



Greater Buffalo Niagara Regional Transportation Council  
438 Main St, Suite 503 | Buffalo, NY 14202 | 716-856-2026 | [www.gbnrtc.org](http://www.gbnrtc.org)

## Planning and Coordinating Committee (PCC) Meeting

Wednesday April 5, 2023 @ 9:30am

*Public Participation Live and Virtual 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://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](mailto:staff@gbnrtc.org).

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

### DRAFT AGENDA

Pledge of Allegiance

#### I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (3-1-23) Meeting Minutes

#### II. ACTION ITEMS

- A) AdMod #19: PIN 5763.57 City of Tonawanda Pedestrian Bridge
- B) AdMod #20: PIN 5763.82 Hartland Rd @ Fish Creek
- C) AdMod #21: PIN 5764.37 Quaker Road / Golden Hill Creek Concrete Repairs
- D) AdMod #22: FFY22 5310 Solicitation Awards
- E) Resolution 2023-10 PIN 5051.15 N Grand Island Bridge Underpass OHVD Systems
- F) 2050 Metropolitan Transportation Plan Update – Initiate 30-day Public Review
- G) Transportation / Air Quality Conformity Determination - Initiate 30-day Public Review

#### III. DISCUSSION ITEMS

- A) March TPS Action Item Approvals
- B) Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program Awards
- C) Charging and Fueling Infrastructure (CFI) Discretionary Grant Program
- D) EPA Climate Pollution Reduction Grant Opportunity

#### IV. STATUS REPORTS/INFORMATION

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

#### V. MEETING ADJOURNMENT

Next Meeting: Wednesday, May 3, 2023



Greater Buffalo Niagara Regional Transportation Council  
438 Main St, Suite 503 | Buffalo, NY 14202 | 716-856-2026 | [www.gbnrtc.org](http://www.gbnrtc.org)

## Planning and Coordinating Committee (PCC) Meeting Minutes March 1, 2023

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held March 1, 2023 at 9:32 am.

The following GBNRTC-PCC representatives were present:

- NFTA Tom George
- NYSTA John Boser
- NYSDOT Dave Hill (Zoom)
- Buffalo Nolan Skipper
- Niagara Falls Kevin Forma (Zoom)
- Erie County Darlene Svilokos
- Niagara County Garret Meal

Others present:

- Athena Hutchins NITTEC
- Christopher Renn NYSDOT (Zoom)
- Bryan Roth NFTA (Zoom)
- Heather Ault Cheektowaga Resident (Zoom)
- John Hannon
- GBNRTC Staff (7)

Public Attendees:

- Nine (9) members of the public viewed through Facebook Live link.

## I. PROCEEDINGS

The Chairperson (Mr. Kempner from NFTA) called the meeting to order at 9:32 a.m. and led the pledge of allegiance.

### A) Roll Call

- All members were present.

### B) Public Participation

- The following comment was received:
  - Doug Funke, Citizens for Regional Transit* – “The feds are providing \$56M for the Kensington project — not nearly enough for capping but a substantial portion (and possibly possibly enough per Rochester experience) for the cost of filling-in and restoring the Humboldt Parkway as a surface complete street. We say use the State’s \$1B to extend Buffalo Metro through the East Side to the airport instead.”
- The following comments were received after the public participation period ended:
  - Fr. Jud Weiksnar* – “Sorry I came online about 10 minutes late. I just saw your slide about BRIDGE NY program. Is GBNRTC the right forum to ask about the progress of the Louisiana Street Corridor/Bridge project? If not, is it a city, state, county or federal project, and whom should I ask?”
  - Heather Ault* – “I live on Eggert Road in Cheektowaga and I’m interested in the Lane Modification Analysis when it is completed on 3/31. I have also been working on this project for two years. Thank you very much for including Cheektowaga! Who do I contact? Thank you!”

### C) Approval of Meeting Agenda

- All present were in favor of a motion to approve the meeting agenda as proposed (NC/EC). *Approved.*

### D) Approval of Previous Meeting Minutes

- All present were in favor of a motion to approve the 2-1-22 meeting minutes (TWA/EC). *Approved.*

## II. ACTION ITEMS

### A) PIN 5580.53 I-290 @ Main St Interchange Reconfiguration - Guarino

- This is a NYSDOT request to modify an existing project
- Preliminary design will be increased by \$0.810M for outside consultant design
- Fiscal constraint is maintained as \$0.810M will be transferred from the Construction phase
- Let date remains at 10/25
- Recommended for approval by TPS on 2/15/23
- *Motion to approve as Administrative Modification #10 (DOT/TWA). Approved 7-0.*

### B) PIN 5762.90 Niagara St Phase 4B – Guarino

- This is a Buffalo request to modify an existing project
- \$2.85M of local (Buffalo) funds will be added to the project due to increased estimated cost and utility betterment
  - \$2.60M to Construction phase
  - \$0.25M to Construction Inspection phase
- Fiscal constraint is maintained as all additional funds are local
- Let date is unchanged at 4/14/23
- Recommended for approval by TPS on 2/15/23
- *Motion to approve as Administrative Modification #11 (COB/NFTA). Approved 7-0.*

### C) PIN 5825.68 BEB Deployment Charging Stations Infrastructure – Guarino

- This is an NFTA request to modify an existing project
- \$2.2M of FTA FFY 22 Transit Infrastructure Grants – Community Project Funding (Earmark) will be added to project
  - Project total increases from \$0.716M to \$2.916M
  - Fiscal constraint is maintained as extra funding is new to the region
- In addition, an administrative correction will be made as the non-federal share was incorrectly entered into eSTIP as a state match and will be switched to a local match
- Recommended for approval by TPS on 2/15/23
- *Motion to approve these changes as Administrative Modification #15 (NFTA/COB). Approved 7-0.*

### D) SFY 22-24 UPWP Second-Year Endorsement w/ Amendments – Finn

- GBNRTC approved a two-year 2022-2024 Unified Planning Work Program for Erie and Niagara Counties on March 4, 2022
- MPO staff recommend minor modifications to the UPWP as noted.
  - Planning Emphasis Areas - Each UPWP subtask was noted with the PEAs that are applicable to it. (22-24 UPWP had PEAs being tasks in and of themselves)
  - Funding Tables - Updated with most up to date funding projections and backlog estimate provided by NYSDOT Main Office
  - 44.21.00 – Program Support and Administration
    - Added MPO Governance Document Review and Update as specific project (was previously included under UPWP Administration and Governance)
    - Added GBNRTC Public Participation Plan Update as specific project (was previously included under Community Outreach/Public Participation)

- Added Tribal Nation Coordination to 44.21.00 (was previously included in 44.23.01)
- 44.22.00 – General Development and Comprehensive Planning Project - No changes
- 44.23.01 – Long Range Transportation Planning – Systems Level - Moved Tribal Nations Coordination to 44.21.00
- 44.23.02 – Long Range Transportation Planning – Project Level - Added Regional Signal Communications Study to Smart Cities Task
- 44.24.00 – Short Range Transportation Planning – Project Level
  - Added Lancaster Heritage Trail as a subtask to Regional Bike Master Plan per Jan 2023 approved UPWP Amendment
  - Added Safe Streets for All – Regional Comprehensive Safety Plan per grant award in Feb 2023.
- 44.25.00 – Transportation Improvement Program - No Changes
- 44.27.00 – Other Activities - Moved Infrastructure Vulnerability Assessment to its own project (previously under Incorporate Safety and Security in Transportation Planning)
- Financial tables have been prepared as required by FHWA and FTA
- *Motion to recommend endorsement of the second year of the program with amendments as referenced to Policy Committee as Resolution 2023-4 (EC/NC). Approved 7-0.*

**E) PEF Settlement and GBNRTC Increments – Finn**

- GBNRTC staff, by procedure, follows the job classifications and salary schedules of the New York State Public Employees Federation (PEF)
- The PEF Executive Board and the Governor’s team previously negotiated the second, third and fourth year of a successor agreement including a 2 percent raise increment for each year, as noted in approved Resolution 2021-25
- The current PEF Contract will expire on March 31, 2023, indicating no action to increment annual increases for GBNRTC staff salaries for SFY 2023-2024 except for step increases for eligible employees
- *Motion to authorize NFTA to process only step increases for eligible employees upon receipt of personnel change notices for SFY 2023-2024 via Resolution 2023-5 (TWA/NFTA). Approved 7-0.*

**F) Updated Highway, Bridge and Freight Performance Measures – Stilwell**

- FHWA published the Pavement and Bridge Condition Performance Measures Final Rule in January 2017.
- This rule, which is also referred to as the PM2 rule, establishes six performance measures for pavement and bridge condition on Interstate and non-Interstate National Highway System (NHS) roads.
- NYSDOT has established statewide performance targets for the National Highway System (NHS), with effective dates of December 16, 2022, for the following categories:
  - Bridge Performance on the NHS
  - Pavement Performance on the NHS (by Interstate and Non-Interstate)
  - System Performance on the NHS (by Interstate and Non-Interstate)
  - Freight Performance on the NHS (for Interstate Only)
- The proposed 2024 and 2026 targets were shown for these categories.

- *Motion to recommend the proposed updated Highway, Bridge and Freight Performance Measure targets to Policy Committee via Resolution 2023-6 (COB/EC). Approved 7-0.*

**G) Updated Transit Asset Management (TAM) Performance Measures – Stilwell**

- The Federal Transit Administration (FTA) published a final Transit Asset Management (TAM) rule on July 26, 2016.
- The rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets.
- The rule defines the term “state of good repair,” requires that public transportation providers develop and implement TAM plans, and establishes State of Good Repair (SGR) standards and performance measures for four transit asset categories:
  - Rolling Stock
  - Transit Equipment
  - Transit Infrastructure
  - Facilities
- Public transportation providers set transit asset targets annually and must provide the targets to each MPO in which the transit provider’s projects and services are programmed in the MPO’s Transportation Improvement Program (TIP).
- The proposed 2023 targets were shown for these categories.
- *Motion to recommend proposed 2023 Transit Asset Management Performance Measure targets to Policy Committee via Resolution 2023-7 (NFTA/COB). Approved 7-0.*

**H) Updated Transit Safety Performance Measures – Stilwell**

- FTA requires certain operators of public transportation systems that receive federal funds under FTA’s Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems
- The Niagara Frontier Transportation Authority (NFTA) Executive Safety Committee has officially adopted updated safety targets for the established transit safety categories in the NFTA Metro Agency Safety Plan dated February 27, 2023
  - Total number of fatalities reported to NTD by mode
  - Fatality rate per IM vehicle revenue miles by mode
  - Total number of injuries reported to NTD by mode
  - Injury rate per IM vehicle revenue miles by mode
  - Total number of safety events reported to NTD by mode
  - Safety event rate per IM vehicle revenue miles by mode
  - System Reliability rate per IM vehicle revenue miles by mode
- The proposed 2023 targets were shown for these categories. The table shown in the slides was incorrect but was corrected and distributed after the meeting. The table in the meeting package was correct.
- *Motion to recommend the updated Transit Safety Performance Measure targets to Policy Committee via Resolution 2023-8 (NFTA/TWA). Approved 7-0.*

### III. DISCUSSION ITEMS

#### A. February TPS Action Item Approvals - Guarino

- PIN 5763.74 Jacques Rd/Eighteenmile Creek Rehabilitation
  - Request to increase the project cost by \$0.286M to reflect an unexpected increase in the Construction Phase estimate.
  - Fiscal constraint will be maintained as the \$0.286M offset will be transferred from PIN 5764.28 Hartland Rd Over Golden Hill Creek.
  - Approved as Administrative Modification #12
- PIN 5825.72 Battery Electric Buses
  - Request to advance project from 10/2023 (FFY 24) to 9/2023 (FFY 23)
  - Approved as Administrative Modification #13
- PIN 5825.88 Replace Station Panel Liners (LRRT)
  - The existing project used NYSDOT State Metro Rail Capital for two different years SFY21/22 and SFY22/23.
  - All NYSDOT State Metro Rail Capital funding will now be taken from the SFY21/22 allocation.
  - Approved as Administrative Modification #14

#### B. Bridge NY Update Status – Guarino

- The BRIDGE NY program provides enhanced assistance for local governments to rehabilitate and replace bridges and culverts.
- Particular emphasis will be provided for projects that address
  - Poor structural conditions
  - Mitigate weight restrictions or detours
  - Facilitate economic development or increase competitiveness
  - Improve resiliency and/or reduce the risk of flooding
- NYSDOT will provide up to 95 percent of the originally authorized project costs
- Project Applications Received
  - Niagara County - 6 projects totaling \$13.9M with \$5.7M available
  - Erie County - 12 projects totaling \$36.2M with \$21.2M available
- GBNRTC tasked with evaluating applications in MPO area
- EC & NC review teams evaluating applications in MPO area
  - Step 1 – Local Bridge Priority Index (LBPI)
  - Step 2 – Review of Unique & Qualitative Factors
- GBNRTC PCC to approve recommendations to NYSDOT
- Final selection made by NYSDOT MO
- During the BRIDGENY item, Mr. Hannon inquired whether bicycle improvements were considered during bridge projects. Mike Finn responded saying that bike/pedestrian improvements on bridge projects are considered on a case by case basis based on the context of the bridge in the transportation network.

#### C. Reconnecting Communities Program - FY22 Awards - Guarino

- The Bipartisan Infrastructure Law established the new RCP discretionary grant program, funded with \$1 billion over the next 5 years.
- The purpose of the RCP Program is to reconnect communities by removing, retrofitting, or mitigating transportation facilities, like highways or rail lines, that create barriers to community connectivity, including to mobility, access, or economic development.

- The program funds planning and capital construction to address infrastructure barriers, reconnect communities, and improve peoples' lives.
- FY22 Funding was \$195M
  - Planning Grants - \$50M
  - Capital Grants - \$145M
- NYS Awards
  - Planning - Reconnecting a Post I-81 Viaduct Syracuse
    - City of Syracuse, New York
    - Address inequities on the south side of Syracuse created by a raised highway and elevated railroad that inhibit access to jobs, education, healthcare, and recreation.
    - Planning RCP Award: \$500K/\$630K total cost
  - Capital - NYS Route 33 (Kensington Expressway) Project
    - New York State Department of Transportation
    - The project will cap approximately 4,100 feet of the Kensington Expressway to provide continuous greenspace and reestablish community character and cohesiveness.
    - Capital RCP Award: \$55.6M/\$1,054M total cost (largest grant awarded)

#### D. Status of Current Traffic Studies/Analyses – Davis

- Completed
  - French Rd (Union Rd to Transit Rd) Operational/Reconfiguration Assessment (EC)
  - Pegula Sports Event Traffic Planning (COB)
  - South Campus Roadway Configuration Analysis (Amherst)
  - Analysis of Streetlight Event-Based Data for New Bills Stadium (Erie County)
  - Analysis Support Middle Main Project (COB)
  - I-90 Work Zone Analysis
  - Entertainment District Lane Reconfiguration Analysis (COB)
  - Bailey Ave – Potential Lane Reconfig Analysis – Kensington to E. Amherst (COB)
  - Region Central – Regional Modeling/Traffic Analysis of Potential Alternatives
  - Kensington Expressway Traffic Analysis Support (NYSDOT)
  - Jefferson Ave Lane Modification Analysis (COB)
  - Beaver Island Pkwy (RT 324) Bridge Construction Traffic Analysis
  - Evans Rd - Operational Analysis of Current and Forecasted Traffic (Williamsville)
- Ongoing
  - Goodell St-Pearl St-Tupper St Planning Study - Expected Complete 3/31
  - Gunnville Rd Interchange Analysis - Expected Complete 3/31
  - River Road Lane Reconfiguration Analysis (NYSDOT) – Expected Complete by 3/31
  - Eggert Rd Lane Modification Analysis (Amherst, Tonawanda, COB, Cheektowaga)
  - Analyze Ramp Reconfiguration of WB I-90 to NB I-190
  - Exit 50 - Assessment of Wehrle Dr Bridge Alternatives and Cleveland Drive Ramps
  - Region Central – Operational Modeling/Traffic Analysis of Preferred Scenario
  - Support NFTA in LRT EIS
  - NF Blvd & I-190 Multi-intersection Reconfiguration Analysis



- Parkside & Linden Streetlight Analysis (COB)
- Reconfiguration of Twin Cities Hwy in the City of North Tonawanda
- Miovision Smart Traffic Signal Deployment Support (Amherst)
- Support NITTEC in ATCMTD Implementation Phase II
- Exit 50 - Main Street/I-290 Interchange Alternative Assessment
- Potential Reconfig of I-190 Niagara/Virginia Ramps with Niagara St Operations - on hold
- Operational Analysis - I79 & 62 with I79 & I-90 Ramps - on hold
- Youngs Rd Interchange Analysis - on hold
- Preliminary
  - Monteaagle & Chasm Streetlight Analysis (City of NF)
  - TMIP/EMAT - on hold
  - Town of Amherst/Tonawanda NF Blvd SEMA Corridor - on hold
  - Pine Avenue Complete Street Analysis - on hold
  - Rainbow Avenue Lane Reconfiguration Analysis - on hold
  - NF Main Street Lane Reconfiguration Analysis - on hold

#### IV. STATUS REPORTS/INFORMATION

- Member Agency Reports
  - NYSDOT (Hill) reported that they are finishing the BRIDGE NY culvert selections and will be transmitting selections to NYSDOT Main Office
  - Buffalo (Skipper) reported that two TIP projects are out to bid
    - Niagara Street phase 4b
    - South Park Loop Bridge
  - NITTEC (Hutchins) reported that the ATCMTD project is progressing and the NITTEC annual report is now online
  - NFTA (George) reported that several Battery Electric Busses (BEB) are now in service and have been well received.
  - All other members and regional stakeholders stated that they did not have anything to report at this time.
  
- Director's Report - Finn
  - Safe Streets for All (SS4A) Planning Grant Matching Funds
    - CLEAR system will be used in SS4A efforts
    - A preliminary SS4A planning study will be conducted prior to the larger regional planning study to assist members in identifying safety projects and making them eligible for SS4A capital funding.
  - TAP/CMAQ Solicitation anticipated Summer 2023
  - The concept of engineering seed funding is being explored to make discretionary grant applications more competitive.

#### V. EXECUTIVE SESSION

- *Motion to initiate an Executive Session to discuss pending legal action (EC/TWA). Approved 7-0.*
- *Motion to adjourn Executive Session (NFTA/EC). Approved 7-0.*

#### VI. MEETING ADJOURNMENT

- *Motion to adjourn the meeting (NC/COB). Approved 7-0.*
- The meeting ended at approx. 11:06 am
- The next GBNRTC PCC meeting will be held on Wednesday April 5, 2023 at 9:30 am.

# Planning and Coordinating Committee

April 5, 2023





# Agenda

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



 GBNRTC

## A) PIN 5763.57 City of Tonawanda Pedestrian Bridge

- This is a request to modify an existing MISC project
- Let will be delayed from 6/23 (FFY 23) to 4/24 (FFY 24)
- Additional review was needed for the historic structure
- Funding is not being changed – fiscal constraint is maintained
- This is a TPS action being expedited by PCC
- Today's PCC action would be approve as AdMod #19



## **B) PIN 5763.82 Hartland Rd @ Fish Creek**

- This is a request to modify an existing MISC project
- Let will be delayed from 8/23 (FFY 23) to 12/23 (FFY 24)
- The Town didn't hire a consultant until Fall 2022, and the project requires property acquisition (ROW)
- Funding is unchanged - fiscal constraint is maintained
- **Today's TPS action would be to approve as AdMod #20**

## C) PIN 5764.37 Quaker Road / Golden Hill Creek Concrete Repairs

- This is an Niagara County request to modify an existing project
- Bridge overlay work on BIN 3060430 from PIN 5763.73 Bridge Deck Overlays will be transferred to PIN 5764.37 (Minor Scope Change)
- \$65K from PIN 576373 Bridge Deck Overlays will also be transferred to PIN 5764.37
- PIN 5763.73 Bridge Deck Overlays total project cost will be reduced from \$365K to \$300K
- Let date is unchanged (4/23)
- Today's action would be to approve as AdMod #21

## D) FFY22 FTA 5310 Solicitation Awards

- This is an request to modify ten existing FTA 5310 funded projects
- There was a delay in getting an FTA Grant Approval for the FFY22 solicitation for the 5310 Enhanced Mobility for Seniors and Individuals with Disability
- NYSDOT has requested that the following projects be moved to FFY23 so the grants can be approved.
  - PIN 5825.56 Catholic Health – Purchase 1 new vehicle, \$72K
  - PIN 5825.57 Community Services – Purchase 6 new vehicles, \$458K
  - PIN 5825.58 Aspire of WNY – Purchase 3 new vehicles, \$185K
  - PIN 5825.59 People, Inc – Purchase 6 new vehicles, \$369K
  - PIN 5825.60 United Cerebral Pals – Purchase 2 new vehicles, \$169K
  - PIN 5825.61 Erie Senior Services – Hire supervisor/expand program, \$250K
  - PIN 5825.62 Erie County – Purchase of 4 new vehicles, \$246K
  - PIN 5825.63 Hearts and Hands – Operator assistance, \$476K
  - PIN 5825.64 Erie Senior Services – Expanded program hours, \$890K
  - PIN 5825.65 Center for Self Adv – Hire supervisor/expand program, \$115K

## D) FFY22 FTA 5310 Solicitation Awards

- PIN 5825.62 Erie County – 4 new vehicles will make a slight funding change
  - Previous - \$197K FTA 5310 + \$49K local match = \$246K
  - New - \$198K FTA 5310 + \$50K local match = \$248K
- Today's action would be to approve these changes as AdMod #22

## E) PIN 5051.15 N Grand Island Bridge Underpass OHVD Systems

- This is an NYSDOT request to modify an existing project
- A total of \$639K C & CI of State Discretionary Funds (SDF) will be replaced with \$639K HSIP
- As the federal HSIP funds are new statewide allocations to the region, fiscal constraint is maintained
- C/CI totals and let date are unchanged
- Public review completed on 4/4 with no comments received
- This project remains exempt pursuant for the purposes of regional transportation conformity and does not trigger the need for a new TIP or Plan conformity determination
- Today's PCC action would be to approve Resolution 2023-10 as Amendment #3

**DRAFT**

MOVING  
FORWARD  
**2050**

UPDATE

A Regional Transportation Plan  
for Buffalo Niagara

May 2023



## F) 2050 Metropolitan Transportation Plan Update

- The update maintains the 2050 planning horizon, reaffirming key elements and concepts of the 2018 Plan.
- The impacts of the Covid-19 pandemic on regional travel patterns.
- Demographic, land use and transportation conditions to reflect the most current data available, including the 2020 U.S. Census data.
- The 2021 Bipartisan Infrastructure Law (BIL) which brings the largest increase in a generation to upgrade the nation's transportation infrastructure.

**DRAFT**

**MOVING  
FORWARD  
2050**

**UPDATE**

A Regional Transportation Plan  
for Buffalo Niagara

May 2023



## F) 2050 Metropolitan Transportation Plan Update

- For the Buffalo Niagara region, the available funding out to year 2050 is now projected to be \$21 billion (up from the \$13B projected in the 2018 MTP).
- New Planning Emphasis Areas (PEAs) to bring added focus to advancing equity and social justice goals, tackling climate change, enhancing public engagement and interagency coordination, and improving safety and mobility options through complete streets initiatives.
- Performance measures to better align with federal performance measures and a Transportation System Performance Report.

**DRAFT**

MOVING  
FORWARD  
**2050**

UPDATE

A Regional Transportation Plan  
for Buffalo Niagara

May 2023



## F) 2050 Metropolitan Transportation Plan Update

- Key Dates
  - **April 5, 2023:** Request to initiate 30-day public review and comment period.
  - **April 5 - May 4, 2023:** Public comment period and agency consultation (to include public meeting(s))
  - **April 25, 2023:** Public meetings (In-person and virtual)
  - **May 5, 2023:** PCC/GBNRTC Policy approval of MTP update
- Today's PCC action would be to initiate a 30-day public review of the 2050 MTP Update



## **G) Draft Air Quality Conformity Determination for 2050 MTP Update**

- GBNRTC completed a new transportation conformity determination for the 2050 Metropolitan Transportation Plan Update.
  - At the time of our last MTP, Erie and Niagara counties were designated as “attainment” for 2008 ozone NAAQS.
  - As a result of South Coast vs USEPA II ruling (Feb 2018), Erie and Niagara counties are now designated as “orphan non-attainment areas.”
    - Must demonstrate conformity but not required to perform an emissions analysis.
- Conformity determination also includes GBNRTC’s 2023-2027 Transportation Improvement Program (TIP).

## G) Draft Air Quality Conformity Determination for 2050 MTP Update

- The Clean Air Act requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP).
  - Conformity to the purpose of the SIP means that **transportation activities will not cause or contribute to new air quality violations**, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones.
  - EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP.

# G) Draft Air Quality Conformity Determination for 2050 MTP Update

- MTP and TIP projects are identified as either exempt or non-exempt from conformity analysis.
- Non-exempt projects are those deemed to have an impact on travel patterns / more likely to have an impact on regional emissions.
- Six (6) projects in the new MTP are identified as “non-exempt”.

Project ID	Title	Description	Notes
NMT1	Metro Transit Expansion	Expand high quality transit service in Buffalo to Tonawanda and Amherst.	This project has already been reviewed by ICG as PIN 582510 in GBNRTC 2023-2027 TIP. See Table 2.
NMT5	Bailey Avenue High-Capacity Transit Enhancements	Implement BRT along Bailey Avenue in the City of Buffalo. This project will include transit and streetscape enhancements as well as smart technology implementation.	
NMT6	NFTA Bus System-wide High-Capacity Transit Enhancements	The implementation of transit enhancements along select corridors.	
RHS1	NY Route 33, Kensington Expressway Project	Reconnecting neighborhoods in the City of Buffalo that were divided by the construction of the Kensington Expressway.	This project has already been reviewed by ICG as PIN 551252 in GBNRTC 2023-2027 TIP. See Table 2.
RTSE1	Regional Traffic Signal Enhancement	Deploy and operate an integrated traffic signal control system for the Buffalo-Niagara region.	
IR1	Region Central Infrastructure Re-Envisioning	Restore community connectivity within Region Central, a collection of neighborhoods adjacent to NY RT 198/Scajaquada Expressway between I-190 and NY RT 33 in the City of Buffalo.	

## G) Draft Air Quality Conformity Determination for 2050 MTP Update

- Interagency Consultation Group reviewed and concurred with all project air quality classifications.
  - Approved on April 4th, 2023
  - No comments received
- Interagency Consultation Group (ICG): *NYSDOT, NYSDEC, FHWA, FTA and USEPA*
- Today's PCC action would be to initiate a 30-day public review of the Draft Transportation/Air Quality Conformity Determination

# Discussion Items



# A) March TPS Action Item Approvals

- **PIN 5268.54 NY 240 (Orchard Park Rd) @ Fisher Rd Intersection Improvements**
  - Additional \$446K needed for outside design
  - \$446K to be transferred from PIN 5B2006 HSIP/NHPP State Safety Block Program and added to the Preliminary Design phase
  - **Approved as Administrative Modification #16**
- **PIN 5763.36 William St; Transit to Bowen**
  - Delayed the Construction and Construction Inspection phases from 12/24 (FFY 25) to 4/26 (FFY 26)
  - **Approved as Administrative Modification #17**
- **PIN 5764.27 Hunt St Bridge/Bergholtz Creek**
  - Total project cost increases by \$113K to reflect NC local Design contribution (now \$1.223M)
  - Federal funds original programmed for this work were transferred to C/CI phases
  - **Approved as Administrative Modification #18**

## **B) Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program Awards**

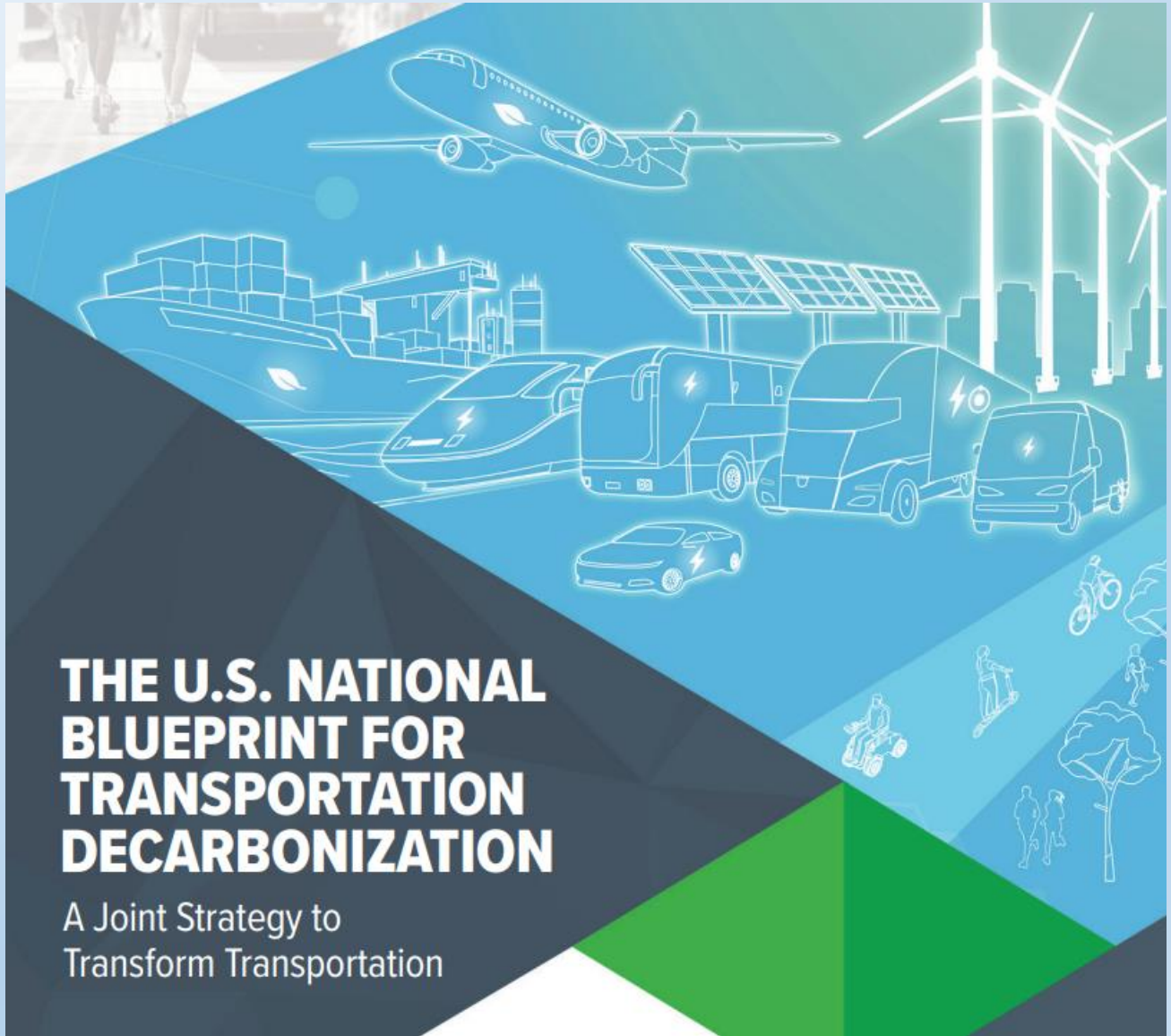
- Established under the IIJA/BIL the grant program
- Provides State, local, and Tribal governments \$500 million (\$100 million annually) to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.
- The program funds projects that are focused on using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector.

# B) Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program Awards

- For the 2022 round of funding
  - The maximum award per project was \$2,000,000
  - 59 projects across 33 states awarded
  - 4 projects in NY
  - 2 projects to GBNRTC members
- The next funding opportunity of \$100 million is expected to be released Fall, 2023

New York				
Recipient	Project Name	Funding	Project Type	Project Summary
City of Buffalo	Buffalo SMART Grant project	\$1,919,343	Curb Management	Capture real-time usage data and facilitate comprehensive curb management strategies in Downtown Buffalo.
City of Ithaca	Dynamic Signal Priority for School Buses, Transit and Fire Operations	\$1,782,310	Smart Traffic Signals	Deploy Traffic Signal Prioritization to improve the efficiency of school buses, transit, and fire operations in Ithaca.
New York State Metropolitan Transportation Authority	NY MTA - Inclusive Wayfinding through NaviLens	\$2,000,000	Transit Innovation	Implement a wayfinding application to allow visually impaired New York subway and bus customers to safely navigate their entire public transit trip.
New York State Thruway Authority	Smart Data Collection: Using Automation and Data Integration to Optimize Infrastructure Inspection	\$1,500,000	UAS	Use drone technology to inspect infrastructure along the New York State Thruway.





# THE U.S. NATIONAL BLUEPRINT FOR TRANSPORTATION DECARBONIZATION

A Joint Strategy to  
Transform Transportation

---

# THE VISION

Transportation connects us. It connects people, countries, and cultures, and draw us closer to one another. It is also the backbone of our economy and critical to supporting the daily needs of all Americans. Our transportation system has been an engine for growth and prosperity over many decades, but that growth has not come without consequences, and that prosperity has not been shared equally. The transportation sector is now the largest source of greenhouse gas emissions in the United States, contributing to the climate crisis that is worsening quality of life in cities, towns, and rural communities throughout America. Emissions from the transportation sector also contribute to poor air quality. In the United States, these effects disproportionately impact underserved and disadvantaged communities.

# Blueprint for Transportation Decarbonization

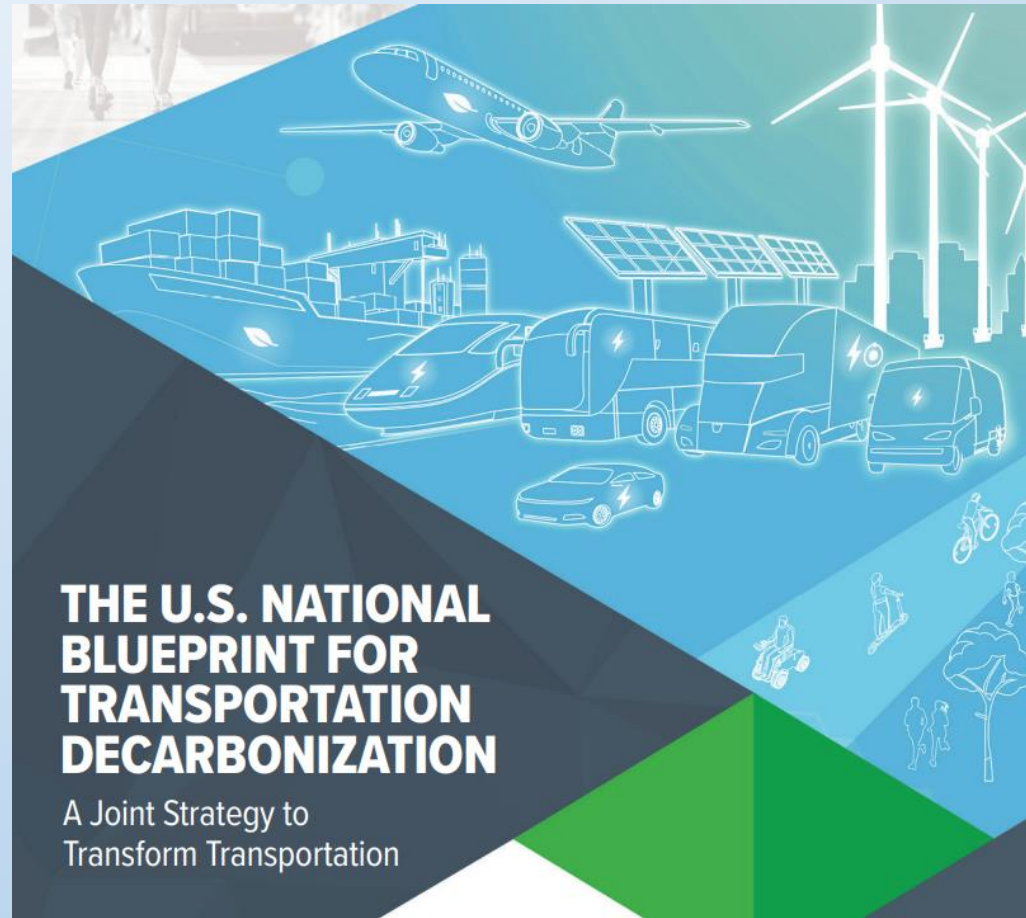
## Strategies to Decarbonize Transportation

The Blueprint identifies three key strategies to implement immediately to achieve the nation's 2030 emissions reduction goals:

1. increase convenience by improving community design and land use to prioritize access and proximity to work opportunities, community services and entertainment to reduce commute burdens
2. increase options to travel more efficiently by enabling shifts to more efficient vehicles and reducing reliance on energy-intensive modes of transport
3. transition to clean options by deploying zero-emission vehicles and fuels for all passenger and freight travel modes

# Blueprint for Transportation Decarbonization

Transportation Decarbonization Strategy Milestones		
Timeframe	Plan	Strategy
Before 2030	Turning the Tide on Transportation: Research and Investments to Support Deployment	Maximize the impact of the historic BIL/IRA investments and catalyze collaboration and private investments
2030 – 2040	Accelerating Change: Scaling Up Deployment of Clean Solutions	Adapt strategies and implementation plans in response to global events, consumer response and technology progress
2040 – 2050	Completing the Transition: A Sustainable and Equitable Future	Ensure no one is left behind and do our part to achieve a net-zero emissions economy



[U.S. National Blueprint for Transportation Decarbonization | US EPA](#)



# Charging and Fueling Infrastructure Discretionary Grant Program

[CFIgrants@dot.gov](mailto:CFIgrants@dot.gov)



U.S. Department of Transportation  
**Federal Highway Administration**

Background Road Photo (Source: FHWA)

# CFI Program Overview



U.S. Department of Transportation  
Federal Highway Administration

- The CFI Program was established by the Bipartisan Infrastructure Law (BIL)\*, \*\*
- Authorized to strategically deploy publicly accessible electric vehicle charging and other alternative fueling infrastructure in communities and along designated Alternative Fuel Corridors (AFCs)
- BIL established two distinct funding categories within CFI: Community Grants †and Corridor Grants††
- Both Community and Corridor Grants are included in the current Notice of Funding Opportunity for Fiscal Year FY22 and FY23 offering up to \$700M
- BIL authorized funding for FY22 through FY26 for this program (\$2.5B total)

# Eligible Infrastructure for the CFI Grant Program



U.S. Department of Transportation  
Federal Highway Administration

## **EV Charging and Other Alternative Fueling Infrastructure**

- Electric Vehicle (EV) Charging
- Hydrogen Fueling
- Natural Gas Fueling
  - Compressed Natural Gas
  - Liquefied Natural Gas
- Propane Fueling\*



# Program Goals



U.S. Department of Transportation  
Federal Highway Administration

The CFI Program will accelerate an electrified and alternative fuel transportation system that is convenient, affordable, reliable, equitable, accessible, and safe. The CFI Program will also help put the U.S. on a path to a nationwide network of at least 500,000 EV chargers by 2030 and improve networks for vehicles using hydrogen, propane, and natural gas.

## **Program Goals:**

- Supplement, not supplant, necessary private sector investment
- Complement existing Federal programs
- Facilitate broad public access to a national infrastructure network to accelerate adoption of zero emission vehicles
- Implement Justice40 objectives, lower transportation costs, and increase economic opportunity
- Advance job quality, workforce development, and workforce equity
- Reduce greenhouse gas and vehicle-related emissions

# Community Grant Program



U.S. Department of Transportation  
Federal Highway Administration

Community Program grants are expected to reduce greenhouse gas emissions and to expand or fill gaps in access to charging or alternative fueling infrastructure.



Metropolitan Utilities District (MUD) Public CNG Station  
Omaha, NE (Source: MUD) - Left



Community EV Charging (Source: Erik Nelsen /  
ICF) - Top

# Corridor Grant Program

Corridor Program grants are expected to support buildout of charging or other alternative fueling infrastructure along designated AFCs.

DOT designates national AFCs that identify near- and long-term needs for, and location of, charging and other fueling infrastructure at strategic locations along major national highways across the United States.\*



U.S. Department of Transportation  
Federal Highway Administration



EV Alternative Fuel Corridor Designations, Rounds 1-6 (Source: FHWA) - top

\* 23 U.S.C. § 151



Alternative Fuels Corridor Identification Signage  
(Source: FHWA) - left

[https://mutcd.fhwa.dot.gov/resources/policy/signing/alt\\_fuel\\_corridors/index.htm](https://mutcd.fhwa.dot.gov/resources/policy/signing/alt_fuel_corridors/index.htm)



U.S. Department of Transportation  
Federal Highway Administration

# Award Size

- Community Program Grants
  - Minimum anticipated award of \$500,000
  - Maximum award of \$15M
  - \$350 million available (FY22 & FY23)
- Corridor Program Grants
  - Minimum anticipated award of \$1M
  - No maximum award size
  - \$350 million available (FY22 & FY23)
- \$700 million total CFI Program funding available (FY22 & FY23)
- To the extent possible, all applications will be considered for both the Community and the Corridor Program regardless of which grant is applied for.

# Cost Share



U.S. Department of Transportation  
Federal Highway Administration

- Maximum Federal Share
  - For both grant programs, the Federal share shall not exceed 80 percent of the total project cost\*
  - Awardees must provide at least 20 percent of the total project cost (not 20 percent of the Federal share) as a matching share
- Additional information on cost share can be found at:
  - 2 CFR 200.306 -- Cost sharing or matching and FHWA's guidance on Non-Federal Matching Requirements - [https://www.fhwa.dot.gov/legsregs/directives/policy/fedaid\\_guidance\\_nfmr.pdf](https://www.fhwa.dot.gov/legsregs/directives/policy/fedaid_guidance_nfmr.pdf)
- Eligible entities that contract with a private entity as required for the Corridor Program or as permitted by the Community Program must include in those contracts a condition that the private entity shall be responsible for the share of the project cost carried out with CFI Program funds that is not paid by the Federal Government. \*\*

# Eligible Applicants



U.S. Department of Transportation  
Federal Highway Administration

Eligible Applicants	Community Program 23 U.S.C. § 151(f)(8)(C)	Corridor Program 23 U.S.C. § 151(f)(3)
A State or political subdivision of a State*	✓	✓
A metropolitan planning organization	✓	✓
A unit of local government	✓	✓
A special purpose district or public authority with a transportation function, including a port authority	✓	✓
An Indian Tribe (as defined in section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. § 5304)) †	✓	✓
A territory of the United States	✓	✓
An authority, agency, or instrumentality of, or an entity owned by, 1 or more entities as listed above	✓	✓
A group of entities as listed above	✓	✓
A State or local authority with ownership of publicly accessible transportation facilities	✓	

\* The term "State" means any of the 50 States, the District of Columbia, or Puerto Rico 23 U.S.C. § 101(a)(28).

† The term "Indian" means a person who is a member of an Indian tribe 25 U.S.C. § 5304(d).

# Community Program: Eligible Projects\*



U.S. Department of Transportation  
Federal Highway Administration

- Any project that is expected to reduce greenhouse gas emissions and to expand or fill gaps in access to infrastructure.
- Infrastructure is publicly accessible charging and fueling infrastructure.
- Projects may be located on any public road or in other publicly accessible locations, such as parking facilities at public buildings, public schools, and public parks, or in publicly accessible parking facilities owned or managed by a private entity.\*\*

# Community Program: Eligible Project Costs\* (continued on next slide)



U.S. Department of Transportation  
Federal Highway Administration

- Acquisition and installation of infrastructure
- A CFI grant recipient may also use grant funds for:
  - Any related construction or reconstruction and the acquisition of real property directly related to the project.
  - Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.



# Community Program: Eligible Project Costs



U.S. Department of Transportation  
Federal Highway Administration

- **May** contract with a private entity for the acquisition, construction, installation, maintenance, or operation of eligible infrastructure included in the project.\*
- Educational and community engagement activities to develop and implement education programs through partnerships with schools, community organizations, and vehicle dealerships to support the use of zero-emission vehicles and associated infrastructure (may not exceed more than 5 percent of the grant amount awarded). \*\*

# Corridor Program: Eligible Projects\* (continued on next slide)



U.S. Department of Transportation  
Federal Highway Administration

- Projects expected to support buildout of charging or alternative fueling infrastructure along designated AFCs.
- Infrastructure is publicly accessible charging and fueling infrastructure that is directly related to the charging or fueling of a vehicle.
- Projects must be located along an alternative fuel corridor, on the condition that any affected Indian tribes are consulted before the designation.

# Corridor Program: Eligible Projects



U.S. Department of Transportation  
Federal Highway Administration

EV charging infrastructure should be conveniently and safely located as close to the AFC as possible, and, in general, no greater than one mile from Interstate exits or highway intersections along designated corridors.

Alternative fueling infrastructure should be conveniently and safely located as close to the AFC as possible, and, in general, no greater than five miles from Interstate exits or highway intersections along designated corridors.

# Corridor Program: Eligible Project Costs\*



U.S. Department of Transportation  
Federal Highway Administration

- **Must** contract with a private entity for acquisition and installation of eligible infrastructure.
- Providing a private entity with operating assistance\*\* for the first 5 years of operations after the installation of eligible infrastructure while the facility transitions to independent system operations.
- An applicant that receives a CFI grant for acquisition and installation, or operations, of eligible infrastructure may also use grant funds for acquisition and installation of traffic control devices located in the right-of-way to provide directional information to eligible infrastructure included in the project.

\* 23 U.S.C. § 151 (f)(6) (A)-(D)

\*\* Operating assistance shall be limited to costs allocable to operating and maintaining the eligible infrastructure and service, and may not exceed the amount of a contract to acquire and install eligible infrastructure.

# Tools for Applicants



U.S. Department of Transportation  
Federal Highway Administration

## Corridor Program Tool:

- Alternative Fuel Life-Cycle Environmental and Economic Transportation (AFLEET) CFI Emissions Tool (Argonne National Lab)  
<https://afleet.es.anl.gov/infrastructure-emissions/>

## Equity Tools for Both Programs:

- DOT Transportation Disadvantaged Census Tracts Tool  
<https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>
- EV Charging Justice40 Map (Argonne National Laboratory)  
<https://www.anl.gov/esia/electric-vehicle-charging-equity-considerations>



U.S. Department of Transportation  
Federal Highway Administration

# Application Submission Process

- Applicants must submit their applications via [www.grants.gov](http://www.grants.gov) under the Notice of Funding Opportunity Number: 693JJ323NF00004
- Applications are due by May 30, 2023 by 11:59 PM (Eastern Time) through [www.grants.gov](http://www.grants.gov)

A registered Grants.gov account is required. Obtaining an account can involve multiple steps and numerous days. Please see the NOFO and Grants.gov website for detailed instructions, training videos, an online user guide, and a help desk.

The screenshot displays the Grants.gov interface for viewing a specific grant opportunity. The page title is 'VIEW GRANT OPPORTUNITY' and the opportunity number is 693JJ323NF00004. The grant is titled 'Commuter Authority Rail Safety Improvement (CARSI) Grants' and is administered by the Department of Transportation, DOT Federal Highway Administration. A red 'Apply' button is visible on the right side of the page. Below the title, there are tabs for 'SYNOPSIS', 'VERSION HISTORY', 'RELATED DOCUMENTS', and 'PACKAGE'. The 'SYNOPSIS' tab is selected, showing a table of 'General Information' with the following details:

Document Type:	Grants Notice	Version:	Synopsis 1
Funding Opportunity Number:	693JJ323NF00004	Posted Date:	Aug 25, 2020
Funding Opportunity Title:	Commuter Authority Rail Safety Improvement (CARSI) Grants	Last Updated Date:	Aug 25, 2020
Opportunity Category:	Discretionary	Original Closing Date for Applications:	Oct 26, 2020
Opportunity Category Explanation:		Current Closing Date for Applications:	Oct 26, 2020
Funding Instrument Type:	Grant	Archive Date:	Nov 25, 2020
Category of Funding Activity:	Transportation	Estimated Total Program Funding:	\$50,000,000
Category Explanation:		Award Ceiling:	\$50,000,000
Expected Number of Awards:		Award Floor:	\$0
CFDA Number(s):	20.205 - Highway Planning and Construction		
Cost Sharing or Matching Requirement:	Yes		



# **EPA's Climate Pollution Reduction Grants:**

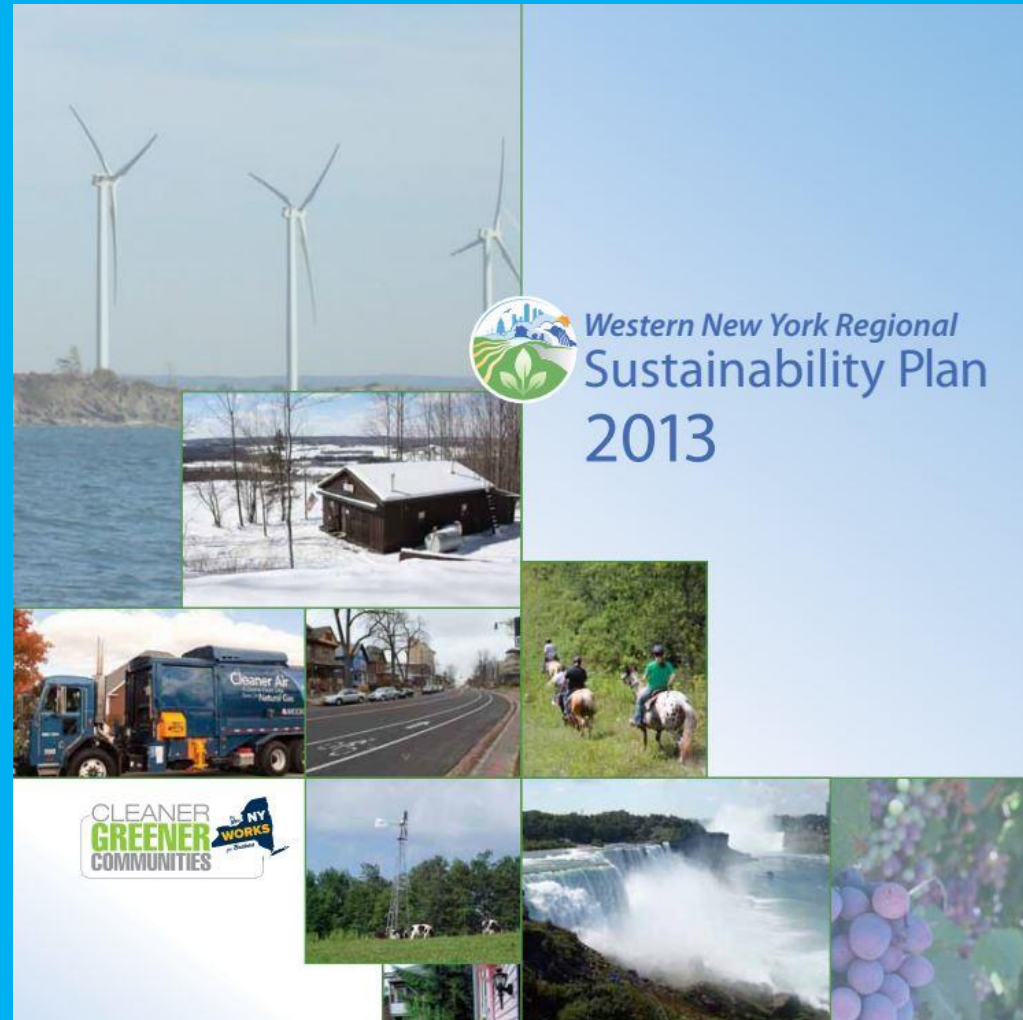
Planning grants for state, territory, local, and tribal governments

Opportunity to Build Upon Climate Related Planning Efforts  
& Qualify for Implementation Funding



How we are implementing One Region Forward

# Climate Related Planning Efforts to Build Upon



How we are implementing One Region Forward





A NEW WAY  
TO PLAN FOR  
**BUFFALO  
NIAGARA**



# 5 Big Ideas



Create Great Places and a Thriving Economy through Efficient Land Use

Provide Housing Choices in Neighborhoods that are Great Places to Live

Conserve Energy, Promote Renewables and Prepare for the Impacts of Climate Change

Connect our Places by Expanding and Diversifying Our Transportation Options

Strengthen Our Food Systems for a Healthier Population and Economy

5 Big Ideas

# Conserve Our Energy Promote Renewables and Prepare for the Impacts of Climate Change



How we are implementing One Region Forward

Since 2015 - Climate Related Planning Has Continued...



How we are implementing One Region Forward

2022 Year in Review

# Clean Energy Communities

Participating Clean Energy Communities earn points for completing actions in the Leadership Round of the program. In 2022, **35 communities completed 43 High Impact Actions** that reduce greenhouse gases, save resources and help build a more resilient Western New York.

High Impact Actions completed in 2022



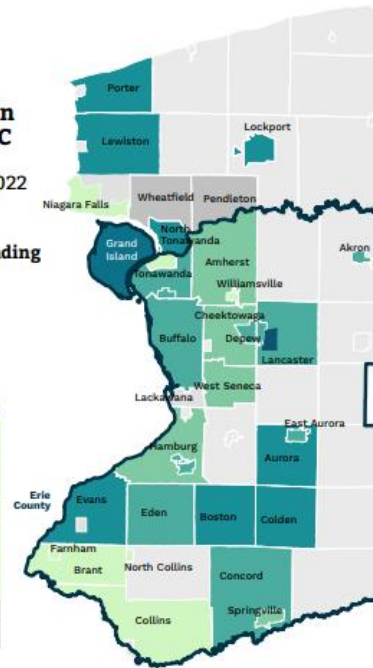
Participating Communities	Points
Erie County	5200
Village of Lancaster	2500
Town of Grand Island	2200
City of North Tonawanda	2000
Town of Aurora	2000
Town of Boston	1900
Town of Colden	1900
Town of Evans	1900
Town of Lewiston	1800
Town of Porter	1800
City of Lockport	1700
City of Buffalo	1500
Town of Eden	1400
Village of East Aurora	1400
Village of Hamburg	1400
Town of Tonawanda	1200
Town of Concord	1100
Town of Lancaster	1100
Village of Akron	1100
Village of Depew	1100
Town of Cheektowaga	1000
Village of Springville	1000
Town of West Seneca	900
Town of Amherst	700
Town of Hamburg	700

**35 communities participating in NYSEDA's CEC Program as of December 2022**

**\$300,000 in Clean Energy Grant Funding in 2022**

Participating Communities	Points
City of Tonawanda	400
Village of Williamsville	400
City of Niagara Falls	200
Town of Brant	200
Town of Collins	200
Village of Farnham	200
Village of North Collins	200
Town of Pendleton	0
Town of Wheatfield	0

● New CEC Communities



2022 Year in Review

# Climate Smart Communities

## 12 Pledge Elements

- PE1. Build a climate-smart community
- PE2. Inventory emissions, set goals and plan for climate action
- PE3. Decrease energy use
- PE4. Shift to clean, renewable energy
- PE5. Use climate-smart materials management
- PE6. Implement climate-smart land use
- PE7. Enhance community resilience to climate change
- PE8. Support a green innovation economy
- PE9. Inform and inspire the public
- PE10. Engage in an evolving process of climate action
- PE11. Innovation
- PE12. Performance

## Steps in the CSC Program

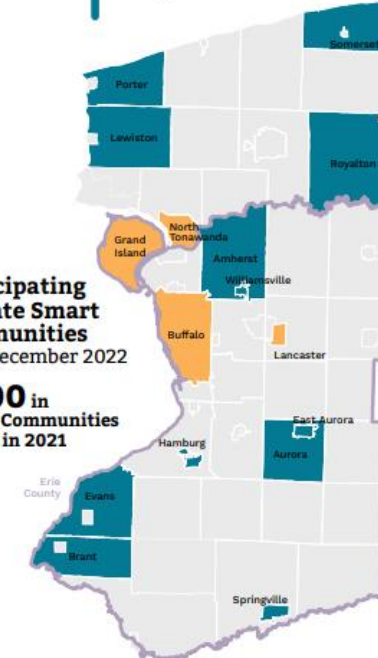
1. **Adopt the Climate Smart Communities Pledge**  
Get started by passing a local resolution to register with the CSC program.
  2. **Collect 120 Points**  
Participating communities can choose among over 100 climate mitigation and adaptation actions across 12 Pledge Elements, allowing many different approaches to resiliency. Earn points by completing these actions.
  3. **Earn BRONZE CERTIFICATION**  
Submit documentation of completed actions to earn bronze certification, then work towards Silver Certification!
- Contact us to help map out your path to certification!

Communities	Designation
Erie County	Certified - Silver
City of Buffalo	Certified - Bronze
Town of Grand Island	Certified - Bronze
Village of Lancaster	Certified - Bronze
City of North Tonawanda	Certified - Bronze
Town of Amherst	Pledged
Town of Aurora	Newly Pledged
Town of Brant	Pledged
Town of Evans	Pledged
Town of Lewiston	Pledged
Town of Porter	Pledged
Town of Royalton	Pledged
Town of Somerset	Pledged
Village of East Aurora	Pledged
Village of Hamburg	Pledged
Village of Springville	Pledged
Village of Williamsville	Pledged

■ Re-engaged  
● Newly Pledged

**17 participating Climate Smart Communities as of December 2022**

**\$630,000 in Climate Smart Communities Grant Funding in 2021**



How we are implementing One Region Forward

# DRAFT Erie County Community Climate Action Plan

March 17, 2023



# City of Buffalo Climate Resilience



The City has a responsibility to do its part to mitigate and adapt to climate change. Over the next four years, the City will work to reduce emissions from its operations and to reduce private sector emissions overall. These efforts will include electrifying our building stock and fleet, investing in clean energy, and deploying infrastructure for zero-emission modes of transportation. The City will work to build climate resilience in areas projected to be most impacted by climate change and focus on most vulnerable communities that have been historically at a disadvantage for private investments in climate-smart and energy saving technologies. By preparing for the transition to a future free of fossil fuels, we will ensure that our renewed prosperity is not threatened by a changing climate.

## Goal: Increase energy efficiency of municipal buildings

### Action Steps

- Use benchmarking to identify municipal buildings with the largest opportunity for increased energy efficiency and right-size municipal facilities and operations, such as by consolidating Department of Public Works operations into a new campus
- Conduct energy audits to determine how best to reduce energy usage and identify opportunities to install clean heating & cooling technologies
- Implement energy efficiency measures recommended by energy audits
- Investigate opportunities to purchase renewable energy for municipal use

### Indicators

- Decrease in kilowatt-hours of energy used
- Increase in # of energy audits conducted
- Increase in # of projects incorporating energy conservation measures
- Increase in % of municipally-purchased energy derived from renewable or clean fuel sources

## Goal: Convert municipal fleet to low or zero-emission vehicles

### Action Steps

- Use fleet inventory to identify vehicles best suited for electrification or conversion to alternative fuel sources (CNG)
- Replace with low or zero-emission vehicles using available state and federal incentives
- Install electric vehicle charging or alternative fuel infrastructure for fleet use

### Indicators

- Increase in % of fleet converted to low or zero-emission vehicles
- Decrease in gallons of gasoline used by fleet
- Increase in \$ leveraged from state and federal incentives
- Increase in # of electric vehicle charging or alternative fuel stations installed

## Goal: Plan and build climate resilience

### Action Steps

- Conduct vulnerability assessment to identify assets and neighborhoods most at risk of climate change impacts
- Develop a climate adaptation plan to address vulnerabilities within the city's older housing stock with a focus on historically disinvested neighborhoods

### Indicators

- Successful completion of vulnerability assessment
- Completed climate adaptation plan

## Goal: Invest in clean energy and the green economy

### Action Steps

- Conduct feasibility studies to determine best locations for rooftop and ground-mounted solar on City-owned property
- Invest in solar microgrids and energy storage to reduce utility costs for City facilities and residential communities
- Coordinate and negotiate PILOT and Community Benefit Agreements for privately-owned renewable energy projects
- Facilitate a just transition through retraining and up-skilling programs for underemployed City residents in accordance with the statewide goals of the Climate Leadership and Community Protection Act (CLCPA), passed in 2019

### Indicators

- Increase in megawatts of renewable energy capacity installed
- Increase in # of planned projects incorporating battery energy storage
- Increase in # of PILOT and Community Benefit Agreements negotiated
- # of workers retrained

## Goal: Encourage reductions in private sector emissions

### Action Steps

- Expand dedicated bicycle and pedestrian facilities throughout the City particularly in neighborhoods that lack such facilities
- Expand citywide network of publicly available electric charging infrastructure
- Raise awareness of commercial property assessed clean energy (C-PACE) financing to offset costs of energy efficiency improvements for commercial and mixed-use property owners

### Indicators

- Miles of new bike lanes constructed
- Miles of sidewalk constructed/reconstructed
- Increase in # of electric vehicle charging or alternative fuel stations installed
- Increase in # of projects financed through C-PACE

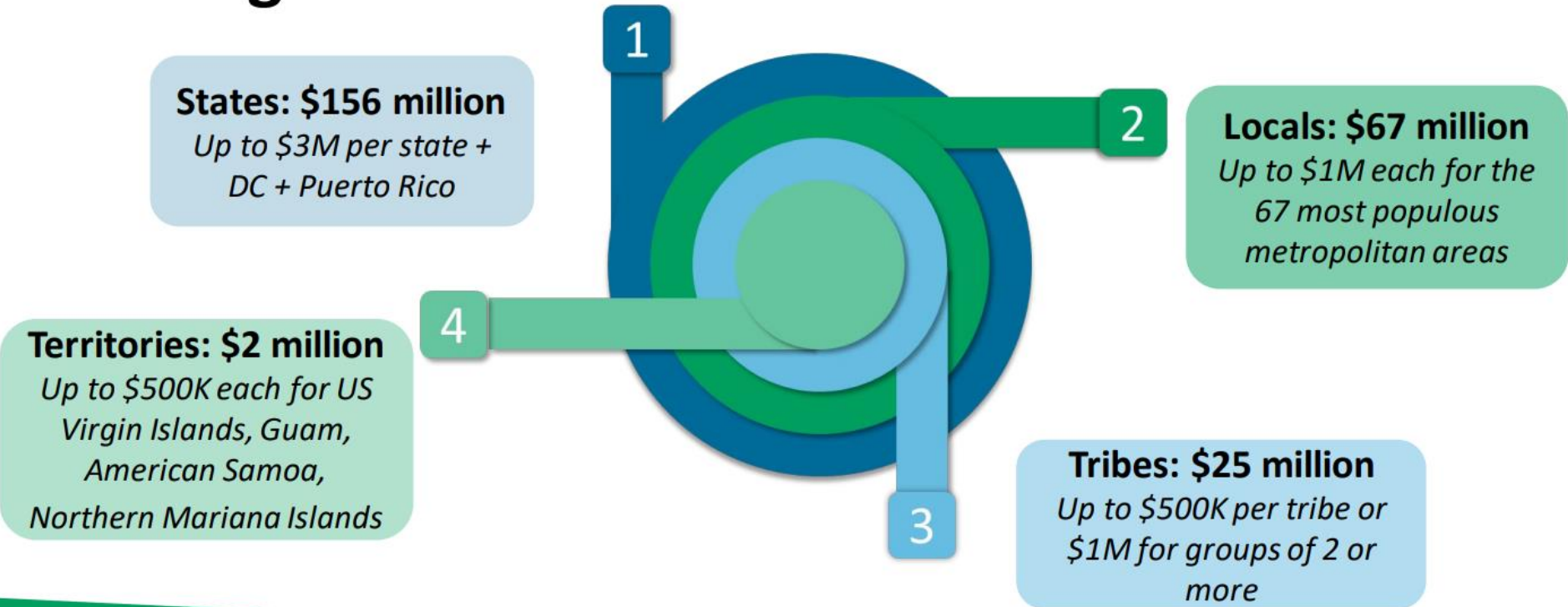


# **EPA's Climate Pollution Reduction Grants:**

Planning grants for state, territory, local, and tribal governments



# Planning Grant Allocations



# One planning grant, three deliverables over 4 years



## Priority Climate Action Plan (PCAP)

- Due **March 1, 2024**
- Near-term, implementation-ready, **priority greenhouse gas (GHG) reduction measures**
- **Prerequisite** for implementation grant



## Comprehensive Climate Action Plan (CCAP)

- Due in **2025** (later for tribes and territories)
- **All sectors** / significant GHG sources and sinks
- **Near- and long-term** GHG emission reduction goals and **strategies**



## Status Report

- Due in **2027** (N/A for tribes or territories)
- **Updated** analyses and plans
- **Progress and next steps** for key metrics

## Metropolitan Area Allocations

- Up to \$1 million each to the 67 most populous metropolitan areas nationally for the development of regional climate plans that address GHG emissions and reduction measures throughout an entire metropolitan area
- Municipalities, local air pollution control agencies, and local governments within a metropolitan area should coordinate to identify an eligible lead organization to administer the cooperative agreement
- **The lead organization for a metropolitan area must submit a Notice of Intent to Participate (NOIP) to EPA by April 28, 2023.** Letters of support from other entities in the area are recommended
- If no eligible lead organization submits an NOIP for one of the 67 metropolitan areas that qualifies for funding, those funds will be available for the next metropolitan area (e.g., #68) on the list. **Areas beyond the top 67 are strongly encouraged to submit an NOIP by the April 28 deadline**
- As long as their state opts in, municipalities outside of the 67 metro areas will have the opportunity to collaborate with their state on planning. Municipalities will be eligible to apply for implementation funding for activities identified in their state's plan

## Allocations for Tribes and Territories

- Territories: \$500,000 each for American Samoa, Guam, Northern Mariana Islands, and U.S. Virgin Islands
- Tribes: EPA has set aside \$25 million for climate planning grants for federally-recognized tribes
  - EPA regional offices will have the lead in working with their tribes and will award CPRG tribal grants within that region
- The lead organization for a tribe, tribal consortia, or territory should work with its EPA regional office to indicate interest

# Interagency and Intergovernmental Coordination

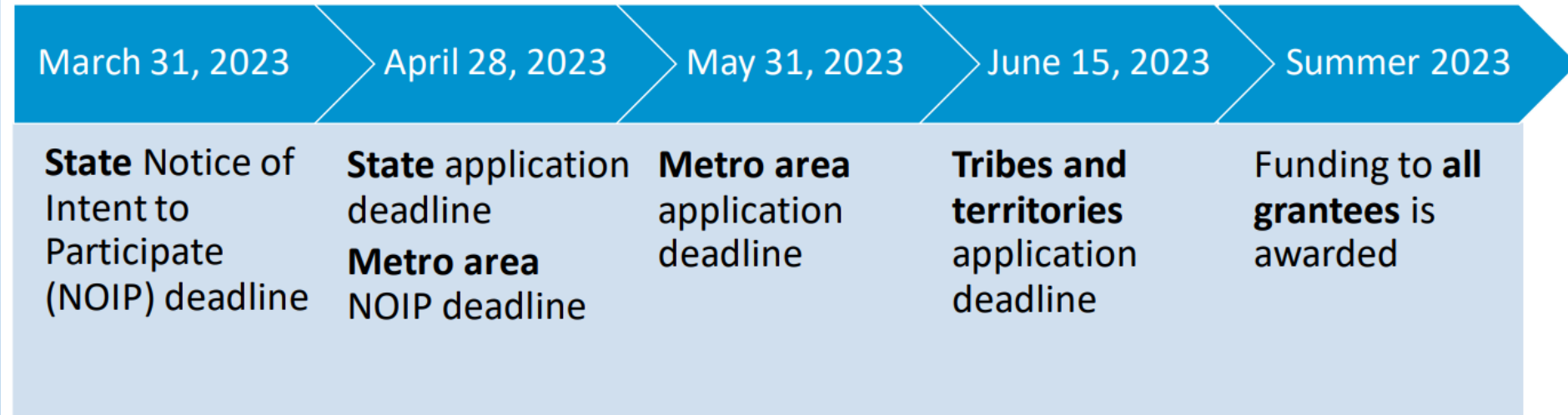
- Lead agencies must coordinate with other appropriate agencies and offices within their own government in the development and adoption of the deliverables.
- State Requirements
  - **Collaborate** with air pollution control agencies, and municipalities **within the state** to develop the PCAP and over the duration of the grant
  - Identify and **include priority measures** in the state PCAP that can be implemented by collaborating entities (e.g., municipalities, air pollution control agencies, collaborating tribes)
- Metropolitan Area Requirements
  - Climate plans should also be developed with regional coordination as much as possible

# Public and Stakeholder Engagement



*Lead organizations must meaningfully engage stakeholder groups and the public in the development process for the Priority and Comprehensive plans*

# Planning Grant Application Process



## Looking Ahead: Implementation Grants

- Those states, territories, District of Columbia, Puerto Rico, air pollution control agencies; municipalities; Tribes; or groups of such eligible entities that are **covered by** a plan developed with funding from a planning grant awarded will be eligible
- “Covered by” includes:
  - State agencies, municipalities, air pollution control agencies, and tribes who partner on a climate plan developed with a planning grant, but did not receive direct federal funds
  - Municipalities, air pollution control agencies, and tribes seeking funding for measures identified in their state’s plan for implementation at their level
- EPA encourages the design of plans that are broad and cover a variety of programs and projects that could be implemented by state, local, and Tribal partners.
- More information about eligible implementation activities and funding priorities will be available when the Notice of Funding Opportunity is published later this year



## Notice of Intent to Participate (NOIP) Requirements

- The NOIP must indicate the lead organization that will oversee and be responsible for managing cooperative agreement funds and coordinating activities and deliverables
- The NOIP from a state, DC, or Puerto Rico must include a letter or memo signed by an official within the relevant governor's (or DC mayor's) office, or the director of the designated agency
- The NOIP from a metropolitan area must include a letter or memo signed by an authorized official as described in the program guidance
- A metropolitan area NOIP must include a clear statement indicating which metropolitan statistical area the lead organization is representing
- All NOIPs must be received no later than: **March 31, 2023 for states**

**April 28, 2023 for metropolitan areas**

# Next Steps:

- NOIP submission with support letters before April 28<sup>th</sup>.

## E) Safe Streets for All – Update

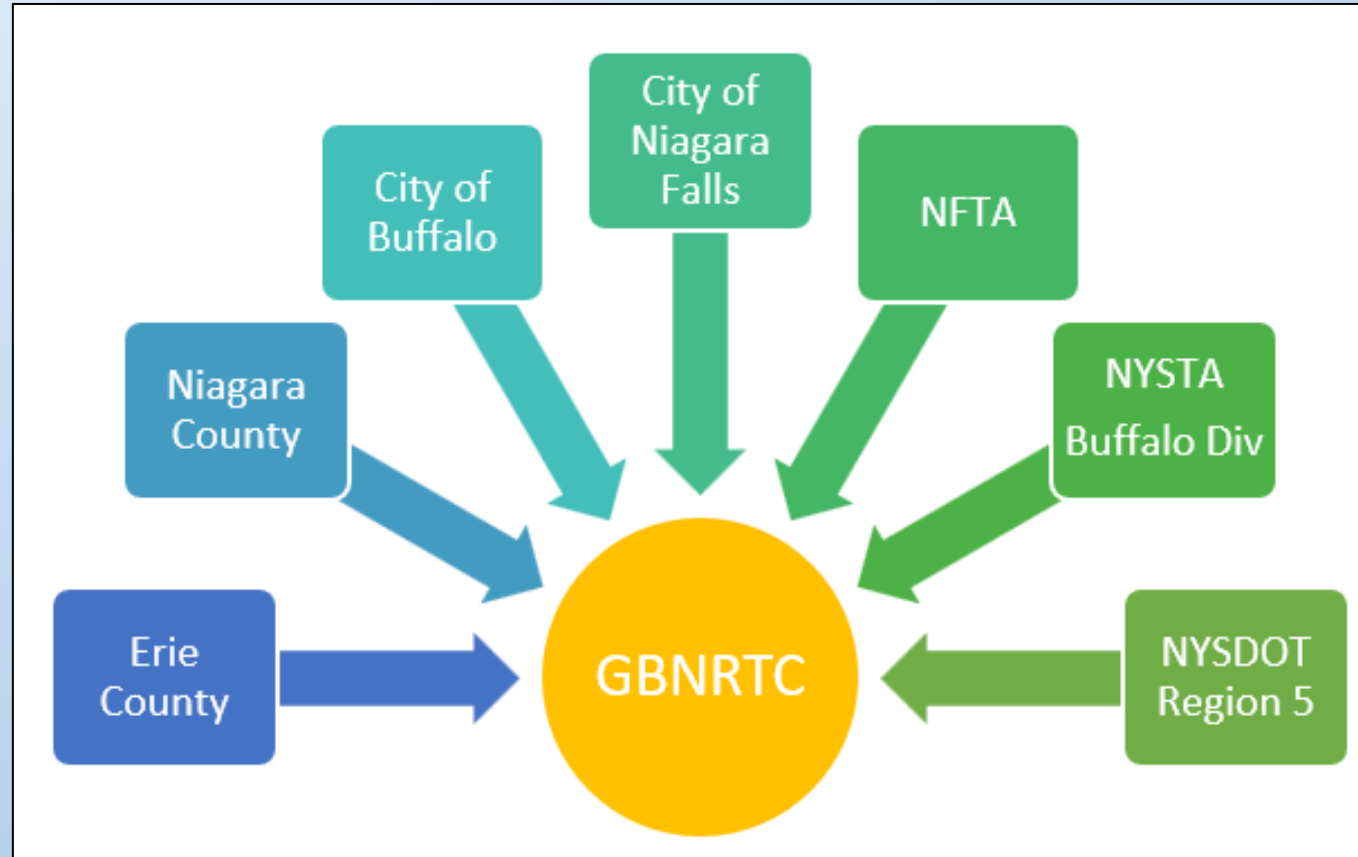
- On-going activities
  - Development of high-injury crash network
  - Grant agreement execution with FHWA and NFTA
    - Discussion with FHWA re amending grant to supplement plan developed by MPO
  - Discussion with NYSDOT MO on CLEAR system
    - Access by MPOs, Consultants, etc.
    - Liability concerns
- New Developments
  - Next funding round NOFO released – Deadline pushed up to July 2023
  - \*Preliminary from FHWA\* - Amending grant would be a “major change”
  - Liability concerns to be overcome prior to plan adoption

## E) Safe Streets for All – Update

- Implementation Grant Application
  - Can we concurrently develop projects for implementation grant while plan is being finalized?
  - Project must come out of Safety Action Plan
- Next step: Detailed presentation/discussion at for April TPS

# Status Reports/Information

# Member Agency Reports



# Executive Director's Report

- Road scoring
- PCC Meeting Rotation
- July 5 PCC Meeting

# Meeting Wrap Up

- Next PCC Meeting
  - Friday May 5, 2023 @ 1pm
  - Policy Committee meeting will take place immediately after PCC
  - There will be no PCC meeting on Wednesday, May 3
- Adjournment