complete and this action will allow money to be requested.
 - As this is a TAP project, funds will automatically move with the project so no offset is required.
 - Fiscal constraint is maintained.
 - *Motion to approve this change as AdMod # 101 (DOT/EC). Approved.*
- J. Resolution 2021-25 PEF Settlement
 - The NFTA, as administrative host, per agreement, performs Human Resource and salary administration for GBNRTC staff
 - The GBNRTC staff by procedure follows the job classifications and contract agreements of the New York State Public Employees Federation (PEF).
 - The previous PEF contract had expired on March 31, 2019.
 - In July, the PEF ratified their 2019-2023 Collective Bargaining Agreement.
 - This agreement includes two percent (2%) annual raises retroactive to the expiration of the last contract (April 2019) as well as retroactive improvements to longevity (performance award) payments.
 - These increments have been fully budgeted as anticipated.
 - Pending approval, the NFTA will revise the GBNRTC salary structure to reflect the PEF agreement with New York State and any changes in the staffing plan upon receipt of personnel change notices.
 - *Motion to approve Resolution 2021-25 (DOT/COB). Approved.*

III. DISCUSSION ITEMS

A. August 25, 2021 TPS Action Item approvals (Guarino).

- PIN 5763.33 Elmwood Av; Kenmore Av to Knoche Rd
 - Erie County request to transfer \$100K ROW Incidental funds (\$80 federal + \$20K local match) and \$204K ROW Acquisition funds (\$163K federal + \$41K local match) into Preliminary and Detail Design as it is unlikely the project will need additional ROW.
 - As neither ROW-I and ROW-A contain any funding, the ROW phase needed to be removed (eSTIP rule)
 - Let delayed from 6/15/22 (FFY22) to 9/15/23 (FFY23).
 - Approved as AdMod # 98
- PIN 581311 Large Culvert Replacements & Rehabilitations; Various Locations, Erie & Niagara Cos
 - NYSDOT request to increase C & CI by \$0.438M to match current project needs.
 - Work will now include small culverts located on NY Route 104 & NY Route 270 in Niagara County.
 - \$438M requested to be transferred from PIN 581276 - Small Culvert Maintenance; Various Locations; Chautauqua Co.
 - Let is unchanged at 11/4/21
 - Approved as AdMod # 99.

B. 2023-2027 TIP Development Update (Guarino)

- Members have received a detailed system condition report.
- Members reviewing current FFY 23 and FFY 24 projects and FFY 2020-2024 illustrative projects for need, cost and scope.
- Projects candidates being submitted on a newly developed submission form.
- Draft project lists from numerous agencies have been worked on and/or submitted.
- GBNRTC staff will review and evaluate submissions
 - Completeness
 - System performance
 - MTP linkages
 - Transit/mobility linkages
 - Economic development potential
 - Social equity
- Final project lists cannot be finalized until NYSDOT provides TIP guidance and planning targets (\$). These are currently being worked on in Albany.

C. Region Central Study Update (Morse)

- Mobility Experiential Guide Development
- Guiding Questions that have been developed
- Use of Streetlight Data to determine who used the current facility and where they are going
- Local/regional trip breakdown
- Delay, access and connectivity issues for those using current facility
- Bike and pedestrian crash hot spots
- Transit service and ridership in the study area
- Role of current expressway in freight movement
- Trip type summary for those using current facility
- Steps forward

D. Federal Highway Administration (FHWA) Transportation Improvement Program (TIP) Prioritization & Metropolitan Transportation Plan (MTP) Alignment (Dixon)

- Why we need a TIP prioritization and MTP alignment process
- Development of Action Plan under FHWA guidance underway
- Four Focus Areas Defined:
 - Enhancing Programming and Project Prioritization Processes
 - Defining Program and Project Needs for Data and Analytics

- Partner and Stakeholder Coordination and Education on Data and Analytics
- Identifying and Applying Analysis Techniques and Methods in Buffalo-Niagara Region

E. Miovision System Implementation (Davis)

- Description of the Miovision system, capabilities and outputs.
 - Uses cellular technology to connect to a central system
 - Ability to record turning movements and adjust signal timings to improve intersection performance
- Summary of current pilot projects and implementation in Amherst and Tonawanda

IV. STATUS REPORTS/INFORMATION

- Member Agency Reports
 - Niagara Falls reported that the Buffalo Ave project is progressing.
 - Erie County reported that paving and construction projects are continuing.
 - Buffalo reported that the Slow Streets Program 2022 applications are now available. The Slow Streets Program aims to reduce speeding on residential streets in the City of Buffalo by installing permanent traffic calming measures like speed humps. Applications are due Monday, November 15, 2021. <https://www.buffalony.gov/1064/Slow-Streets-Program>.
 - NFTA (Kempner) reported that
 - NFTA Metro has developed a series of proposed changes to the bus network and are asking the public for feedback. Please visit <https://metro.nfta.com/2021network> to provide feedback by September 8. Comments may also be sent to NFTA, 181 Ellicott Street, Buffalo NY 14203, Attn: Service Planning or emailed to planning@nfta.com.
 - The Federal Transit Administration published a notice of intent to prepare an Environmental Impact Statement to evaluate potential benefits and impacts of the NFTA proposed Buffalo-Amherst-Tonawanda Corridor Transit Expansion project (the Proposed Project). Details can be found at <https://www.federalregister.gov/documents/2021/08/30/2021-18657/notice-of-intent-to-prepare-an-environmental-impact-statement-for-the-buffalo-amherst-tonawanda>. The public is asked to make note of the new title and timelines.
 - NITTEC (Hutchins) reported that a consultant has been selected for phase 2 of the ATCMTD project.
- Director's Report.
 - Guarino noted several additional items including:
 - GBNRTC is working with NFTA procurement to get three RFPs out
 - Modeling support
 - Regional Bike Plan Implementation
 - Goodell St Corridor
 - NYSAMPO training on holding public meetings via the Zoom platform. Upcoming session on MS Teams to be attended by staff as well. Goal is to be cross-trained in both platforms.
 - Today was the first day of school - please drive carefully.
 - NYU Chapter of APA annual conference will be virtual again this year. Partnering with NY Planning Federation. Topics that will be featured include housing, land use and zoning, law and ethics and resilience and equity. You can go to <http://NYupstateplanning.org> for more info and to register. You do not need to be a member to attend.
 - TAP/CMAQ deadline is fast approaching. Applications are due by Wednesday, September 29, 2021 by 5:00 PM.

There was a motion to adjourn the meeting (*DOT/COB*). All were in favor.

Planning and Coordinating Committee

September 1, 2021



September 2021 PCC

I. Proceedings

II. Action Items

III. Discussion Items

IV. Status Reports / Information

Proceedings

- Roll Call
- Public Participation
- Approval of Meeting Agenda
- Approval of August 4 Meeting Minutes

Action Items



A. Resolution 2021-19

- PIN 510196 US 219; NY 391 - Duerr Rd Overpass & NY RT 5 @ Tift St. Bridge
 - This NYSDOT project will restore the pavement and replace corridor signs on US Route 219 from NY 391 to Duerr Road overpass in the Towns of Boston, Hamburg and Orchard Park in Erie County. This project will also do pavement repairs on NY Route 5 at the approach to the Tift St. Bridge.
 - Project cost is \$5.264M (\$4.211 federal NHPP + \$1.053M state match).
 - 100% of funding offset provided from Statewide Capital Program.
 - Fiscal constraint is maintained
 - Project is scheduled to be let 3/24/22,
 - All defined approved public outreach procedures have been followed.
 - On July 26, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that the project is exempt for the purposes of transportation conformity (A10: Pavement resurfacing and/or rehabilitation).
 - **Today's action would be to approve this new project as Amendment #38.**

B. Resolution 2021-20

- PIN 541057 NY 957A (Niagara Scenic Parkway); I-190 – Roundabout
 - This NYSDOT project is will restore the pavement condition using an effective pavement treatment, replace corridor signs and install pavement markings on NY 957A (Niagara Scenic Parkway) between I-190 and Roundabout in the City of Niagara Falls, Niagara County.
 - Project cost is \$2.869M (\$2.296M federal NHPP + \$0.573M state match).
 - 100% funding offset provided from Statewide Capital Program.
 - Fiscal constraint is maintained
 - Project is scheduled to be let 3/24/22
 - All defined approved public outreach procedures have been followed.
 - On July 26, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that the project is exempt for the purposes of transportation conformity (A10: Pavement resurfacing and/or rehabilitation).
 - **Today's action would be to approve this new project as Amendment #39.**

C. Resolution 2021-21

- PIN 551255 NY 33 (Kensington Expwy); Elm/Oak - NY 240
 - This NYSDOT project will restore the pavement, upgrade any non-compliant curb ramps as well as any pedestrian signals on Route 33 (Kensington Expressway) from Elm/Oak to NY 240 in the City of Buffalo and the Town of Cheektowaga in Erie County.
 - Project cost is \$11.536M (\$9.229M federal NHPP + \$2.307M state match).
 - 100% funding offset provided from Statewide Capital Program.
 - Fiscal constraint is maintained
 - Project is scheduled to be let 3/24/22
 - All defined approved public outreach procedures have been followed.
 - On July 26, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that the project is exempt for the purposes of transportation conformity (A10: Pavement resurfacing and/or rehabilitation).
 - **Today's action would be to approve this new project as Amendment #40.**

D. Resolution 2021-22

- Vendor In-Place Paving (VPP) Projects

- These seven NYSDOT projects will restore the pavement conditions to at least a score of 8 (or higher) using effective pavement treatment which provides a service life of at least 8 years.
 1. PIN 5V22.41 VPP NY 5; Jaysan Dr to Sturgeon Point Rd
 2. PIN 5V22.42 VPP US 62; Bagdad Rd to Lenox Rd
 3. PIN 5V22.43 VPP NY 16; ECL to RM 1083
 4. PIN 5V22.52 VPP NY 954P (Upper Mtn Rd); NY 104 to NY 265
 5. PIN 5V22.53 VPP NY 31; Lockport ECL to Gasport Rd
 6. PIN 5V22.57 VPP NY 31; NY 265 to NY 429
 7. PIN 5V22.58 VPP NY 425 (950H); ECL to Erie Av
- Total cost is \$6.294M (federal NHPP + state match).
- 100% funding offset provided from Statewide Capital Program.
- Fiscal constraint is maintained
- Projects are scheduled to be let 11/21
- All defined approved public outreach procedures have been followed.
- On July 26, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that these projects are exempt for the purposes of transportation conformity (A10: Pavement resurfacing and/or rehabilitation).
- **Today's action would be to approve these new projects as Amendment #41.**

E. Resolution 2021-23

- PIN 582484 Rehab of Bus Support facilities
 - This existing project will be deleted from the TIP (Policy Committee Action).
 - Total funding (\$225K SFY 19-20 NYSDOT Accelerated Transit Capital Program) will be transferred to PIN 582470.
- PIN 582470 Metro Bus Facility Rehabilitation
 - This project includes rehabilitation of all three bus facilities (Cold Spring, Babcock and Frontier.)
 - Total Project cost is \$346k
 - Funding was obligated in previous TIP however there were remaining funds. Project needs to be added back to current TIP to allow for continued drawdowns
 - Fiscal constraint will be maintained as the project is funded with FTA 5339 (\$97K), NYSDOT Match (\$12K), NFTA Local Match (\$12K) and \$225K from SFY 19-20 NYSDOT Accelerated Transit Capital Program (ATC) transferred from PIN 582484
 - Let date is 10/1/20
 - On July 26, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt for the purposes of transportation conformity (B8 - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- All defined approved public outreach procedures have been followed.
- **Today's action would be to recommend these actions to Policy as Amendment #42.**

F. Resolution 2021-24

- These projects were previously programmed and obligated in the 2017-2021 TIP but were not carried over to the current (2020-2024) TIP. All five projects had funds remaining and this action will allow for continued drawdown.
 1. **PIN 582227 Railcar Rebuild**
 - This new project is a mid-life rebuild of the NFTA's fleet of 27 light rail rapid transit vehicles that were placed into daily revenue service in 1984 and have exceeded their useful life.
 - Total project cost is \$3.7M and fiscal constraint is maintained as the project is 100% funded with \$2.5M from SFY 17-18 NYSDOT Public Transportation Modernization and Enhancement Program (MEP) and \$1.2M from SFY 18-19 NYSDOT Accelerated Transit Capital Program (ATC).
 - On July 26, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt for the purposes of transportation conformity (Code: B3 - Rehabilitation of transit vehicles).
 2. **PIN 582463 Bus Fare Collection**
 - This new project objective is to replace the fare collection system throughout the NFTA Metro bus system.
 - Total project cost is \$3.5M and fiscal constraint is maintained as the project is 100% funded with \$2.9M from SFY 18-19 NYSDOT Public Transportation Modernization and Enhancement Program (MEP) and \$600k from SFY 19-20 NYSDOT Public Transportation Modernization and Enhancement Program (MEP).
 - On July 26, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt for the purposes of transportation conformity (Code B5 - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)).
 3. **PIN 582471 Rail Fare Collection**
 - The project objective is to replace the Rail Fare Collection System throughout Metro Rail system. It includes replacement of the Multi Functional Ticket Vending Machines at 14 Rail Stations and 4 Transit Centers, replacement of the fare collection computer workstations and associated IT infrastructure, point of sales equipment, and the installation of new fare gates at 14 rail stations.
 - Total project cost is \$3.1M and fiscal constraint is maintained as the project is 100% funded with \$3.1M from SFY 18-19 NYSDOT Public Transportation Modernization and Enhancement Program (MEP).
 - On July 26, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt for the purposes of transportation conformity (Code B5 - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)).

F. Resolution 2021-24

4. PIN 582472 LRRT Capital Maintenance Rehabilitation

- The project scope of work entails rebuilding of Amherst, Utica & Summer Best Station Escalators, replacement of the life expired LRRT Data Transmission System (DTS) and pavement rehabilitation at the LaSalle and University Station Park and Ride parking lots.
- Total project cost is \$732K and fiscal constraint is maintained as the project is 100% funded with \$370K for Escalator Rebuild from SFY 18-19 NYSDOT Accelerated Transit Capital Program (ATC), \$61K for Data Transmission System from SFY 18-19 NYSDOT Accelerated Transit Capital Program (ATC) and \$302K for PARKING LOT REHAB (University & Lasalle) from SFY 18-19 NYSDOT Accelerated Transit Capital Program (ATC)
- On July 26, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt for the purposes of transportation conformity (Code B8 - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).

5. PIN 582473 Bus Maintenance Projects/Hybrid Bus Batteries

- This project will purchase of replacement hybrid bus batteries.
- Total project cost is \$29K and fiscal constraint is maintained as the project is 100% funded with \$29K from SFY 18-19 NYSDOT Accelerated Transit Capital Program (ATC)
- On July 26, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt for the purposes of transportation conformity (Code B5 - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).

• All defined approved public outreach procedures have been followed.

• **Today's action would be to approve these new projects as Amendment #43.**

G. PIN 576351 City Of North Tonawanda - Construction of a New Connection To Empire State Trail Along The Erie Canal

- NYSDOT request to advance the let date of this existing project.
- The construction and inspection phases of the project will move from FFY 22 (June 22) to FFY 21 (September 21).
- No other changes to project.
- This is a TPS action which will be expedited by PCC.
- **Today's action would be to approve this change as AdMod #100.**

H. PIN 575557 New Highway Construction, John B Daly Blvd Extension From Niagara St To Pine Ave; City Of Niagara Falls; Niagara Co

- This existing project, PIN 575557, did not reach the ROW Acq phase within 10 years of preliminary design funds being authorized by FHWA. Therefore, FHWA is closing the existing project.
- A new PIN is needed to progress the project up to and through construction.
- The City of Niagara Fall therefore requests to:
 - Add a new project to the TIP: PIN 576377 – New Highway Construction, John B Daly Blvd Extension From Niagara St To Pine Ave; City Of Niagara Falls; Niagara Co (\$6.16M)
 - Delete PIN 575557 - New Highway Construction, John B Daly Blvd Extension From Niagara St To Pine Ave; City Of Niagara Falls; Niagara Co (\$6.03M) from the TIP and move the ROW Acq, Construction and Inspection funding to the new project. The City is funding final design with 100% local funds.
- The GBNRTC is currently in consultation with the Interagency Consultation Group (ICG) for an AQ conformity determination.
- **Today's action would be to initiate a 20-day public review.**

I. PIN 576350 Village of Hamburg Healthy Neighborhood SRTS

- This is a NYSDOT request to advance the let date of an existing project.
- Let will move from 11/15/21 (FFY22) to 9/30/21 (FFY 21).
- PS&E is complete and this action will allow money to be requested.
- As this is a TAP project, funds will automatically move with the project so no offset is required.
- Fiscal constraint is maintained.
- **Today's action would approve this change as AdMod # 101.**

J. Resolution 2021-25 PEF Settlement

- The NFTA, as administrative host , per agreement, performs Human Resource and salary administration for GBNRTC staff
- The GBNRTC staff by procedure follows the job classifications and contract agreements of the New York State Public Employees Federation (PEF).
- The previous PEF contract had expired on March 31, 2019.
- In July, the PEF ratified their 2019-2023 Collective Bargaining Agreement.
- This agreement includes two percent (2%) annual raises retroactive to the expiration of the last contract (April 2019) as well as retroactive improvements to longevity (performance award) payments.
- These increments have been fully budgeted as anticipated.
- Pending approval, the NFTA will revise the GBNRTC salary structure to reflect the PEF agreement with New York State and any changes in the staffing plan upon receipt of personnel change notices.
- **Today's action would be to approve Resolution 2021-25.**

Discussion Items



A. August 25, 2021 TPS Action Item Approvals

- PIN 5763.33 Elmwood Av; Kenmore Av to Knoche Rd
 - Erie County request to transfer \$100K ROW Incidental funds (\$80 federal + \$20K local match) and \$204K ROW Acquisition funds (\$163K federal + \$41K local match) into Preliminary and Detail Design as it is unlikely the project will need additional ROW.
 - As neither ROW-I and ROW-A contain any funding, the ROW phase needed to be removed (eSTIP rule)
 - Let delayed from 6/15/22 (FFY22) to 9/15/23 (FFY23).
 - **Approved as AdMod # 98**
- PIN 581311 Large Culvert Replacements & Rehabilitations; Various Locations, Erie & Niagara Cos
 - NYSDOT request to increase C & CI by \$0.438M to match current project needs.
 - Work will now include small culverts located on NY Route 104 & NY Route 270 in Niagara County.
 - \$438M requested to be transferred from PIN 581276 - Small Culvert Maintenance; Various Locations; Chautauqua Co.
 - Let is unchanged at 11/4/21
 - **Approved as AdMod # 99.**

B. 2023-2027 TIP Development Update

- Members have received a detailed system condition report.
- Members reviewing current FFY 23 and FFY 24 projects and FFY 2020-2024 illustrative projects for need, cost and scope.
- Projects candidates being submitted on a newly developed submission form.
- Draft project lists from numerous agencies have been worked on and/or submitted.
- GBNRTC staff will review and evaluate submissions
 - Completeness
 - System performance
 - MTP linkages
 - Transit/mobility linkages
 - Economic development potential
 - Social equity
- Final project lists cannot be finalized until NYSDOT provides TIP guidance and planning targets (\$). These are currently being worked on in Albany.

REGION CENTRAL CURRENT ACTIVITIES



**REGION
CENTRAL**

Mobility Experiential Guide Development

About the Guide

- *The guide will define & answer questions about the mobility issues and problems faced by the study area*
- *It will relate to the personal experience of users and the perception of how the corridor operates*
- *It will be designed for a non-technical audience*
- *It will relate to the goals and lenses defined elsewhere in the Study*
- *The problems will be explored using Streetlight data, previously collected mobility information and field observations*

Guiding Questions

Questions about Region Central Mobility

1. **Who** uses the Expressway?
2. **Why** are people using the Expressway?
3. **Where** are people going in Region Central?
4. Is the Expressway more heavily used for **local** trips, rather than **regional** trips?
5. Does the Expressway **delay local trips** at the expense of regional ones?
6. Does the current layout cause **unintended delay** and **connectivity consequences**?
7. Which **neighborhoods** in the study area are connected? Which are isolated?
8. What are the most important **crossings** across the Expressway?
9. Does the Expressway prevent access to the **Creek**?
10. What parts of the study area are less **safe**?
11. Is the study area accessible to people **walking and biking**?
12. Does the current **transit** service enhance mobility in the study area?
13. What role does the Expressway have in the **freight** network??

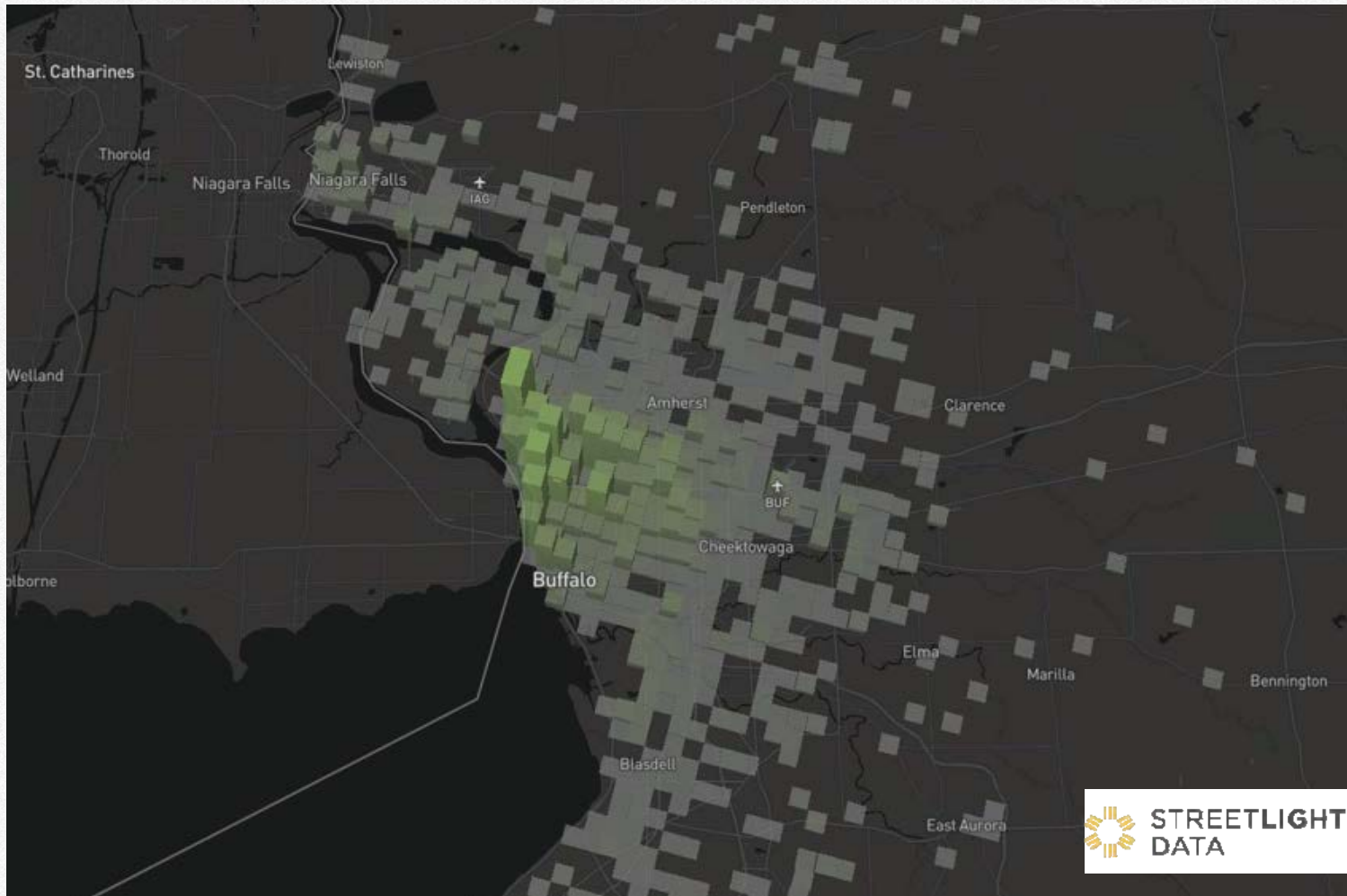
1

Who uses the Expressway?

- *Where do they live?*
- *Where to they work?*
- *What are their demographic characteristics?*
 - *Income*
 - *Race/ethnicity*

**Data: Streetlight, counts,
demographics**

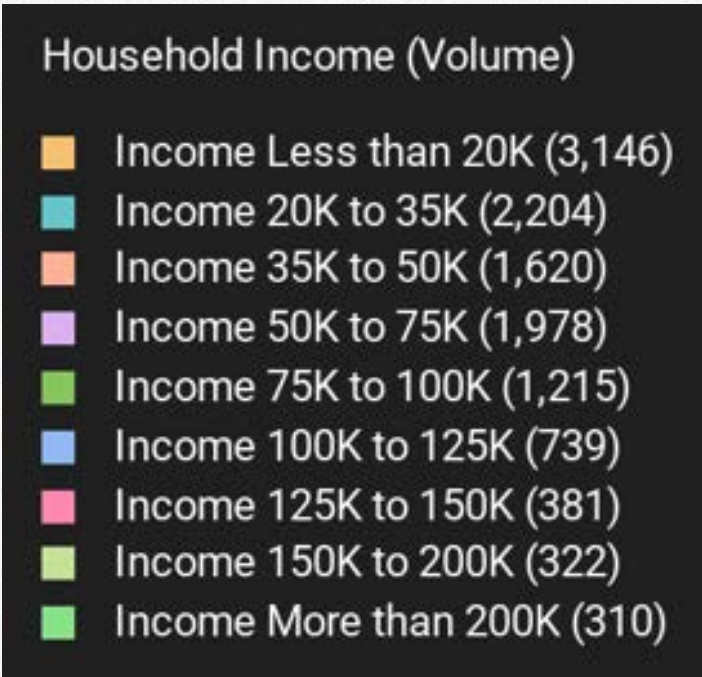
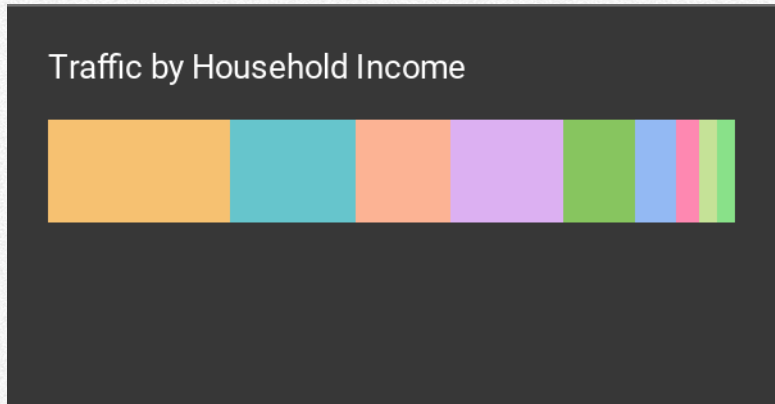
Home Locations



Work Locations



Traveler Demographics



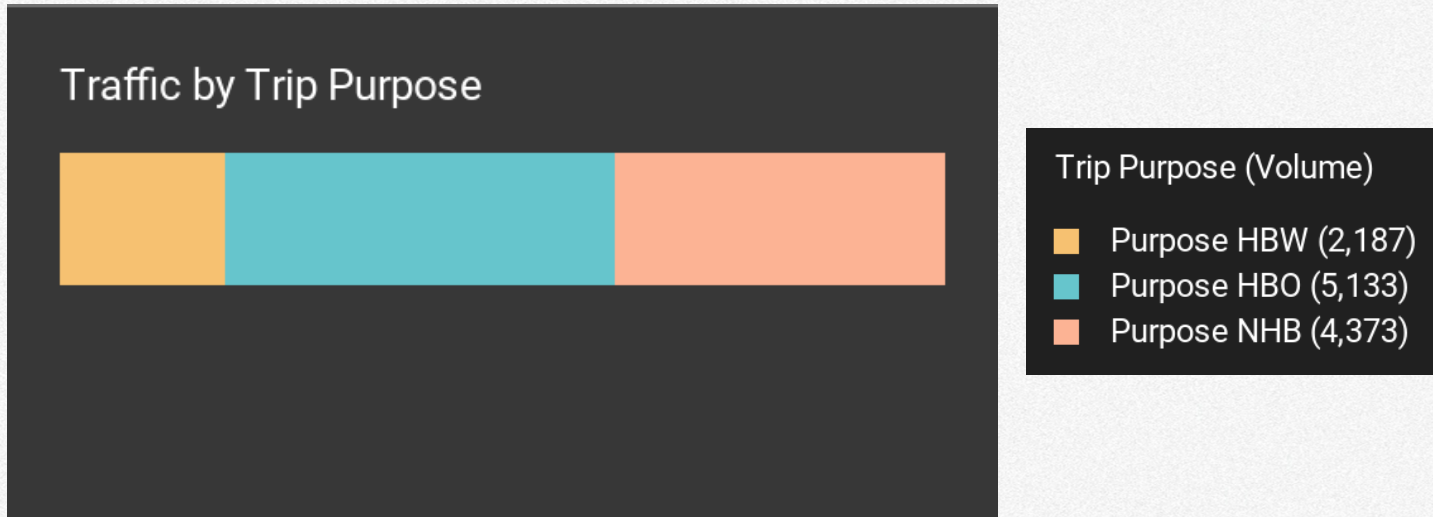
2

Why are people using the Expressway?

- *Why do people travel on the Expressway?*
 - *For commuting?*
 - *For errands?*
- *How many trips are personal trips compared to commute/business trips?*

**Data: Streetlight, counts,
demographics**

Trip Purpose



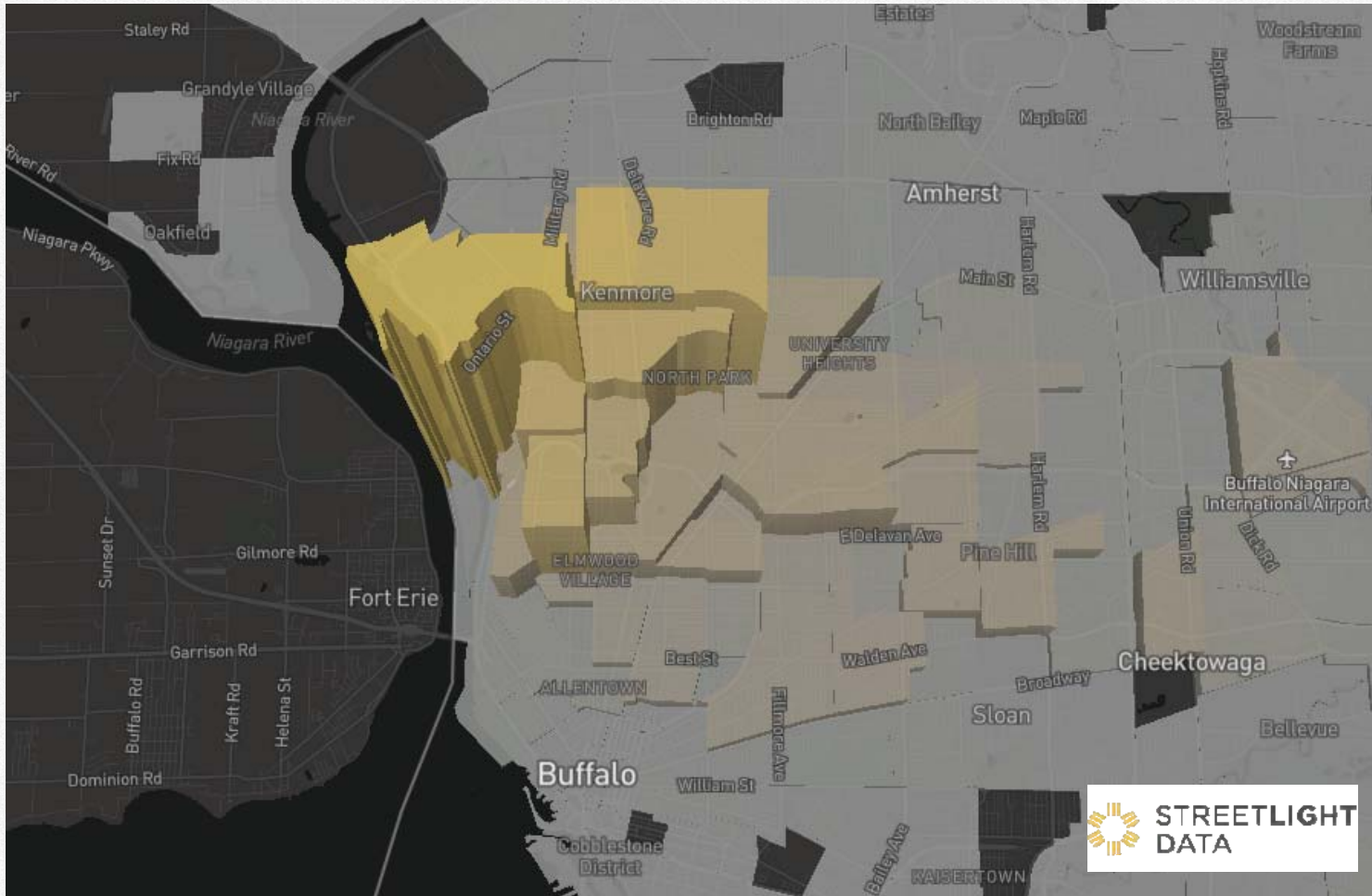
3

Where are people going in Region Central?

- *What are the top 5 origins in Region Central?*
- *What are the top 5 destinations?*
- *How long are the trips using the Expressway?*
- *How long are other trips in Region Central?*
- *How do travel patterns differ by **time of day**? By **season**?*

Data: Streetlight, counts

Trip Destinations



4

Is the Expressway more heavily used for local trips, rather than regional trips?

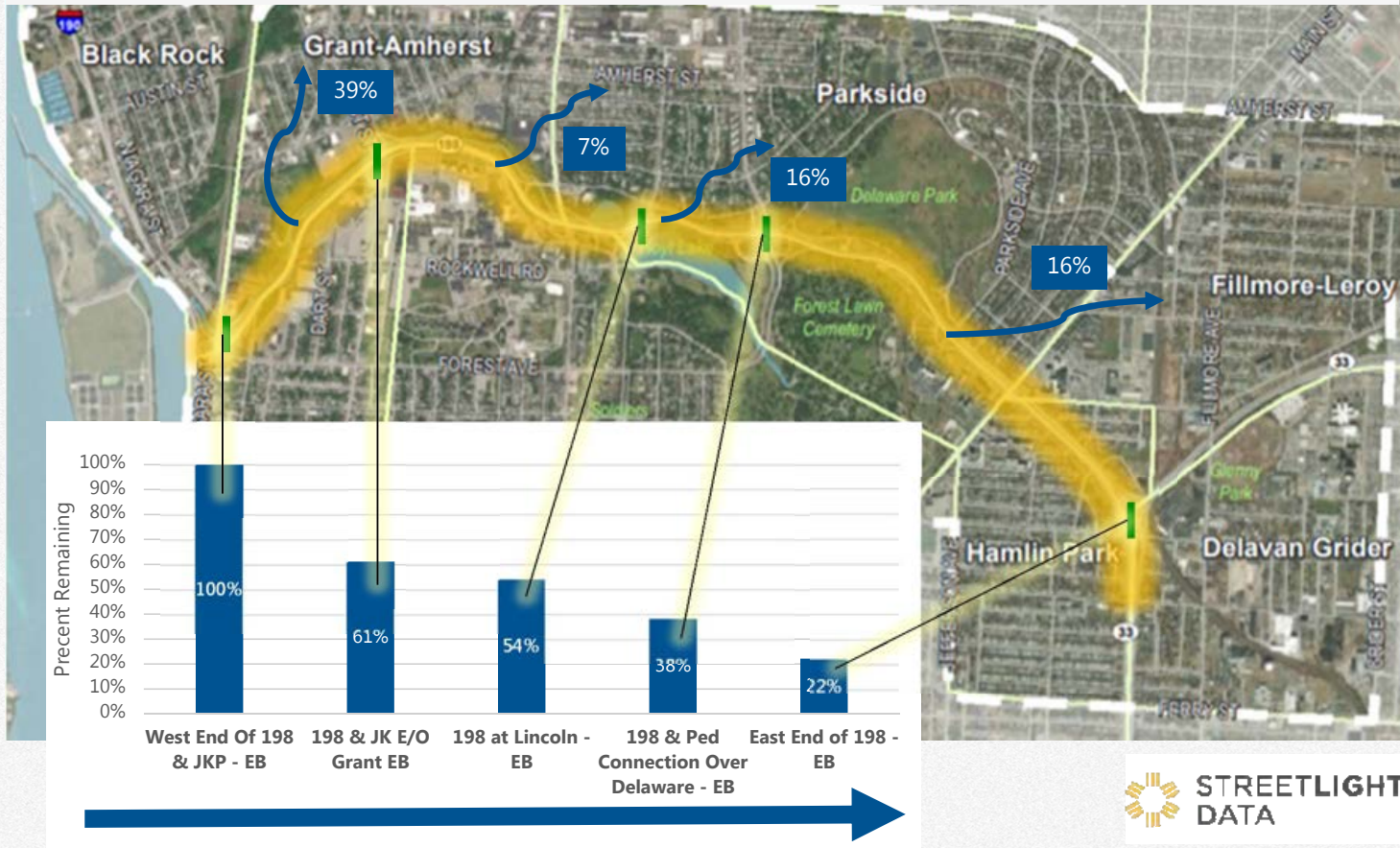
- *Is the Expressway meeting the needs of a local roadway, rather than a highway?*
- *How many regional trips are produced by the study area?*
- *How many trips on the Expressway are regional vs. local?*
- *How much of the traffic on the Expressway is through traffic?*
- *What are the top 3 regional destinations within the study area?*
- *What are the top 3 regional destinations for people coming from the study area?*

Data: Streetlight, counts

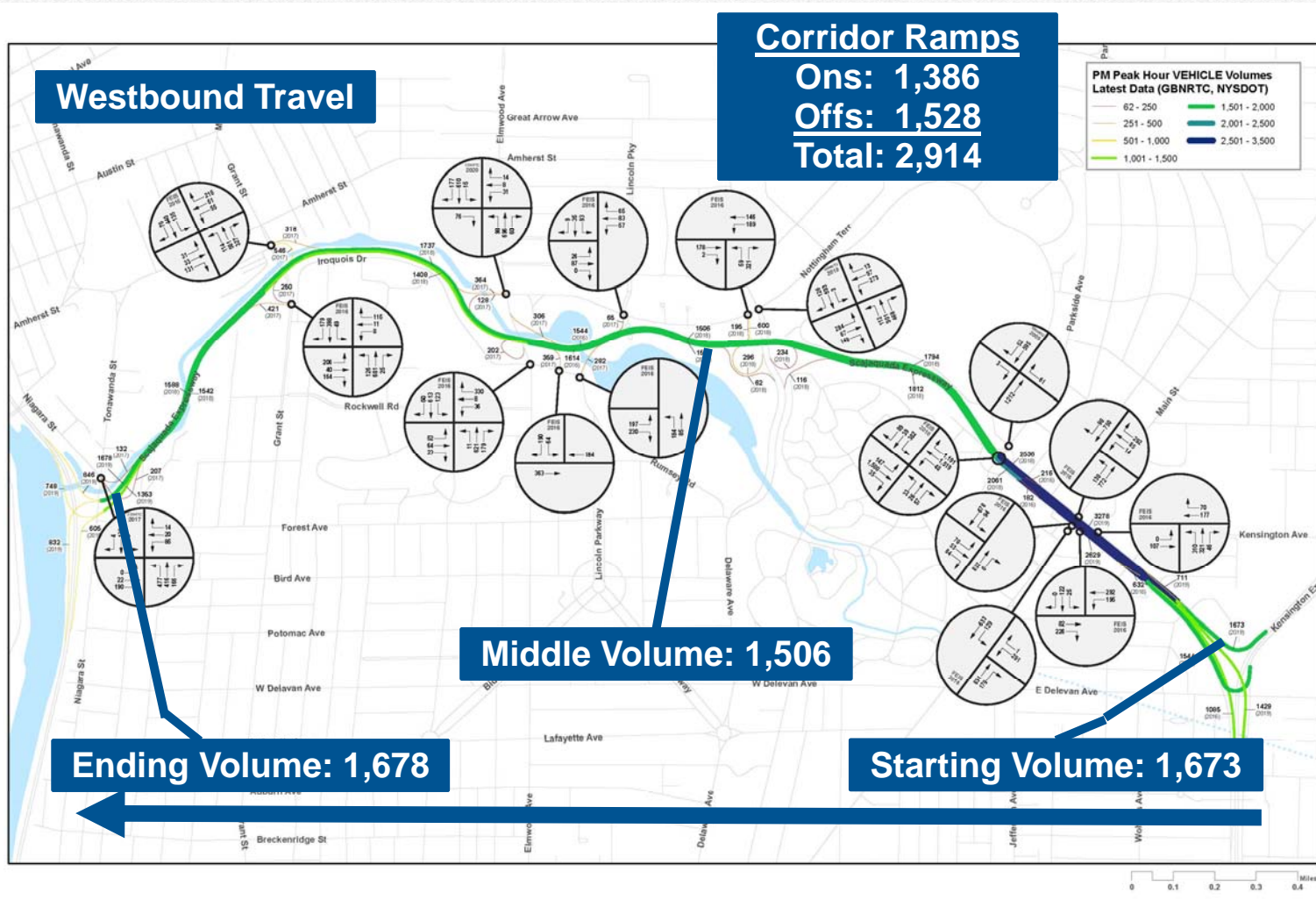
Through Trips on the Expressway

Eastbound: where do people who are on the Expressway at the western end get off?

- 39% get off by Grant St
- Only 22% travel to the east end



Vehicle Turning Movement Counts (TMCs) PM Peak Hour



Travel Patterns to Delaware Park

Top origins for trips going to Delaware Park East

All modes, January 2019, by TAZ



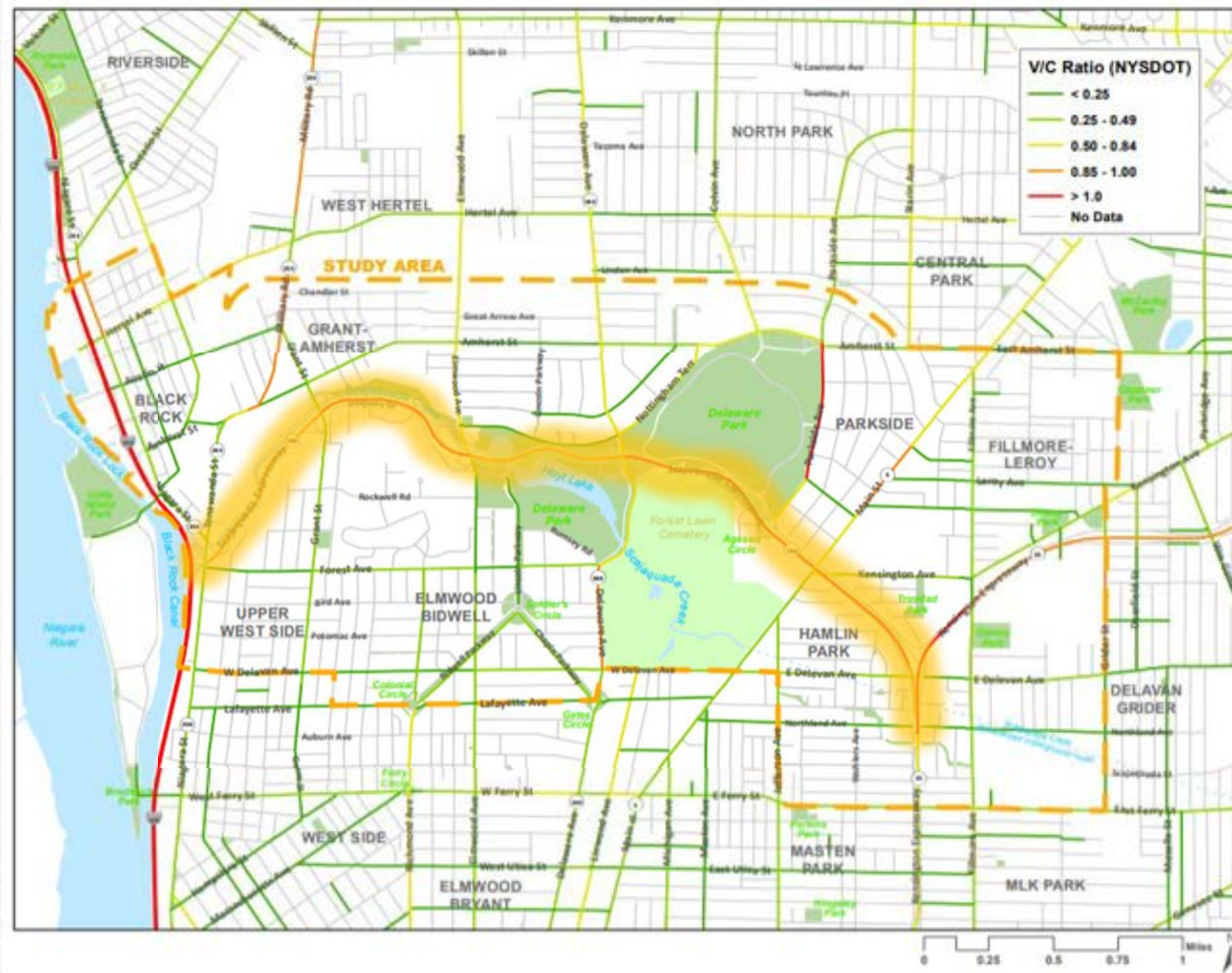
5

Does the Expressway delay local trips at the expense of regional ones?

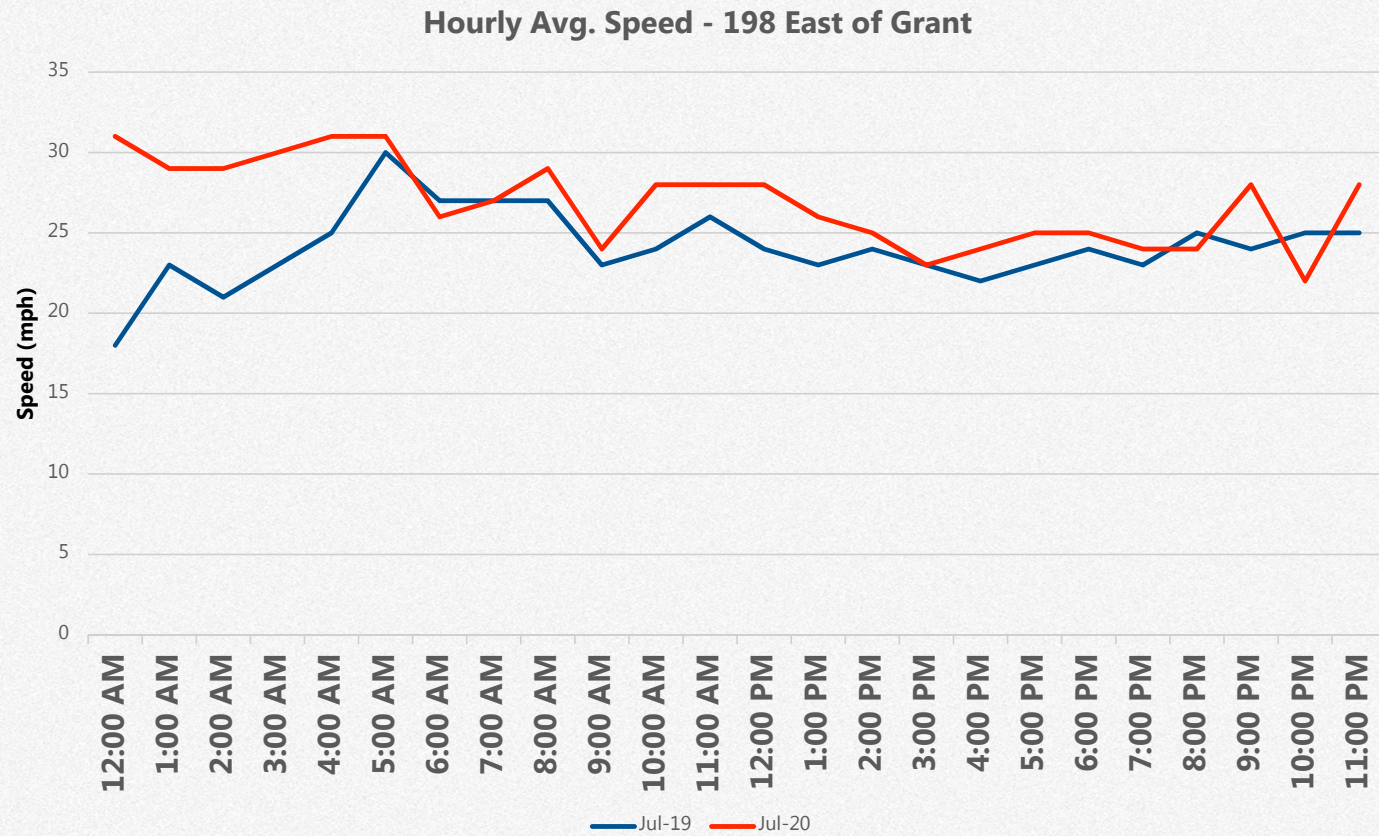
- *When and where is delay occurring on the Expressway?*
- *Who is experiencing this delay?*
 - *People making through trips?*
 - *People making local trips?*
- *Why is the corridor designed to cause this delay?*

**Data: Streetlight, counts,
traffic analysis**

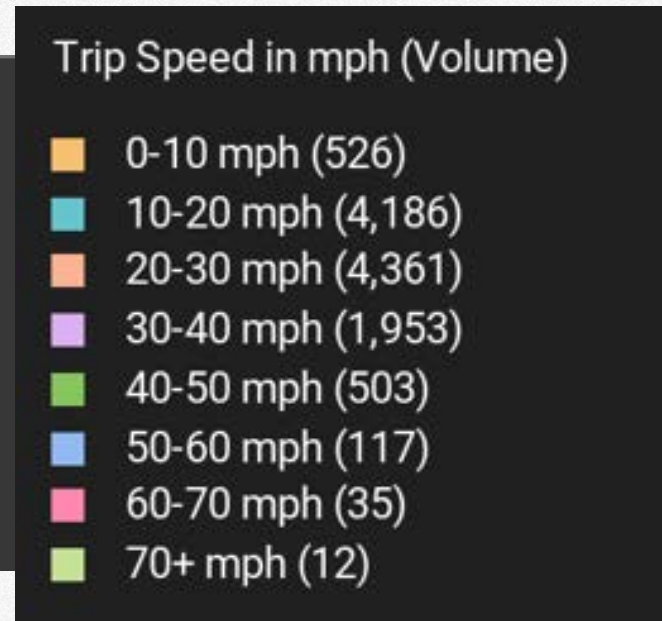
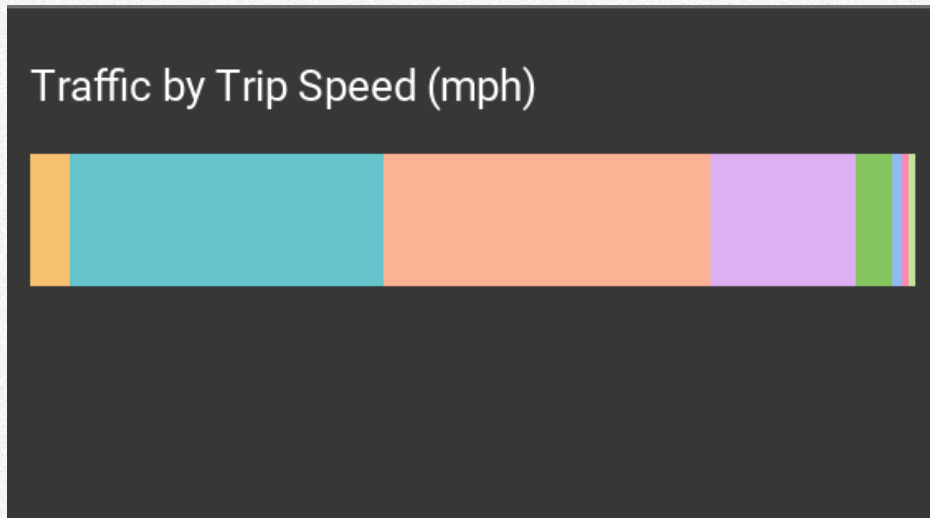
Volume to Capacity Ratios



Temporal Distribution - Speed



Travel Speed



6

Does the current layout cause unintended delay and connectivity consequences?

- *How much delay to people experience because of the ramps to the Expressway?*
- *How much delay would people experience if the corridor was signalized instead?*
- *How would this compare to current conditions?*

**Data: Streetlight, counts,
traffic analysis**

7

Which neighborhoods in the study area are connected? Which are isolated?

- *What are the most connected neighborhoods?*
- *What are the least connected neighborhoods?*
- *Are any neighborhoods well connected across the Expressway?*
- *How many trips travel between neighborhoods, compared to staying within their neighborhood?*

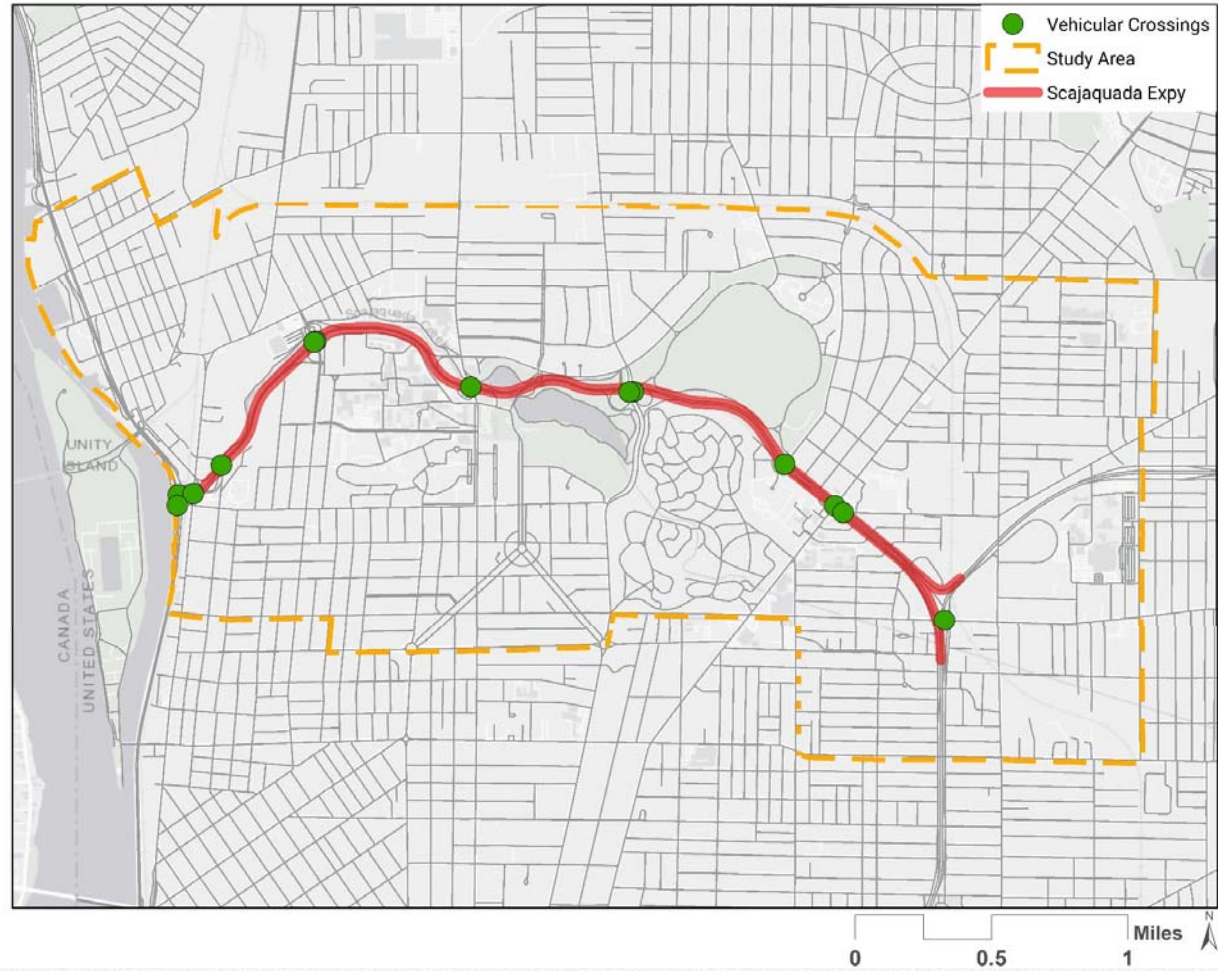
**Data: Streetlight,
home/work patterns**

What are the most important crossings across the Expressway?

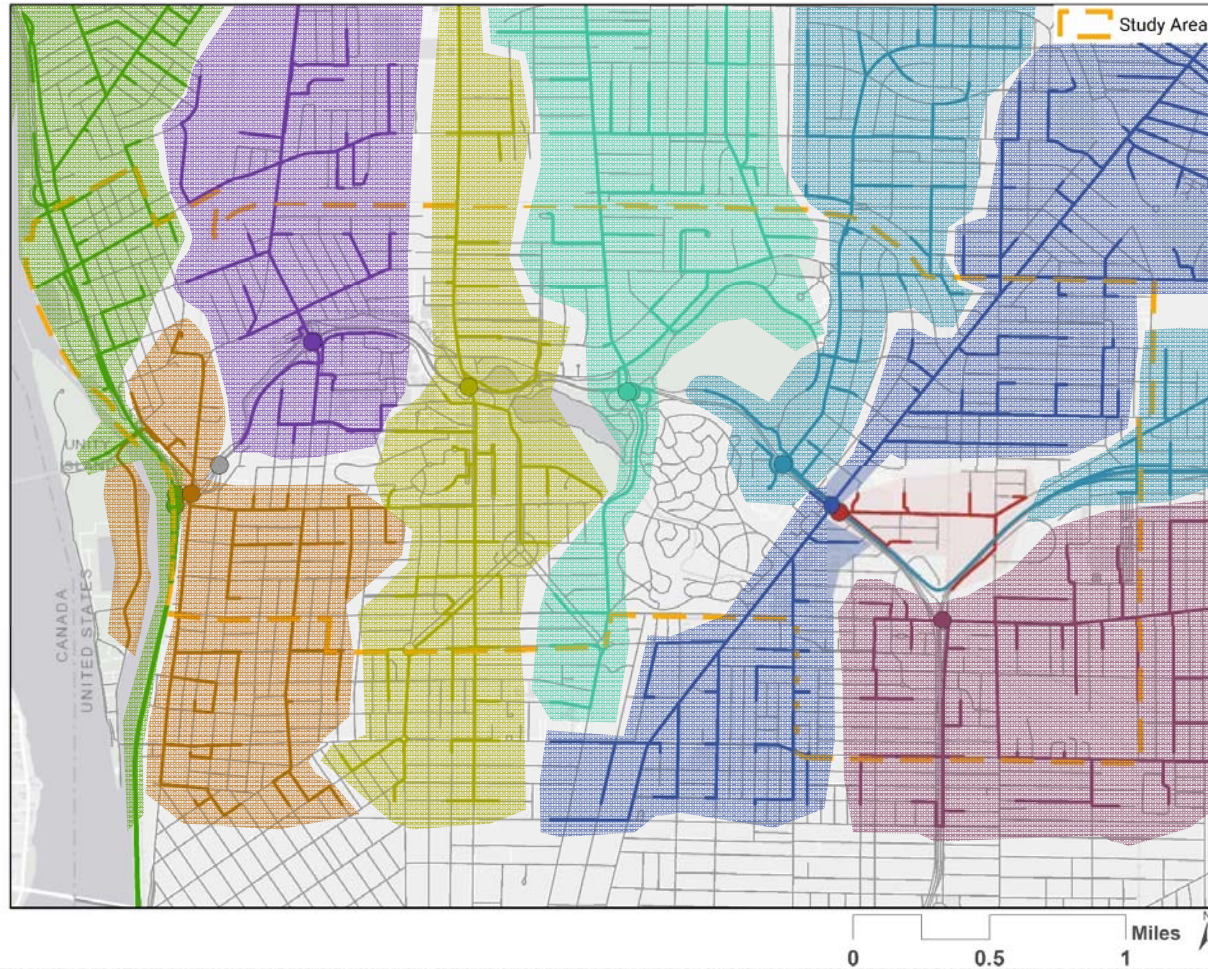
- *What are the top 3 crossings across the Expressway?*
 - *For vehicles?*
 - *For bike/ped?*
- *Do limited crossings across the Expressway create isolated areas?*
- *Do limited crossings create excessive traffic on over-utilized crossings?*

**Data: Streetlight, counts,
GIS connectivity analysis**

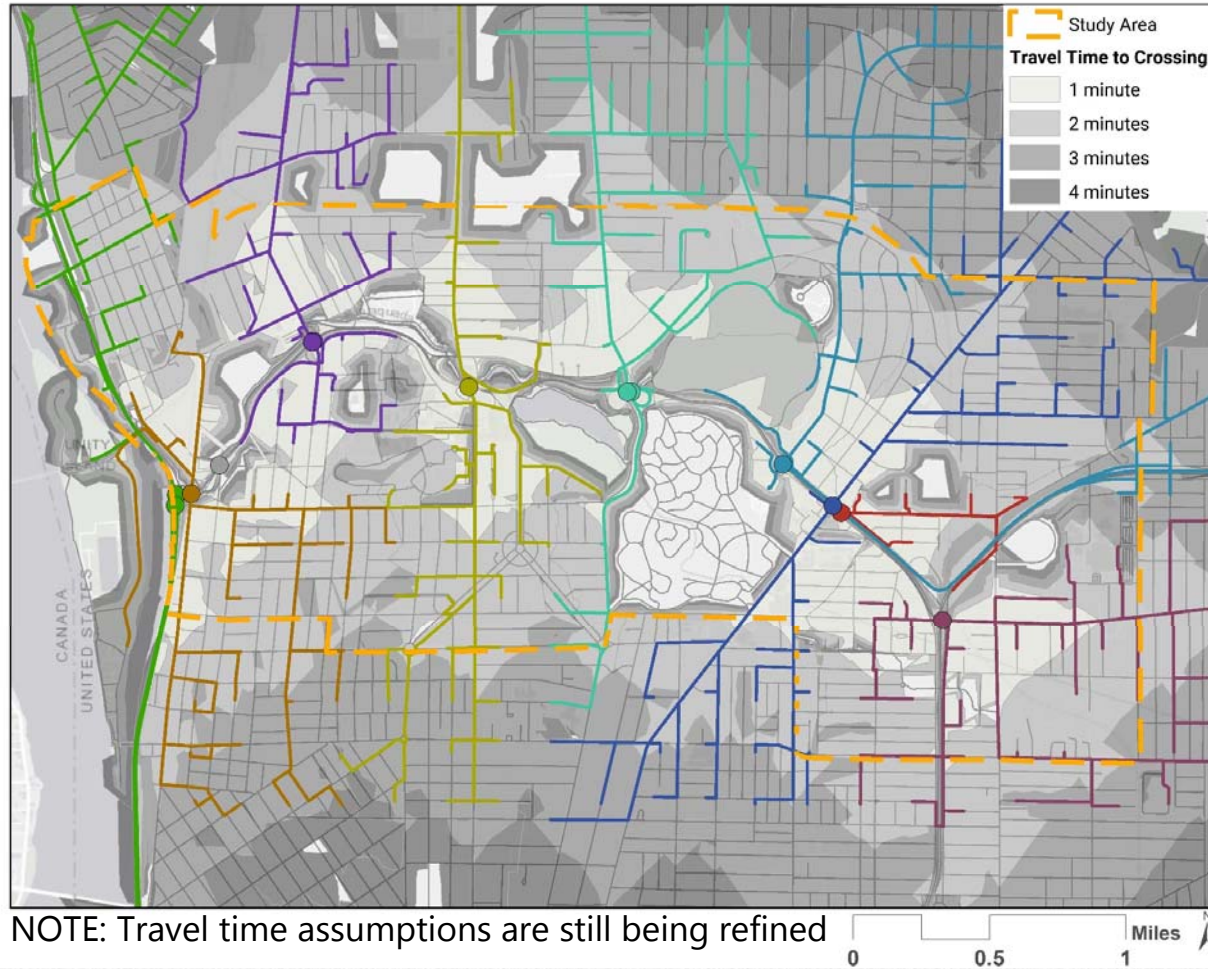
Vehicular Crossings Over the Expressway



Vehicle Access to Crossings Over the Expressway



Vehicle Access and Travel Time to Crossings Over the Expressway



Does the Expressway prevent access to the Creek?

- *Where can people access the Creek?*
- *Where does the Expressway prevent people from accessing the Creek?*
- *What transportation options are available for people accessing the creek?*
- *Who is accessing the creek today?*

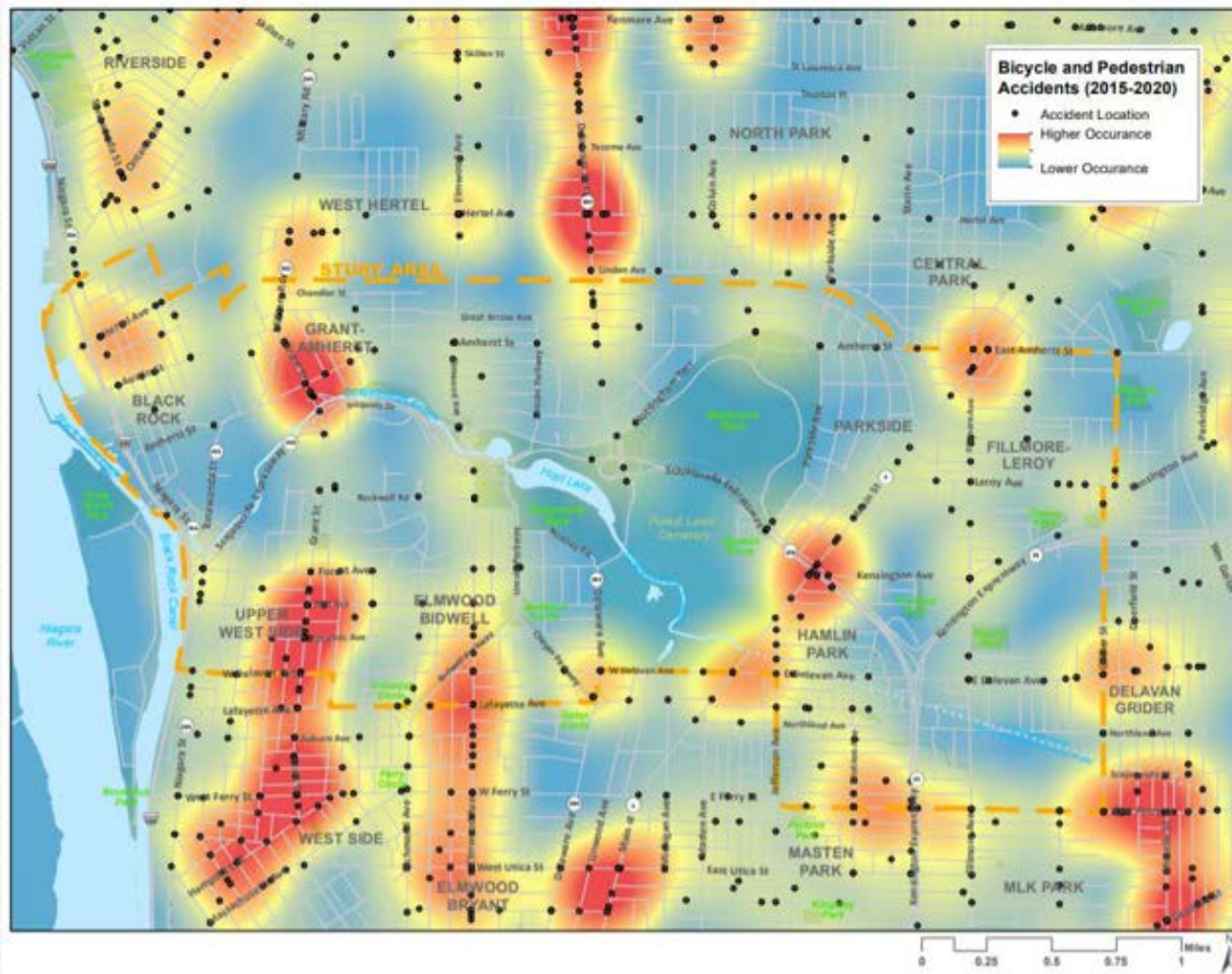
**Data: Streetlight, counts,
GIS connectivity analysis**

What parts of the study area are less safe?

- *Where are the crash hot spots within the study area?*
- *Where have pedestrian and bike crashes occurred in the study area?*
- *Are there any trends in crash types and cause?*
- *Where do people perceive safety issues?*

**Data: Crash data, pictures,
counts, survey**

Pedestrian and Bike Crash Hot Spots



Is the study area accessible to people walking and biking?

- *What are the top 5 pedestrian and bike activity centers?*
- *What characteristics define areas with high pedestrian and bike activity?*
- *Are these areas served by pedestrian and bike facilities?*
- *Where are there short vehicle trips that could easily be made by walking or bicycling?*

**Data: Streetlight, counts,
GIS connectivity analysis**

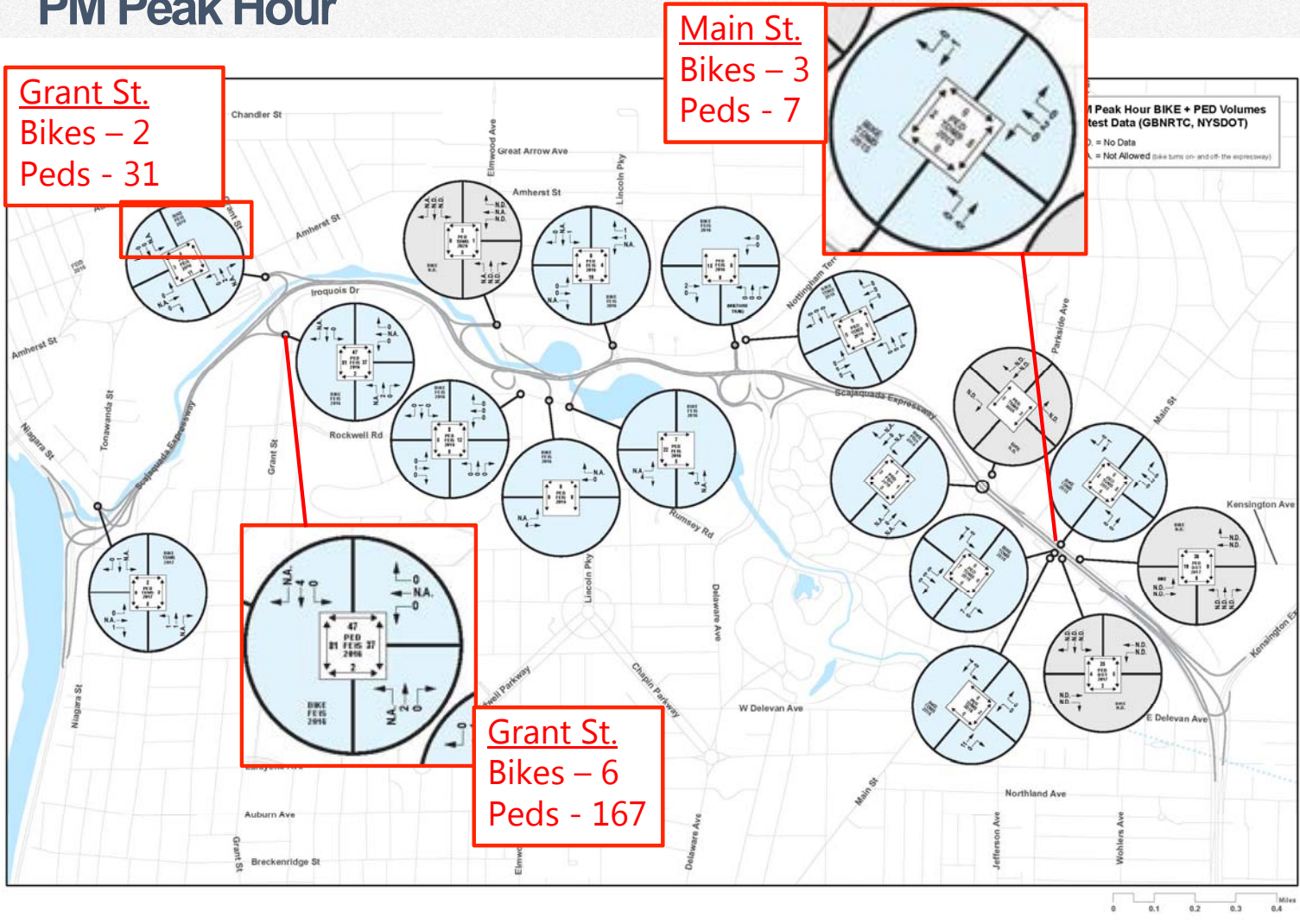
Bike/Ped Turning Movement Counts (TMCs)

PM Peak Hour

Grant St.
 Bikes – 2
 Peds - 31

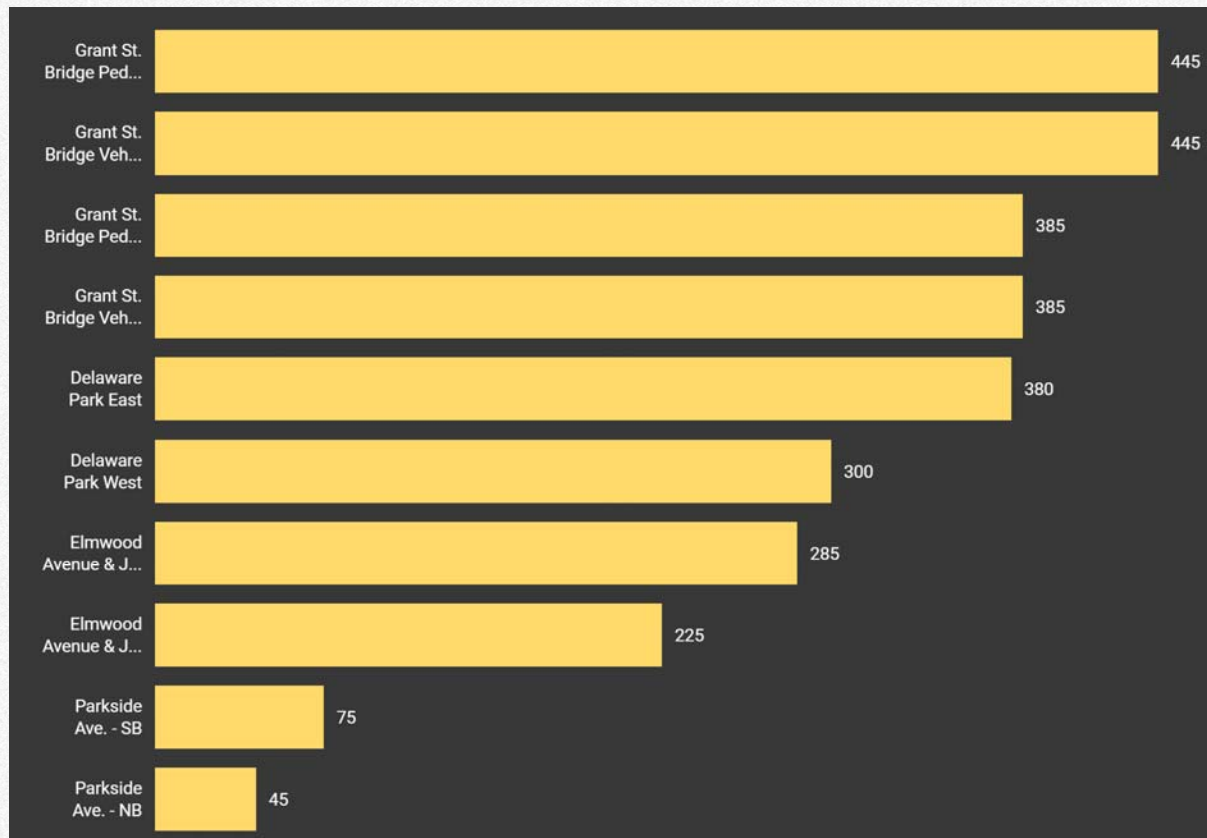
Main St.
 Bikes – 3
 Peds - 7

Grant St.
 Bikes – 6
 Peds - 167



Pedestrian Activity

Zone Activity analysis, January 2019

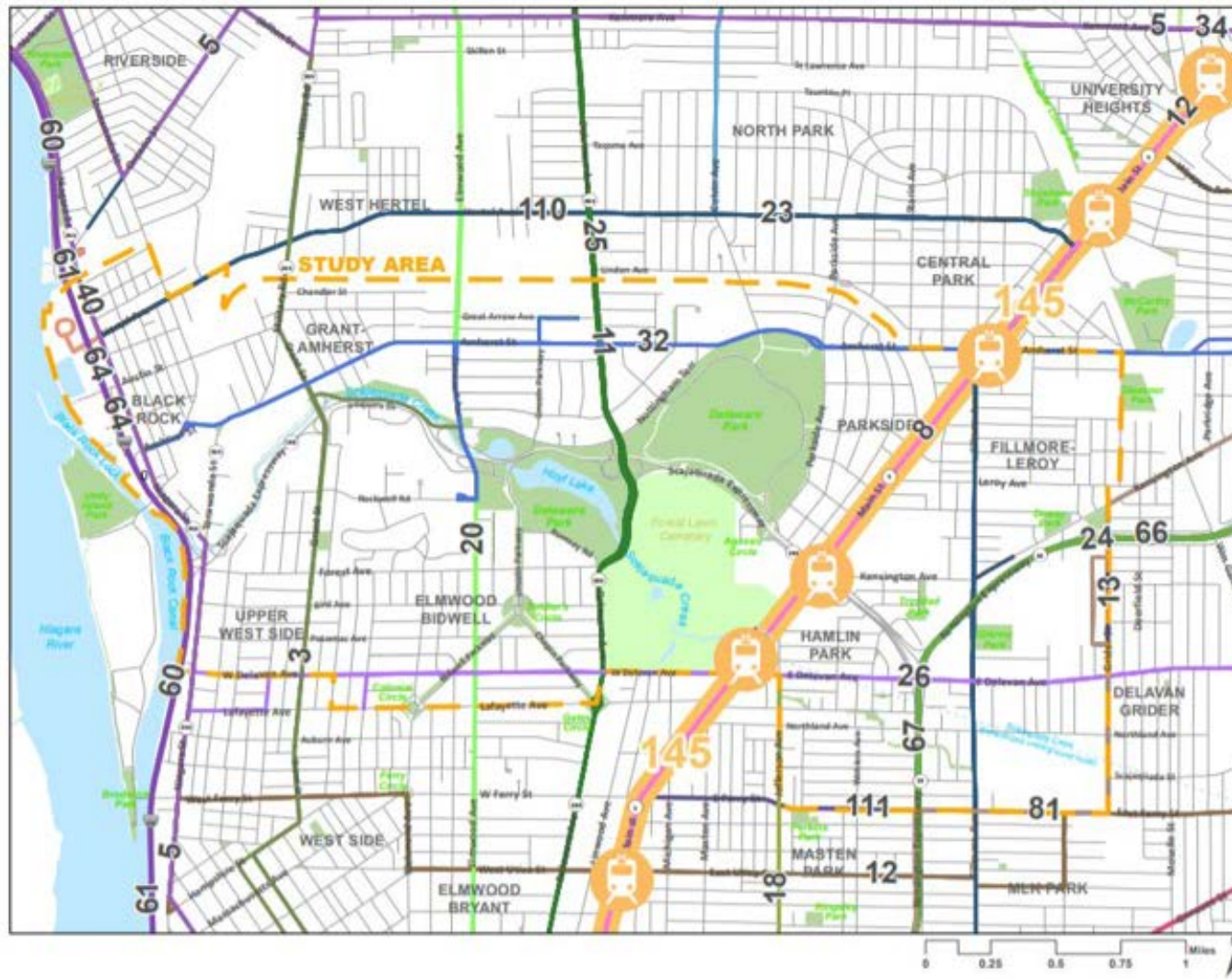


Does the current transit service enhance mobility in the study area?

- *Where can you get on transit with a one seat ride?*
- *Are stops/stations located near the top regional destinations (identified in previous sections)?*
- *Are there first-/last-mile gaps?*
- *How well do existing transit connections align with observed travel patterns?*

**Data: Streetlight, counts,
transit routes, transit
ridership**

Transit Service



Transit Ridership

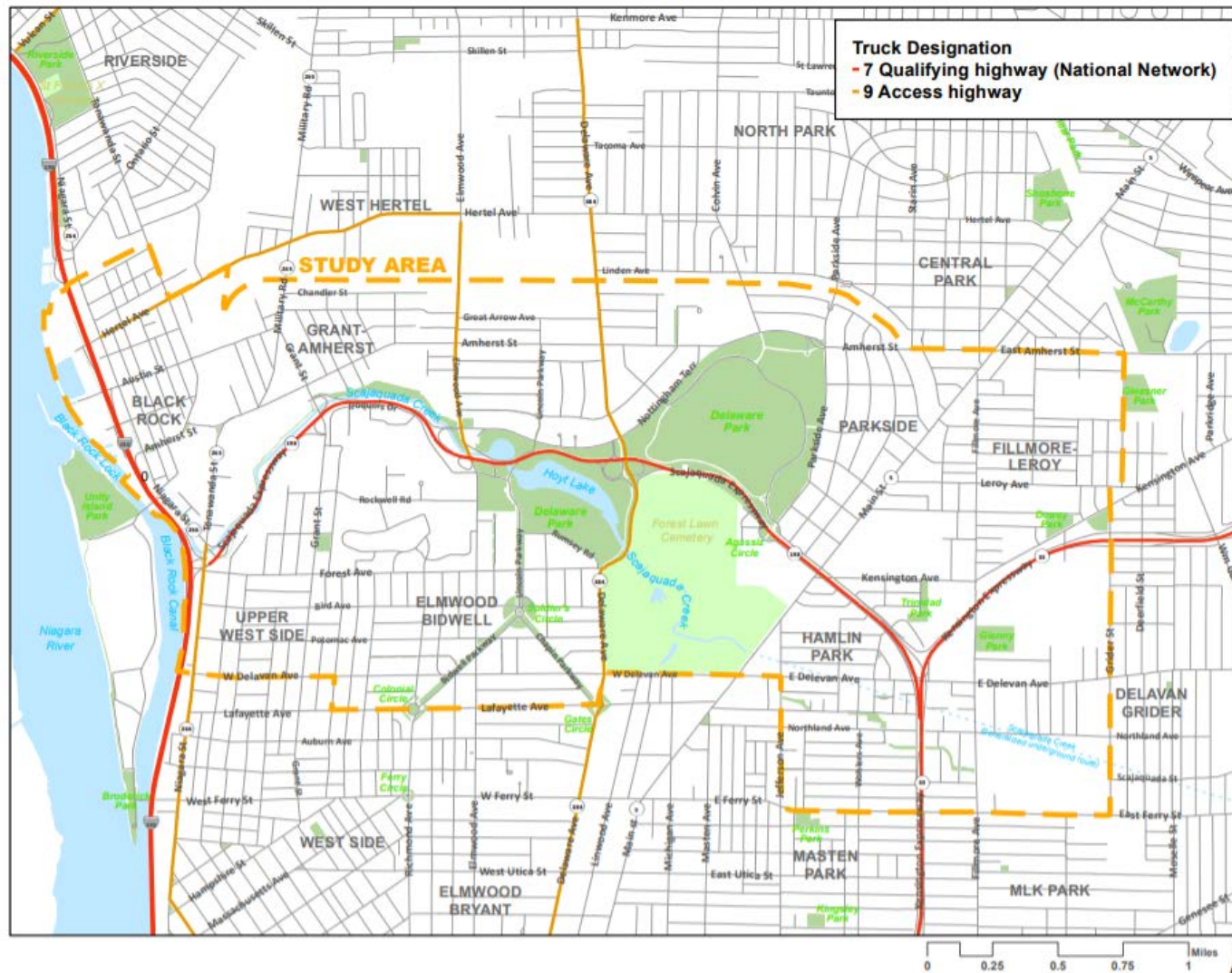


What role does the Expressway have in the freight network?

- *Is the Expressway part of a designated freight/truck network?*
- *How much of the trips on the Expressway are truck trips?*
- *How long are the truck trips that use the Expressway?*
- *How many freight trips start or end in the study area, compared to through trips?*
- *How do freight patterns change based on the time of day and day of the week?*

Data: Streetlight, counts, GIS data, observations

Truck Routes



Deep Data Analysis Underway to Explain Travel

Region Central Trip Making

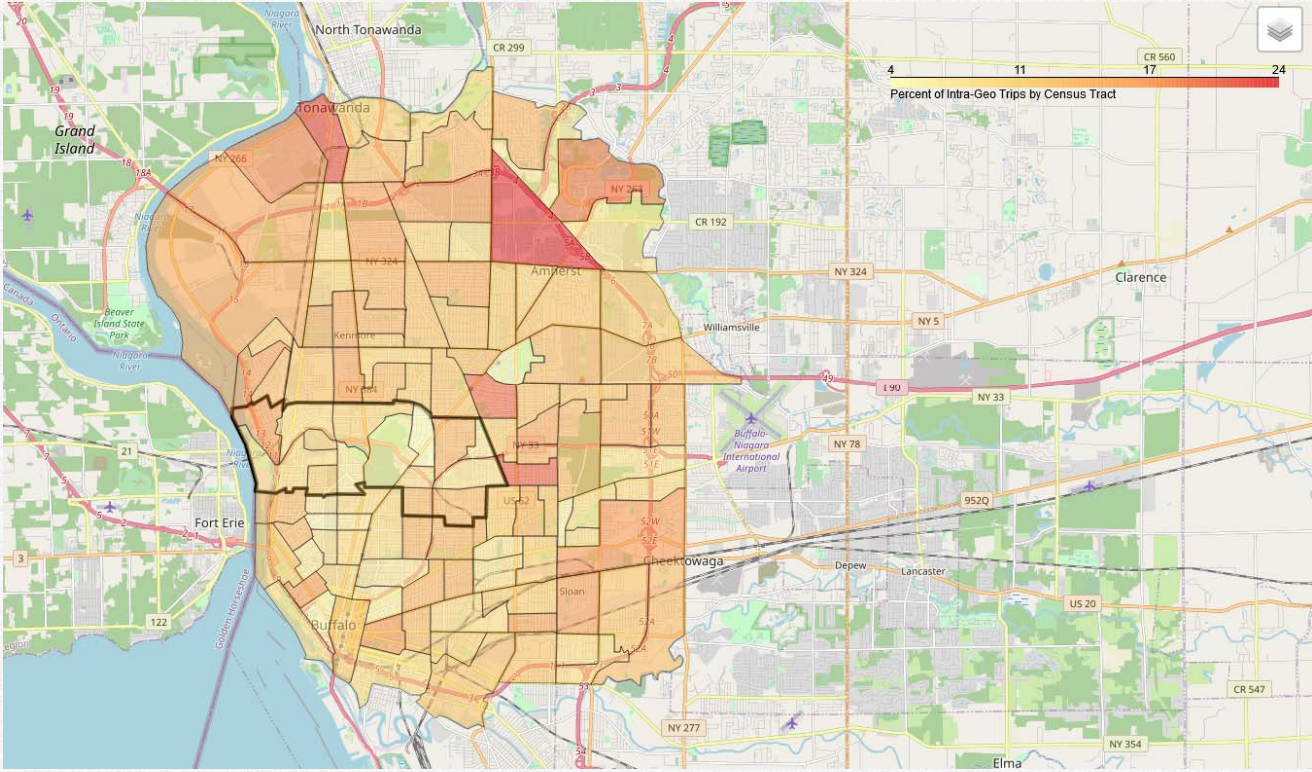
How many trips start in the study area?

118,000 trips per day in August 2021

Approximately 10% are intra-neighborhood / Census tract

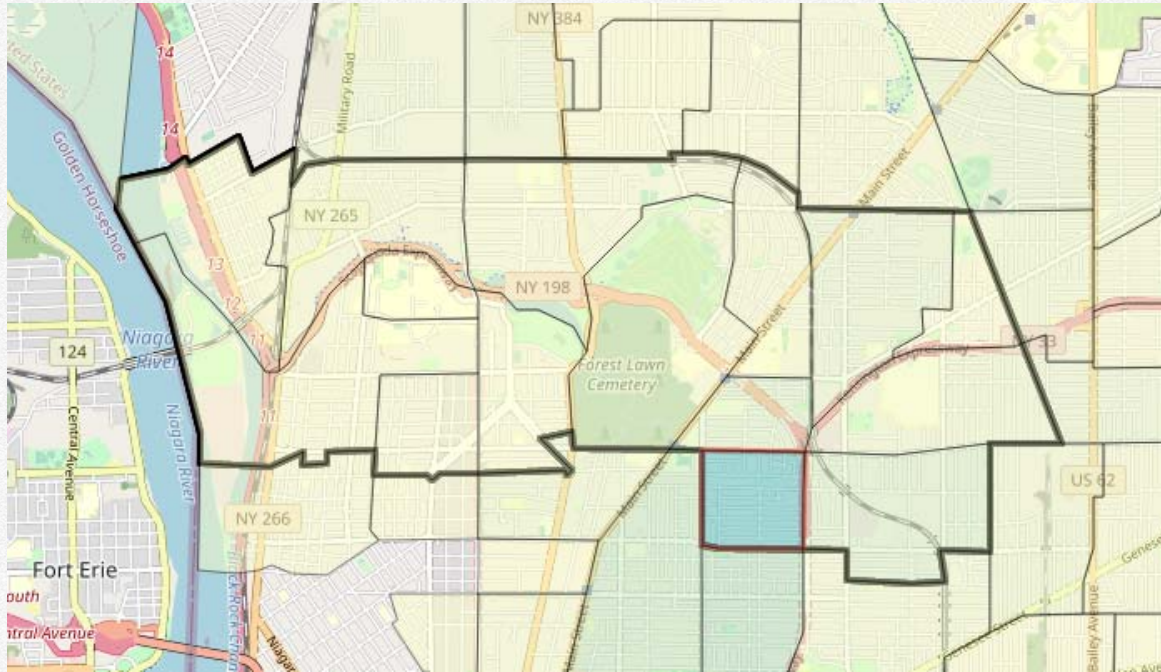
1 out of 4 trips start and end within the study area

Trips Within Neighborhoods



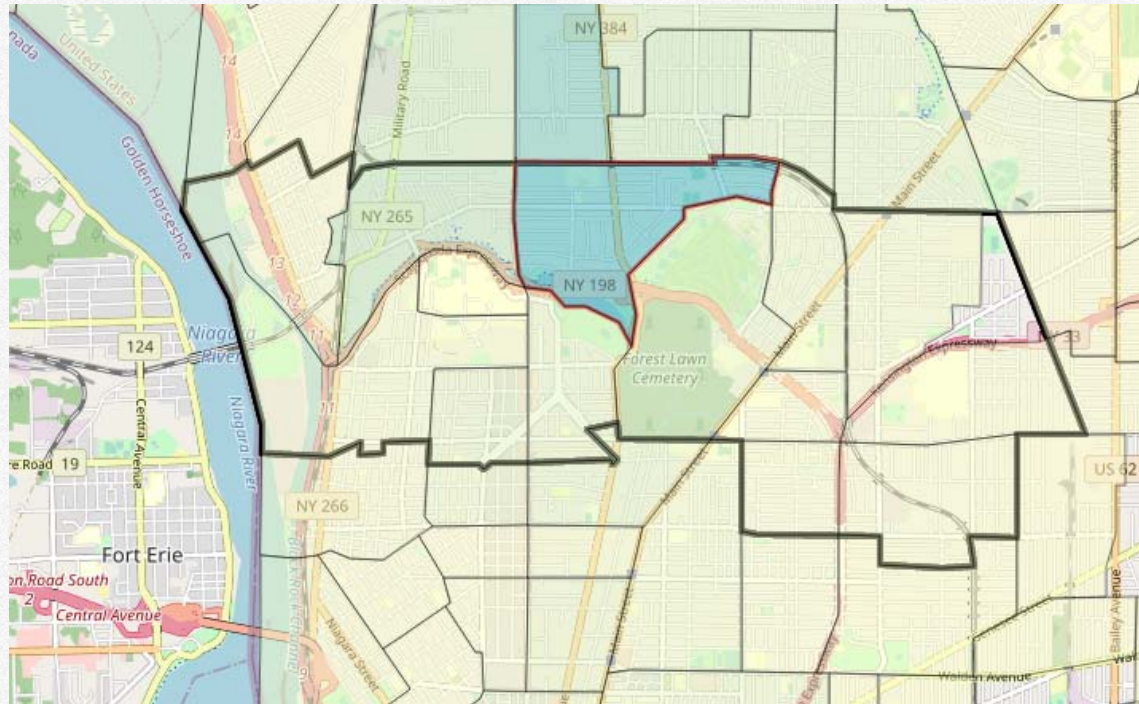
The study area has few trips that start and end in their own neighborhood (less than 10% for most neighborhoods). This is lower than other parts of the region.

Neighborhood Connectivity



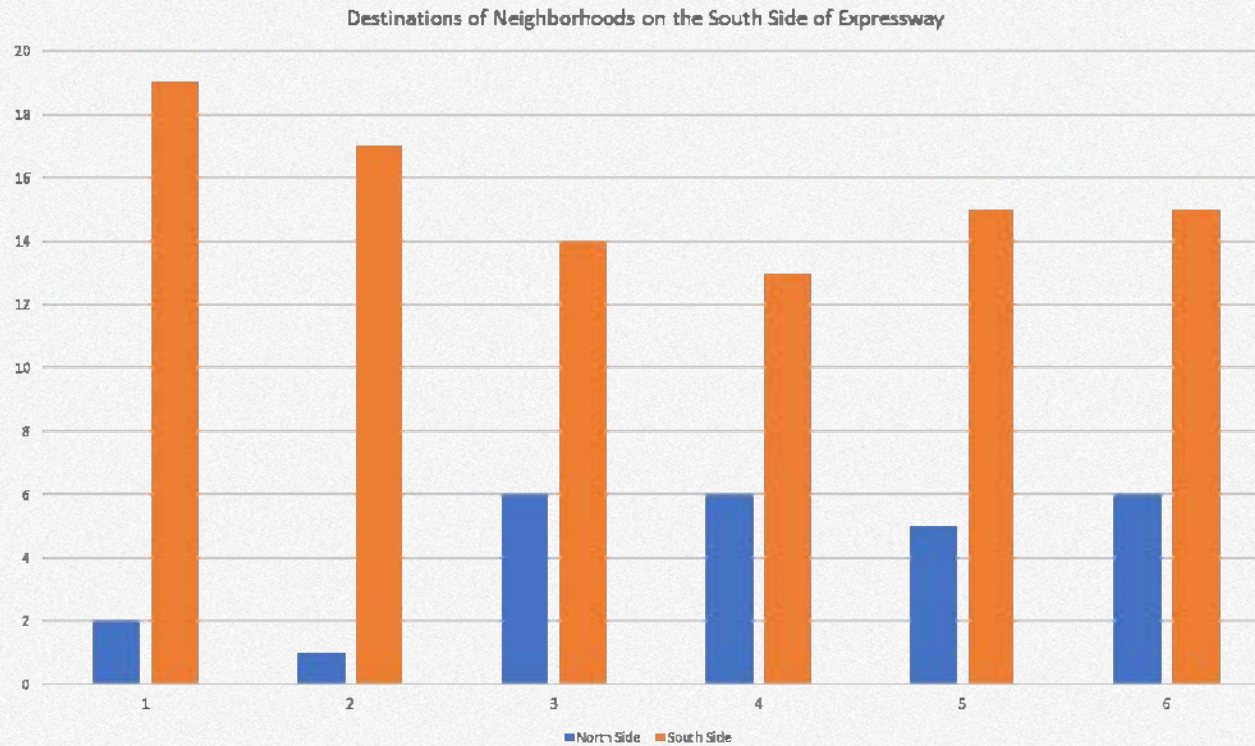
Trips starting in neighborhoods on the south side of the Expressway tend to go towards other neighborhoods on the south side of the Expressway.

Neighborhood Connectivity



Similarly, trips from neighborhoods on the north side of the Expressway tend to be destined to neighborhoods on the north side of the Expressway.

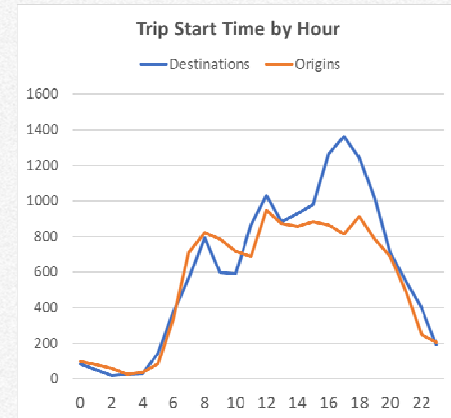
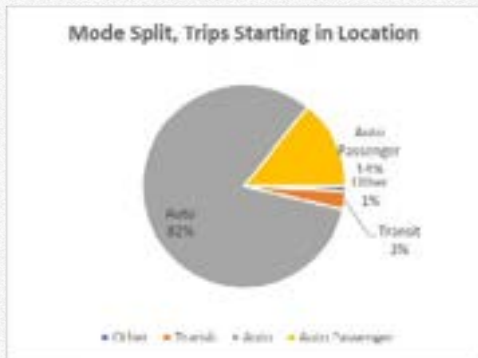
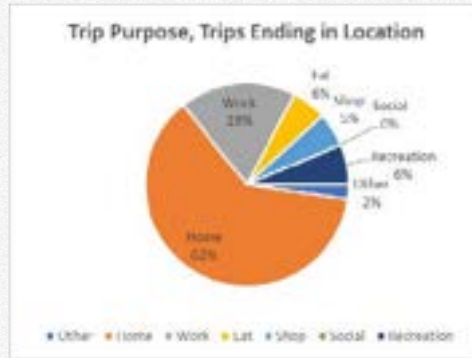
Neighborhood Connectivity



Trips from neighborhoods on the south side are almost 5x more likely to visit destinations on the south side, or locations outside the study area.

Neighborhood Stats: Elmwood Bidwell

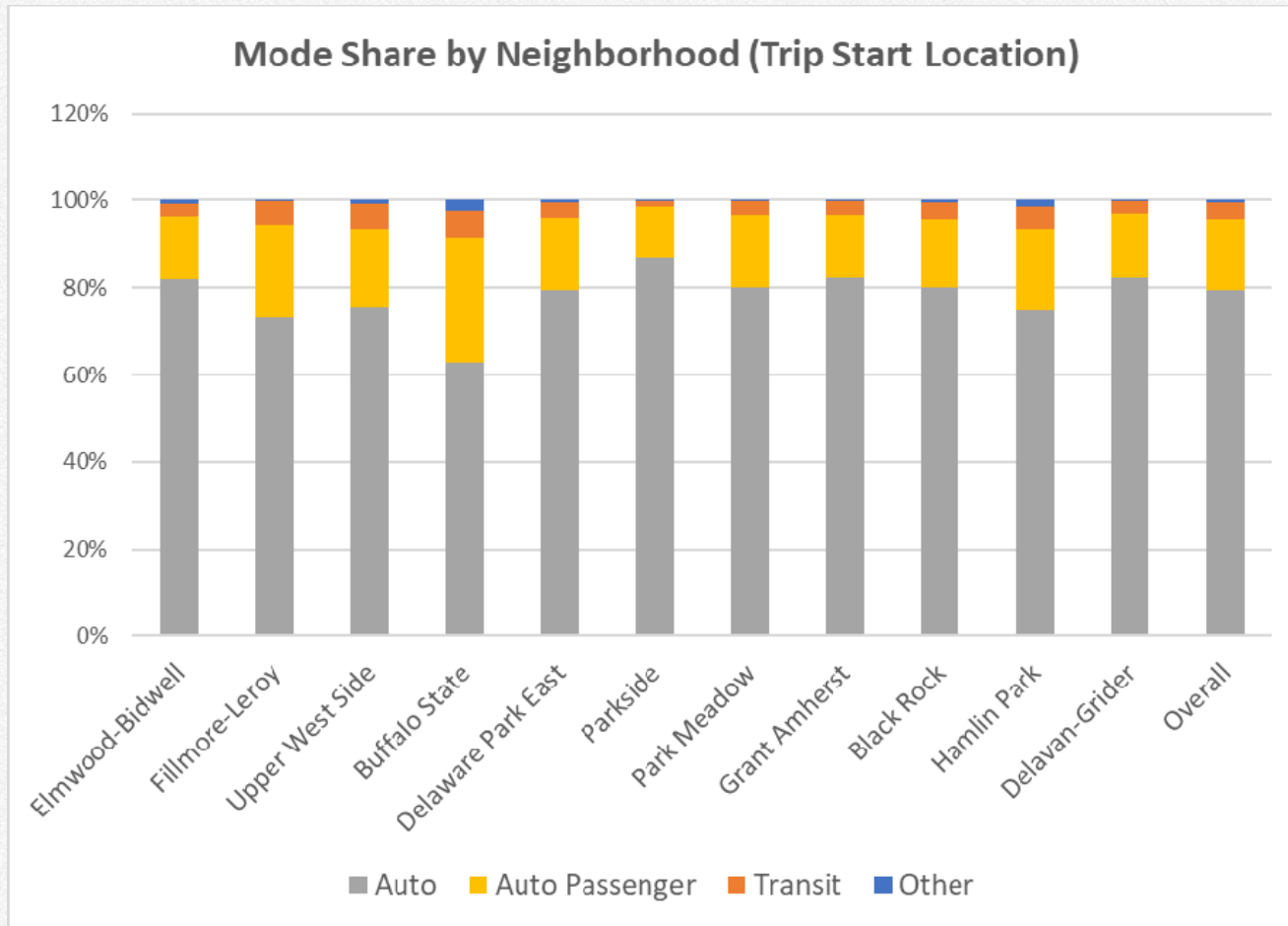
All data week of 8/2/21



Takeways

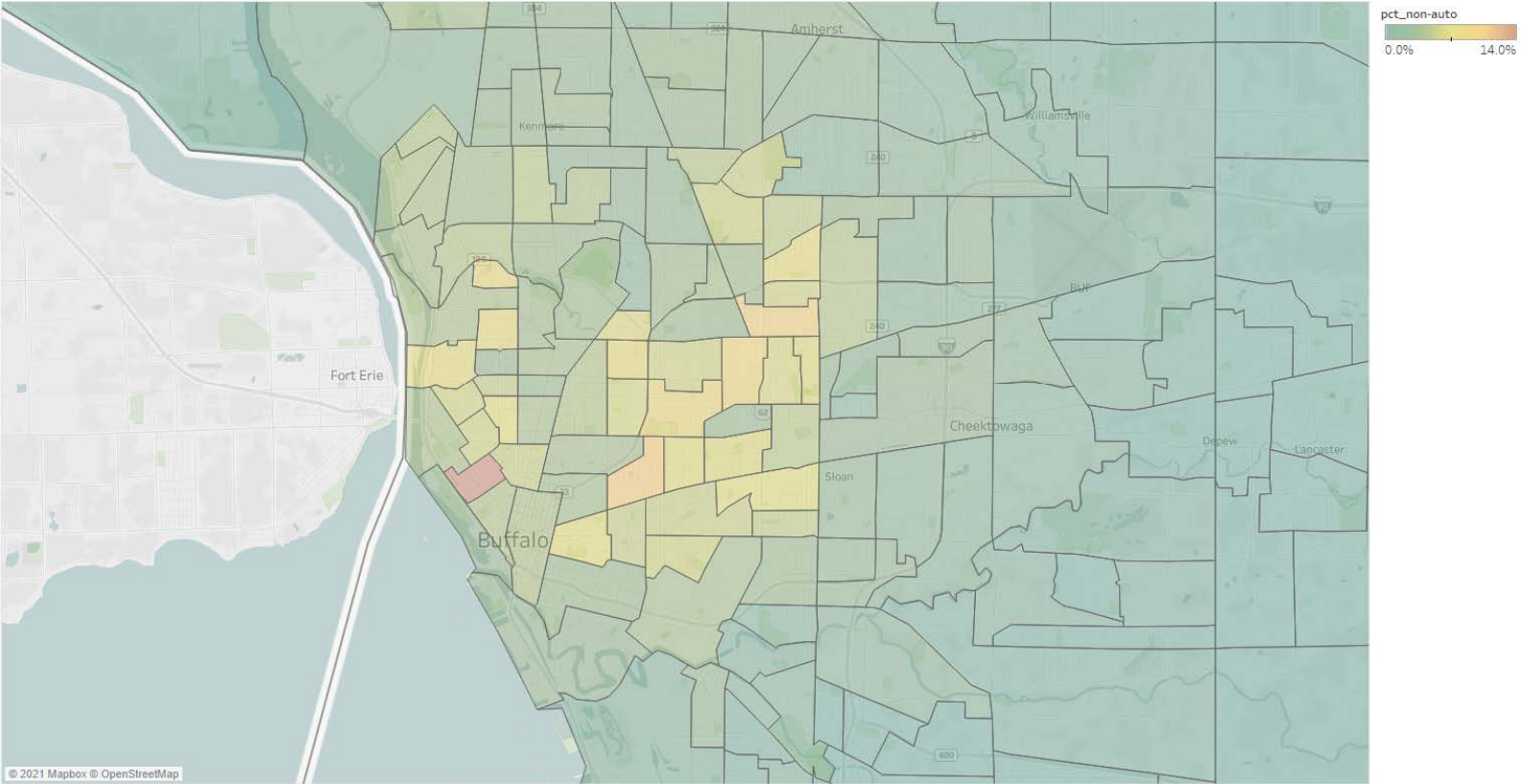
- *Travel within the study area accounts for around 20-30% of all trips*
- *Trips within neighborhoods (short distance) are around 10% of all trips*
- *There does not appear to be a strong origin-destination trend between the neighborhoods on the north side and the south side.*

Modal Interactions



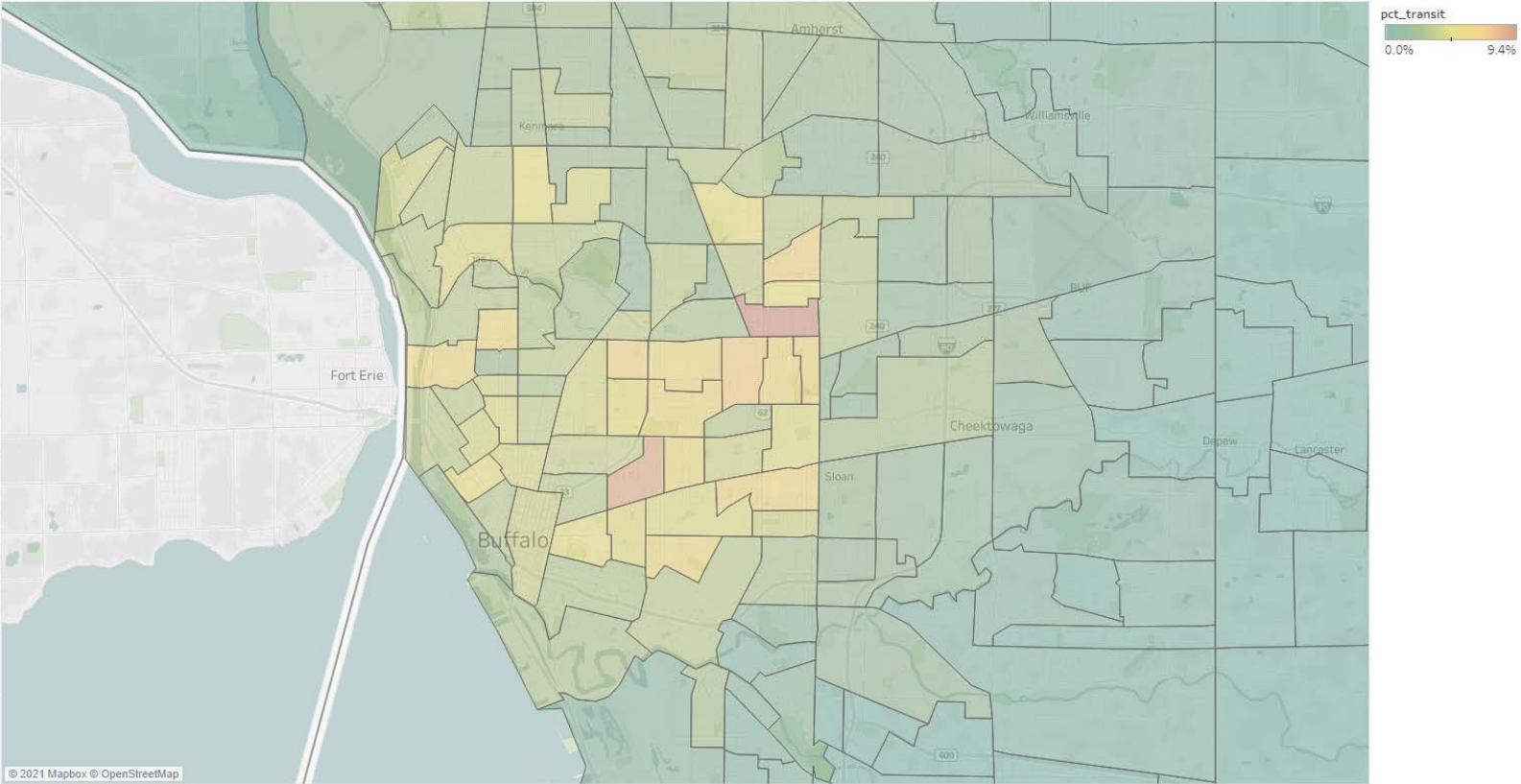
Non-Auto Destinations

Percent Non-Auto Mode by Trip Destination



Transit Destinations

Percent Transit by Trip Destination

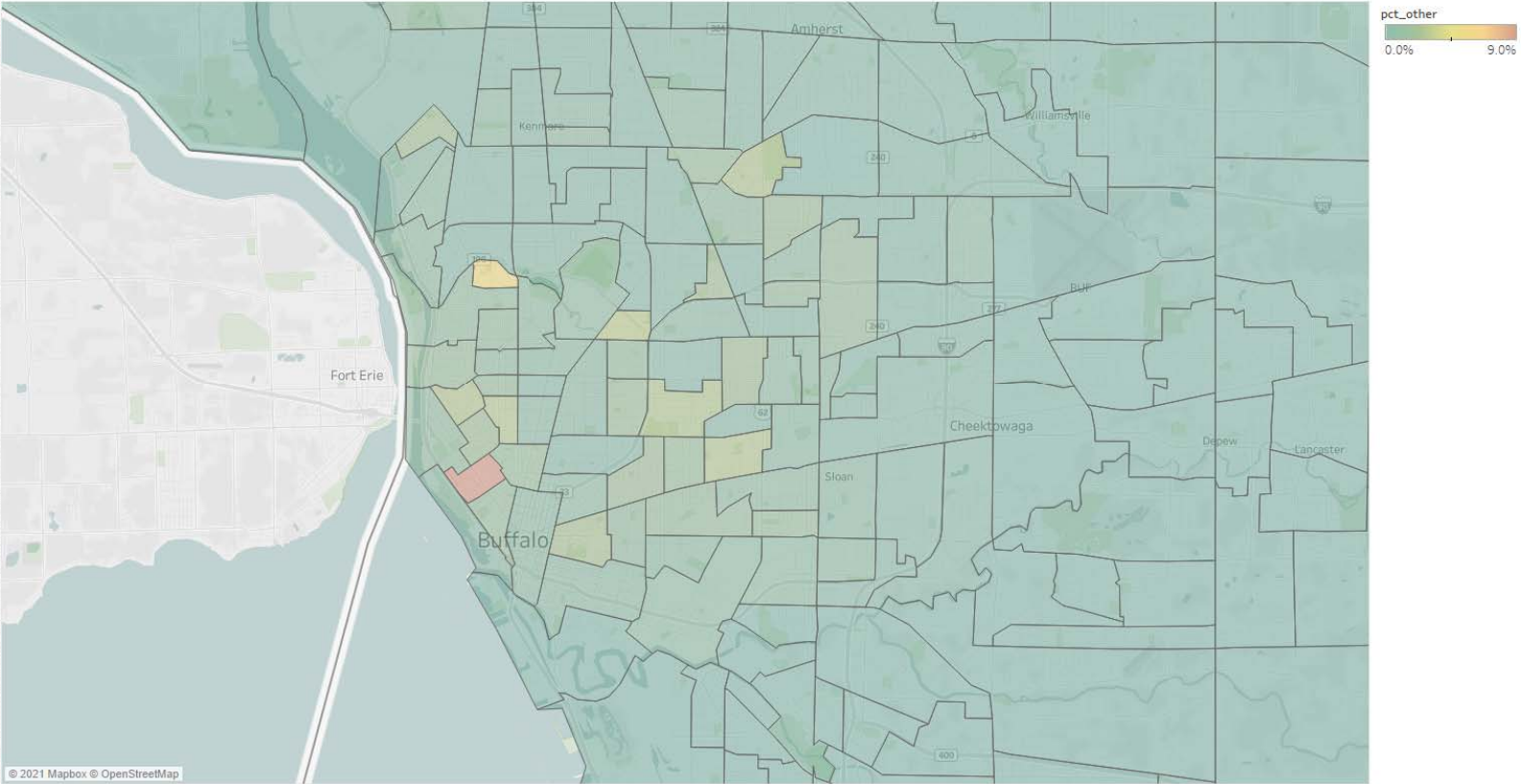


© 2021 Mapbox © OpenStreetMap

Map based on Longitude (generated) and Latitude (generated). Color shows pct_transit. The data is filtered on Total, which ranges from 10 to 68893 and keeps Null values.

Other Destinations

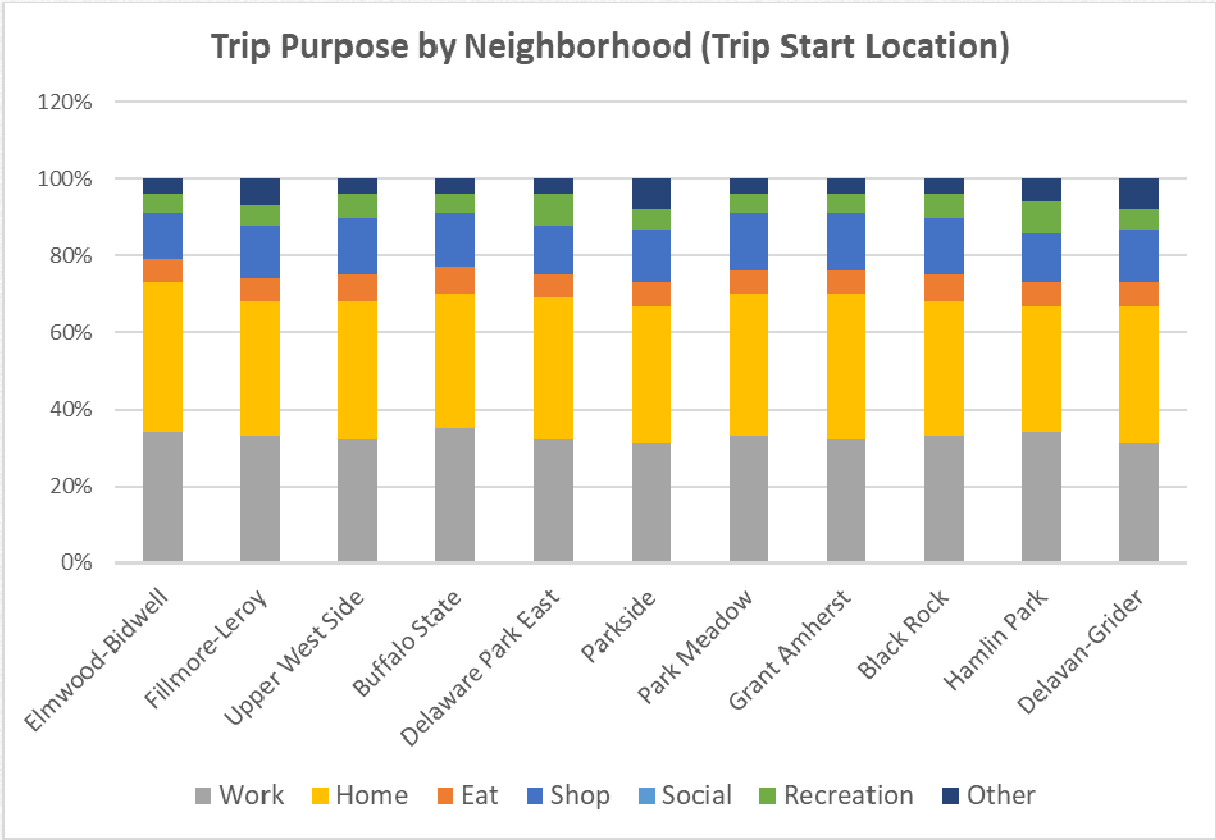
Percent Other Mode by Trip Destination



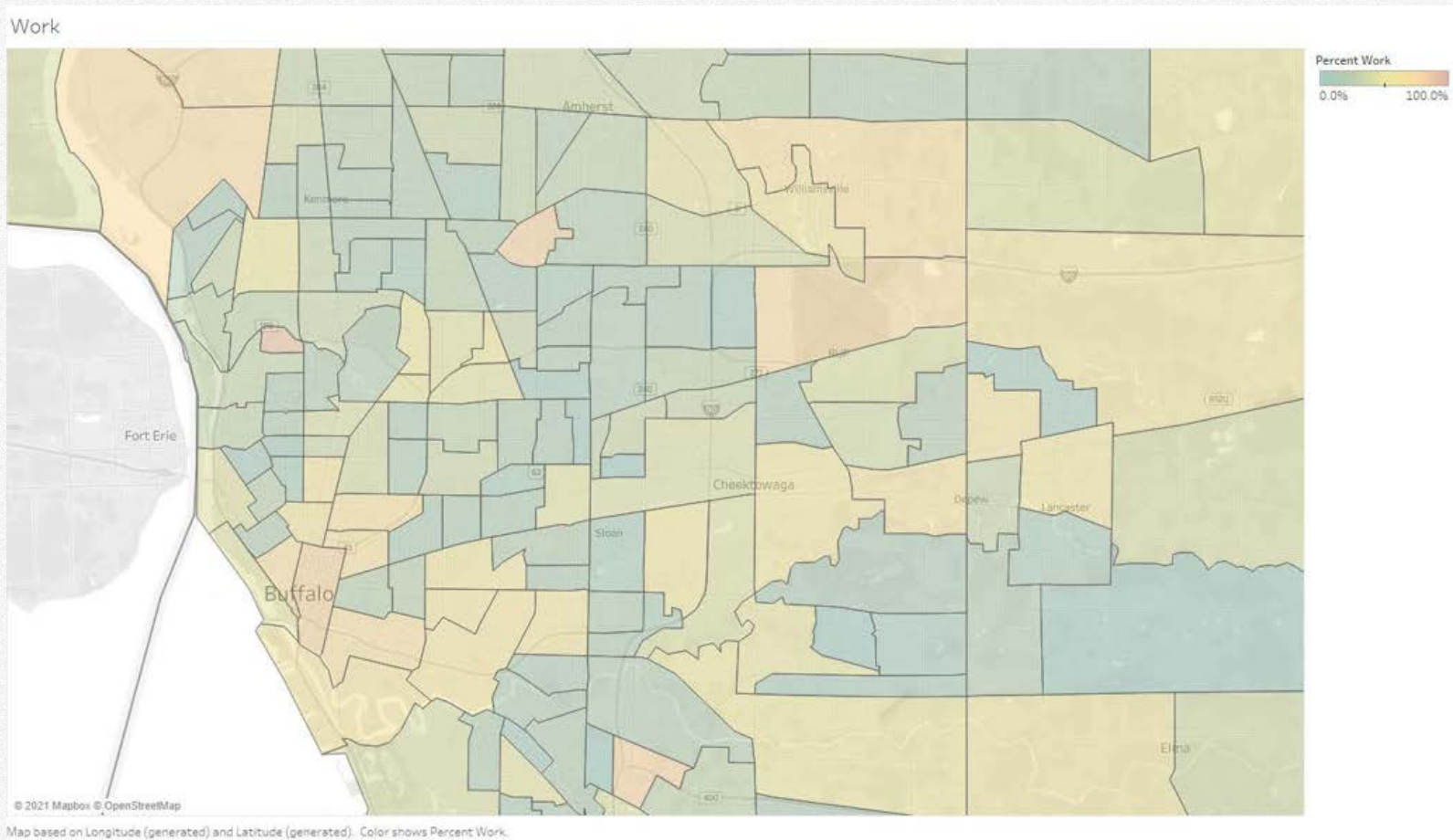
© 2021 Mapbox © OpenStreetMap

Map based on Longitude (generated) and Latitude (generated). Color shows pct_other. The data is filtered on Total, which ranges from 10 to 68893 and keeps Null values.

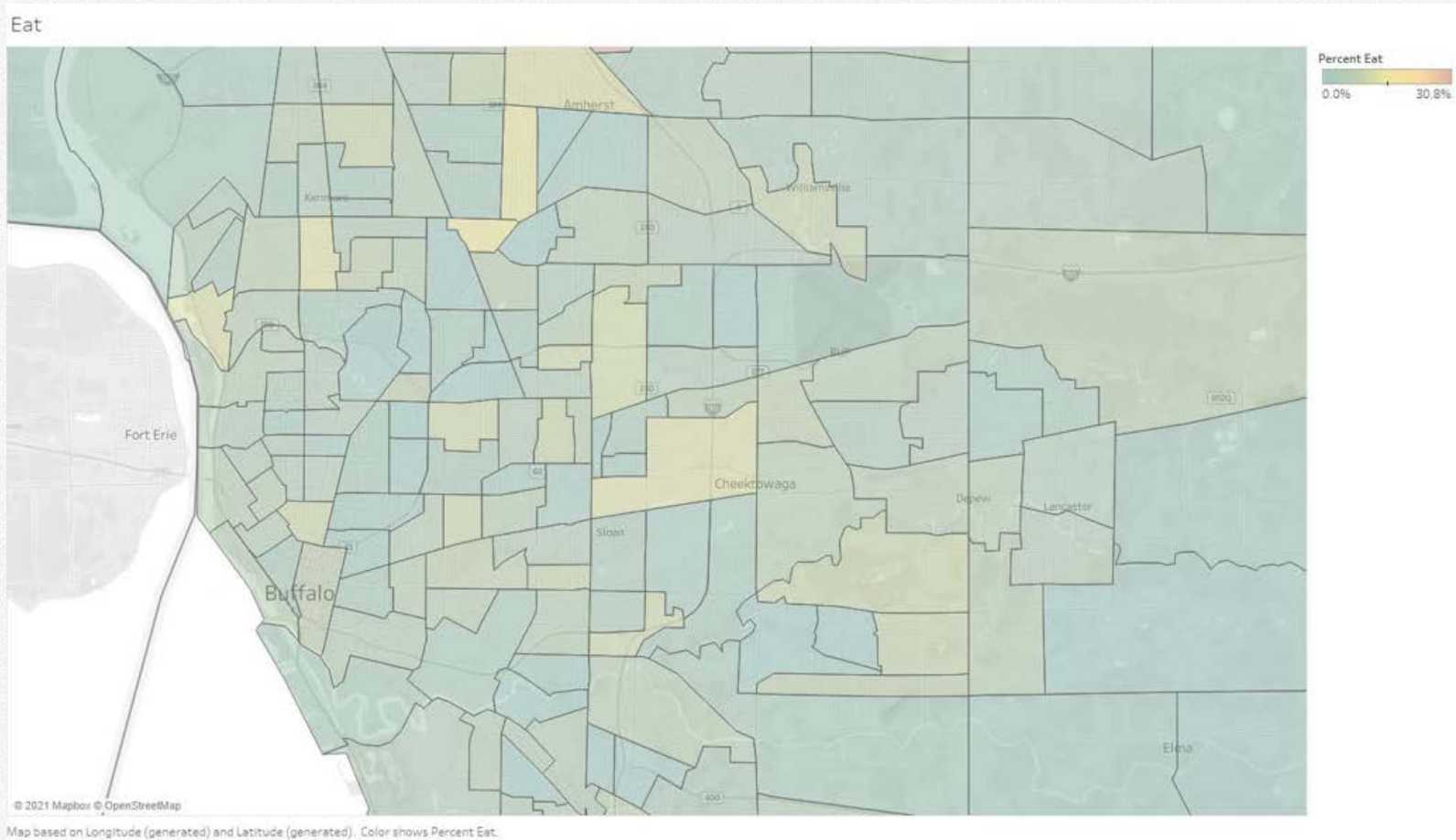
Trip Purpose



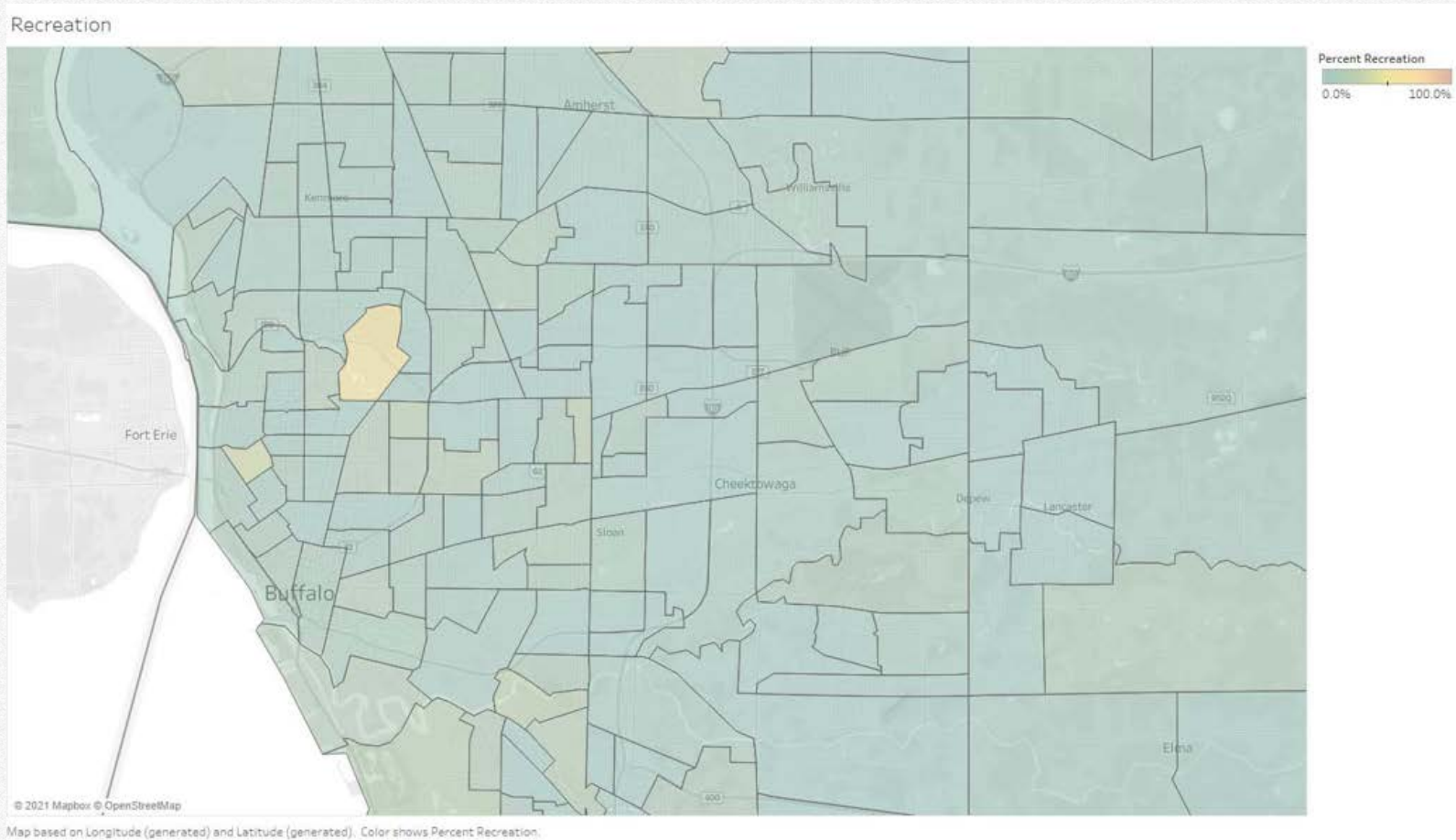
Percent Work Trips by Destination



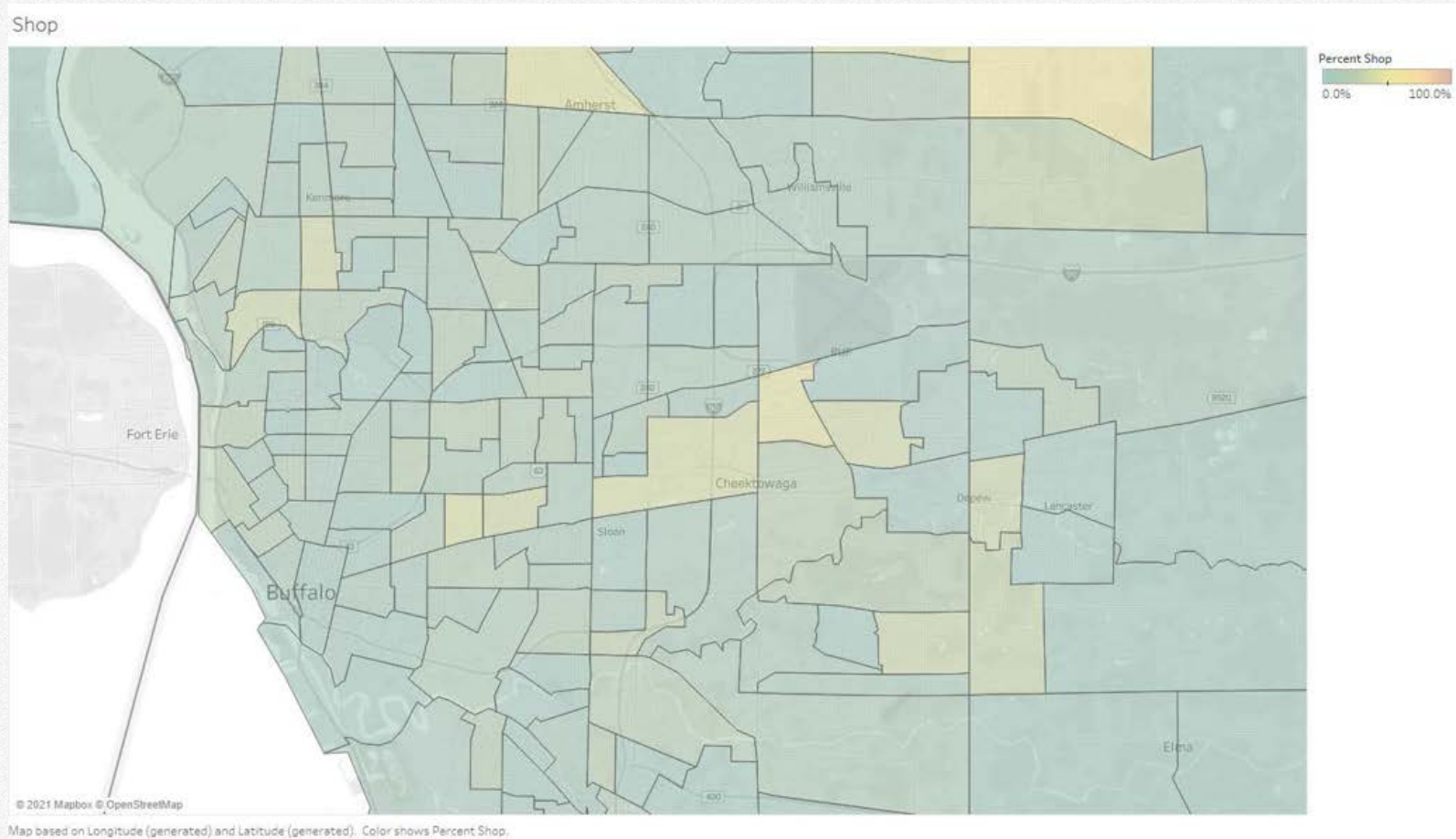
Percent Eating Out Trips by Destination



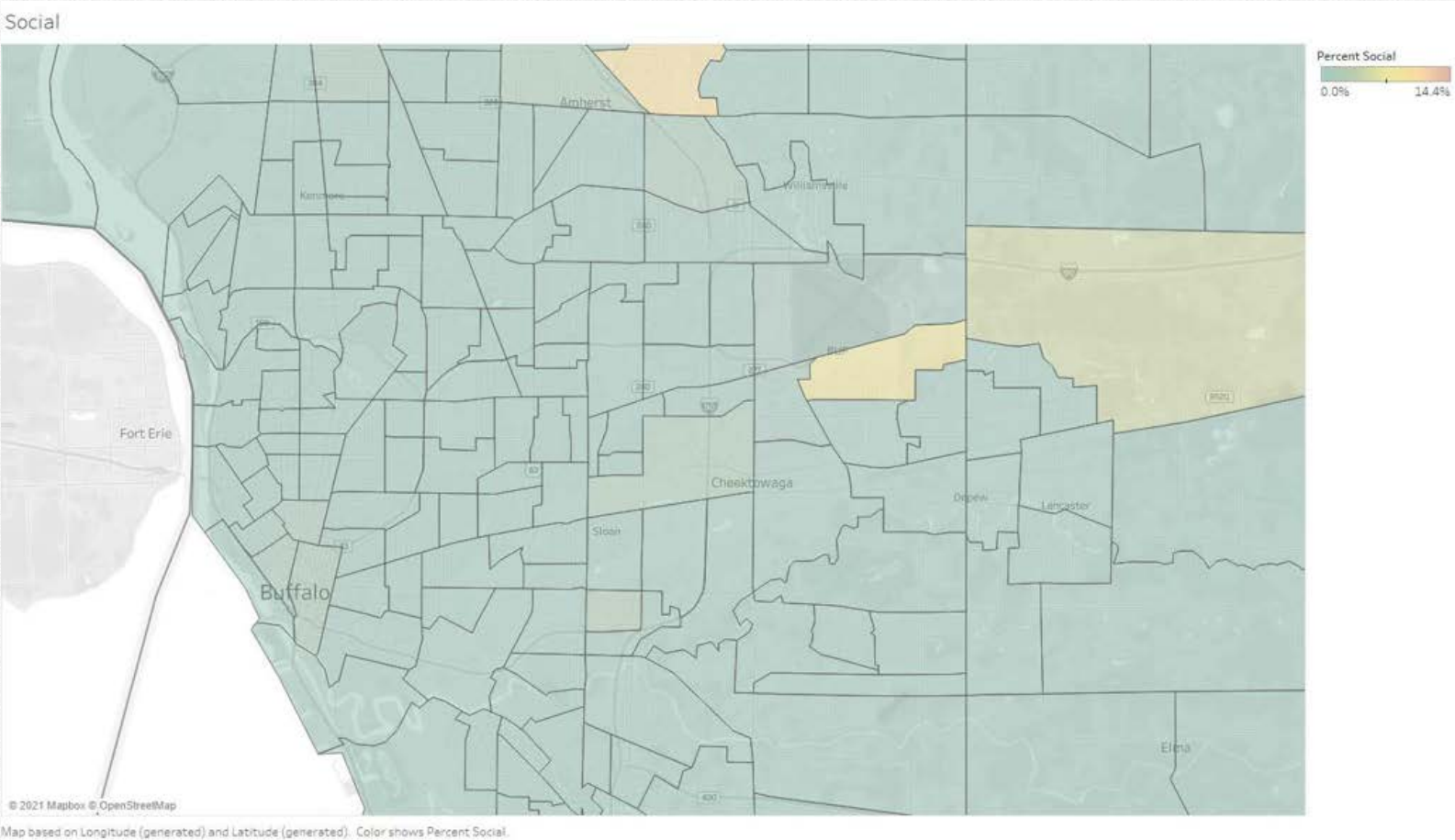
Percent Recreation Trips by Destination



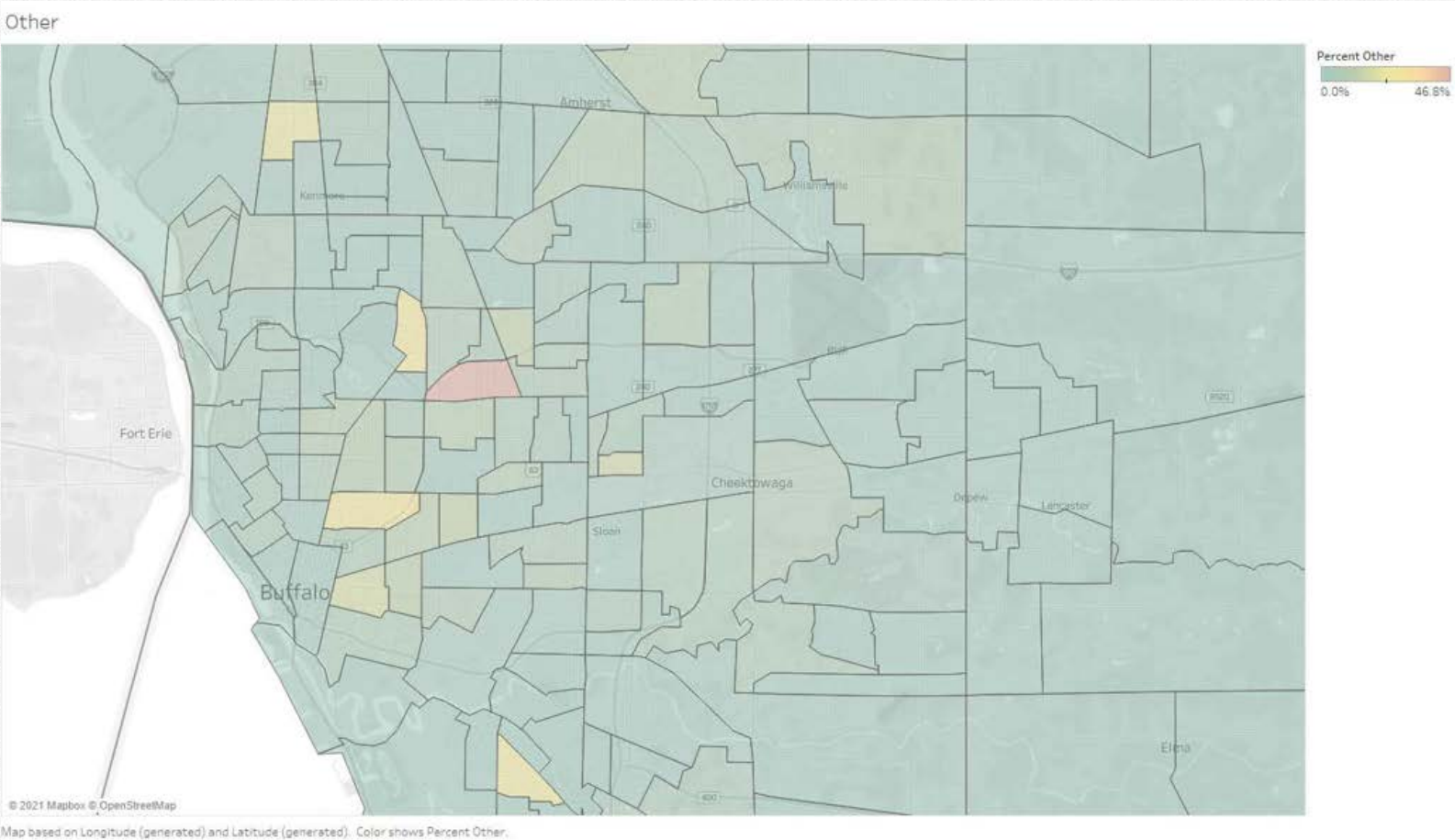
Percent Shopping Trips by Destination



Percent Social Trips by Destination



Percent Other Trips by Destination



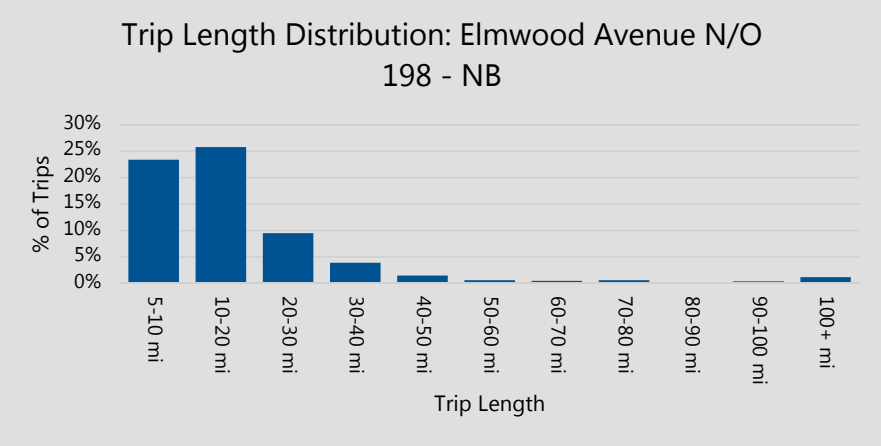
Crossing Analysis

June 2019

Average Thursday, all day

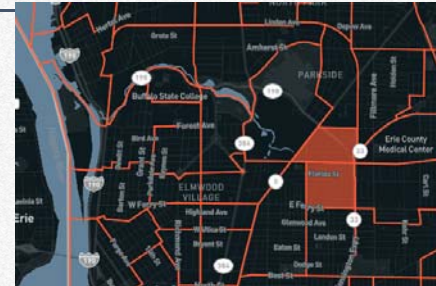
Vehicle Trips

Row Labels	Average Daily Trips	Average Trip Length (mi)	Average Trip Duration (min)	Average Trip Speed (mph)
Elmwood Avenue N/O 198 - NB	14,862	11.8	38	17
Elmwood Avenue N/O 198 - SB	11,112	9.4	35	15
Grant St. Bridge Vehs – NB	9,352	13	40	18
Grant St. Bridge Vehs – SB	8,211	9.2	35	15

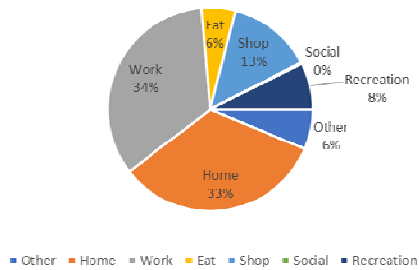


Neighborhood Stats: Hamlin Park

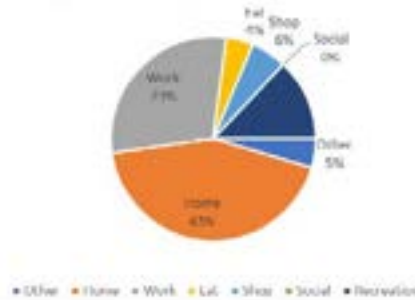
All data week of 8/2/21



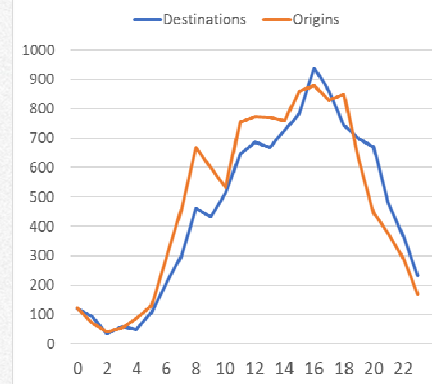
Trip Purpose, Trips Starting in Location



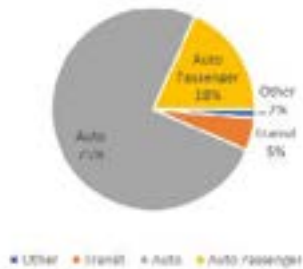
Trip Purpose, Trips Ending in Location



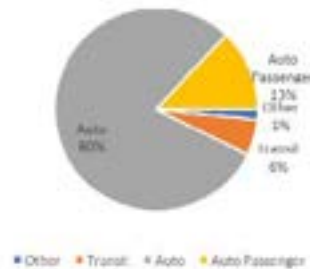
Trip Start Time by Hour



Mode Split, Trips Starting in Location



Mode Split, Trips Ending in Location



Numerous Public Outreach Events Conducted in Person in August



- *Pop Ups at several locations in Region Central*
- *Opportunity for Public to Identify Travel Characteristics*
- *Results Help in the Analytical Process to Understand Dynamics*
- *Better Understanding of Region Central Mission Important*
- *Some Open Ended Discussion of Future Needs*
- *For Consideration in Scenario Building*



- Future engagement opportunities:
 - Pop-up events and “Road Show” (Summer 2021)
 - Public meeting #2 on scenario building (Fall 2021)
 - Focus Groups (Fall 2021)
 - Public Survey (Late 2021)
 - Public meeting #3 on draft findings and recommendations (Late 2021)
 - Public meeting #4 on final recommendations (Jan-Feb 2022)



Next Steps

Scenario Building – some options considering the analysis and public/stakeholder input

Measure Scenarios against Performance Metrics

Build Collaborative Decision Path

ROM Cost Estimates

Upper Level Risk Analysis

Federal Highway Administration (FHWA) Transportation Improvement Program (TIP) Prioritization & Metropolitan Transportation Plan (MTP) Alignment

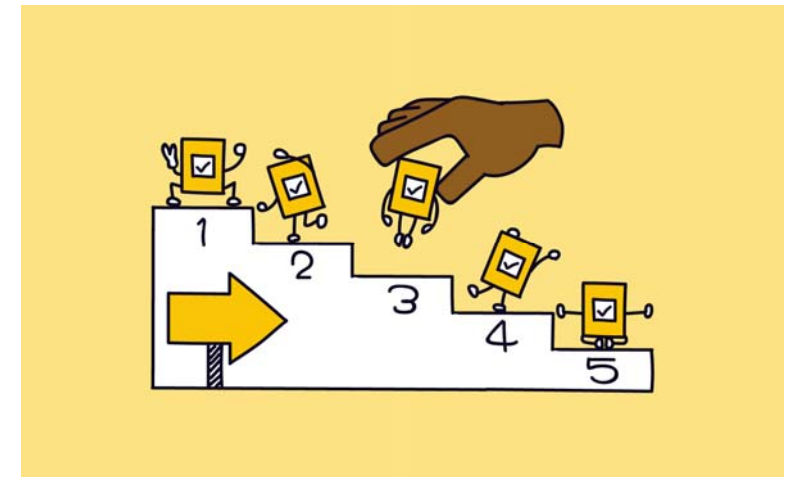
- Development of Action Plan under FHWA guidance underway
- Four Focus Areas Defined:
 1. Enhancing Programming and Project Prioritization Processes
 2. Defining Program and Project Needs for Data and Analytics
 3. Partner and Stakeholder Coordination and Education on Data and Analytics
 4. Identifying and Applying Analysis Techniques and Methods in Buffalo-Niagara Region

Federal Highway Administration (FHWA) Transportation Improvement Program (TIP) Prioritization & Metropolitan Transportation Plan (MTP) Alignment



Why Do We Need a Prioritization + Alignment Process?

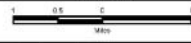
- New Infrastructure Bill pushes for multimodal, holistic and placemaking transportation investments, with data-based decision-making
- Stronger projects = more competitive for additional funding
- Defensible decision-making



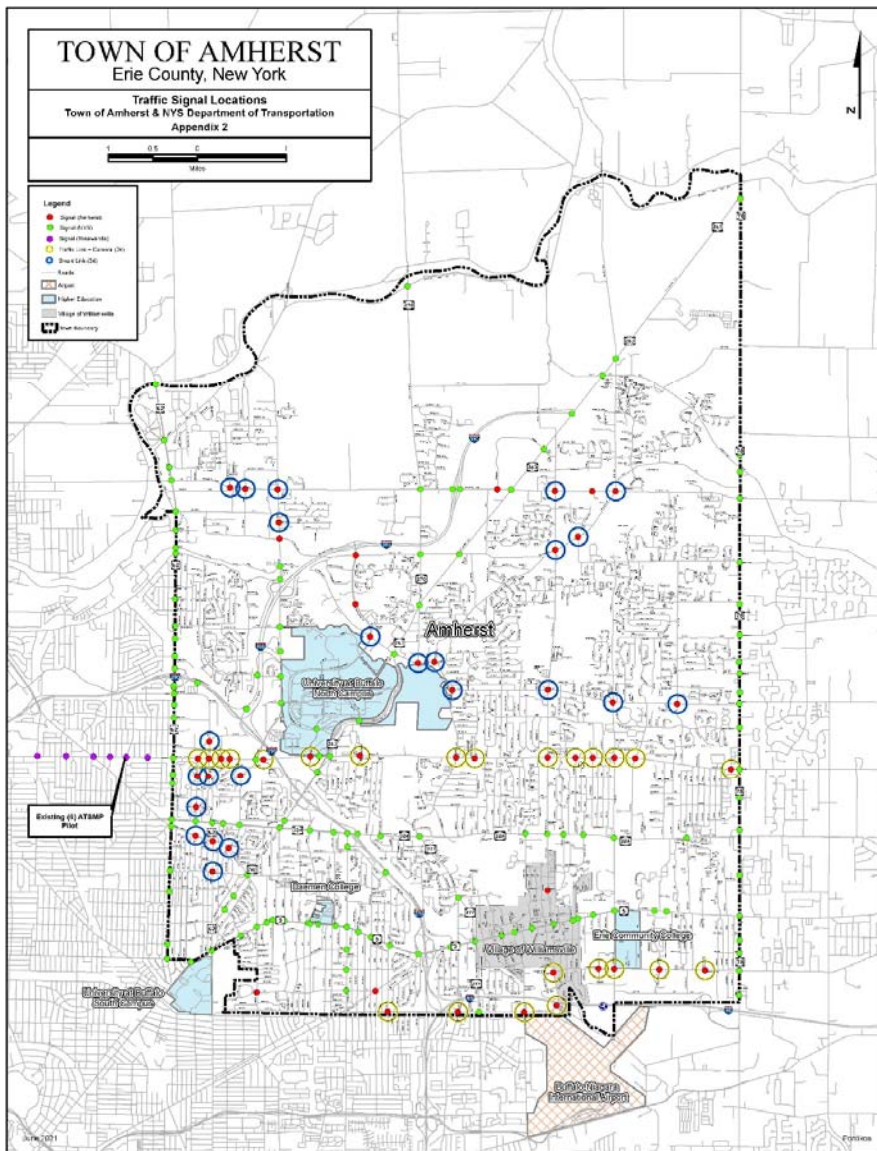
Miovision System Implementation

TOWN OF AMHERST Erie County, New York

Traffic Signal Locations
Town of Amherst & NYS Department of Transportation
Appendix 2



- Legend**
- Signal (Intersect)
 - Signal (T-Intersect)
 - Signal (Roundabout)
 - Traffic Lane - Concrete (TL)
 - Signal (TLA (TL))
 - Route
 - Arroyo
 - Water Education
 - Village of Village with
 - Post-Secondary



Telemetry Dashboard

48°F
Light Rain

INTERSECTION DETAILS

SIGNAL VIEW APPROACH VIEW TIMING DIAGRAM

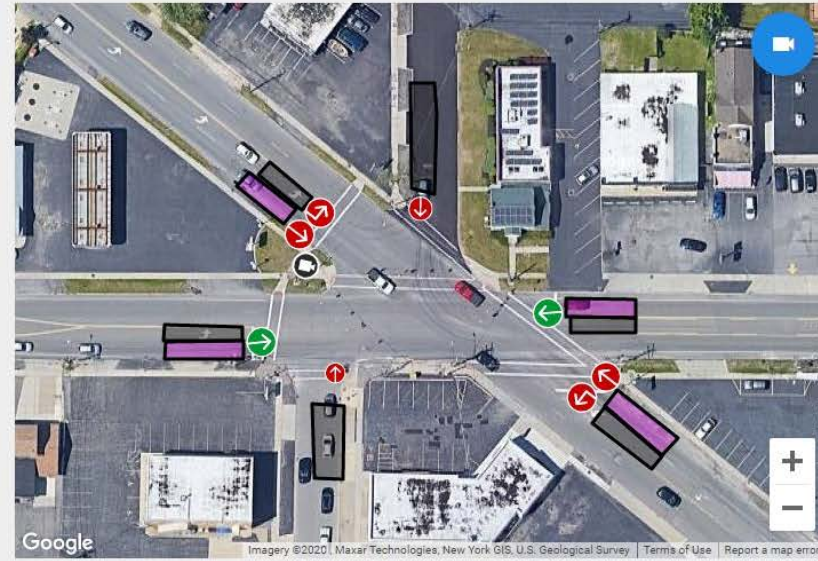
Traffic Signals

PH1 WB & EB TH PH2 SEB & NWB LT PH3 SEB & NWB TH PH4 SB TH PH5 NB TH

Detectors

CH2 WB Thru/RT CH3 SEB LT CH4 NWB Thru/RT CH6 EB Thru/RT CH7 NWB LT CH8 SEB Thru/RT CH12 WB LT

CH13 SB Jamaica Ch14 NB Loretta CH16 EB LT

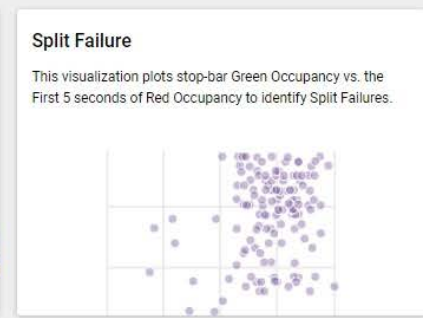
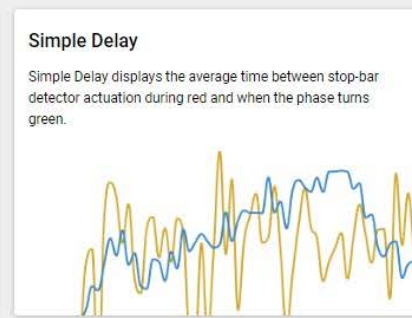
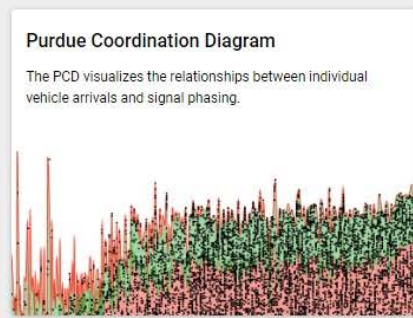
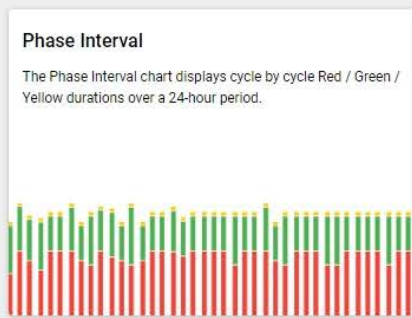
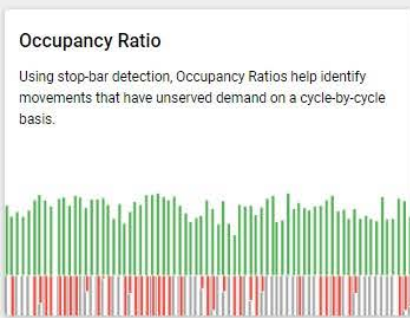
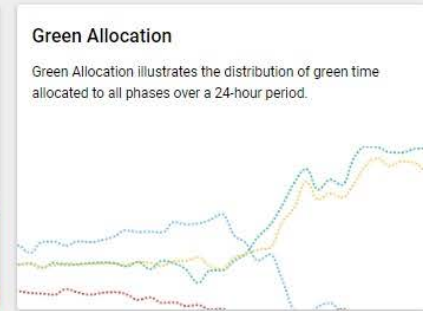
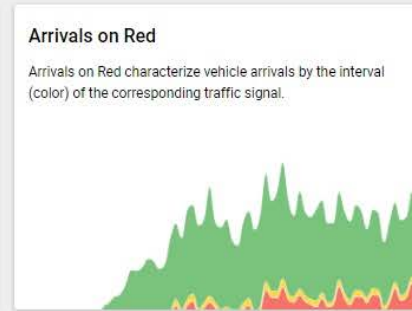
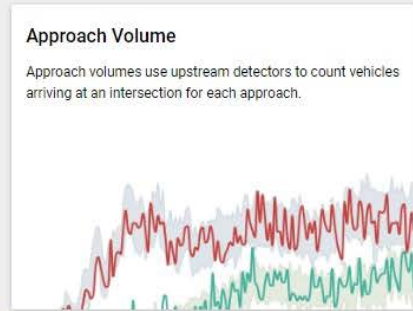
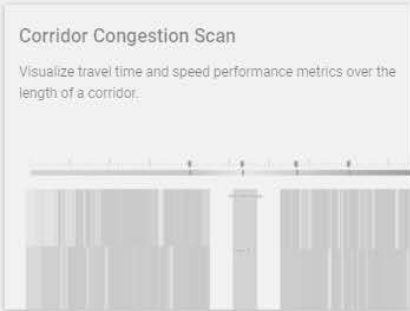


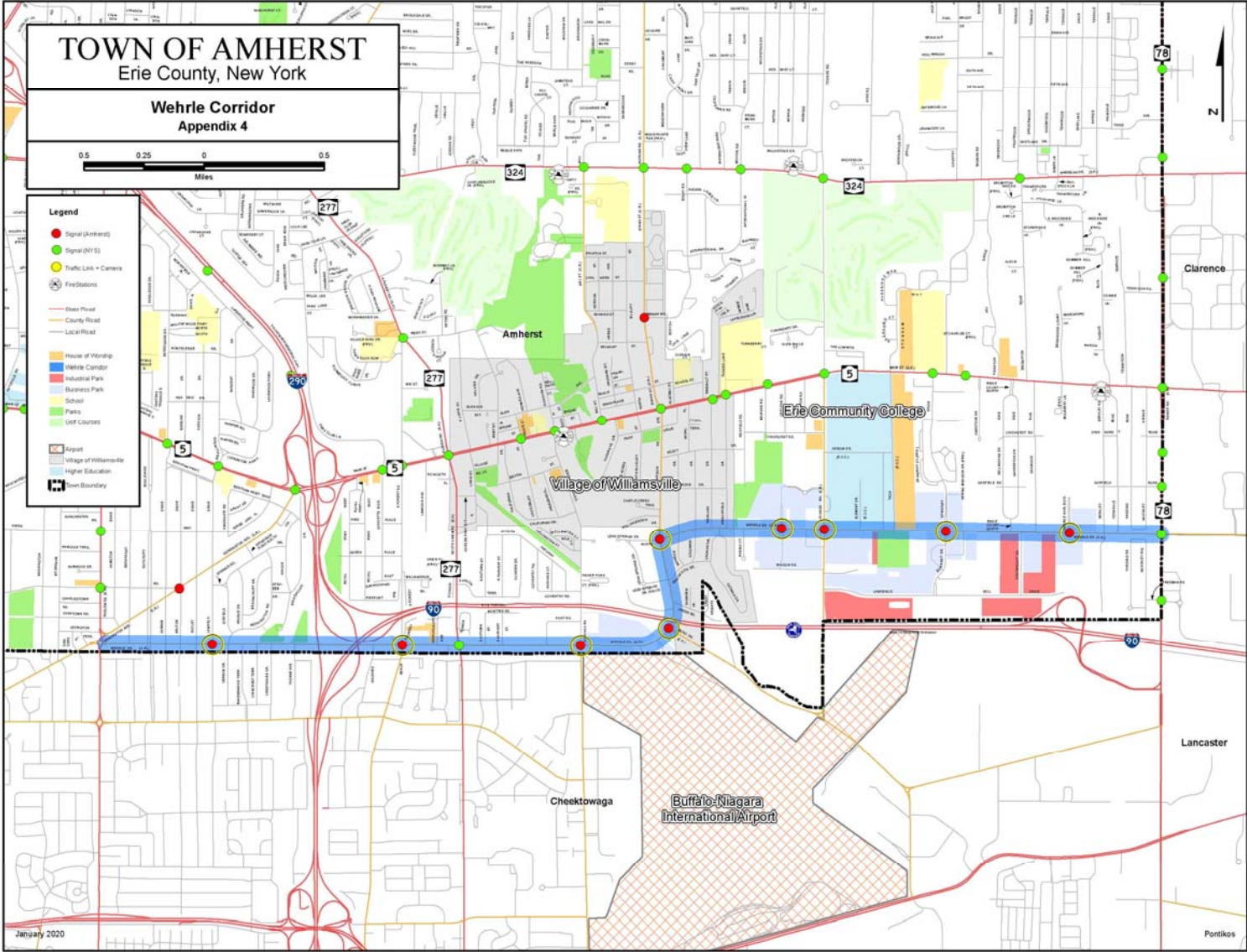
PREVIOUS DAY **02:21:16 PM** TODAY

Tue Mar 03 2020 (EST)



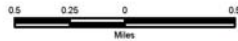
Signal Performance Measures & Network Metrics



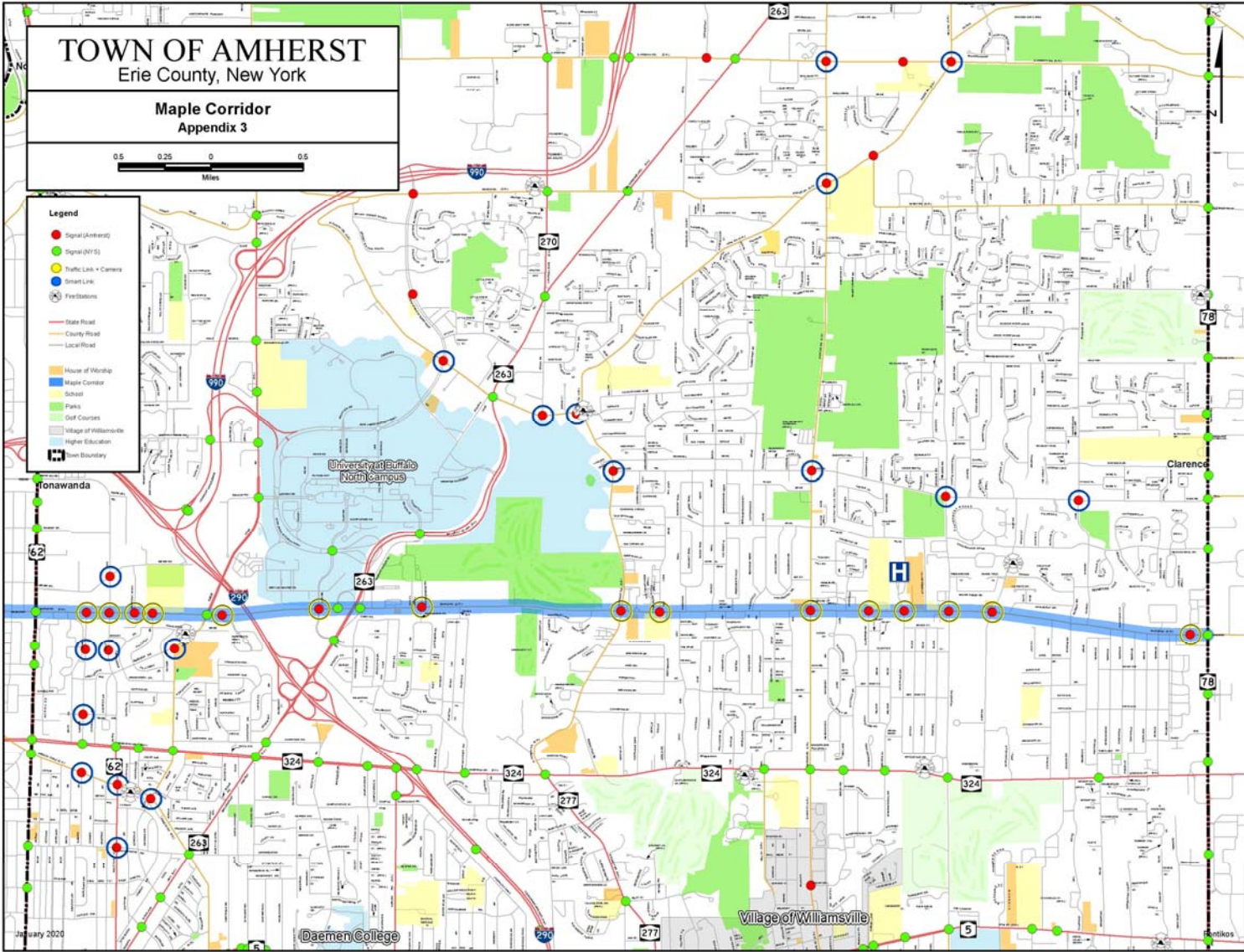


TOWN OF AMHERST Erie County, New York

Maple Corridor Appendix 3



- Legend**
- Signal (downward)
 - Signal (upward)
 - Traffic Link + Camera
 - SmartLink
 - Fire Stations
 - State Road
 - County Road
 - Local Road
 - House of Worship
 - State Center
 - School
 - Park
 - Golf Courses
 - Village of Williamsville
 - Higher Education
 - Town Boundary



January 2020

Daemen College

Village of Williamsville

Clarence

Gettys

Town of Amherst Smart Signal Project, Ph I

Project Contacts & Role

Town of Amherst Job # 2019.052

NYSERDA/NYSERDA Research Partnership Agreement, Contract Number (C031105)

NYSERDA Agreement Number (153296)

NYSERDA Task Assignment Number (SR-20-10) , SPR PIN (SR20.10.882)

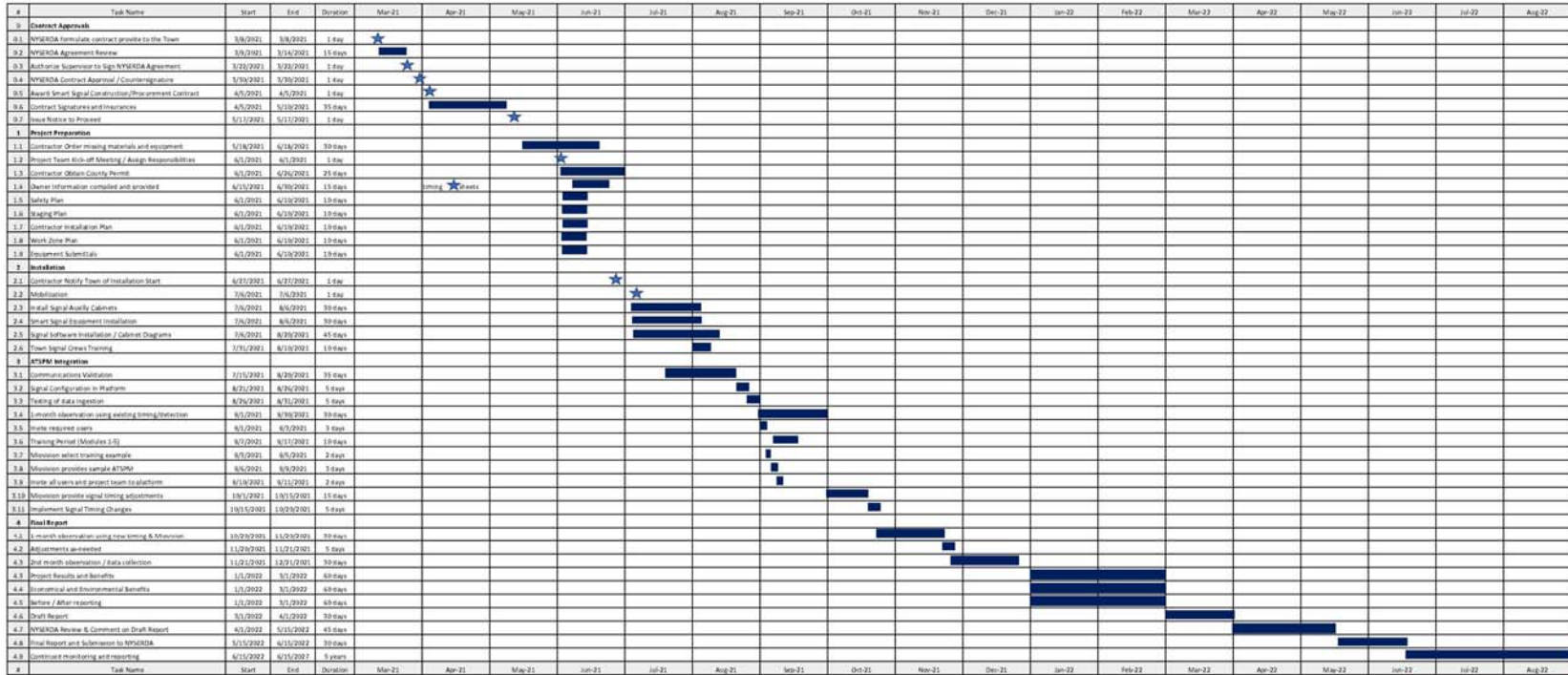
Catalog of Federal Domestic Assistance Number (20.205)

<u>Name</u>	<u>Agency</u>	<u>Role</u>	<u>Phone</u>	<u>Email</u>	
Christopher Schregel	Town of Amherst	Team Member, Project Manager	716.631.7154	cschregel@amhest.ny.us	Primary Team
Steve Atkins	NE Signals	Team Member, Contractor	315.655.1045	satkins@nesignal.com	
Brent Rogerson	Miovision	Team Member, Vendor	1.519.513.2407	brogerson@miovision.com	
Michael Davis	GBNRTC	Team Member, Supporting Agency	1.716.854.2026x313	mdavis@gbnrtc.org	
Andrew Bartlett	NITTEC	Team Member, Supporting Agency	716.847.2450	abartlett@nittec.org	
Brian Kirby	NYSERDA, Region 5	Support Agency	716.847.3208	Brian.Kirby@dot.ny.gov	Support Team
Tom Barillari	Town of Amherst	Amherst Support Staff, Smart Cities	716.939.1227	tbarillari@apdny.org	
Al Spoth	Town of Amherst	Amherst Support Staff, Signals	716.631.7117	Aspoth@amherst.ny.us	
Athena Hutchins	NITTEC	Support Agency	716.847.2450	ahutchins@nittec.org	
Carl Puddy	Miovision	Support, Vendor	1.519.513.2407	cpuddy@miovision.com	
Dana Oros	Miovision	Support, Vendor	1.519.513.2407	Doros@miovision.com	
Matt Sutton	T. of Tonawanda	Support Municipality	1.716.249.1670	msutton@tonawanda.ny.us	
Lynda Juul	Town of Amherst	Support, Director of Finance	716.631.7007	ljuul@amherst.ny.us	
Eric Schmardeer	C. of Buffalo	Support Municipality		eschmardeer@ch.ci.buffalo.ny.us	
Jim Fairchild	NYSERDA	Support Agency	518.783.7746	james.fairchild@dot.ny.gov	
Robyn Marquis	NYSERDA	NYS Project Manager	212.971.5342x3112	robyn.marquis@nyserda.ny.gov	Grant Admin
Mark Edward	NYSERDA	Grant Support / Greenlight Coordination	646.591.9207	Edward.Mark@dot.ny.gov	
Renee Serbu	NYSERDA	Grant Contract Manager	518.862.1090	renee.serbu@nyserda.ny.gov	
Megan G. Bulman	NYSERDA	Grant Portal Assistance	518.862.1090x3541	megan.bulman@nyserda.ny.gov	

Project Schedule

Amherst Smart Signals Phase I

Town of Amherst Job # 2019-002
 NYSPRIDA Research Partnership Agreement, Contract Number (201919)
 NYSPRIDA Agreement Number (15234)
 NYSPRIDA Task Assignment Number (SR 10-15), TRF PPA (SR20 31 682)
 Catalog of Public Documents Assistance Number (P1 28)



PCC Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Next Meeting – October 6, 2021
- Adjournment



Planning and Coordinating Committee (PCC) Meeting

Wednesday October 6, 2021 9:30AM

Public Participation via Facebook Live

Please note that the GBNRTC PCC meeting will be broadcast live for public viewing on GBNRTC's Facebook Page [facebook.com/GBNRTC](https://www.facebook.com/GBNRTC). You may watch the live stream at this link, whether or not you have a Facebook account. However, in order to leave a comment on Facebook Live, you will need a Facebook account. You can also send any questions or comments to staff@gbnrtc.org.

A glossary of transportation terms is available at <https://www.gbnrtc.org/glossary-of-terms>.

DRAFT AGENDA

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (9/1/21) Meeting Minutes

II. ACTION ITEMS

- A) Resolution 2021-26 (Recommend to Policy)
 - a. PIN 575557 John B Daly Blvd Ext; Niagara St to Pine Ave – Delete Project
 - b. PIN 576377 – New Highway Construction, John B Daly Blvd Ext; Niagara St to Pine Ave – New Project
- B) Resolution 2021-28 Niagara County Bridge Maintenance Projects (6) – New Project (Approve)
- C) PIN 5814.41 NY 61 (Hyde Park Blvd); Lockport Rd to NY 104 – Minor Scope Change (Approve)
- D) Niagara County Project Let Changes (4)
 - a. PINs 576327 Pine Avenue (Rt 62A); Main St. to Packard Rd, 576328 College Avenue; Devaux Ave. to Highland Ave, 576329 77TH Street; Niagara Falls Blvd. to Buffalo Ave and 576330 Lindbergh Ave. @ Cayuga Creek
- E) Buffalo Project Let Changes (5)
 - a. PINs 575824 South Park Loop Bridge over South Park Lake, 576160 Main St Complete Street: Goodell St to Ferry St, 576240 Niagara Street Phase 5 - Porter to Hampshire, 576321 Jefferson Complete Street: Ferry to Utica and 576324 Michigan Complete Street: South Division St to Genesee St.
- F) PIN 539246 NY 400 @ NY 16 Traffic Calming and PIN 581440 RT 400; RT 16 - RT 20A Project Merger and Let Change (Approve)
- G) Resolution 2021-27 GBNRTC Memorandum of Understanding (Recommend to Policy)

III. DISCUSSION ITEMS

- A) September TPS Action Item Approvals
- B) 2023-2027 TIP - Development Update
- C) Region Central Update
- D) Proposed SFY 22-24 UPWP Work Items
- E) November Policy Committee Meeting – Possible Dates and Agenda Items

IV. STATUS REPORTS/INFORMATION

- A) Member Agency Reports
- B) Director's Report

**MINUTES OF THE October 6, 2021 MEETING OF THE
GREATER BUFFALO-NIAGARA REGIONAL TRANSPORTATION COUNCIL
PLANNING AND COORDINATING COMMITTEE (PCC)**

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on October 6, 2021 at 9:30 am.

The following GBNRTC-PCC representatives were present:

- | | |
|-------------------|------------------|
| 1. NFTA | Darren Kempner |
| 2. NYSTA | Matt Latko |
| 3. NYSDOT | Joe Buffamonte |
| 4. Buffalo | Nolan Skipper |
| 5. Niagara Falls | Eric Cooper |
| 6. Erie County | Darlene Svilokos |
| 7. Niagara County | Garret Meal |

Others present were:

- Athena Hutchins NITTEC
- Frank Cirillo NYSDOT
- Dave Hill NYSDOT
- James Cuzzo NYSDOT
- Sharon Ray SNI
- Kim Amplement Town of Amherst
- GBNRTC Staff (3)
- 8 members of the public viewing through Facebook Live link

I. PROCEEDINGS

Chairman Skipper called the meeting to order at 9:35 a.m.

A. Roll Call

All members were present.

B) Public Participation

- Douglas Funke - Citizens for Regional Transit will hold its next public meeting on October 27th at 5:30. We will discuss the proposed East Side / Airport Metro Rail extension from the perspectives of achieving regional goals of equitable access and economic development. Research conducted over the summer of 2021 by CRT's High Roads Fellow will be presented.
- James Gordon - I am representing only myself today. I would like to address two issues. First, I would like GBNRTC to have a discussion about "level of service." Is level of service determined by how many cars, trucks, buses, and trains go through a corridor, or are people and freight measured, instead? Second: Federal Funding ratios for urban transit have not changed since the first Federal Surface Transportation Act in 1952 which set funding ratios for everything at 50% federal subsidy and 50% state & local subsidy. In 1954 funding for major highway and interstate highway projects was changed to 90% federal, 10% State and Local. Under Reagan, the ratio was adjusted to 80% federal, 20% state and local. Urban transit including bus, light rail, subway and paratransit is still at the 1952 ratio of 50/50. Because MPOs operate under fiscal constraints, the ratio disparity forces their hand to choose highways over transit even when transit is the lower total cost alternative. I would like GBNRTC to discuss transit funding ratios and become advocates with other MPOs to

have federal urban transit funding ratios adjusted to match highway ratios. I offer my assistance if that will be helpful in achieving these goals. *This message was received too late to be read live.*

- Linda DeTine - Regarding Niagara Street – specifically, what construction and funding delays? Why was this section of Niagara skipped?

C) Approval of Meeting Agenda

Motion to approve the meeting agenda (NFTA/EC) All were in favor. Approved.

D) Approval of Previous Meeting Minutes

Motion to approve the September 1, 2021 meeting minutes (EC/NFTA). All were in favor. Approved.

II. ACTION ITEMS

A. Resolution 2021-26

- PIN 575557 New Highway Construction, John B Daly Blvd Extension from Niagara St To Pine Ave; City Of Niagara Falls; Niagara Co
 - This existing project, PIN 575557, did not reach the ROW Acq phase within 10 years of preliminary design funds being authorized by FHWA. Therefore, FHWA is closing the existing project.
 - A new PIN is needed to progress the project up to and through construction.
 - The City of Niagara Fall therefore requests to:
 - Add a new project to the TIP: PIN 576377 – New Highway Construction, John B Daly Blvd Extension from Niagara St To Pine Ave; City Of Niagara Falls; Niagara Co (\$6.16M)
 - Delete PIN 575557 - New Highway Construction, John B Daly Blvd Extension from Niagara St to Pine Ave; City of Niagara Falls; Niagara Co (\$6.03M) from the TIP and move the ROW Acq, Construction and Inspection funding to the new project. The City is funding final design with 100% local funds.
 - All defined approved public outreach procedures have been completed.
 - On September 3, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that “The project was classified non-exempt for conformity purposes. There is no change to design concept and scope. The only change for conformity purposes is the STIP PIN. This action does not trigger the need for a new TIP/Plan conformity determination.”
 - Today’s action would be to recommend this project to the Policy Committee for approval. *Motion to recommend (DOT/CNF). All were in favor. Approved.*

B. Resolution 2021-28

- New Niagara County Bridge Maintenance Projects (6)
 - PIN 576370 Bridge Deck Overlays, \$250K
 - PIN 576371 Wilson-Burt/18 Mi Crk (BIN 3329720) Vertical Down, \$822K
 - PIN 576372 Bridge Washing & Sealing 2023 & 2024, \$190K
 - PIN 576373 Bridge Deck Overlays and 5-7 Program, \$335K
 - PIN 576374 Jacques/18 Mi Creek, BIN 3329220 Vertical Down, \$350K
 - PIN 576375 West Somerset/Fish Crk Rehab (CAT 3), \$228K
- Fiscal constraint is maintained as the \$2.175M federal offset will be transferred from PIN 5B6146 Local Bridge Maintenance Program
- Let of all projects is in FFY 22-23.
- All defined approved public outreach procedures have been completed.
- On 9/28/21, the Interagency Consultation Group (ICG) for air quality conformity concurred that the project is exempt for the purposes of transportation conformity using Code A19 - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- Today’s action would be to approve as Amendment # 44. *Motion to approve (NC/DOT). All were in favor. Approved.*

C. PIN 5814.41 NY 61 (Hyde Park Blvd); Lockport Rd to NY 104

- NYSDOT request to modify an existing project.
- Signal, sidewalk work and sign replacements will be added to project (minor scope change).
- Cost of project will increase by \$587K.
- Fiscal constraint is maintained as funding offset provided from PIN 5B1555 PAVT MAINT (Funding Block).
- Let remains 1/6/22.

- This action was recommended by TPS on 9/15/21.
 - Today's action would be to approve this change as AdMod # 103. *Motion to approve (DOT/TWA). All were in favor. Approved.*
- D. Four Niagara Falls Project Let Changes
- This is a Niagara Falls request to delay the let of these 4 locally administered federal aid projects to FFY 24 as they are unlikely to meet the current let date on the STIP.
 - PIN 576327 Pine Avenue (Rt 62A); Main St. to Packard Rd, 12/22 to 4/24
 - PIN 576328 College Avenue; Devaux Ave. to Highland Ave, 4/23 to 4/24
 - PIN 576329 77th Street; Niagara Falls Blvd. to Buffalo Ave, 4/22 to 4/24
 - PIN 576330 Lindbergh Ave. / Cayuga Creek, 6/22 to 4/24
 - No cost changes are proposed and current funding will follow projects.
 - Today's action would be to approve as AdMod # 107. *Motion to approve (DOT/CNF). All were in favor. Approved.*
- E. Five Buffalo Project Let Changes
- This Buffalo request is to move five project let dates to match their current schedules.

PIN	PROJECT TITLE	CURRENT LET DATE	REVISED LET DATE	REASON
575824	South Park Loop Bridge over South Park Lake	4/20/2022	11/1/2022	Shift letting due to on-going design efforts
576160	Main St Complete Street: Goodell St to Ferry St	4/15/2022	12/1/2022	Continue the Public Outreach efforts, this has impacted the design schedule.
576240	Niagara Street Phase 5 - Porter to Hampshire	4/20/2022	4/15/2023	Niagara Street Project phases have been pushed back due to a combination of Construction and Funding delays.
576321	Jefferson Complete Street: Ferry to Utica	4/15/2022	11/1/2022	Shift letting due to on-going design and Public Outreach efforts.
576324	Michigan Complete Street: South Division St to Genesee St	12/15/2022	4/15/2023	Project process starting later than anticipated

- Fiscal constraint is maintained - no cost changes and current funding will follow projects.
 - Today's action would be to approve as AdMod # 108. *Motion to approve (COB/DOT). All were in favor. Approved.*
- F. PIN 539246 NY 400 @ NY 16 Traffic Calming and PIN 581440 RT 400; RT 16 - RT 20A
- This NYSDOT request seeks to:
 - Merge PIN 581440 (total of \$2.484M) into PIN 539426.
 - Increase C & CI of the merged project by \$3.555M to match current project needs which includes the installation of a roundabout.
 - Moving let from FFY21 to FFY22.
 - Fiscal constraint is maintained as additional funds will be transferred from:
 - PIN 581274 Signal Replacement, Route 5, Erie Co (\$1.55M).
 - PIN 5B1555; PAVT MAINT - Block Fund (2.000M).
 - Today's action would be to approve as AdMod # 104. *Motion to approve (DOT/EC). All were in favor. Approved.*
- G. Resolution 2021-27 Memorandum of Understanding
- Formal annual reaffirmation of the continuing transportation policy, planning and programming process and to set forth MPO responsibilities, in accordance with the most current federal and state regulations.
 - Members agree to continue working together to:
 - Encourage and promote development of transportation systems embracing various transportation modes, so as to efficiently maximize mobility of people and goods and minimize the needed resources in providing that mobility.

- Ensure that cooperative planning and coordination shall be a normal and continuing process for all transportation modes, has directed, under the provisions of the Federal Highway Law.
- Development of transportation plans and programs vital to the economic, social and civic well-being of the metropolitan area of Erie and Niagara Counties.
- Perform an air quality conformity determination analysis for transportation plans and programs, to demonstrate that said plans or programs conform to an applicable State Implementation Plan (SIP) to achieve the National Ambient Air Quality Standards (NAAQS) as promulgated by USEPA, FTA, and FHWA
- No changes are needed this year and this MOU reflects all required language.
- Today's action would be to recommend for approval to Policy Committee. *Motion to recommend (DOT/NFTA). All were in favor. Approved.*

III. DISCUSSION ITEMS

- A. September 2021 TPS Action Item approvals (Guarino).
 - PIN 576362 Carmen Rd/Johnson Creek Bridge Replacement
 - Let advanced from 10/14/22 (FFY 23) to 12/16/21 (FFY 22).
 - Approved as AdMod # 102.
 - PIN 576075 Great Lakes Seaway Trail Niagara River Waterfront Multi-Use
 - Let delayed from 12/22 (FFY 23) to 12/23 (FFY 24).
 - Approved as AdMod # 105.
 - PIN 581437 PMI NFB Rt 62; Rt 324 to Green Acres
 - Let advanced from 10/21 (FFY 22) to 9/21 (FFY 21).
 - Approved as AdMod # 106.
- B. 2023-2027 TIP Development Update (Guarino)
 - Projects candidates have been submitted by all local members using a newly developed MS Excel submission form.
 - GBNRTC staff will begin compiling, reviewing and evaluating submissions for:
 - Completeness
 - System performance
 - MTP linkage
 - Transit/mobility linkage
 - Economic development potential
 - Social equity
 - Draft candidate project summary lists will be distributed one week prior to TPS.
- C. Region Central Study Update (Morse)
 - Current activities include
 - Scenario Building – some options considering the analysis and initial public/stakeholder input
 - Metrics and current plans/projects/gaps alignment
 - Public engagement series to parallel scenario development and evaluation
 - Measure Scenarios against Performance Metrics
 - Upper-Level Risk Analysis
 - Building Collaborative Decision Path
 - ROM Cost Estimates
 - Upcoming tasks include:
 - Completing Technical Analysis and Public Engagement
 - Building a Collaborative Decision Process
 - Determine Owners and Resource Commitments/Needs
 - Build Action Matrix
 - Reconcile Existing Project to Previous Process and Funding
 - Establish Continuing Mechanism to Ensure Delivery
 - Measure Results Against Metrics
- D. Proposed SFY 22-24 UPWP Work Items (Guarino) – Meetings will be scheduled with individual members to discuss work items.
 - Program Support and Administration
 - Public Participation Policy Update

- UPWP Administration and Governance
 - IT Support
 - General Development and Comprehensive Planning Project
 - Demographics Monitoring and Census Inclusion/GIS
 - Sustainable Communities
 - Erie County Climate Resilience Initiative
 - Walkability Action Initiatives
 - Long Range Transportation Planning- Systems Level
 - Metropolitan Transportation Plan (MTP) Update
 - Smartly Enhanced Multimodal Arterial (SEMA) Pilot Project
 - Route 5 Corridor South Land Use & Mobility Function
 - Village Complete Streets Template Implementation
 - Road Scoring Program
 - Regional Bicycle Count Program
 - Traffic Count Program
 - Safety/Crash Data
 - Transit Ridership Data
 - Long Range Transportation Planning – Project Level
 - Emergent Corridor Studies
 - Twin Cities Memorial Highway Concept Development
 - Youngs Road Interchange Project
 - I-190/NFB Diverging Diamond Interchange
 - Niagara Street/I190 Ramp Reconfiguration
 - Exit 50/Wherle Drive Bridge Crossing
 - Main Street/I-290
 - Goodell Street Study
 - Short Range Transportation Planning Project
 - Regional Bicycle Master Plan Implementation
 - Regional Pedestrian Master Plan
 - Regional Freight Plan Implementation
 - River Rock Plan Development
 - Emergency/Event Modeling Studies
 - Local Government Analytical Support
 - City of Niagara Falls CBD Improvements
 - Eggert Road Study
 - Niagara Street/Main Street Coordination
 - Transportation Improvement Program
 - Other Activities
 - Coordination of Non-Emergency Human Services Transportation
 - Incorporate Safety and Security in Transportation Planning
- E. November Policy Committee Meeting (Guarino)
- Possible dates are Friday, November 12 @ 10 am or Monday, November 15 @ 10 am. Policy members are asked to respond with what date works better. Location will be in the Sunburst room at 438 Main St. Draft agenda items were discussed.

IV. STATUS REPORTS/INFORMATION

- Member Agency Reports
 - Buffalo reported that construction work is continuing.
 - Erie County reported that the
 - NYSDOT reported
 - Nothing new to report on the BRIDGE NY applications.
 - There were 21 TAP/CMAQ applications submitted for Region 5.
 - NFTA (Kempner) reported that
 - Single tracking on the LRRT system will continue for the rest of the month then will be completed.

- Changes from the Bus Network Improvement Initiative will begin to be implemented and will continue to be implemented through the next quarter.
 - Bus stop balancing work continues.
 - Public comment period for the transit expansion project will end October 14.
- NITTEC (Hutchins) reported the ATCMTD project is in the selection process for a consultant and approval will be scheduled for the December 2021 NFTA Board meeting.
- Director's Report (Guarino).
 - TOD Steering Committee met to discuss a regional committee structure to act as a coordinated and collaborative body.
 - Transportation Modeling Support – TRANSPRO Group selected and approved at September NFTA Board Meeting. Finalizing contract with NFTA legal. Consultant scheduled to visit us on Oct 20
 - Goodell Street Corridor Planning Study – Proposals due by 10/12/21
 - Regional Bicycle Master Plan Implementation Support – Proposals due by 10/22/21
 - Go to bids.nfta.com to view and download open RFP
 - We have registered for the 3-part Diversity & Inclusion Virtual Learning Series that is being put on by the Buffalo Niagara Partnership. First session on unconscious bias was this morning at 8:30 am. Subsequent sessions are on microaggressions (Nov 3) and Allyship (Dec 1). All staff have been offered the option to participate.
 - I have met with Assemblymember Rivera and his staff to discuss the role of GBNRTC and some upcoming projects and studies taking place in his district.
 - Annual Title VI report was submitted to NYSDOT as requested.
 - Response was made to FHWA and FTA on the two 2020 federal Recertification Corrective Actions as requested.

Motion to adjourn the meeting (NFTA/TWA). All were in favor. Approved.

Planning and Coordinating Committee

October 6, 2021



October 2021 PCC

I. Proceedings

II. Action Items

III. Discussion Items

IV. Status Reports / Information

Proceedings

- Roll Call
- Public Participation
- Approval of Meeting Agenda
- Approval of Previous Meeting Minutes

Action Items



A. Resolution 2021-26 (TIP Amendment # 43)

• PIN 575557 New Highway Construction, John B Daly Blvd Extension From Niagara St To Pine Ave; City Of Niagara Falls; Niagara Co

- This existing project, PIN 575557, did not reach the ROW Acq phase within 10 years of preliminary design funds being authorized by FHWA. Therefore, FHWA is closing the existing project.
- A new PIN is needed to progress the project up to and through construction.
- The City of Niagara Fall therefore requests to:
 - Add a new project to the TIP: PIN 576377 – New Highway Construction, John B Daly Blvd Extension From Niagara St To Pine Ave; City Of Niagara Falls; Niagara Co (\$6.16M)
 - Delete PIN 575557 - New Highway Construction, John B Daly Blvd Extension From Niagara St To Pine Ave; City Of Niagara Falls; Niagara Co (\$6.03M) from the TIP and move the ROW Acq, Construction and Inspection funding to the new project. The City is funding final design with 100% local funds.
- All defined approved public outreach procedures have been completed.
- On September 3, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that “The project was classified non-exempt for conformity purposes. There is no change to design concept and scope. The only change for conformity purposes is the STIP PIN. This action does not trigger the need for a new TIP/Plan conformity determination.”
- **Today’s action would be to recommend this project to the Policy Committee for approval.**

B. Resolution 2021-28 (TIP Amendment #44)

- **Niagara County Bridge Maintenance Projects (6)**

1. PIN 576370 Bridge Deck Overlays, \$250K
 2. PIN 576371 Wilson-Burt/18 Mi Crk (BIN 3329720) Vertical Down, \$822K
 3. PIN 576372 Bridge Washing & Sealing 2023 & 2024, \$190K
 4. PIN 576373 Bridge Deck Overlays and 5-7 Program, \$335K
 5. PIN 576374 Jacques/18 Mi Creek, BIN 3329220 Vertical Down, \$350K
 6. PIN 576375 West Somerset/Fish Crk Rehab (CAT 3), \$228K
- Fiscal constraint is maintained as the \$2.175M federal offset will be transferred from PIN 5B6146 Local Bridge Maintenance Program
 - Let of all projects is in FFY 22-23.
 - All defined approved public outreach procedures have been completed.
 - On 9/28/21, the Interagency Consultation Group (ICG) for air quality conformity concurred that the project is exempt for the purposes of transportation conformity using Code A19 - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
 - **Today's action would be to approve as Amendment # 44.**

C. PIN 5814.41 NY 61 (Hyde Park Blvd); Lockport Rd to NY 104

- NYSDOT request to modify an existing project.
- Signal, sidewalk work and sign replacements will be added to project (minor scope change).
- Cost of project will increase by \$587K.
- Fiscal constraint is maintained as funding offset provided from PIN 5B1555 PAVT MAINT (Funding Block).
- Let remains 1/6/22.
- This action was recommended by TPS on 9/15/21.
- **Today's action would be to approve this change as AdMod # 103.**

D. Four Niagara Falls Project Let Changes

- This is a Niagara Falls request to delay the let of these 4 locally administered federal aid projects to FFY 24 as they are unlikely to meet the current let date on the STIP.
 1. PIN 576327 Pine Avenue (Rt 62A); Main St. to Packard Rd, 12/22 to 4/24
 2. PIN 576328 College Avenue; Devaux Ave. to Highland Ave, 4/23 to 4/24
 3. PIN 576329 77th Street; Niagara Falls Blvd. to Buffalo Ave, 4/22 to 4/24
 4. PIN 576330 Lindbergh Ave. / Cayuga Creek, 6/22 to 4/24
- No cost changes are proposed and current funding will follow projects.
- Today's action would be to approve as AdMod # 107.

E. Five Buffalo Project Let Changes

- This Buffalo request is to move five project let dates to match their current schedules.

PIN	PROJECT TITLE	CURRENT LET DATE	REVISED LET DATE	REASON
575824	South Park Loop Bridge over South Park Lake	4/20/2022	11/1/2022	Shift letting due to on-going design efforts
576160	Main St Complete Street: Goodell St to Ferry St	4/15/2022	12/1/2022	Continue the Public Outreach efforts, this has impacted the design schedule.
576240	Niagara Street Phase 5 - Porter to Hampshire	4/20/2022	4/15/2023	Niagara Street Project phases have been pushed back due to a combination of Construction and Funding delays.
576321	Jefferson Complete Street: Ferry to Utica	4/15/2022	11/1/2022	Shift letting due to on-going design and Public Outreach efforts
576324	Michigan Complete Street: South Division St to Genesee St	12/15/2022	4/15/2023	Project process starting later than anticipated

- Fiscal constraint is maintained - no cost changes and current funding will follow projects.
- **Today's action would be to approve as AdMod # 108.**

**F. PIN 539246 NY 400 @ NY 16 Traffic Calming
PIN 581440 RT 400; RT 16 - RT 20A**

- This NYSDOT request seeks to:
 - Merge PIN 581440 (total of \$2.484M) into PIN 539426.
 - Increase C & CI of the merged project by \$3.555M to match current project needs which includes the installation of a roundabout.
 - Moving let from FFY21 to FFY22.
- Fiscal constraint is maintained as additional funds will be transferred from:
 - PIN 581274 Signal Replacement, Route 5, Erie Co (\$1.55M).
 - PIN 5B1555; PAVT MAINT - Block Fund (2.000M).
- **Today's action would be to approve as AdMod # 104.**

G. Resolution 2021-27 Memorandum of Understanding

- Formal annual reaffirmation of the continuing transportation policy, planning and programming process and to set forth MPO responsibilities, in accordance with the most current federal and state regulations.
- Members agree to continue working together to:
 - Encourage and promote development of transportation systems embracing various transportation modes, so as to efficiently maximize mobility of people and goods and minimize the needed resources in providing that mobility.
 - Ensure that cooperative planning and coordination shall be a normal and continuing process for all transportation modes, as directed, under the provisions of the Federal Highway Law.
 - Development of transportation plans and programs vital to the economic, social and civic well-being of the metropolitan area of Erie and Niagara Counties.
 - Perform an air quality conformity determination analysis for transportation plans and programs, to demonstrate that said plans or programs conform to an applicable State Implementation Plan (SIP) to achieve the National Ambient Air Quality Standards (NAAQS) as promulgated by USEPA, FTA, and FHWA
- No changes are needed this year and this MOU reflects all required language.
- **Today's action would be to recommend for approval to Policy Committee.**

Discussion Items



A. September TPS Action Item Approvals

- PIN 576362 Carmen Rd/Johnson Creek Bridge Replacement
 - Let advanced from 10/14/22 (FFY 23) to 12/16/21 (FFY 22).
 - **Approved as AdMod # 102.**
- PIN 5760.75 Great Lakes Seaway Trail Niagara River Waterfront Multi-Use
 - Let delayed from 12/22 (FFY 23) to 12/23 (FFY 24).
 - **Approved as AdMod # 105.**
- PIN 5814.37 PMI NFB Rt 62; Rt 324 to Green Acres
 - Let advanced from 10/21 (FFY 22) to 9/21 (FFY 21).
 - **Approved as AdMod # 106.**

B. 2023-2027 TIP Development Update

- Projects candidates have been submitted using a newly developed submission form.
- GBNRTC staff will begin reviewing and evaluating submissions
 - Completeness
 - System performance
 - MTP linkages
 - Transit/mobility linkages
 - Economic development potential
 - Social equity
- Draft candidate project summary lists will be distributed one week prior to TPS.

C. Region Central Status



Current Activities

- Scenario Building – some options considering the analysis and initial public/stakeholder input
- Metrics and current plans/projects/gaps alignment
- Public engagement series to parallel scenario development and evaluation
- Measure Scenarios against Performance Metrics
- Upper Level Risk Analysis
- Building Collaborative Decision Path
- ROM Cost Estimates

Mobility Understanding

Inventory of current transportation assets

- What comprises today's multimodal transportation network?
- Identify issues and opportunities

Detailed assessment of trip patterns in study area and summarized regional travel characteristics

- Where are people going and how are they getting there?
- How have patterns changed in last 5-20 years
- Analysis of anonymous cell phone data

Assessment of technology implications

- How will technology impact mobility in the future?
- What are expected demands on and around the Scajaquada Expressway Corridor?

Outcomes of this Mobility Plan

Design approach that balances regional demand with overall access based on data driven recommendations

Scajaquada Corridor infrastructure

- Location, capacity, operations

Region Central connectivity improvements

- Prioritized crossings – location and number
- Parallel corridor improvements
- Local connections

Multimodal system recommendations

- Pedestrian/bicycle, transit, regional impacts, local street network
- Shared mobility/emerging transportation/"first/last" mile solutions



Questions about Region Central Mobility

1. **Who** uses the Expressway?
2. **Why** are people using the Expressway?
3. **Where** are people going in Region Central?
4. Is the Expressway more heavily used for **local** trips, rather than **regional** trips?
5. Does the Expressway **delay local trips** at the expense of regional ones?
6. Does the current layout cause **unintended delay** and **connectivity consequences**?
7. Which **neighborhoods** in the study area are connected? Which are isolated?
8. What are the most important **crossings** across the Expressway?
9. Does the Expressway prevent access to the **Creek**?
10. *What parts of the study area are **less safe**?*
11. Is the study area accessible to people **walking and biking**?
12. Does the current **transit** service enhance mobility in the study area?
13. What role does the Expressway have in the **freight** network?

Effective local and regional mobility

- Improve connectivity between Region Central neighborhoods and the Region
- Support travel by alternative modes such as walking, transit and bicycles
- Encourage transit-oriented and walkable development
- Support next generation mobility (i.e. micro mobility, AV, etc.)
- Ensure “first-last mile” connections within RC for all types of users

Effective local and regional mobility

- Meet accessibility needs of Region Central neighborhoods, institutions and public spaces (museums, hospitals, colleges, Delaware Park, K-12 schools, etc.)
- Maintain or improve level of regional access (to Downtown, the freeway system, other regional destinations)
- Improve safety on vehicular, bicycle, pedestrian and transit facilities
- Minimize vehicular impacts to surrounding neighborhoods

Considerations for Funding

- How to leverage existing funds?
- What are state funding opportunities?
- What are federal opportunities with new administration?
- Where are opportunities with cross-agency collaboration?
- Where are public-private partnership opportunities?



How Does This End?

- Completing Technical Analysis and Public Engagement
- Building a Collaborative Decision Process
- Determine Owners and Resource Commitments/Needs
- Build Action Matrix
- Reconcile Existing Project to Previous Process and Funding
- Establish Continuing Mechanism to Ensure Delivery
- Measure Results Against Metrics

D. Proposed SFY 22-24 UPWP Work Items (1/3)

- Program Support and Administration
 - Public Participation Policy Update
 - UPWP Administration and Governance
 - IT Support
 - GBNRTC Website Update/Refresh
 - Microsoft 365/Sharepoint Implementation and Training
 - Virtual Meeting (Zoom/Microsoft Teams) implementation
- General Development and Comprehensive Planning Project
 - Demographics Monitoring and Census Inclusion/GIS
 - Sustainable Communities
 - Erie County Climate Resilience Initiative
 - Walkability Action Initiatives

D. Proposed SFY 22-24 UPWP Work Items (2/3)

- Long Range Transportation Planning- Systems Level
 - Metropolitan Transportation Plan (MTP) Update
 - Smartly Enhanced Multimodal Arterial (SEMA) Pilot Project
 - Route 5 Corridor South Land Use & Mobility Function
 - Village Complete Streets Template Implementation
 - Road Scoring Program
 - Regional Bicycle Count Program
 - Traffic Count Program
 - Safety/Crash Data
 - Transit Ridership Data
- Long Range Transportation Planning – Project Level
 - Emergent Corridor Studies
 - Twin Cities Memorial Highway Concept Development
 - Youngs Road Interchange Project
 - I-190/NFB Diverging Diamond Interchange
 - Niagara Street/I190 Ramp Reconfiguration
 - Exit 50/Wherle Drive Bridge Crossing
 - Main Street/I-290
 - Goodell Street Study

D. Proposed SFY 22-24 UPWP Work Items (3/3)

- Short Range Transportation Planning Project
 - Regional Bicycle Master Plan Implementation
 - Regional Pedestrian Master Plan
 - Regional Freight Plan Implementation
 - River Rock Plan Development
 - Emergency/Event Modeling Studies
 - Local Government Analytical Support
 - City of Niagara Falls CBD Improvements
 - Eggert Road Study
 - Niagara Street/Main Street Coordination
- Transportation Improvement Program
- Other Activities
 - Coordination of Non-Emergency Human Services Transportation
 - Incorporate Safety and Security in Transportation Planning

E. November Policy Committee Meeting (1/2)

- Location and Possible Dates
 - Friday, November 12 @ 10 am or Monday, November 15 @ 10 am
- Action Items
 - Resolution 2021-18 GBNRTC 2022 Safety Performance Targets
 - Resolution 2021-23 (TIP Amendment # 42)
 - PIN 582484 Rehab of Bus Support Facilities – Delete Project
 - PIN 582470 Metro Bus Facility Rehabilitation – Add New Project
 - Resolution 2021-26 (TIP Amendment # 43)
 - PIN 575557 John B Daly Blvd Ext; Niagara St to Pine Ave – Delete Project
 - PIN 576377 – New Highway Construction, John B Daly Blvd Ext; Niagara St to Pine Ave – Add New Project
 - Resolution 2021-27 GBNRTC Annual Memorandum of Understanding
 - Election of Policy Committee Officers 2021

E. November Policy Committee Meeting (2/2)

- Discussion Items
 - TIP Construction Projects Update
 - Region Central Initiative
 - Transit Oriented Development Phase 2
 - Light Rail Transit Expansion EIS
 - Real-time Traffic Data Deployment
 - Regional Bicycle Master Plan Implementation
 - GBNRTC Modeling Initiatives
 - Proposed UPWP Work Items

PCC Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Next PCC Meeting – November 3, 2021
- Adjournment

NOVEMEBER

MEETING

CANCELLED



Planning and Coordinating Committee (PCC) Meeting

Wednesday December 1, 2021 9:30AM

Public Participation via Facebook Live

Please note that the GBNRTC PCC meeting will be broadcast live for public viewing on GBNRTC's Facebook Page [facebook.com/GBNRTC](https://www.facebook.com/GBNRTC). You may watch the live stream at this link, whether or not you have a Facebook account. However, in order to leave a comment on Facebook Live, you will need a Facebook account. You can also send any questions or comments to staff@gbnrtc.org.

A glossary of transportation terms is available at <https://www.gbnrtc.org/glossary-of-terms>

DRAFT AGENDA

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (10/6/21) Meeting Minutes

II. ACTION ITEMS

- A) PIN 581536 Traffic Signal Loops; SFY 22/23 – New Project (NYS DOT)
- B) 2022 PCC Chairperson Election
- C) 2022 TPS Chairperson Election

III. DISCUSSION ITEMS

- A) Infrastructure and Investment Jobs Act - Summary and Highlights
- B) Amherst Miovision Deployment
- C) October TPS Action Item Approvals
- D) 11/17/21 Policy Committee Meeting - Summary

IV. STATUS REPORTS/INFORMATION

- A) Member Agency Reports
- B) Director's Report

NEXT MEETING CONFIRMATION: January 5, 2022

**MINUTES OF THE DECEMBER 1, 2021 MEETING OF THE
GREATER BUFFALO-NIAGARA REGIONAL TRANSPORTATION COUNCIL
PLANNING AND COORDINATING COMMITTEE (PCC)**

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on December 1, 2021 at 9:30 am.

The following GBNRTC-PCC representatives were present:

- | | |
|-------------------|------------------|
| 1. NFTA | Darren Kempner |
| 2. NYSTA | Scott Helser |
| 3. NYSDOT | Joe Buffamonte |
| 4. Buffalo | Nolan Skipper |
| 5. Niagara Falls | Eric Cooper |
| 6. Erie County | Darlene Svilokos |
| 7. Niagara County | Norman Allen |

Others present were:

- Athena Hutchins NITTEC
- Frank Cirillo NYSDOT
- Dave Hill NYSDOT
- James Goveia FHWA
- Chris Schregel Town of Amherst
- Sharon Ray SNI
- GBNRTC Staff (6)
- 8 members of the public viewing through Facebook Live link

I. PROCEEDINGS

Chairman Skipper called the meeting to order at 9:32 a.m.

A. Roll Call

All members were present.

B) Public Participation

Jim Gordon - Citizens for Regional Transit comments for the NFTA/FTA DEIS are now available on our website <http://citizenstransit.org/node/177>.

C) Approval of Meeting Agenda

All present were in favor of a motion (DOT/EC) to approve the meeting agenda.

D) Approval of Previous Meeting Minutes

All present were in favor of a motion (DOT/EC) to approve the September 1, 2021 meeting minutes.

II. ACTION ITEMS

A. PIN 581536 Traffic Signal Loops; SFY 22/23

- This is a NYSDOT request to add a new project to the TIP
- This project will address required signal loop replacements in SFY 2022/23 at various locations in Cattaraugus, Chautauqua, Erie, and Niagara Counties.
- Total project cost is \$1.376M
- Fiscal constraint is maintained as \$1.376M offset (matched federal NHPP and STBG Flex) is from PIN 5B1555; PAVT MAINT (Existing Funding Block).
- Let date will be 3/22.

- On November 16, the Interagency Consultation Group (ICG) for air quality conformity concurred that the new project is exempt for the purposes of transportation conformity using code A7 - Traffic Control Devices and Operating Assistance other than Signalization Projects.
 - *Motion to approve this new project as Amendment #50 (DOT/EC). Approved.*
- B. 2022 Planning and Coordinating Committee Chairperson
- The PCC Chairperson runs the monthly Planning and Coordinating Committee (PCC) meeting and signs all PCC approved project change forms and Resolutions.
 - The term is one (1) calendar year.
 - The position is offered to each member agency on a rotating basis.
 - The NYS Thruway Authority is next in the member rotation.
 - Matt Latko from the NYS Thruway Authority has agreed to serve as PCC Chairperson for 2022.
 - *Motion to approve NYSTA as GBNRTC PCC Chair for 2022 (EC/COB). Approved.*
- C. 2022 Transportation Projects Subcommittee Chairperson
- The PCC Chairperson runs the monthly Transportation Projects Subcommittee (TPS) meeting and signs all TPS approved project change forms.
 - The term is one (1) calendar year.
 - The position is offered to the outgoing PCC Chairperson (Buffalo).
 - Nolan Skipper from the City of Buffalo has agreed to serve as TPS Chairperson for 2022.
 - *Motion to approve Buffalo as the GBNRTC TPS Chair for 2022 (NFTA/EC). Approved.*

III. DISCUSSION ITEMS

- A. Infrastructure and Investment Jobs Act (Guarino)
- Signed into law on November 15, 2021
 - Major emphasis on social equity.
 - Increased focus on rural needs, climate, health and safety.
 - Increased funding
 - i. \$567.5B Guaranteed funding over 5 years:
 - ii. \$293.5B Highway Trust Fund (HTF) Existing Baseline
 - iii. \$274.0B New Spending
 1. \$89.8B increased HTF contract authority over 5 years (2022-2026)
 2. \$184.1B direct appropriations (transit, safety, railroads, airports, multimodal ports) released in annual installments over 5 years (2022-2026)
 - Planning and Performance Management Policy Changes
 - Surface Transportation Changes
 - Climate
 - Miscellaneous
 - Highway Competitive Grant Programs
 - Public Transportation
 - Rail
 - Airports
 - Link to slides and additional info to be distributed via email after the meeting.
- B. Town of Amherst Miovision System Implementation (Shreger/Davis)
- Deployment locations (map)
 - i. Wehrle Corridor (map)
 - ii. Maple Corridor (map)
 - iii. Miovision Dashboard/user interface
 - iv. Telemetry dashboard
 - v. Live Cameras
 - vi. Sample performance measures and network metrics
 - vii. Project contacts and roles
 - viii. Deployment schedule

C. September 2021 TPS Action Item approvals (Guarino).

- NYS DOT Let Changes (4)
 - Projects moved to FFY 23.
 - PIN 5045.27 NY 104 @ NY 93 Intersection
 - PIN 5568.15 NY 265 Millersport Hwy @ Hopkins Rd
 - PIN 5813.72 Guiderail Replacement; Various Locations
 - PIN 5111.77 US 20 over Cazenovia Creek
 - Approved as AdMod #109
- PIN 5814.39 NY 240/277; US 20 to NY 952J (New Armor Duells Rd)
 - NYS DOT request to add ROW Incidentals & ROW Acquisition phases to the project.
 - \$8K will be transferred to ROW-I from 5B15.55 PMI-PAVT MAINT LET & VPP and \$43K will be transferred to ROW-A from 5B15.55 PMI-PAVT MAINT LET & VPP.
 - Fiscal constraint was maintained.
 - The let date remains 4/23.
 - Approved as AdMod # 110
- PIN 5111.77 US 20 over Cazenovia Creek
 - This is a NYS DOT request to add a ROW Incidentals phase & increase the ROW Acquisition phase to the project.
 - \$174K was added to the new ROW-I phase and \$220K will be added to ROW-A.
 - Fiscal constraint is maintained as \$394K (matched NHPP) will be transferred from Statewide Capital Program.
 - The let date was delayed from 11/2021 (FFY22) to 9/2023
 - Approved as AdMod #111
- PIN 5308.37 US 62 @ NY 429 & US 62 @ Witmer Rd; Safety Intersection Improvements
 - This is a NYS DOT request increase the ROW Acquisition phase to the project by \$495K.
 - Fiscal constraint is maintained as \$222K will be transferred from PIN 5814.19 Large Culvert Program; Various Locations, (Catt, Chaut & Erie Cos) and \$273K will be transferred from PIN 5B20.03 State Infrastructure Program.
 - Approved as AdMod # 112
- FFY Local Project Changes (7)
 - Let date change to FFY 23
 - 576290 Niagara St Sustainable Corridor - PHASE 4B
 - 576348 Buffalo - Busti Ave Traffic Calming - TAP
 - 576352 Buffalo Srts School Zone Safety Improvements - TAP
 - 576267 City of Niagara Falls PSAP; 1 UC & 17 SIG
 - 576347 Tonawanda - Parker Blvd Complete Streets Initiative - CMAQ
 - 576357 Tonawanda Pedestrian Bridge Rehabilitation Project - TAP
 - 576359 Erie County Pedestrian Accommodations
 - Approved as AdMod # 113

D. 11/17/21 Policy Committee Meeting Summary

- Friday, November 12 @ 10 am
 - Action Items Approvals
 - Resolution 2021-18 GBNRTC 2022 Safety Performance Targets
 - Resolution 2021-34 2021 Transit Safety Performance Targets
 - Resolution 2021-23
 - PIN 582484 Rehab of Bus Support Facilities – Delete Project
 - PIN 582470 Metro Bus Facility Rehabilitation – Add New Project
 - Resolution 2021-26

- PIN 575557 John B Daly Blvd Ext; Niagara St to Pine Ave – Delete Project
- PIN 576377 – New Highway Construction, John B Daly Blvd Ext; Niagara St to Pine Ave – Add New Project
- Resolution 2021-29 PIN 5051.15 N Grand Island Bridge Underpass OHVD Systems
- Resolution 2021-30 PIN 5268.55 NY 240; Boston-Colden Rd to Ellicott Rd
- Resolution 2021-31 PIN 5045.28 NY 93 @ NY 104 (Molyneaux Corners); Town of Cambria
- Resolution 2021-27 GBNRTC Annual Memorandum of Understanding
- Resolution 2021-32 PIN 5763.78 Bullis Rd/Buffalo Creek Painting and Vertical Down
- Resolution 2021-33 PIN 581466 Goodell St; NY 33 (Kensington Expwy) to NY 5
- Election of Policy Committee Officers 2021
- Discussion Items
 - IJA Summary/First Look
 - TIP Construction Projects Update
 - Region Central Initiative
 - Transit Oriented Development Phase 2
 - Metro Transit Expansion Project
 - Regional Bicycle Master Plan Implementation
 - GBNRTC Modeling Initiative Status

IV. STATUS REPORTS/INFORMATION

- Member Agency Reports
 - NFTA (Kempner) reported that
 - At 10am on 12/2/21, the SFY 212-23 budget will be voted on. Details are available on the NFTA website (nfta.com).
 - Service changes will take place this Sunday (12/5). Niagara County service will be adjusted. Details are available on the NFTA website (nfta.com).
 - NYSDOT (Buffamonte) reported that they are working on their program of projects for the next TIP.
- Director's Report.
 - Guarino noted several additional items including:
 - Consultant has been selected for Goodell St Planning Study – Working on Agreement
 - Consultant has been selected for Regional Bike Plan implementation. Goes to NFTA board for approval Dec 9.
 - Staff took part in BNP Diversity and Inclusion Seminar. Session 3 of 3 was earlier this morning
 - Staff participated in 2-part Public Meeting on the USDOT's Justice40 initiative.
 - Staff took part in NY Upstate Chapter of APA's Annual conference in October. Conference was cosponsored by the NY Planning Federation.
 - SFY 22-24 UPWP development continues. Guidance letter from NYSDOT MO was received. Approved work plan must be submitted to Region for Review by Feb 1 and to MO by March 1. Met with NFTA and will be calling other member agencies to discuss the work program.
 - DOT MO has provided electronic pavement data. Staff is in the process of reviewing the data.

There was a motion to adjourn the meeting (*NFTA/DOT*). All were in favor.

Planning and Coordinating Committee

December 1, 2021



December 2021 PCC

I. Proceedings

II. Action Items

III. Discussion Items

IV. Status Reports / Information

Proceedings

- Roll Call
- Public Participation
- Approval of Meeting Agenda
- Approval of Previous Meeting Minutes

Action Items



A. PIN 581536 Traffic Signal Loops; SFY 22/23

- This is a NYSDOT request to add a new project to the TIP
- This project will address required signal loop replacements in SFY 2022/23 at various locations in Cattaraugus, Chautauqua, Erie, and Niagara Counties.
- Total project cost is \$1.376M
- Fiscal constraint is maintained as \$1.376M offset (matched federal NHPP and STBG Flex) is from PIN 5B1555; PAVT MAINT (Existing Funding Block).
- Let date will be 3/22.
- On November 16, the Interagency Consultation Group (ICG) for air quality conformity concurred that the new project is exempt for the purposes of transportation conformity using code A7 - Traffic Control Devices and Operating Assistance other than Signalization Projects.
- **Today's action would be to approve this new project.**

B. 2022 Planning and Coordinating Committee Chairperson

- The PCC Chairperson runs the monthly Planning and Coordinating Committee (PCC) meeting and signs all PCC approved project change forms and Resolutions.
- The term is one (1) calendar year.
- The position is offered to each member agency on a rotating basis.
- The NYS Thruway Authority is next in the member rotation.
- Matt Latko from the NYS Thruway Authority has agreed to serve as PCC Chairperson for 2022.
- **Today's action would be to approve NYSTA as GBNRTC PCC Chair for 2022.**

C. 2022 Transportation Projects Subcommittee Chairperson

- The PCC Chairperson runs the monthly Transportation Projects Subcommittee (TPS) meeting and signs all TPS approved project change forms.
- The term is one (1) calendar year.
- The position is offered to the outgoing PCC Chairperson (Buffalo).
- Nolan Skipper from the City of Buffalo has agreed to serve as TPS Chairperson for 2022.
- **Today's action would be to approve Buffalo as the GBNRTC TPS Chair for 2022.**

Discussion Items



A. Infrastructure and Investment Jobs Act

- Signed into law on November 15, 2021
- Major emphasis on social equity.
- Increased focus on rural needs, climate, health and safety.
- Increased funding
 - \$567.5B Guaranteed funding over 5 years:
 - \$293.5B Highway Trust Fund (HTF) Existing Baseline
 - \$274.0B New Spending
 - \$89.8B increased HTF contract authority over 5 years (2022-2026)
 - \$184.1B direct appropriations (transit, safety, railroads, airports, multimodal ports) released in annual installments over 5 years (2022-2026)

A. Infrastructure and Investment Jobs Act

- Planning and Performance Management Policy Changes
 - Metro Planning (Sec. 11201)
 - When designating officials or representatives, for the first time, the MPO shall consider the equitable and proportional representation of the population in the metro planning area.
 - MPOs may use social media and other web-based tools to drive public participation.
 - The transportation planning process may address the integration of housing, transportation, and economic development strategies and may develop a housing coordination plan that includes projects and strategies that may be considered in the metropolitan transportation plan of the metropolitan planning organization.
 - Increasing Safe and Accessible Transportation Options (Sec. 11206)
 - MPOs are required to use 2.5% of their PL funds to carry out activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities, including adoption of Complete Street Standards or policies, development of a Complete Streets prioritization plan, and other planning documents that achieve these goals

A. Infrastructure and Investment Jobs Act

- Surface Transportation Changes
 - Highway Safety Improvement Program (Sec. 11111)
 - Adds flexibility to fund certain non-infrastructure activities and behavioral safety projects and allows a state to spend up to 10% of its Highway Safety Improvement Program (HSIP) funding on such projects.
 - Creates a Vulnerable Road User Assessment Plan - an assessment of the safety performance of the State with respect to vulnerable road users and the plan of the State to improve the safety of vulnerable road users. Must be integrated into the existing State Strategic Highway Safety Plan. MPOs shall be consulted. Requires states to expend additional HSIP funds when fatalities of vulnerable road users exceed prescribe thresholds.
 - National Highway Freight Program (Sec. 11114)
 - Increases the maximum number of highway miles a state may designate as critical rural freight corridors and as critical urban freight corridors (urban designation increase from 75 miles to 150 miles).
 - Increases the percent of program funds that may be used for eligible multimodal projects from a 10% cap to a 30% cap, and adds lock, dam, and marine highway projects as eligible if the projects that are functionally connected to the National Highway Freight Network and are likely to reduce on-road mobile source emissions.

A. Infrastructure and Investment Jobs Act

- Surface Transportation Changes (continued)
 - Apportionments of Highway Funding (Sec. 11101)
 - States are guaranteed a 2% increase in their apportionment over FY 2021 levels, with a 1% increase in each of the subsequent years.
 - National Highway Performance Program (Sec. 11105)
 - Adds new eligibilities for resiliency projects and allows up to 15% for protective features designed to mitigate the risk of recurring damage or the cost of future repairs from extreme weather events such as flooding, or other natural disasters.
 - Surface Transportation Block Grant Program (Sec. 11109)
 - Expands eligibility to include electric charging, vehicle to grid infrastructure, and cybersecurity measures
 - Increases the off-system bridge set-aside from 15% to 20%
 - Transportation Alternatives Program (Sec. 11109)
 - The Transportation Alternatives Program is now a 10% set-aside of the STBGP, versus a fixed cap in the past, which will provide roughly \$1.4 billion per year. Priority shall be given to project location and impacts in high-need areas such as low-income, transit-dependent, or rural areas.
 - Expands the list of eligible projects like safe routes to school and vulnerable road user safety
 - Priority shall be given to projects located in high-need areas such as low-income, transit-dependent, rural, or other similar locations.

A. Infrastructure and Investment Jobs Act

- Surface Transportation Changes (continued)
 - Congestion Mitigation and Air Quality (Sec. 11115)
 - Expands eligibility to shared micro-mobility, to purchase the replacement of diesel engines, the purchase of medium or heavy duty zero emission vehicles and related charging equipment, modernization or rehabilitation of a lock and dam, and a project on a marine highway corridor, connector, or crossing.
 - Priority funding is given to projects in non-attainment or maintenance areas for fine particulate matter in minority populations or low-income populations living in, or immediately adjacent to, such area.
 - Bridge Investment Program (Sec. 11118)
 - MPOs over 200,000 are now eligible for grants.
 - Safe Routes to Schools (Sec. 11119)
 - Codifies the Safe Routes to School program in law.
 - The Secretary shall establish and carry out the program -to enable and encourage children to walk and bike to school.

A. Infrastructure and Investment Jobs Act

- Surface Transportation Changes (continued)
 - Updates To Manual on Uniform Traffic Control Devices (Sec. 11135)
 - Requires USDOT to update the MUTCD to provide for the protection of vulnerable road users, testing and integrating automated vehicle technology, the installation of electronic traffic. It also incorporates recommendations issued by the National Committee on Uniform Traffic Control Devices that have not yet been incorporated.
 - Allows counties to determine local roadway design.
 - The requirement that local roads must be built to state standards is removed, allowing for counties and other local governments to use the FHWA-approved roadway design of their choice.
 - New standards to facilitate the rollout of EV charging stations.
- Climate
 - Grants for Charging and Fueling Infrastructure (Sec. 11401)
 - Carbon Reduction Program (Sec. 11403)
 - Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program (Sec. 11405)

A. Infrastructure and Investment Jobs Act

- **Miscellaneous**

- **Active Transportation Infrastructure Investment Program (Sec. 11529)**

- The Secretary shall make grants to eligible organizations to construct eligible projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine.
 - \$1B general fund authorization subject to future appropriations..
 - The Federal share is 80% but can be up to 100% in disadvantaged communities.
 - Not less than \$3M each year shall be set-aside for planning grants.

- **Highway Competitive Grant Programs**

- **Nationally Significant Freight and Highway Projects (INFRA Grants)**

- \$8B over 5 years.
 - Expands the eligibility to projects connected to border crossings that increase throughput at the border.
 - 30% of the awards may now be used for freight intermodal or freight rail projects.

A. Infrastructure and Investment Jobs Act

- Highway Competitive Grant Programs

- NEW - National Infrastructure Project Assistance

- \$5B over 5 years.
 - Provides competitive grants agreements for large surface transportation projects in several modes, including passenger rail, via single-year or multi-year grant agreements.

- Local and Regional Project Assistance (RAISE, BUILD, TIGER)

- \$7.5B over 5 years.
 - Increases the maximum share of funding that can go to a single state in a year from 10% of the total funding to 15%.
 - The federal cost share could increase to 100% for a rural project or a project in a disadvantaged or persistently poor area.

- NEW - Bridge Investment Grants

- \$12.5 billion over five years.
 - Replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory.
 - Bundled projects are permitted, as well as replacing or rehabilitating culverts to improve flood control and improving habitat connectivity for aquatic species.

A. Infrastructure and Investment Jobs Act

- Highway Competitive Grant Programs

- NEW - Grants for Charging and Fueling Infrastructure

- \$2.5B over 5 years.
 - Grants to strategically deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designated alternative fuel corridors.

- NEW - Rural Surface Transportation

- \$2B over 5 years.
 - Provides grants, on a competitive basis, to improve and expand the surface transportation infrastructure in rural areas.
 - A grant under the program shall be at least \$25 million and the Federal share shall be at least 80%.

- NEW - Congestion Relief

- \$250M over 5 years.
 - Provides competitive grants to states, local governments, and metropolitan planning organizations for projects in large, urbanized areas to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States.

A. Infrastructure and Investment Jobs Act

- Highway Competitive Grant Programs

- NEW - Healthy Streets

- \$500M (subject to future appropriations).
 - Discretionary grant program to mitigate urban heat islands, improve air quality, and reduce the extent of impervious surfaces, storm water runoff and flood risks, and heat impacts to infrastructure and road users.

- NEW- Safe Streets for all Users

- \$5B over five years.
 - Grants support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives.

- NEW - Strengthening Mobility and Revolutionizing Transportation (SMART)

- \$500M over five years.
 - Funds demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.

A. Infrastructure and Investment Jobs Act

- Highway Competitive Grant Programs

- NEW - Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)
 - \$7.3 billion over five years (formula); \$1.4 billion (grants).
 - Establishes a formula and competitive grant program to help states improve the resiliency of transportation infrastructure.
 - Each state must use 2% of its formula funds for planning.
 - Highway, transit, and ports projects are eligible.
 - grants may be used for planning, resiliency improvements, community resilience and evacuation routes, and at-risk coastal infrastructure projects.
- NEW - Reconnecting Communities Pilot
 - \$1B over five years.
 - Provides funding for projects to restore community connectivity.
 - MPOs are eligible for both planning and construction grants.

A. Infrastructure and Investment Jobs Act

- Public Transportation - \$106 billion in new spending over 5 years.
 - Fixed Guideway Capital Investment Grants (Sec.30005)
 - \$8B guaranteed over five years, \$15 billion is authorized subject to future appropriations
 - The bill raised Small Start thresholds to no more than \$150 million in CIG funds from \$100 million and total net capital cost of less than \$400 million from \$300 million.
 - Formula Grants for Rural Areas (Sec. 30006)
 - Rural formula funding has grown by \$1.4B to \$4.6B.
 - The rural set-aside requirement in the competitive Bus program has increased from 10% to 15%.
 - State of Good Repair Grants (Sec 30016)
 - \$23B over five years - \$21B Formula; \$1.5B Competitive – a significant increase.
 - The bill adds new competitive grant program for Rail Vehicle Replacement.
 - Grants for Buses and Bus Facilities (Sec. 30018)
 - \$5.16B over five years - \$3.16B Formula; \$2B Competitive
 - The bill requires competitive grant applicants for zero emission vehicles to submit a fleet zero emission transition plan.

A. Infrastructure and Investment Jobs Act

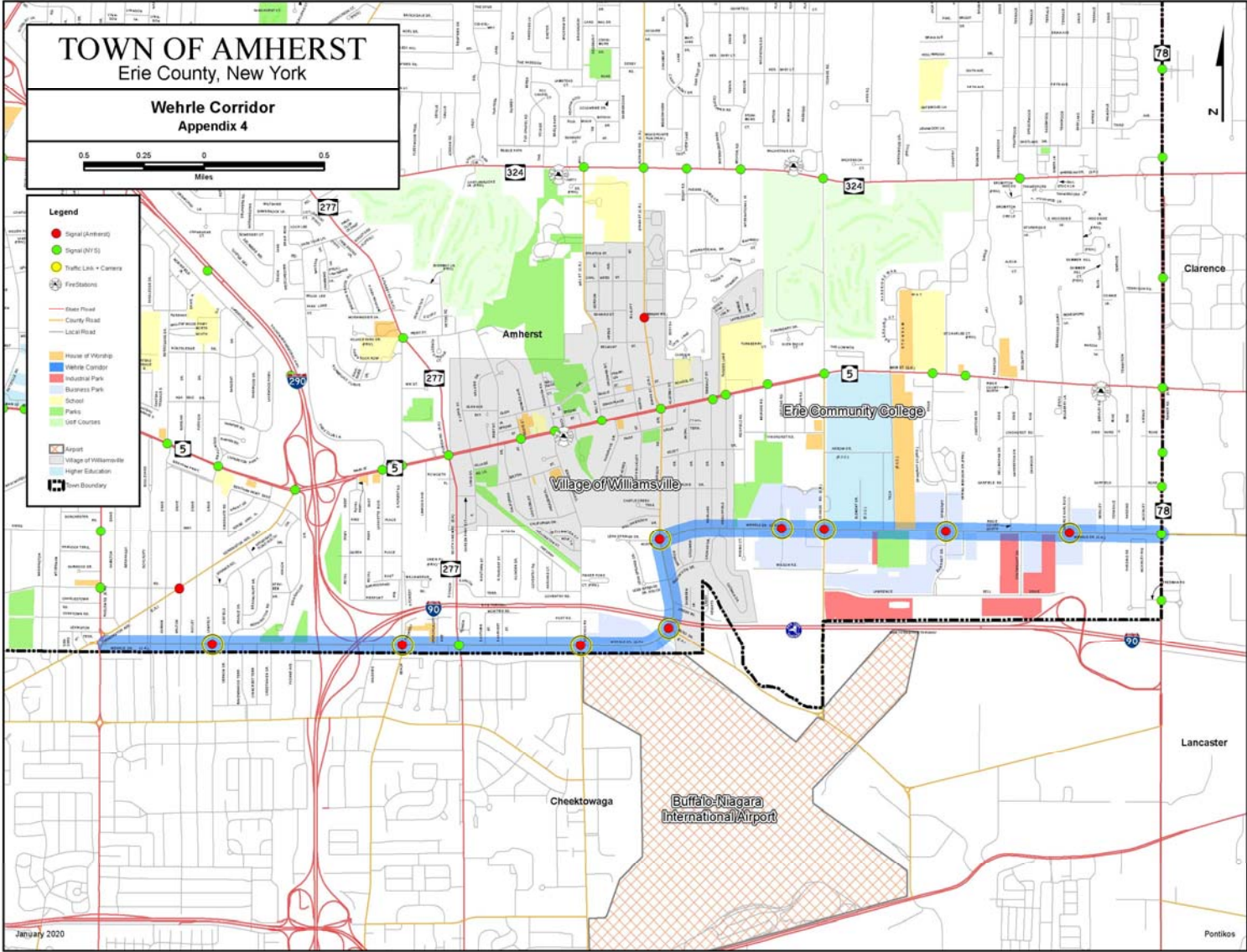
- Public Transportation (continued)
 - FTA Low or No Emission (LONO) Competitive Grants
 - \$5.6b over five years.
 - Funds the purchase or lease of low or no emission vehicles as well as related equipment or facilities.
- Rail
 - AMTRAK Northeast Corridor - \$6B over five years.
 - AMTRAK National Network - \$16B over five years .
 - NEW - Railroad Crossing Elimination - \$3B over five years.
 - Federal-State Partnership for Intercity Passenger Rail - \$36B over five years.
 - CRISI (Rail Grants) - \$5B over five years.
 - Measures to prevent trespassing, research, and development to advance rail projects (including MAGLEV), emergency plans for communities where hazardous materials are transported by rail, and others

A. Infrastructure and Investment Jobs Act

- Airports

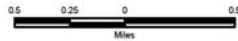
- Facilities and Equipment - \$5B over five years.
- Airport Infrastructure Program (AIP) - \$15B over five years.
- NEW - Airport Terminal - \$5B over five years.
 - “Terminal development” projects including on-airport rail access projects, and projects for relocating, reconstructing, repairing, or improving an airport-owned air traffic control tower.
 - Projects that increase capacity and passenger access.
 - Projects that replace aging infrastructure.
 - Projects that achieve compliance with the Americans with Disabilities Act and expand accessibility for persons with disabilities.
 - Projects that improve airport access for historically disadvantaged populations.
 - Projects that improve energy efficiency, including upgrading environmental systems, upgrading plant facilities, and achieving Leadership in Energy and Environmental Design (LEED) accreditation standards.
 - Projects that improve airfield safety through terminal relocation.
 - Projects that encourage actual and potential competition.

B. Town of Amherst
Miovision System Implementation

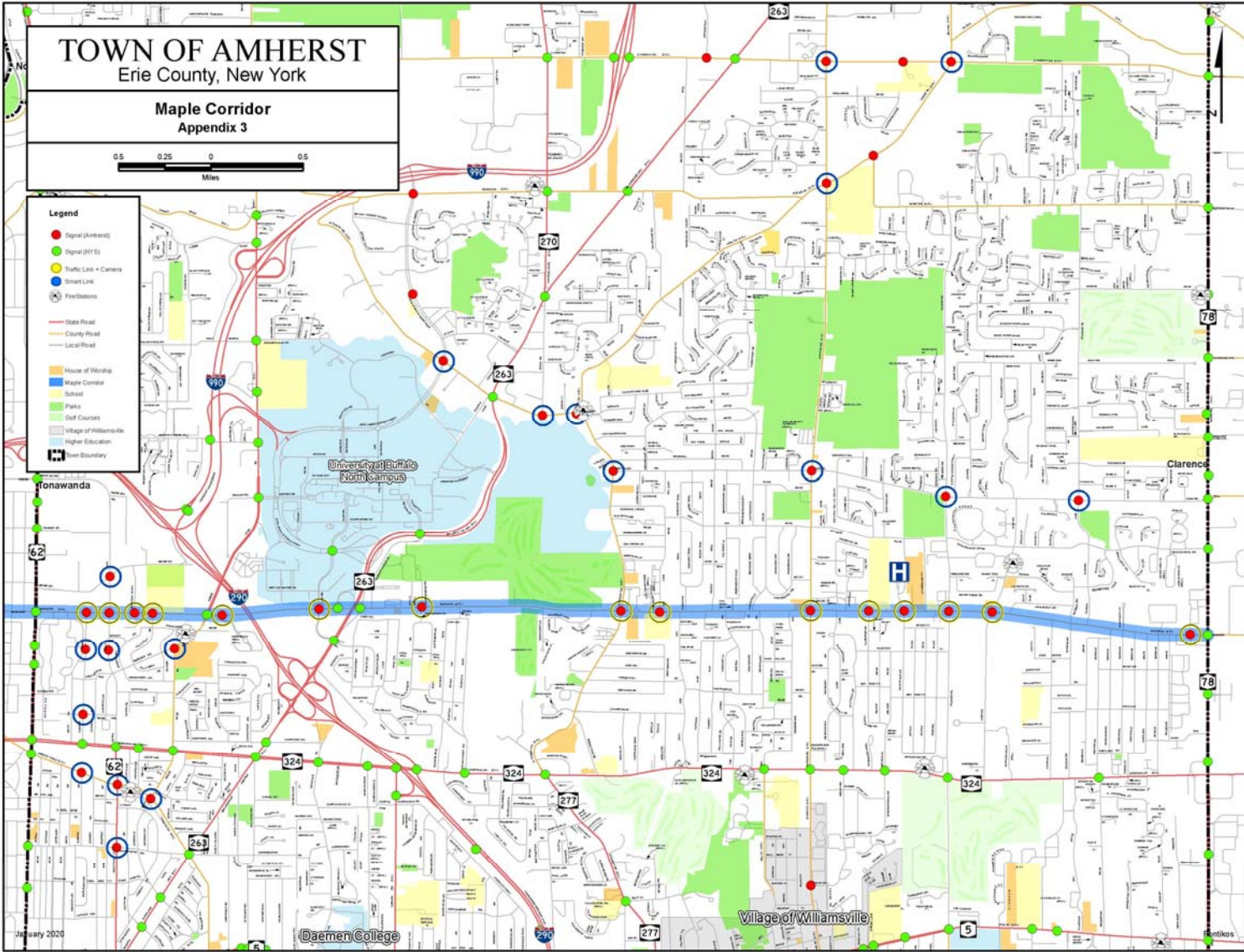


TOWN OF AMHERST Erie County, New York

Maple Corridor Appendix 3



- Legend**
- Signal (downward)
 - Signal (upward)
 - Traffic Link + Camera
 - Smart Link
 - Fire Stations
 - State Road
 - County Road
 - Local Road
 - House of Worship
 - State Center
 - School
 - Park
 - Golf Courses
 - Village of Williamsville
 - Higher Education
 - Town Boundary



January 2020

Daemen College

Village of Williamsville

Antikos



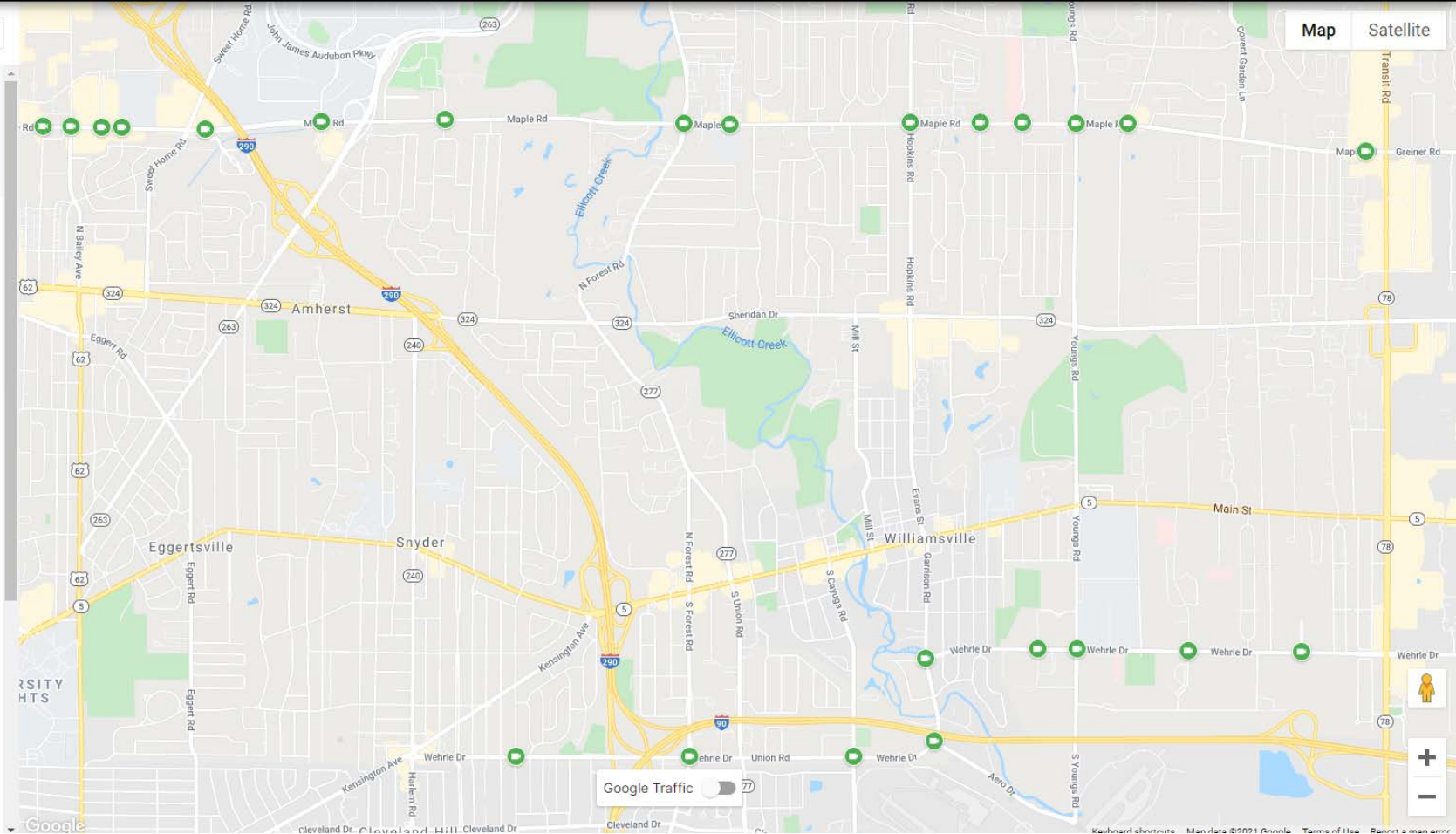
Installations Active Alerts

24 SmartLink devices in network	24 Cameras in network	24 SmartSense devices in network
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Filters

SmartLink + SmartSense + Camera

- Maple Rd @ Flint Rd
- Maple Rd @ Hopkins Rd
- Maple Road @ Alberta Drive
- Maple Road @ Ayer Road
- Maple Road @ Corporate Pkwy
- Maple Road @ Culpepper Road
- Maple Road @ Hillcrest Drive
- Maple Road @ Macarthur Drive/MFSH
- Maple Road @ N/S Maplemere Road
- Maple Road @ North Forest Road
- Maple Road @ Old Lyme Drive
- Maple Road @ Transit Plaza/Lowes/Tops
- Maple Road @ Youngs Road
- Maple Road and Bowmart Pkwy
- Maple Road and North Bailey Avenue



Map Satellite



Telemetry Dashboard

48°F
Light Rain

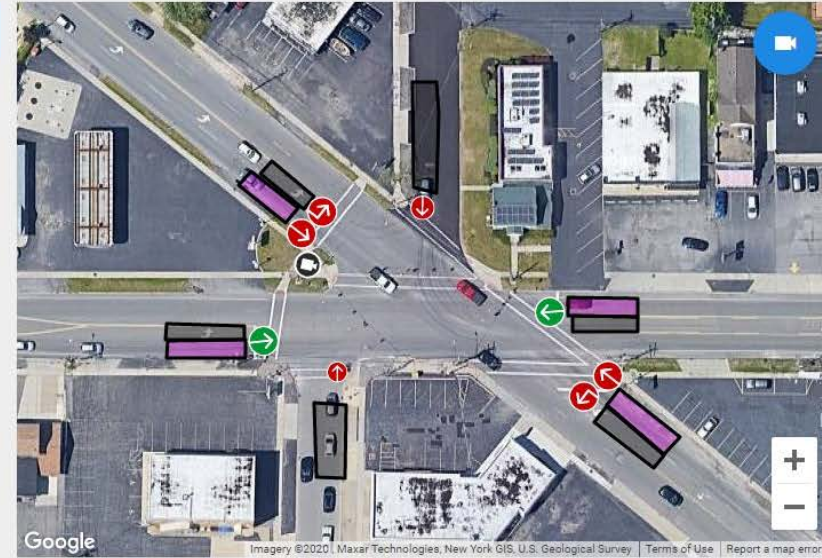
INTERSECTION DETAILS

SIGNAL VIEW APPROACH VIEW TIMING DIAGRAM

Traffic Signals



Detectors



PREVIOUS DAY

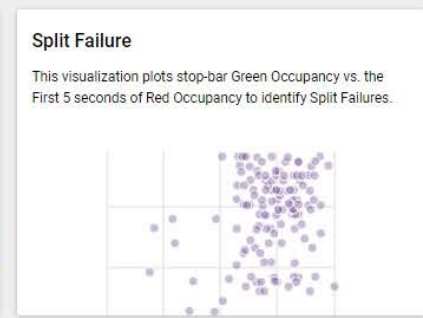
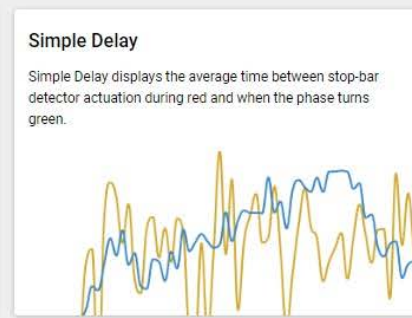
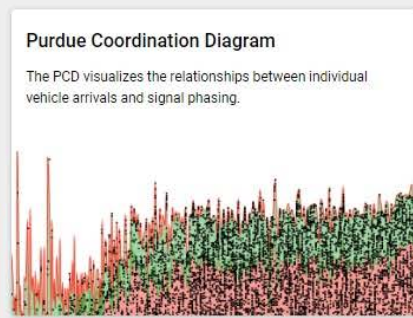
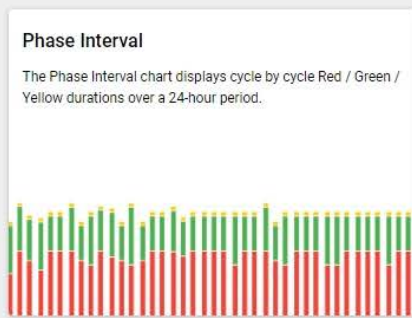
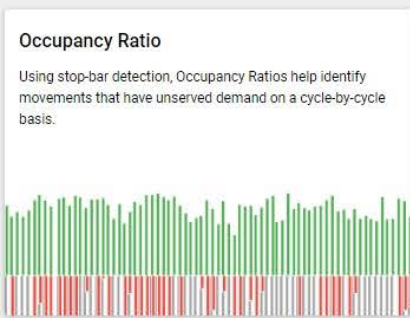
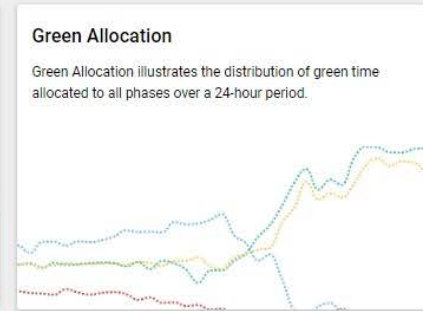
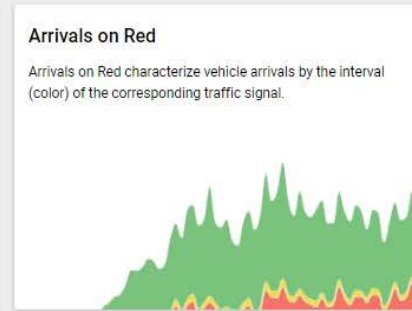
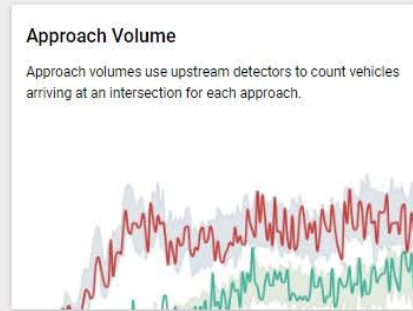
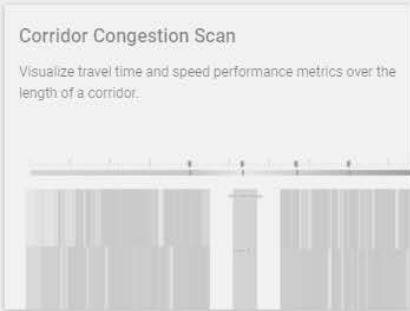
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TODAY





Signal Performance Measures & Network Metrics





Alerts

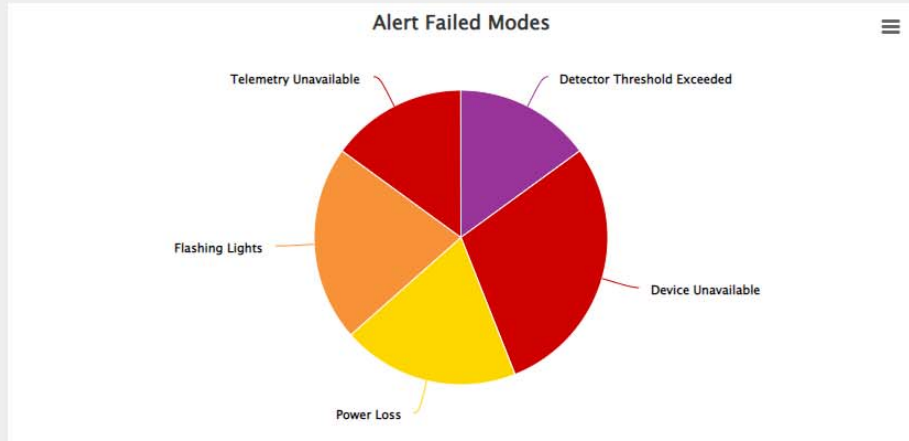
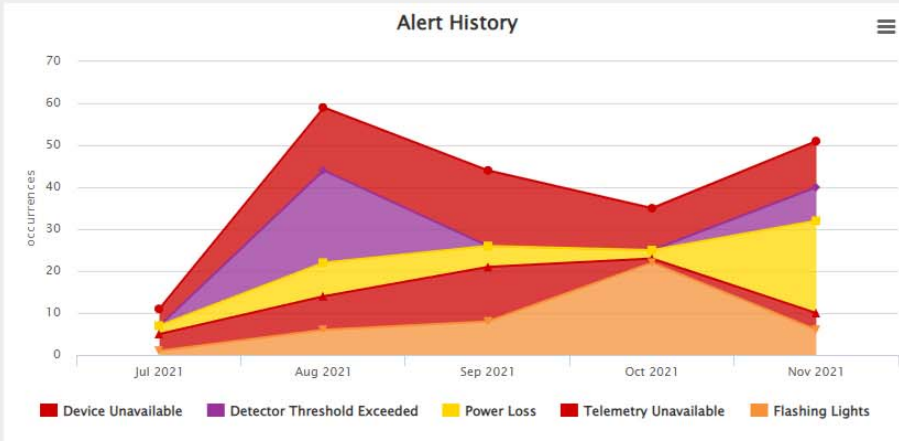
59
Total this Month

Time to Resolution

43.47
Average Resolution Time (hrs)

Connectivity

24
Intersections Connected



Weekday PM Peak ▾

Report Date 📅 11/30/2021 ▾

Primary Data Set

1 week to Nov 27, 2021 | MTWThF | 15:00 to 19:00

Baseline Data Set

4 weeks to Nov 20, 2021 | MTWThF | 15:00 to 19:00



NETWORK	CORRIDORS	INTERSECTIONS				
Corridor	Level of Service Corridor Average	Vehicle Delay (s) Normalized Vehicle Delay of Corridor	Normalized Travel Time Index Corridor Weighted Average	Normalized Reliability Corridor Interquartile Range ↑	Major Street Arrivals on Red % of Approach Volume	Split Failure Normalized Split Failures in Corridor
Maple Road - N Forest WB (WB)	B B	94 82 (14.6%) ↑	1.36 1.31 (3.8%) ↑	0.63 0.78 (19.2%) ↓	0.0% 0.0% (—%)	No data
I-290 EB (WB)	B B	107 104 (2.9%) ↑	1.25 1.25 (—%)	0.51 0.63 (19.0%) ↓	0.0% 0.0% (—%)	6.0 (—%)
Maple Road - N Forest EB (WB)	B C ↑	75 91 (17.6%) ↓	1.42 1.51 (6.0%) ↓	0.90 1.05 (14.3%) ↓	0.0% 0.0% (—%)	No data
I-290 WB (EB)	A A	17 11 (54.5%) ↑	1.17 1.11 (5.4%) ↑	0.92 1.03 (10.7%) ↓	0.0% 0.0% (—%)	3.0 (—%)
I-290 WB (WB)	A A	12 8 (50.0%) ↑	1.12 1.08 (3.7%) ↑	0.91 0.98 (7.1%) ↓	0.0% 0.0% (—%)	2.6 5.7 (54.4%) ↓
Maple Road - N Forest EB (EB)	B B	50 53 (5.7%) ↓	1.27 1.28 (0.8%) ↓	0.80 0.82 (2.4%) ↓	0.0% 0.0% (—%)	No data
I-290 EB (EB)	B B	116 155 (25.2%) ↓	1.27 1.37 (7.3%) ↓	0.58 0.58 (—%)	0.0% 0.0% (—%)	7.6 (—%)
Maple Road - N Forest WB (EB)	B B	97 121 (19.8%) ↓	1.36 1.44 (5.6%) ↓	0.71 0.70 (1.4%) ↑	0.0% 0.0% (—%)	3.5 7.7 (54.5%) ↓
Wehrle Drive (EB)	No data	No data	No data	No data	0.0% 0.0% (—%)	No data

Town of Amherst Smart Signal Project, Ph I

Project Contacts & Role

Town of Amherst Job # 2019.052

NYSERDA/NYSERDA Research Partnership Agreement, Contract Number (C031105)

NYSERDA Agreement Number (153296)

NYSERDA Task Assignment Number (SR-20-10) , SPR PIN (SR20.10.882)

Catalog of Federal Domestic Assistance Number (20.205)

<u>Name</u>	<u>Agency</u>	<u>Role</u>	<u>Phone</u>	<u>Email</u>	
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Brian Kirby	NYSERDA, Region 5	Support Agency	716.847.3208	Brian.Kirby@dot.ny.gov	Support Team
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C. October TPS Action Item Approvals (1/3)

- NYSDOT Let Changes (4)

- Projects moved to FFY 23.

1. PIN 5045.27 NY 104 @ NY 93 Intersection
2. PIN 5568.15 NY 265 Millersport Hwy @ Hopkins Rd
3. PIN 5813.72 Guiderail Replacement; Various Locations
4. PIN 5111.77 US 20 over Cazenovia Creek

- Approved as AdMod #109

- PIN 5814.39 NY 240/277; US 20 to NY 952J (New Armor Duells Rd)

- NYSDOT request to add ROW Incidentals & ROW Acquisition phases to the project.
 - \$8K will be transferred to ROW-I from 5B15.55 PMI-PAVT MAINT LET & VPP and \$43K will be transferred to ROW-A from 5B15.55 PMI-PAVT MAINT LET & VPP.
 - Fiscal constraint was maintained.
 - The let date remains 4/23.
 - Approved as AdMod # 110

C. October TPS Action Item Approvals (2/3)

- PIN 5111.77 US 20 over Cazenovia Creek
 - This is a NYSDOT request to add a ROW Incidentals phase & increase the ROW Acquisition phase to the project.
 - \$174K was added to the new ROW-I phase and \$220K will be added to ROW-A.
 - Fiscal constraint is maintained as \$394K (matched NHPP) will be transferred from Statewide Capital Program.
 - The let date was delayed from 11/2021 (FFY22) to 9/2023
 - **Approved as AdMod #111**
- PIN 5308.37 US 62 @ NY 429 & US 62 @ Witmer Rd; Safety Intersection Improvements
 - This is a NYSDOT request increase the ROW Acquisition phase to the project by \$495K.
 - Fiscal constraint is maintained as \$222K will be transferred from PIN 5814.19 Large Culvert Program; Various Locations, (Catt, Chaut & Erie Cos) and \$273K will be transferred from PIN 5B20.03 State Infrastructure Program.
 - **Approved as AdMod # 112**

C. October TPS Action Item Approvals (3/3)

- FFY Local Project Changes (7)

PIN	Sponsor	Project Title	Current FFY	Requested FFY
576290	Buffalo	NIAGARA ST SUSTAINABLE CORRIDOR - PHASE 4B	2022	2023
576348	Buffalo	BUFFALO - BUSTI AVE TRAFFIC CALMING - TAP	2020	2023
576352	Buffalo	BUFFALO SRYS SCHOOL ZONE SAFETY IMPROVEMENTS - TAP	2022	2023
576267	Niagara Falls	CITY OF NIAGARA FALLS PSAP; 1 UC & 17 SIG	2021	2022
576347	Town of Tonawanda	TONAWANDA - PARKER BLVD COMPLETE STREETS INITIATIVE - CMAQ	2020	2023
576357	City of Tonawanda	TONAWANDA PEDESTRIAN BRIDGE REHABILITATION PROJECT - TAP	2022	2023
576359	Clarence	ERIE COUNTY PEDESTRIAN ACCOMMODATIONS	2022	2023

- Approved as AdMod # 113

D. November Policy Committee Meeting Summary (1/2)

- Friday, November 12 @ 10 am
- Action Items Approvals
 - Resolution 2021-18 GBNRTC 2022 Safety Performance Targets
 - Resolution 2021-34 2021 Transit Safety Performance Targets
 - Resolution 2021-23
 - PIN 582484 Rehab of Bus Support Facilities – Delete Project
 - PIN 582470 Metro Bus Facility Rehabilitation – Add New Project
 - Resolution 2021-26
 - PIN 575557 John B Daly Blvd Ext; Niagara St to Pine Ave – Delete Project
 - PIN 576377 – New Highway Construction, John B Daly Blvd Ext; Niagara St to Pine Ave – Add New Project
 - Resolution 2021-29 PIN 5051.15 N Grand Island Bridge Underpass OHVD Systems
 - Resolution 2021-30 PIN 5268.55 NY 240; Boston-Colden Rd to Ellicott Rd
 - Resolution 2021-31 PIN 5045.28 NY 93 @ NY 104 (Molyneaux Corners); Town of Cambria
 - Resolution 2021-27 GBNRTC Annual Memorandum of Understanding

D. November Policy Committee Meeting Summary (2/2)

- Action Item Approvals (continued)
 - Resolution 2021-32 PIN 5763.78 Bullis Rd/Buffalo Creek Painting and Vertical Down
 - Resolution 2021-33 PIN 581466 Goodell St; NY 33 (Kensington Expwy) to NY 5
 - Election of Policy Committee Officers 2021
- Discussion Items
 - IJJA Summary/First Look
 - TIP Construction Projects Update
 - Region Central Initiative
 - Transit Oriented Development Phase 2
 - Metro Transit Expansion Project
 - Regional Bicycle Master Plan Implementation
 - GBNRTC Modeling Initiative Status

Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Next PCC Meeting – January 5, 2021
- Adjournment

