



Greater Buffalo Niagara Regional Transportation Council

**GBNRTC Policy Committee Meeting**

**Wednesday, February 7, 2024**

(Meeting will immediately follow PCC meeting after short break)

*Public Participation Live Buffalo City Hall (Room 1417) and Virtual on 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@qbnrtc.org](mailto:staff@qbnrtc.org).*

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

1. Roll Call
2. Public Comment on Action Items
3. Approval of Agenda
4. Approval of Previous Meeting Minutes
5. Action Items (Approve)
  - A. TIP Amendment #13: PIN 5765.17 Lockport Rd @ CSX – New Project
  - B. 2024-2026 Unified Planning Work Program
6. Other Business
7. Next Meeting/ Adjournment of Policy Meeting



**Minutes of the November 13, 2023 meeting of the  
Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) Policy Committee**

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Policy Committee was held on November 13, 2023 at 10:00 am.

The following GBNRTC Policy Committee members/representatives were present:

- |                   |                              |
|-------------------|------------------------------|
| 1. NFTA           | Tom George (Alternate)       |
| 2. NYSTA          | Matt Latko                   |
| 3. NYSDOT         | Frank Cirillo                |
| 4. Buffalo        | Nate Marton (Alternate)      |
| 5. Niagara Falls  | Kevin Forma (Alternate)      |
| 6. Erie County    | Darlene Svilokos (Alternate) |
| 7. Niagara County | Garret Meal (Alternate)      |

Others present:

- Dave Hill NYSDOT
- Tom Richards NYSDOT
- Athena Hutchins NITTEC
- Bill Geary Erie County
- Mike Leydecker Wendel
- Alex Kone Cambridge Systematics
- Tom DeSantis CRT
- Thomas Frank Citizen
- GBNRTC Staff (10)

Chairman Cirillo (NYSDOT) called the meeting to order.

1. Roll Call

- |                   |         |
|-------------------|---------|
| 1. NFTA           | Present |
| 2. NYSTA          | Present |
| 3. NYSDOT         | Present |
| 4. Buffalo        | Present |
| 5. Niagara Falls  | Present |
| 6. Erie County    | Present |
| 7. Niagara County | Present |

2. Public Comments on Action Items

- There were no public comments.

3. Approval of Meeting Agenda

- *Motion to Approve. Approved.(TWY/COB)*

#### 4. Approval of Previous Meeting Minutes

- *Motion to Approve. Approved.(TWY/COB)*

#### 5. ACTION ITEMS

##### A) Resolution 2023-21: Safety Performance Targets

- The Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures by August 31, 2023, and update annually
- New York State Department of Transportation (NYSDOT) has established 2024 targets for five safety performance measures
  - Number of Fatalities – 1,016.1
  - Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) – 0.886
  - Number of Serious Injuries – 11,089.9
  - Rate of Serious Injuries per 100 million VMT – 9.606
  - Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries – 2,628.4
- The 5-year trend was generated by NYSDOT using the FORECAST function in Excel.
- The 5-year trend used the 5-year averages on 2013-2017, 2014-2018, 2015-2019, 2016-2020, and 2017-2021 data.
- This action was approved at the October 4, 2023 PCC meeting.
- Today's Policy action will be to approve these updated safety PM targets as Resolution 2023-21 GBNRTC 2024 Safety Performance Measure Targets.
- *Motion to approve Resolution 2023-21: Safety Performance Targets. Approved. (TWY/EC)*

##### B) Resolution 2023-22 Public Participation Plan Update

- Addition of virtual meeting option via Facebook live.
- Affordable housing organizations added to the list of MPO stakeholders for direct public engagement.
- GBNRTC member agencies are given a minimum of 30 calendar days to review draft planning documents and provide comments to GBNRTC staff prior to initiating the public review and comment period.
- Advance notice of meetings and agendas are distributed no later than one week prior to the meeting to members of the public.
- Engagement metrics revised to align with USDOT new guide, Promising Practices for Meaningful Public Involvement in Transportation Decision-Making released in October 2022.
- The public review and comment period for TIP, MTP and UPWP amendments changed from 20 days to 30 days for consistency with FTA requirements.
- Pubic Review and Comment Period (September 7, 2023 –October 21, 2023)
- Two public meetings held:
  - Thursday, September 21, 2023 –Hybrid 10:30-11:30am
  - In-person in the Downtown Central Library –West Room (Main Floor)
  - Virtually on Facebook: <http://facebook.com/GBNRTC>
- Tuesday, September 26, 2023 –Virtual Only 5:30-6:30pm
  - Virtually on Facebook: <http://facebook.com/GBNRTC>
- No comments received.
- Today's action is to approve Resolution 2023-22 Public Participation Plan Update.

- *Motion to approve Resolution 2023-22: Public Participation Plan Update. Approved. (NFTA/CNF)*

C) Resolution 2023-23: Unified Planning Work Program (UPWP) Amendment Climate Pollution

GBNRTC has been awarded a grant from the United States Environmental Protection Agency (EPA)

- \$1,000,000 for GBNRTC to oversee the development of a Priority Climate Action Plan(PCAP), a comprehensive Climate Action Plan (CCAP), a CCAP Status Report two years after the completion of the CCAP
- \$990,000 pursuant to the terms of the grant agreement with EPA
- Research Foundation for SUNY on behalf of the University of Buffalo is the legal entity to accept the grant funds for the University at Buffalo Regional Institute (UBRI) who will be performing the work. This sub-recipient designation is further pending approval of the NFTA Board of Directors
- \$10,000 of the grant budget is allocated for the Niagara Frontier Transportation Authority (NFTA) for administrative costs related to NFTA's role as Host Agency for GBNRTC
- *Motion to approve Resolution 2023-23: Unified Planning Work Program (UPWP) Amendment Climate Pollution . Approved. (CNF/TWY)*

D) Resolution 2023-24 Member MOU

Member Agency MOU

- Formalizes the responsibilities of member agencies and MPO staff
- Projects are development based on three C's
- Air quality conformity addressed by the MPO
- Open planning and programming process
- Subject to amendment/reaffirmation annually
- Most recently affirmed Sept 7, 2022, Resolution 2022-22
- Proposed amendments:
- Replace FAST Act references with IIJA
- Update the date of the current Host Agency Agreement to 4/1/22
- PCC recommended approval of the amended MOU at the Nov 1, 2023 meeting
- *Motion to approve Resolution 2023-24: Member MOU. Approved. (NC/TWY)*

E) Resolution 2023-25 Coordinated Human Services Transportation Plan

- Provide the framework for improving transportation services for persons with disabilities, older adults and individuals with lower incomes.
- Strives for Communities to coordinate transportation resources provided through multiple organizations and agencies
- Serves as a mechanism for Section 5310 – Enhanced Mobility for Seniors and individuals w/Disabilities Grant Program

2023 Coordinated Human Services Transportation Plan Updates includes:

- Demographics Analysis of the target population
- Updated transportation needs and gaps assessment
- Strategies and actions to address identified needs and gaps
- Regional Transportation Provider Inventory
- 30-Day Public Review Completed
- Received PCC ballot approval on the plan update.
- *Motion to approve Resolution 2023-25 Coordinated Human Services Transportation Plan. Approved (NFTA/COB)*

## 6. Discussion Items

### A. 2023 Road Score Results

- The pavement condition survey is based upon visual scoring procedures developed
- and previously used by the New York State Department of Transportation (NYSDOT).
- NYSDOT now uses an automated system to rate the roadways.
- The surface condition rating reflects the extent of scaling, cracking, patching, raveling, and faulting. The ratings of these measures are made on a 1 – 10 scale, where 1 represents the “poorest” roadway condition and 10 the “best” roadway condition.
- Pavement scores above 6 are considered a satisfactory pavement condition. A score of 6 (fair) denotes minor deterioration, which is expected to need attention in the near future. Surface scores of 5 and below indicate conditions that should be corrected immediately to prevent further deterioration and the need for complete reconstruction at a much higher cost.
- A two-person survey crew conducted the actual survey of the federal-aid highway system throughout the summer of 2023. The survey crew drove each section of FA highway with the help of the local agencies.
- The results of the survey reflect the dates the roads were surveyed. Therefore, current road surface conditions may not reflect the scores used for this report, since various repairs or further deterioration may have occurred since that time.

#### 2023 Local Agencies & NYSTA Average Pavement Scores

• AGENCY	SCORE	CL MILES	LANE MILES
• Buffalo	6.85	187.01	485.22
• Erie County	7.48	615.69	1,365.49
• Niagara Falls	6.67	41.02	99.41
• Niagara County	7.23	250.87	517.72
• NYSTA	8.05	73.06	327.80

#### 2023 Local Agencies & NYSTA NHS and STP Pavement Scores

• NHS	7.31	184.73	708.37
• STP	7.17	1,006.53	2,178.73

### B. Safe Systems Approach for Speed Limits

#### Key Principles

- Death and serious injuries are unacceptable
- Safety is shared responsibility of all stakeholders
- Humans make mistakes
- Humans are vulnerable
- Redundancy is crucial
- Safety is proactive

#### Key Components

- Safe Road Use
- Safe Road and Roadsides

- Safe Speeds
- Safe Vehicles
- Post-Crash Care

### **Safe Roads and Roadsides**

- The transportation system is designed to account for human error
- Physically separating people at different speeds
- Providing dedicated times for different users to move through the space
- We already do this in some aspects of transportation design

### **FHWA Proven Safety Countermeasures**

- Speed Management
  - Appropriate speed limits for all road users, speed safety cameras, variable speed limits
- Pedestrian/Bicyclist
  - Bike lanes, Leading Pedestrian Interval, Medians and Refuse Islands, Road Diets, RRFB
- Roadway Departure
  - Rumble Strips, Median barriers, roadside design at curves, SafetyEdgeSM
- Intersections
  - Signal face backplates, Dedicated turn lanes, Roundabouts
- Crosscutting
  - Lighting, Local Road Safety Plans, Pavement Friction Management

### **Appropriate Speed Limits For All Road Users**

- NCHRP 966: Posted Speed Limit Setting Procedure and Tool (2021)
  - "Crashes were lowest when the operating speed was within 5 mph of the average operating speed"
  - Developed a Speed-Limit-Setting (SLS) Procedure and tool for industry use
- Principal arterial in a suburban area
  - Current posted speed limit – 40 mph
  - 85th percentile – 43 mph
  - 50th percentile – 38 mph
  - Number of lanes – 4
  - Median type – TWLTL
  - Bicyclist activity – not high
  - Sidewalk presence – none
  - Pedestrian Activity – Some
  - On-street parking - Allowed
  - AADT – 20,000
- Conclusion
  - We ALL must do our part as stakeholders
  - Pursue design options for holistic approach
  - Mentality shift – there are no accidents

### **C. Safe Streets For All**

Build a shared vision of roadway safety in the Erie-Niagara Region

- Establish interjurisdictional partnerships across the 4 E's
  - Engineering, Enforcement, Education, and Emergency Response
- Identify priorities for Safe Streets and Roads for All Implementation Grant(s) (applications due in Summer 2024)
- Develop a comprehensive Safety Implementation Program
- Annual reporting on Implementation Program

#### D. Bicycle and Pedestrian Traffic Counts

- Non-motorized modes of transportation like walking and bicycling have been around much longer than the automobile.
- However the monitoring of non-motorized traffic has not been systematic or widespread in the U.S.
- Currently, non-motorized traffic monitoring is not nearly as comprehensive as motorized traffic monitoring.
- There is a national interest in quantifying bicycling and walking on roads, paths, sidewalks and trails.
- Many counties, cities, parks, and downtown business districts are turning their focus on better understanding active, non-motorized transportation.
- Pedestrian and bicycle counts can provide the foundation for estimating non-motorized travel on a path, road, network, or city level.
- The 2016 FHWA Traffic Monitoring Guide included information and guidance on the monitoring of pedestrians, bicyclists, and other non-motorized road and trail users for the first time.
- Systematic monitoring of pedestrians and bicyclists is still an emerging area that requires more research.
- Limited information is known about the best and most cost-effective ways to automatically collect non-motorized traffic data, especially because non-motorized traffic levels are typically much lower and more variable than motorized traffic levels.
- GBNRTC counts bicyclists and pedestrians to help us understand and plan for the role bicyclists and pedestrians play in the transportation network.
- Similar to how planners and engineers use vehicular traffic counts to analyze roadway facilities, bicycle and pedestrian counting allows planners and engineers to: Measure existing levels of bicycling and walking Monitor travel trends
- Plan for new or improved facilities
- Measure outcomes of bicycle and pedestrian projects
- Evaluate the effects of new infrastructure on pedestrian and bicycle activity.
- Better understand crash & safety data.
- Consists of three types of counts:
  - Cyclical Counts
  - Project Counts
  - Permanent Counts
- Data Sources
  - Annual Traffic Count Program
  - Streetlight Data, Location Based Service data
  - Miovision
- **Annual Traffic Count Program**
- Approximately 450 Automatic Traffic Recorder counts (tube counts)
- Approximately 150 Intersection turning movement counts
- Bicycles and pedestrians are included in signalized intersection turning movement counts when crossing an intersection approach during Peak Hour traffic.
- **Corner Junction Count**
- Processes one sidewalk corner of an intersection to determine how many people go from the sidewalks to the crosswalks, turning the corner, or crosswalk to crosswalk.
- **Next Steps**
- Continue deployment of Miovision in the Buffalo Niagara Region.
- Purchase of portable scout camera for quick turnaround counts and off road trails.
- Miovision Scout cameras can be used for specialized Bike & Pedestrian counts. User friendly Data Management Platform.

#### E. EV Website Rollout

- Social Media
  - EV Rollout Program - Initial post announcing the official rollout of the EV Website to all of our social media

platforms with link to direct all audiences to the site

- Follow up marketing and campaigns will be guided in accordance to new information and/or funding opportunities
- Mass Email Marketing
  - EV Rollout Program - Initial email blast announcing the official rollout of the EV Website with link to direct all audiences to the site
  - Target Audience: Municipalities and general public
  - Follow up mass marketing emails will be guided in accordance to new information and/or funding opportunities

7. Other Business

8. Next Meeting/Adjournment of Policy Meeting

- It was noted that the next Policy Committee meeting will take place in the February. Time, location and date will be determined at a later time.
- *Motion was made to adjourn. Approved. (NFTA/TWY)*





**Meeting will begin shortly, thank you for your patience**





# Planning and Coordinating Committee (PCC)

February 7, 2024

Greater Buffalo-Niagara  
Regional Transportation Council



# PCC Meeting Agenda

I. Proceedings

II. Action Items

III. Discussion Items

IV. Status Reports / Information

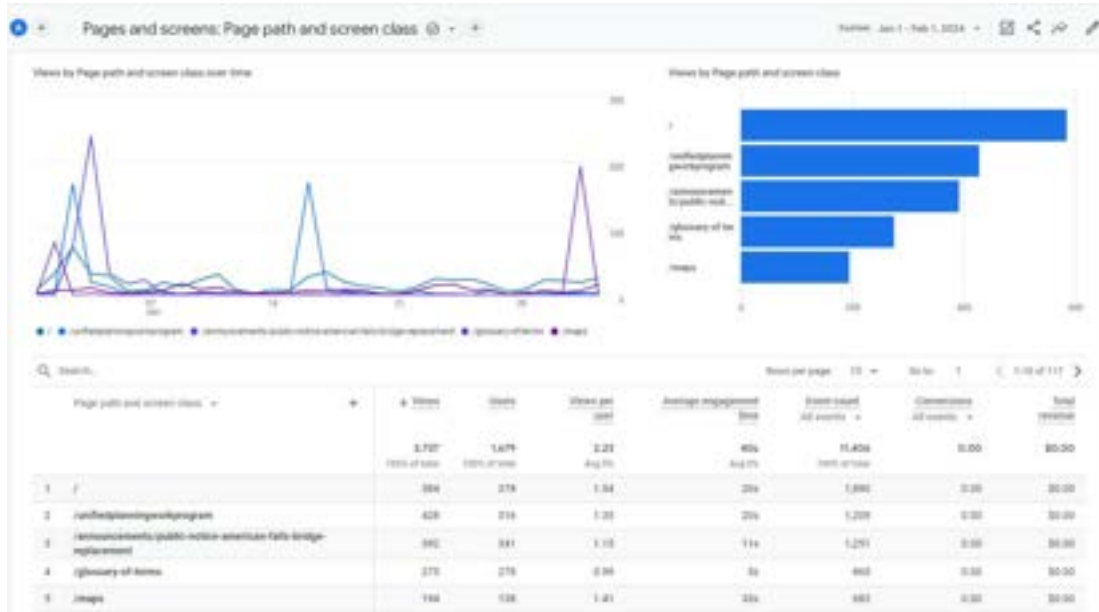
# Proceedings

- A) Roll Call
- B) Approval of Meeting Agenda
- C) Approval of Previous (1-3-24) Meeting Minutes
- D) Communications Report
- E) Public Participation

# Communications Report

## Website

- Top 5 Visited pages
  - Home page
  - UPWP
  - Public Notice – American Falls Bridge Replacement
  - Glossary Terms
- Most visits were driven from email blasts



## Social Media

- Increased our reach by an average of 40%
- Increased followers on Facebook, LinkedIn and Twitter – average of 2%.
- Most engaged posts are our shared posts – NFTA Listening Sessions for Metro Transit Expansion Project

The graphic promotes the NFTA Metro Transit Expansion Project. It includes the following text:

**The NFTA wants to hear from you!**

**Metro Transit Expansion Project**

NFTA Metro is preparing to expand high-quality transit from University Station, through the town of Amherst and Tonawanda to the 28 South Campus and I-190.

**Join an upcoming drop-in Listening Session!**

Arrive any time during a four-hour session. Project staff will be available to answer questions about the project.

**Help shape the future of transit in your community!**

Please take a few minutes to share your thoughts in the brief survey: [www.surveymonkey.com/s/2023nftametro](https://www.surveymonkey.com/s/2023nftametro)

The survey closes by February 5.

1. **1st Stop (New Transit) meeting times**  
Thursday, January 26, 1-3pm & 4-7pm  
400 Niagara Falls Boulevard  
Tonawanda, NY 14228
2. **Amherst Main Library at Amherst**  
Monday, January 23, 4-7pm  
300 John James Amherst Parkway  
Amherst, NY 14228
3. **Kendallworth Branch Library**  
Tuesday, January 30, 1-3pm  
200 International Avenue  
Buffalo, NY 14223

**NFTA-METRO**



# Action Items

# A. Amendment #15: PIN 5826.10 Purchase of BEB Buses and Charging Infrastructure

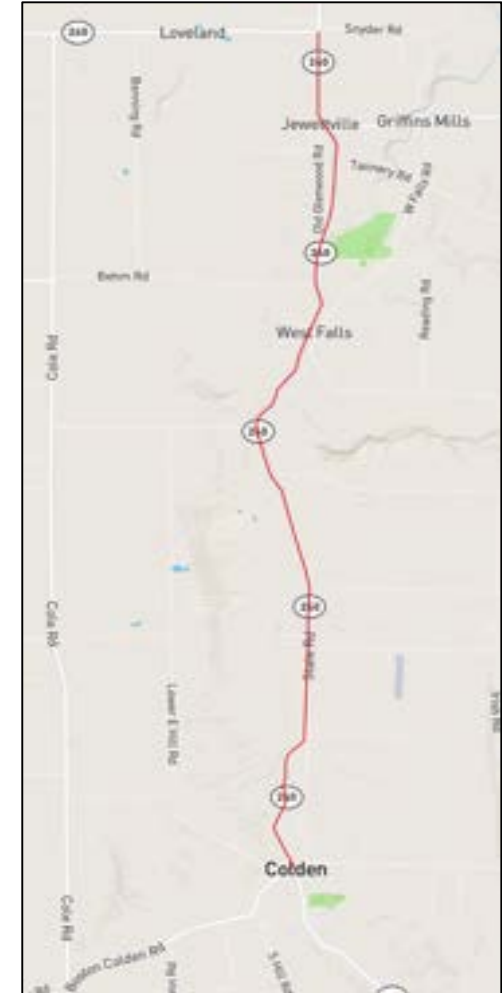
- This is an NFTA request to add a new project to the TIP
- PIN 5826.10 will provide for the purchase of 40-foot Battery Electric Buses and charging infrastructure that will replace life and mileage expired vehicles
- The total project cost will be \$33.68M
- Fiscal constraint is maintained as:
  - \$28.95M offset will come from FFY23 FTA Low or No Emission Program
  - \$4.74M will come from NFTA
- The funds will be obligated on 4/1/24
- All required public review has been completed
- The Interagency Consultation Group (ICG) concurred that the project is exempt from Transportation Conformity determination
- **Today's action would be to approve the new project via Resolution 2024-7**





# B. AdMod #51: PIN 5268.55 NY 240; Boston-Colden Rd to Ellicott Rd

- This is a NYSDOT request to modify an existing TIP project
- \$3.3M of existing (state) SDF will be replaced by 3.3M of (federal) STP Flex
- Total project cost will also be increased by \$4.2M due to additional needed culvert and pavement work costs
- Fiscal constraint maintained as \$7.5M federal matched offset will be transferred from PIN 5B15.55 – Pavement Maintenance Block Fund.
- Let date is unchanged at 3/24
- Today's PCC action would be to approve this minor scope change/cost increase



## C. AdMod #53: Carbon Reduction Program Funding Additions

- The Carbon Reduction Program (CRP) provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources
- Each State, in consultation with any MPO designated within the State is required to develop a carbon reduction strategy not later than 2 years after enactment and update that strategy at least every four years
- This is a NYSDOT request to modify five existing TIP projects by adding statewide-apportioned CRP program funds
- All projects were discussed and agreed to at TPS

# C. AdMod #53: Carbon Reduction Program Funding Additions

1. PIN 5051.18 US 62 (Niagara Falls Blvd) @ I-190 Interchange
  - Improved traffic flow, reduced emissions, better ped connectivity and safety in a disadvantaged community
  - + \$1.63M statewide CRP funds
2. PIN 5268.54 NY 240 (Orchard Park Rd) @ Fisher Rd. Intersection
  - Improved traffic flow, reduced emissions, encourage pedestrian trips with wider shoulder
  - + 2.18M statewide CRP funds
3. PIN 5308.44 US 62 (Niagara Falls Blvd); Mavis Dr - Sy Rd
  - Add sidewalks to encourage pedestrian trips, reduce vehicle trips, improve traffic flow, reduce emissions
  - + \$0.65M statewide CRP funds

# C. AdMod #53: Carbon Reduction Program Funding Additions

4. PIN 5814.66 Goodell St, Tupper & Pearl; NY 33 (Kens. Expwy) - NY 5 (Main St)
    - Improved ped safety and connectivity, conversion of vehicle trips to ped or bike trips, disadv. community
    - + \$1.6M statewide CRP funds
  5. PIN 5181.10 NY 270 (Campbell Blvd); N. French Rd - Niagara County Line
    - Widen shoulder on NY 270 to provide bike accommodations for bicycles throughout the NY 270 corridor in Erie County, connect UB Bike path to Empire State Trail (converting vehicle trips to bike trips), add sidewalks on sections on NY 270 and North French Rd. to accommodate pedestrians and convert trips
    - + \$2.02M statewide CRP funds
- Today's PCC action would be to approve these funding additions

# D. American Falls Bridge Replacement Project

- “Illustrative” projects are additional unfunded project proposals that may be included in a MTP or TIP if reasonable additional resources were to become available
  - The GBNRTC is not required to select or fund any illustrative project(s) for implementation
  - Federal action (FHWA and FTA) is not required until the project is formally added to the MTP and TIP
- The GBNRTC is proposing to amend the current TIP and MTP with this illustrative project
  - This project consists of two individual bridges, the first connects Mainland USA to Green Island (BIN 5522000) and the second connects Green Island to Goat Island (BIN 5522010)
  - These bridges are currently the primary pedestrian connection to Goat Island, and carry several million park patrons per year



# D. American Falls Bridge Replacement Project

- Replacement will entail preservation of the existing stone façade, with replacement of the structural concrete arches and associated fill and topping surfaces
- The project has an estimated total project cost of \$62.5M
- Adding this illustrative project will strengthen future discretionary grant applications
- Public comments were received for 30 days until Close of Business (COB) on 2/5/24
- Today's PCC action would be to add this project to the TIP and MTP Illustrative Project list



## E. 2024-2026 Unified Planning Work Program (UPWP)

- The Unified Planning Work Program (UPWP) is the scope of work that the MPO will undertake for the State Fiscal Year (SFY) 24-26.
- Federal requirement of all MPOs
- Lays out the GBNRTC staff work plan
  - Administer all programs necessary to maintain MPO status
  - Advance Federal planning priorities
  - Advance MTP planning priorities

# E. 2024-2026 Unified Planning Work Program (UPWP)

## Development Process

- NYSDOT Issues a Call Letter
- Status update of existing projects
- Discussion with member agencies on new projects
- Draft UPWP for member agency view
- Draft UPWP for public review and comment
- Final approval by PCC & Policy Committees



# E. 2024-2026 Unified Planning Work Program (UPWP)

## Public Review

- A 30-day public comment period was initiated on Jan 3, 2026
- Virtual public presentation on 1/17
  - In-person presentation scheduled for 1/17 was canceled due to weather
- 1 public comment received supporting the plan

# E. 2024-2026 Unified Planning Work Program (UPWP)

## Planning Requirements

- Federal Planning Emphasis Areas
- Federal Planning Factors
- MTP – UPWP Linkage

# E. 2024-2026 Unified Planning Work Program (UPWP)

## Complete Streets Set Aside Funds

- The Bipartisan Infrastructure Law (BIL) created a 2.5% set aside funding to be used for Complete Streets planning
- GBNRTC has been doing Complete Streets planning for many years
  - Bike Master Plan Implementation efforts

# E. 2024-2026 Unified Planning Work Program (UPWP)

## Task Highlights

- Main categories of UPWP tasks
  - MPO Compliance work – Annually reoccurring
  - MPO Compliance work – Non-reoccurring
  - LRTP Priority Implementation
  - Member Priority Work

# E. 2024-2026 Unified Planning Work Program (UPWP)

## Task Highlights

- MPO Compliance Reoccurring
  - General Administration Work and Costs
  - General Community Outreach
  - TIP Monitoring and Maintenance
  - Tribal Nation Coordination
  - Regional Housing Coordination Support
  - Performance Measure Monitoring
  - Air Quality Compliance

# E. 2024-2026 Unified Planning Work Program (UPWP)

## Task Highlights

- MPO Compliance – Non-Recurring
  - 2024 Recertification Process
  - 2026-2030 TIP Update
  - 26-28 UPWP Development

# E. 2024-2026 Unified Planning Work Program (UPWP)

## Task Highlights

- LRTP Priority Implementation
  - Smartly Enhanced Multimodal Arterial (SEMA) Planning
  - TOD Planning Support
  - Regional Active Transportation Plan

# E. 2024-2026 Unified Planning Work Program (UPWP)

## Task Highlights

- Member Agency Priority Work
  - Regional Travel Demand Modeling & Data Management
  - Asset Management
  - Safe Streets for All Action Plan
  - Major Planning Project Support
    - Metro Rail Expansion
    - Twin Cities Memorial Highway Analysis
    - Bailey Ave Improvements/BRT
- Planning and Environmental Linkage Study – I-90 Exit 50 Corridor
- NFTA On-Board Survey



# B. 2024-2026 Unified Planning Work Program

## Financing

- Revenue – Core Funds
  - FHWA 24-25 Funding 2.6M
  - FTA 24-25 Funding 0.6M
  - 3.2M
- Expenses – Core Funds
  - 3.0M for salaries, benefits, staff support and consultants
- Revenue – Other Sources
  - TMIP/EMAT Grant 300k
  - SS4A Grant 560k
  - FHWA Complete Streets 195k
  - EPA CCAP Grant 1,000k
  - Total Grant/Other 2.05M





# Discussion Items

# A. January 2024 TPS Action Report

## AdMod # 52

- This was a Niagara County request to modify two existing projects.
- Both projects will advance their let dates from FFY25 to FFY24.
  - PIN 5764.25 Ewings Rd @ 18 Mile Creek (3329080) let date changed from 11/15/24 to 2/29/24
  - PIN 5764.37 Quaker Rd @ Golden Hill Creek (3360430) let date changed from 11/15/24 to 2/29/24
- Fiscal constraint is maintained and there were no funding changes
- Approved as AdMod #52 (Niagara County/City of Niagara Falls)

# AllRoads System Overview

Athena M. Hutchins, P.E.

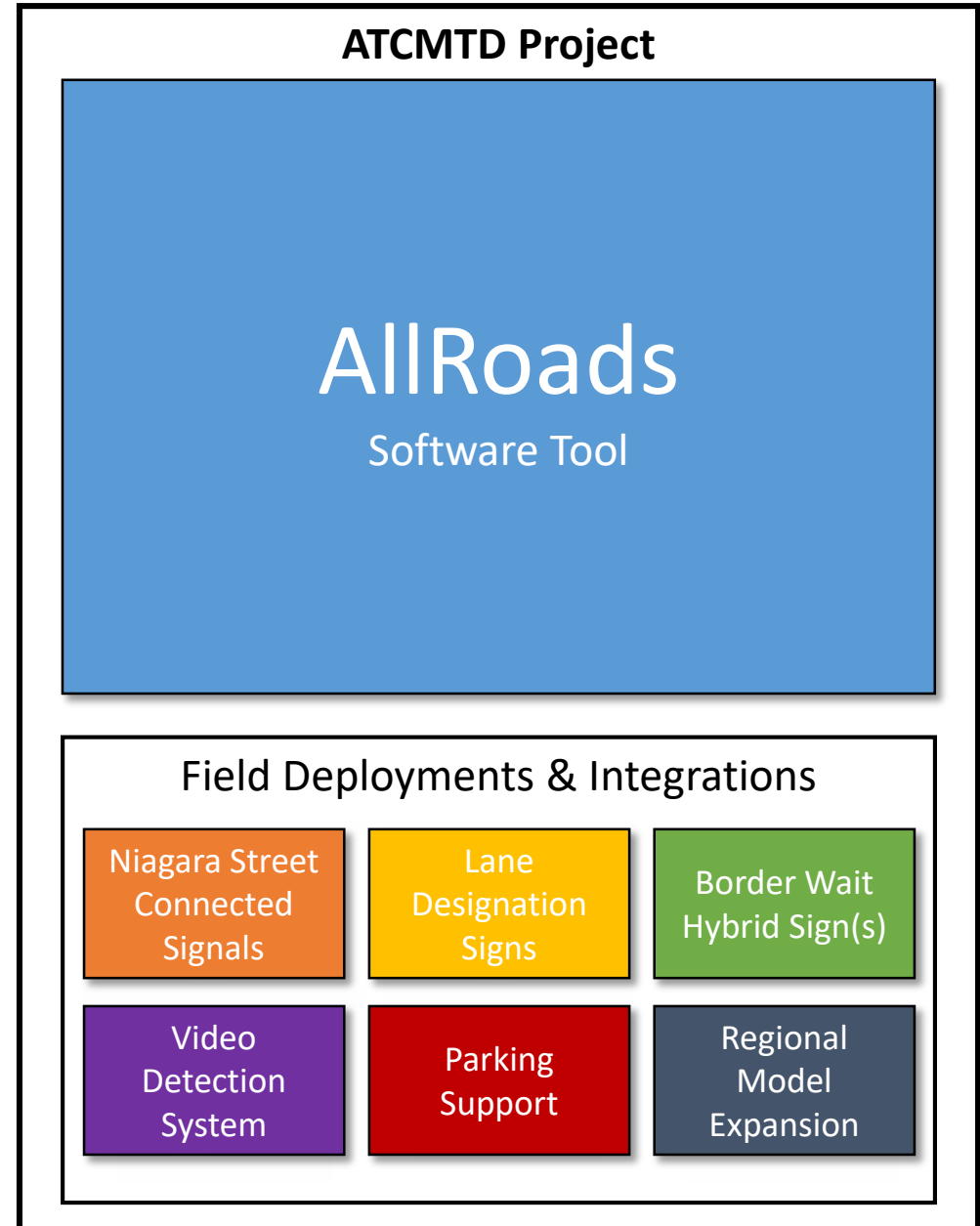
Niagara International Transportation Technology Coalition

February 2024



# ATCMTD Project

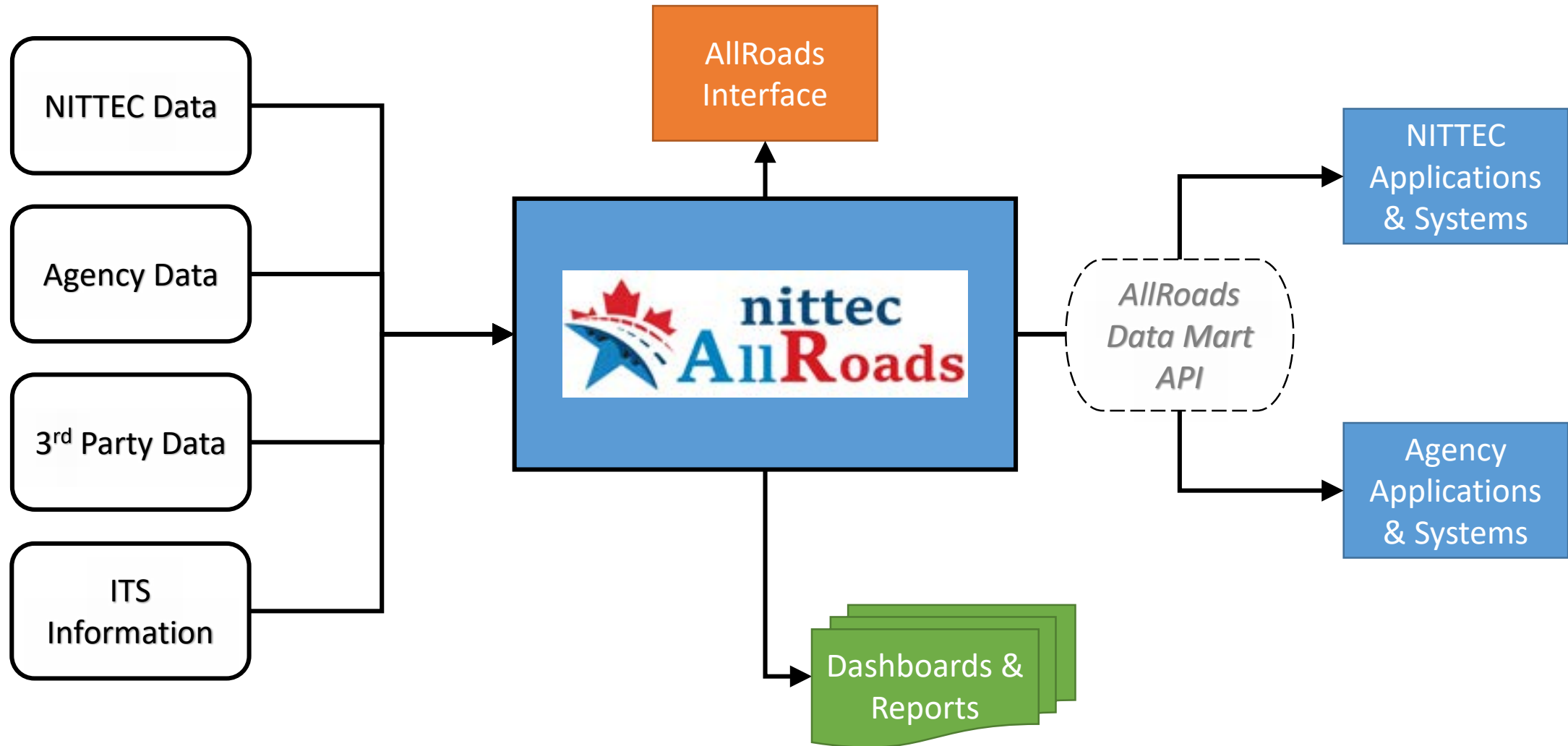
- Advanced Transportation Congestion Management Technology Deployment Grant
- \$7.8 million awarded by FHWA in 2016
- Focus on Border Crossing, Systems Integration, & Inter-Agency Collaboration



# iNET Modules included in AllRoads















# High Level System Overview



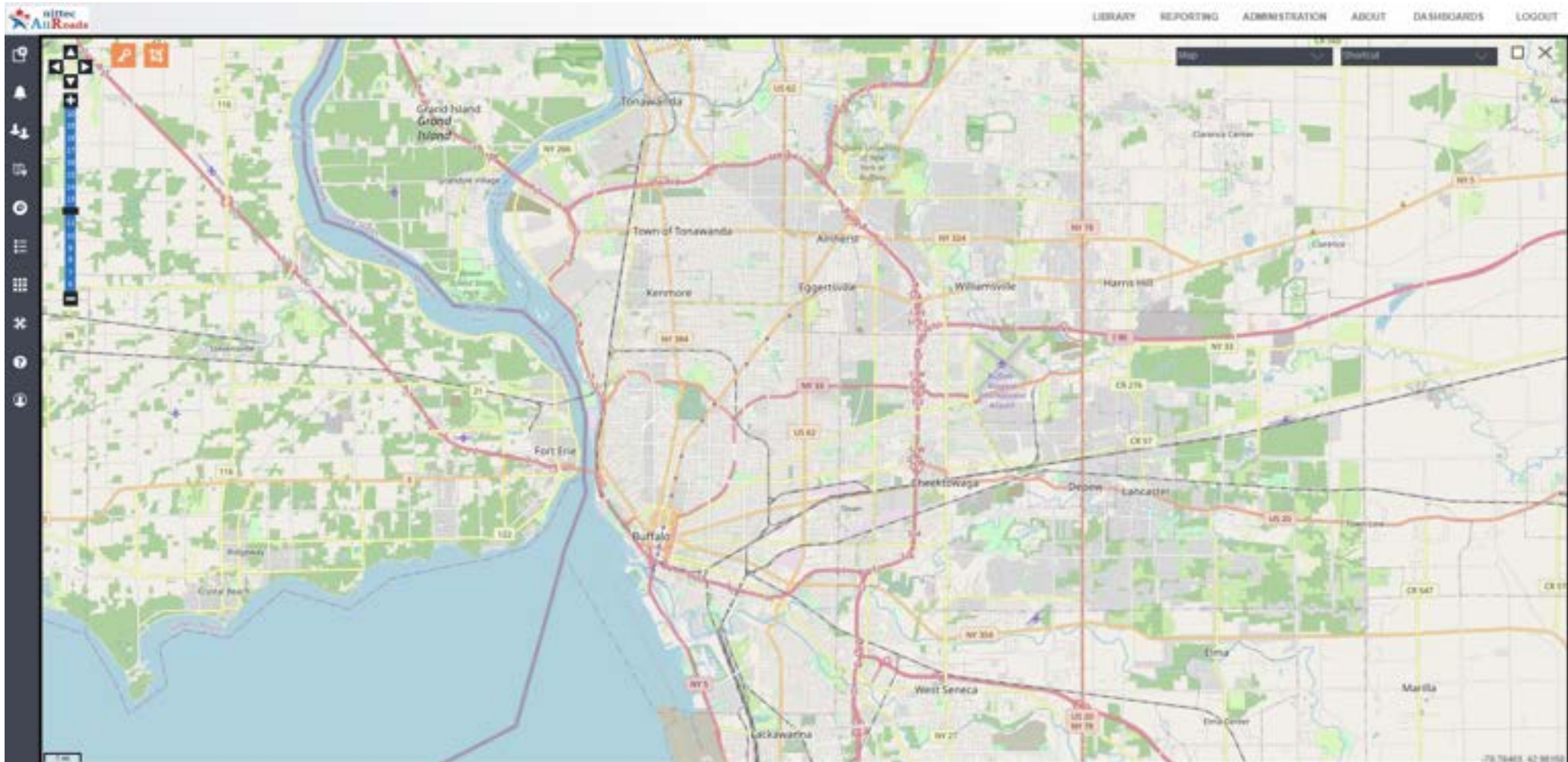


# Member Agency System Features

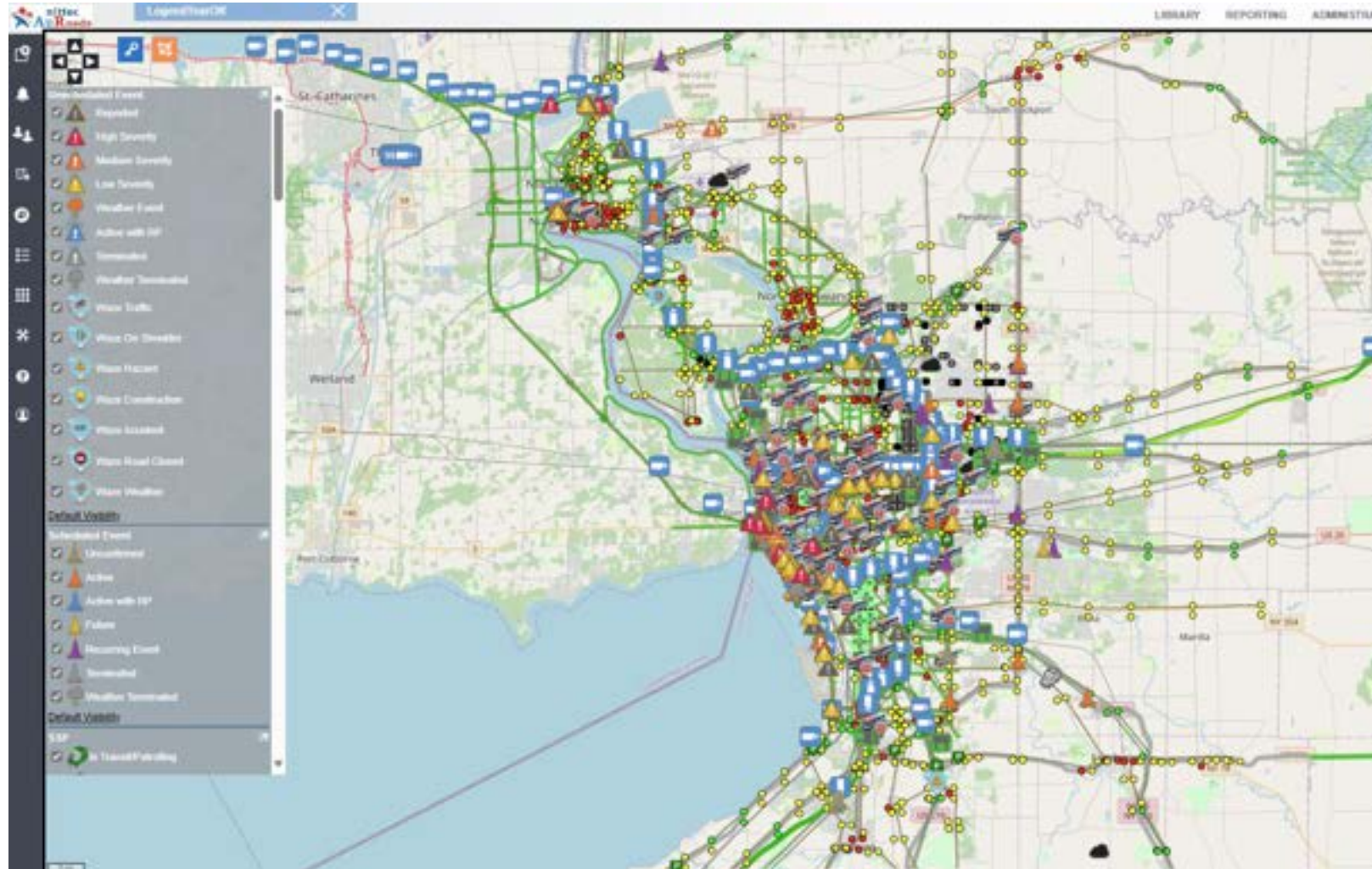
-  Border Crossing Conditions
-  Weather & Road Conditions
-  Transit Status
-  HELP Status
-  Construction Management
-  Unplanned Events

-  ITS Information (CCTV, DMS, VDS)
-  User Management
-  Parking Information
-  Dashboards & Reporting
-  Traffic Signal Status
-  Real-Time Decision Support

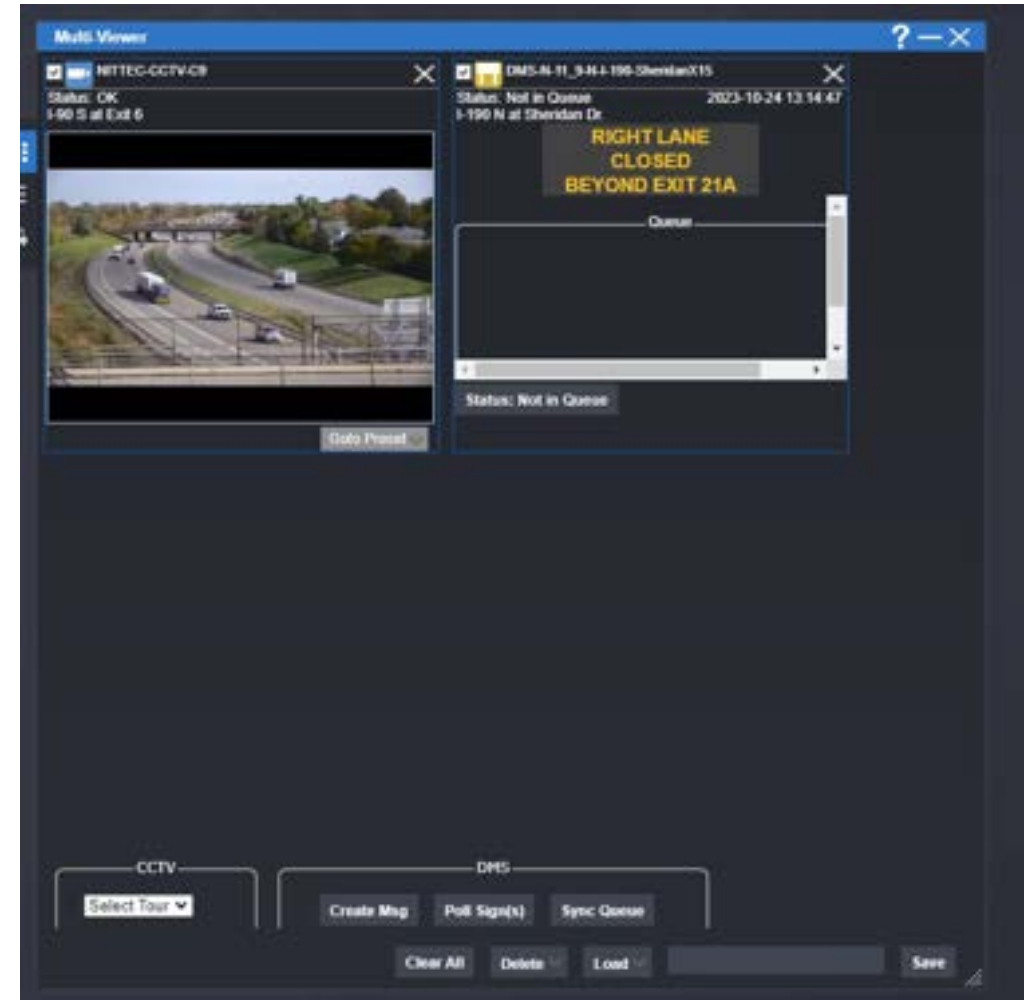
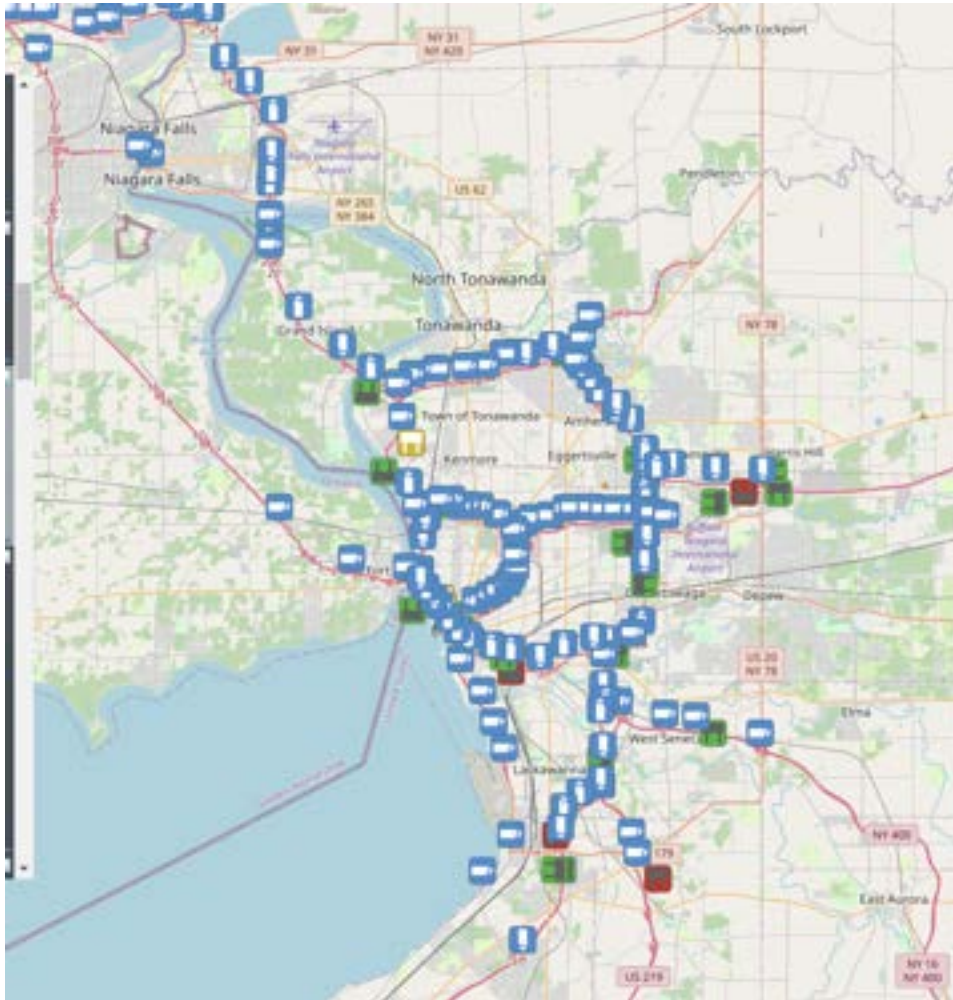
# AllRoads Map



# AllRoads Elements



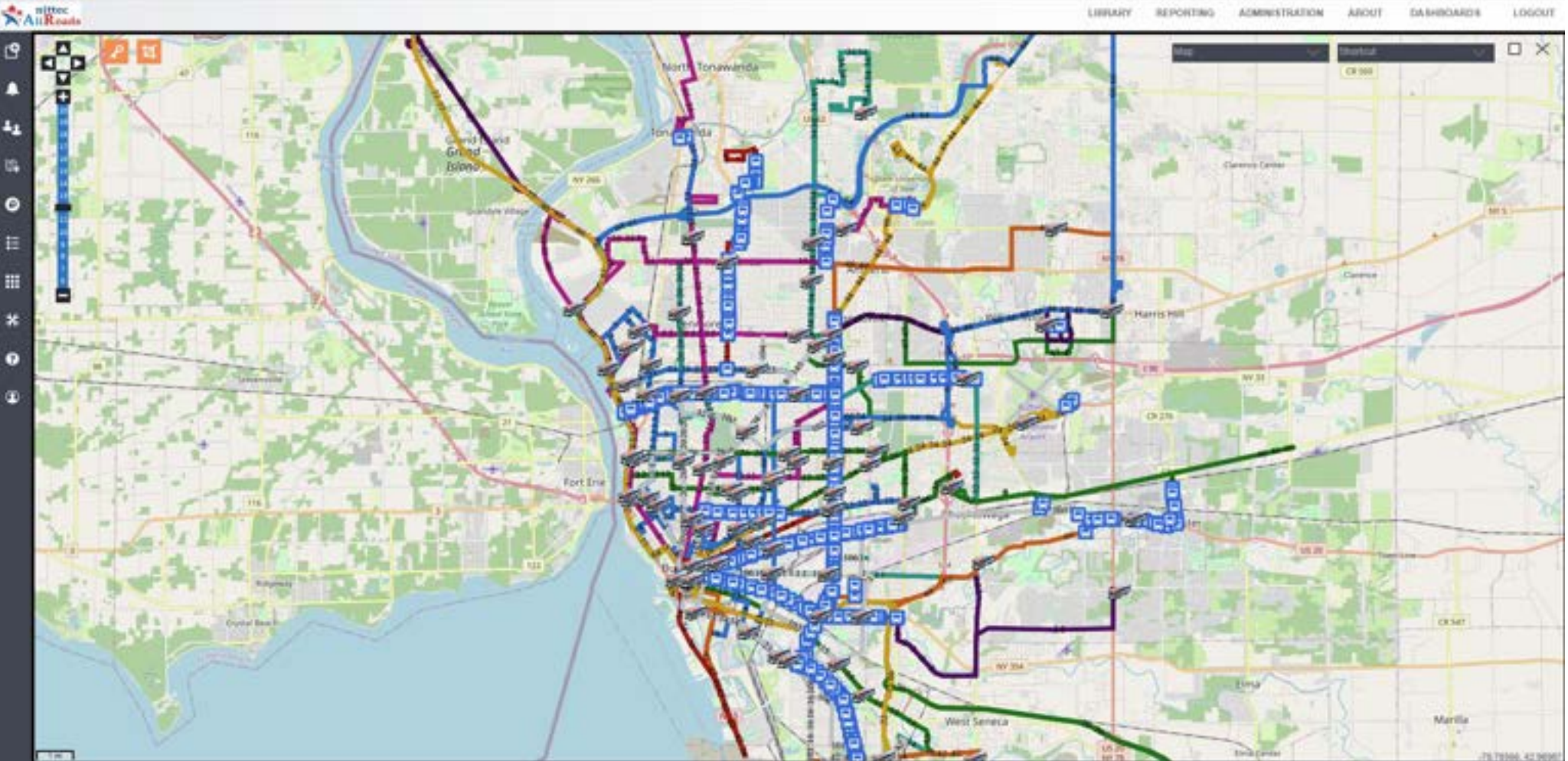
# Multi Viewer Display



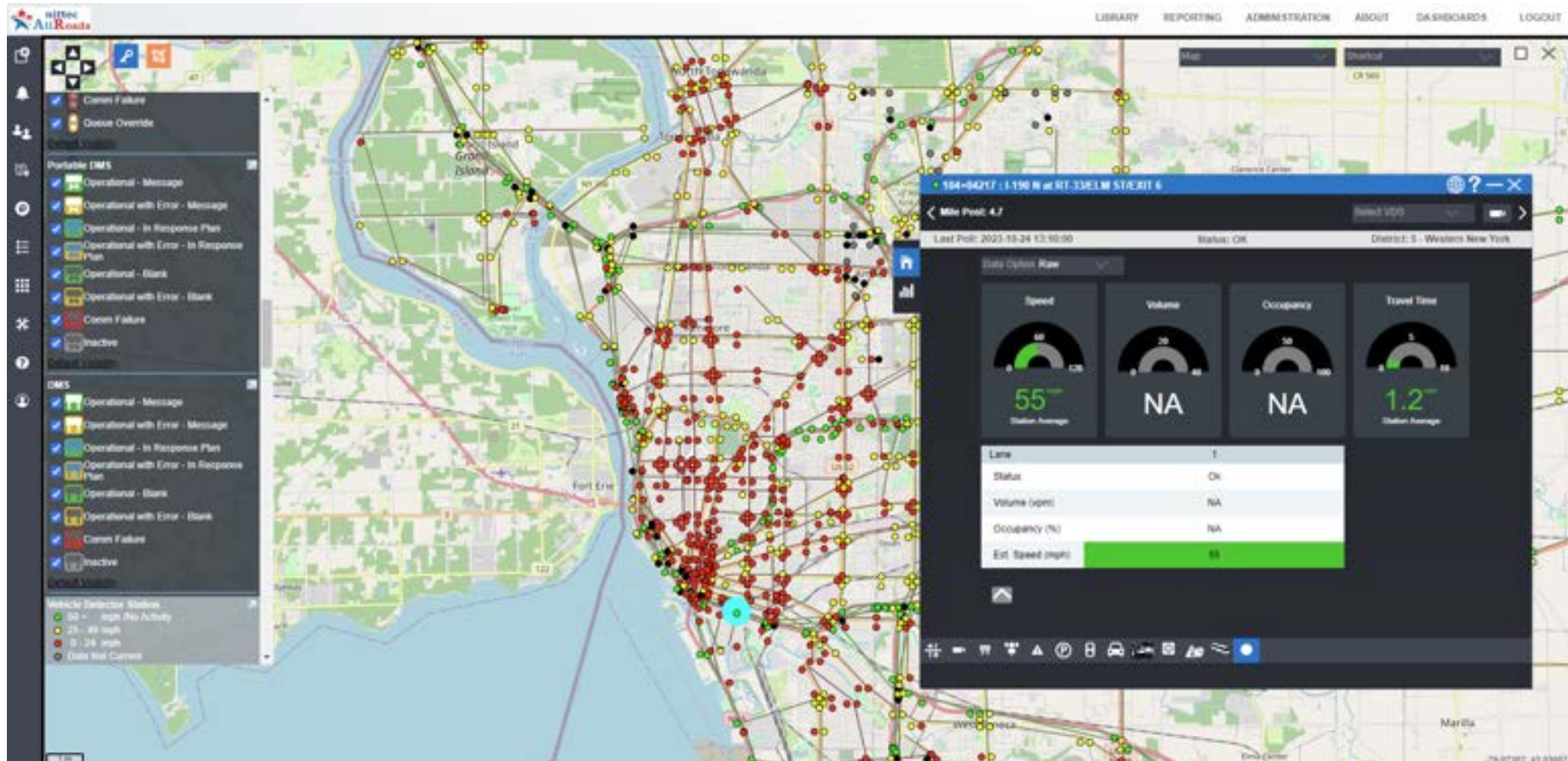




# Transit Information

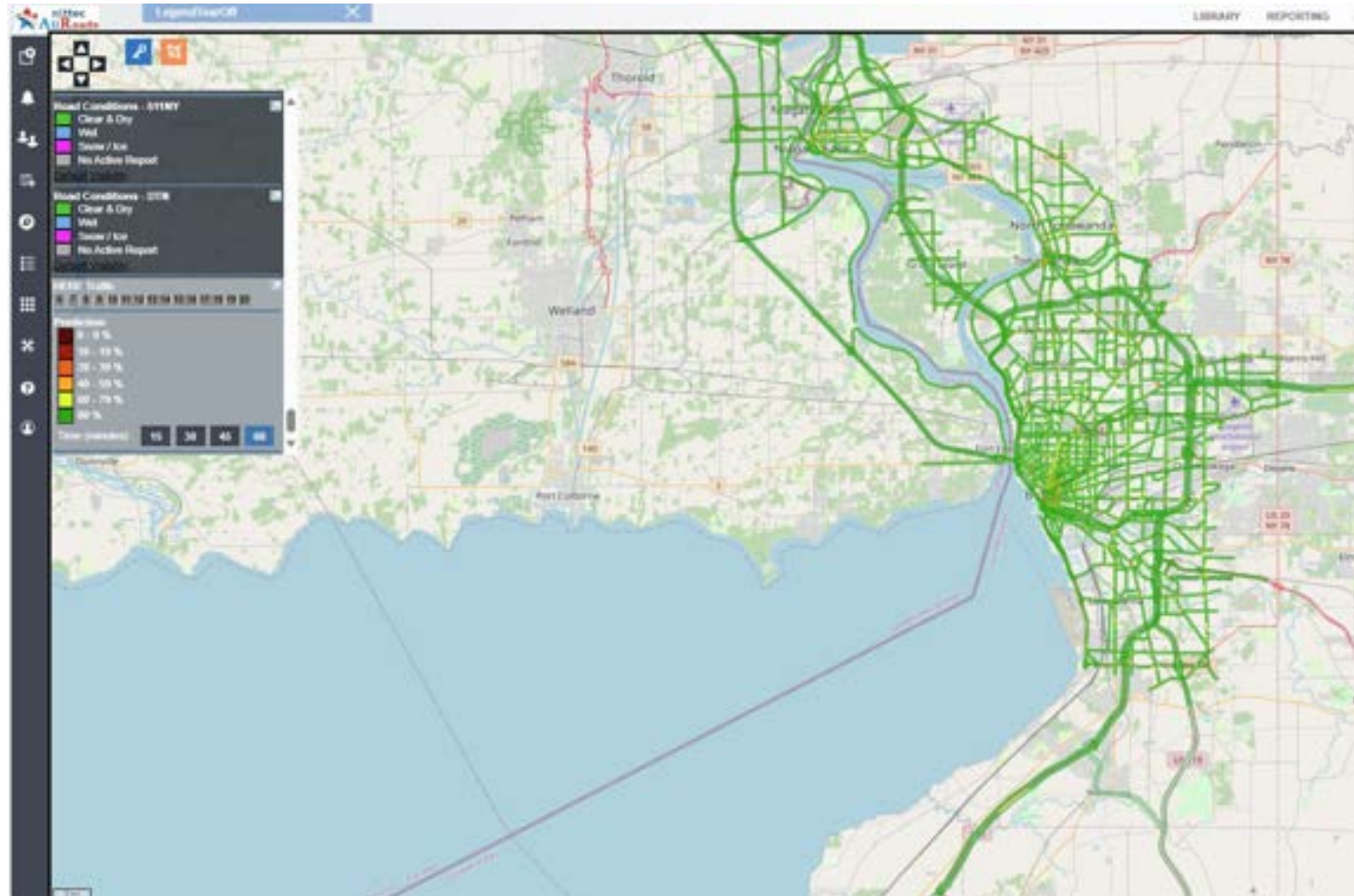


# Traffic Data

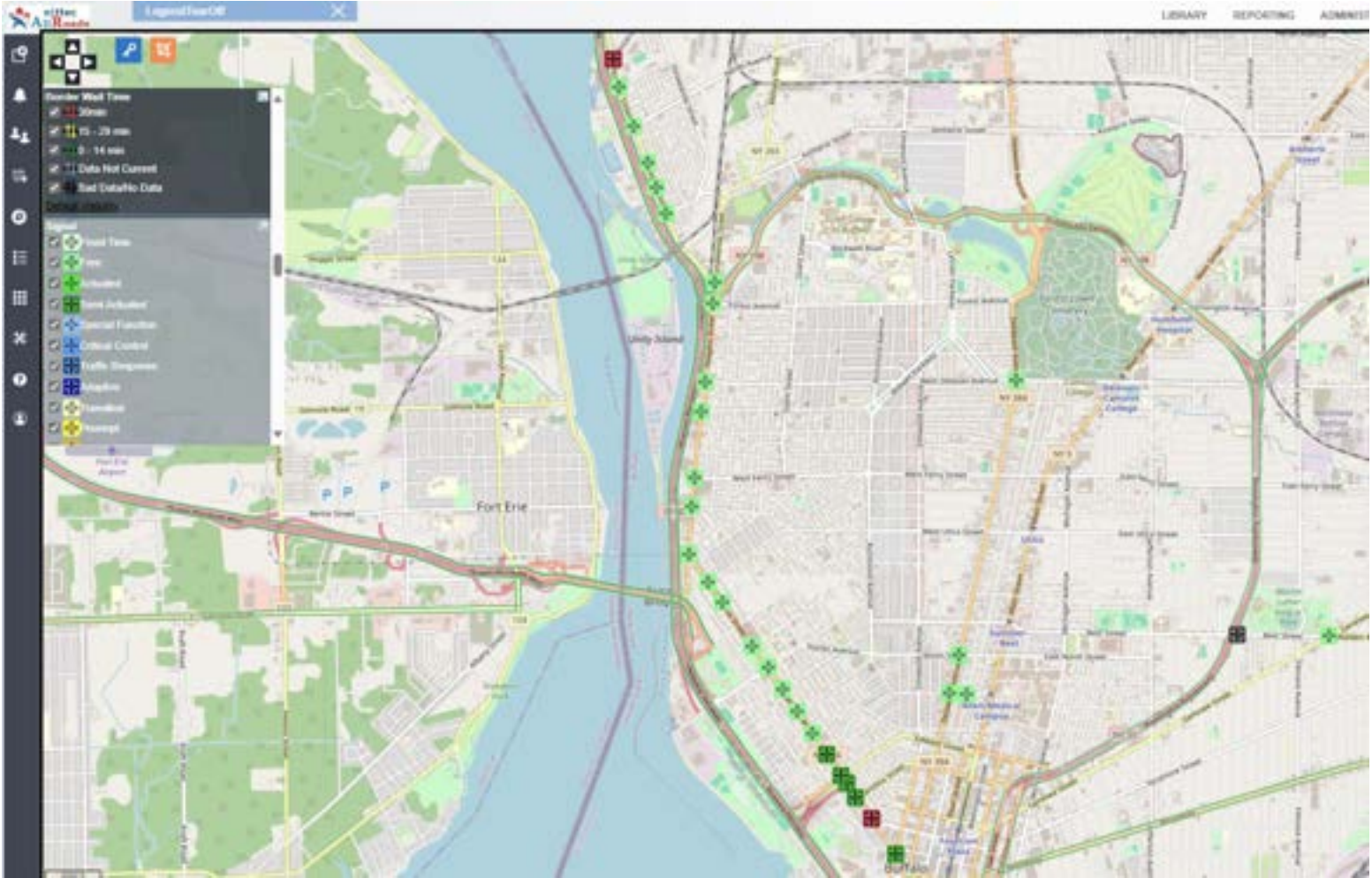




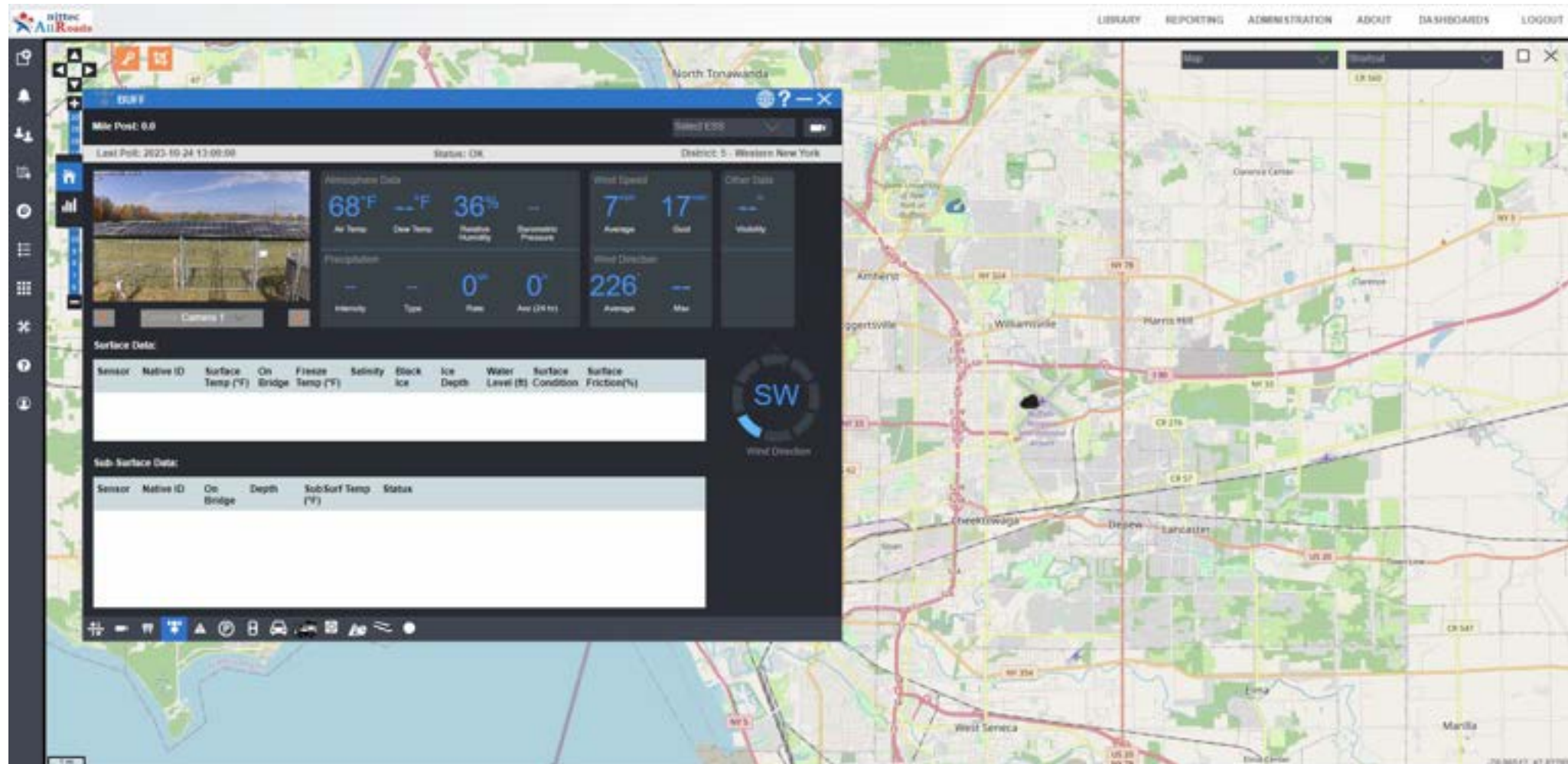
# Prediction Capabilities



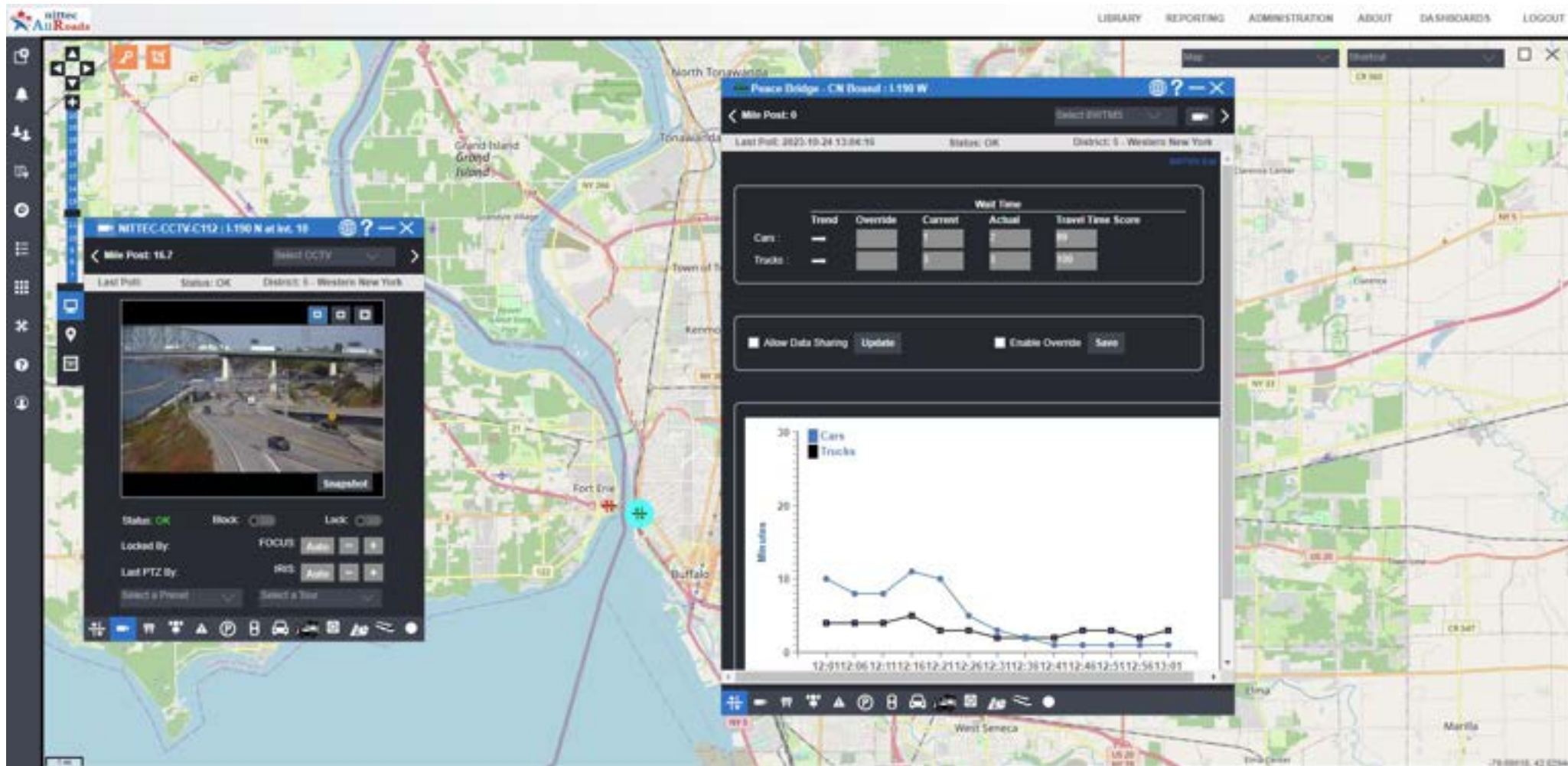
# Traffic Signals



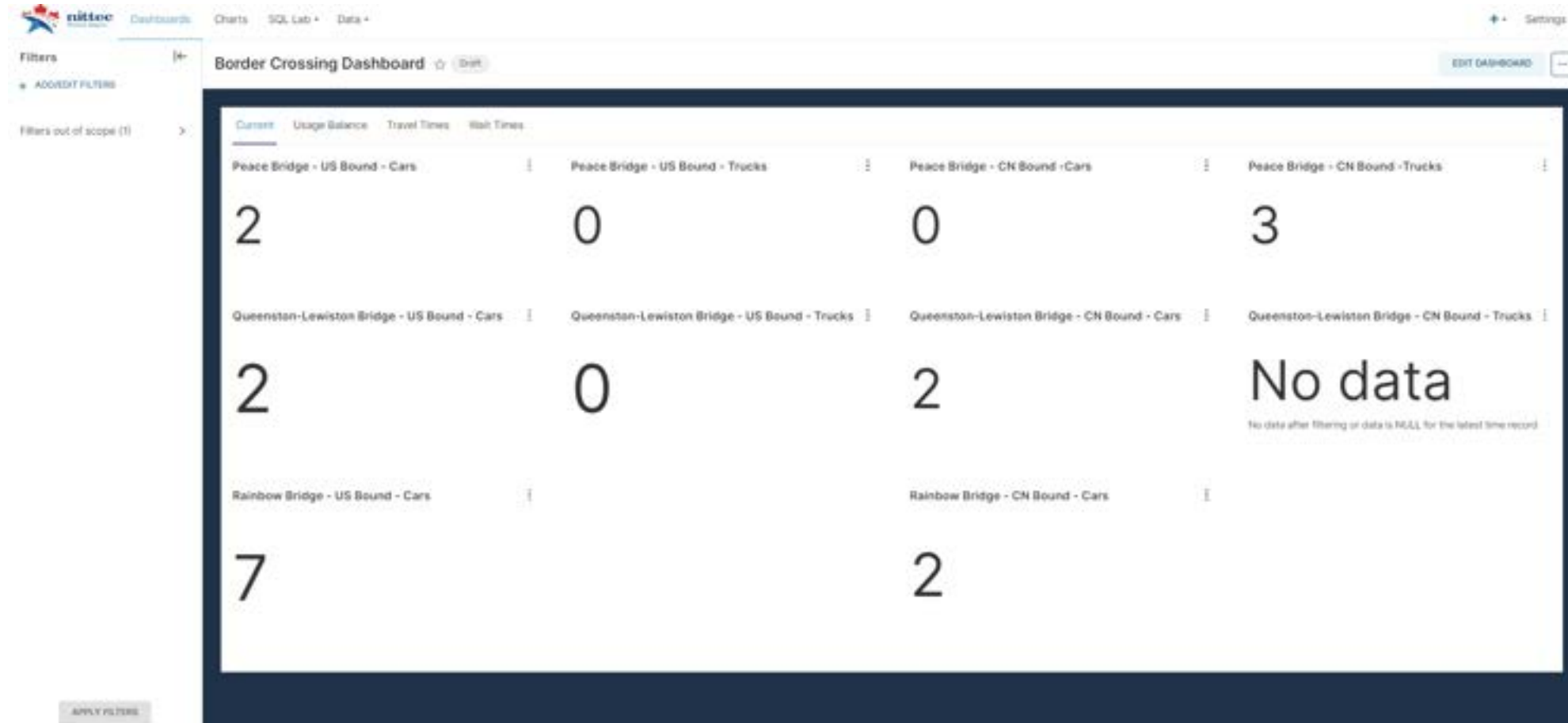
# Weather Information



# Border Crossing Information



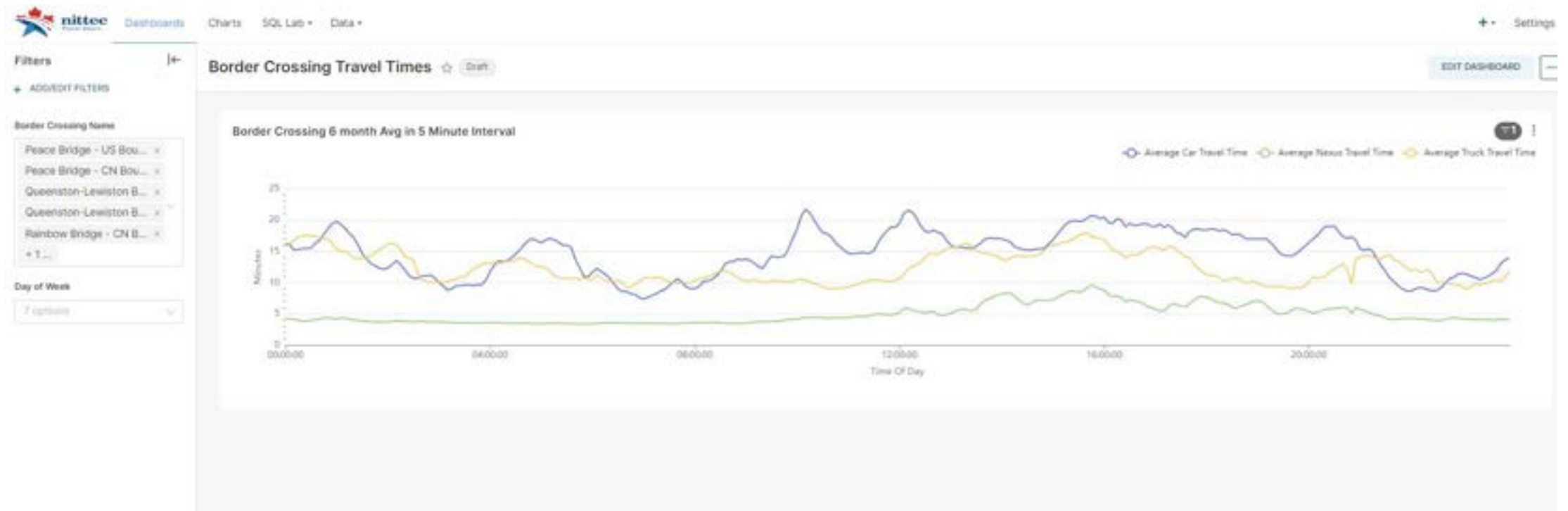
# Border Crossing Dashboards



# Border Crossing Dashboards



# Border Crossing Dashboards







# Additional Items to be Integrated

- Snow Plow Location Information
- Truck Parking Availability
- Dashboards
- Reporting

# Schedule

- Development / Integration: May 2024
- Member Agency Training: June – August 2024
- Evaluation Period: June – December 2024

# Questions

## Contact Information

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Executive Director

[ahutchins@nittec.org](mailto:ahutchins@nittec.org)

716-847-2450

[www.nittec.org](http://www.nittec.org) | [www.nittec.ca](http://www.nittec.ca)

# C. 2024 RAISE Planning Grant

## Problem

### Stuck at red: Buffalo's unsynced signals

—  
2 On Your Side travels to Pittsburgh to see what Buffalo can learn from a city that's investing in new technology to improve citizens' commutes.



<https://www.wgrz.com/article/news/stuck-at-red-buffalos-unsynced-signals/71-8e071c5f-fa8f-4b8f-a350-1eeec301b415>

- Problem: Arterials traffic signals lack comprehensive coordination
  - Legacy of over 50 traffic signal owners in the MPO area has made comprehensive signal coordination elusive
  - Lack of coordination pushes drivers onto expressways given shorter travel times despite longer distance
  - Transit on the arterials is delayed

# C. 2024 RAISE Planning Grant

## Solution

### Possible solutions

- Communications to traffic signals
  - Monitor performance proactively and remotely
  - Make adjustments remotely
- Transit signal priority technology
  - Enhance transit on-time performance
  - Communications allows impacts of priority to be tracked and reported
- Emergency vehicle preemption technology
  - Enhances community safety by providing right-of-way to emergency response vehicles
  - Communications allows impacts of preemption to be tracked and reported

# C. 2024 RAISE Planning Grant

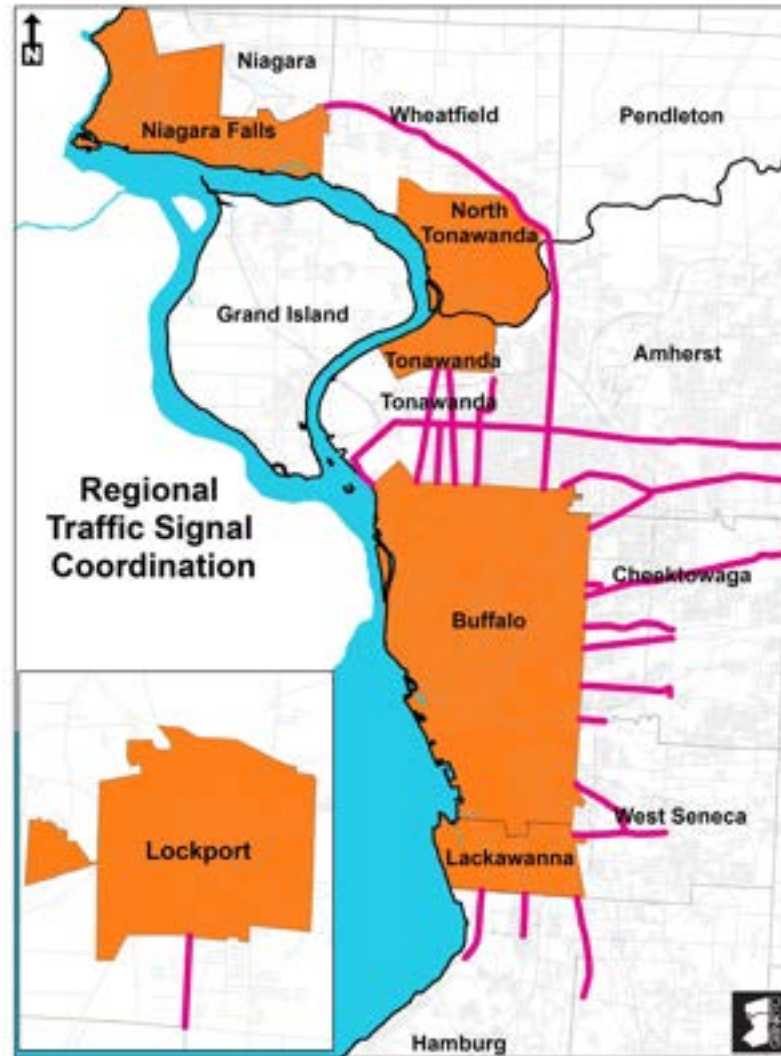
## Scope

### Feasibility study

- Providing communications to arterial traffic signals
- Establish a protocol for transit priority technology
- Establish a protocol for emergency preemption technology

# C. 2024 RAISE Planning Grant

## Scope



# C. 2024 RAISE Planning Grant

## Partners

- Core partners
  - NYSDOT
  - City of Buffalo
  - NFTA
  - NITTEC
- Additional partners
  - Cities of Niagara Falls, Lockport, Lackawanna, Tonawanda
  - Towns of Tonawanda, Amherst, Cheektowaga, West Seneca, Hamburg
  - First ring villages as applicable

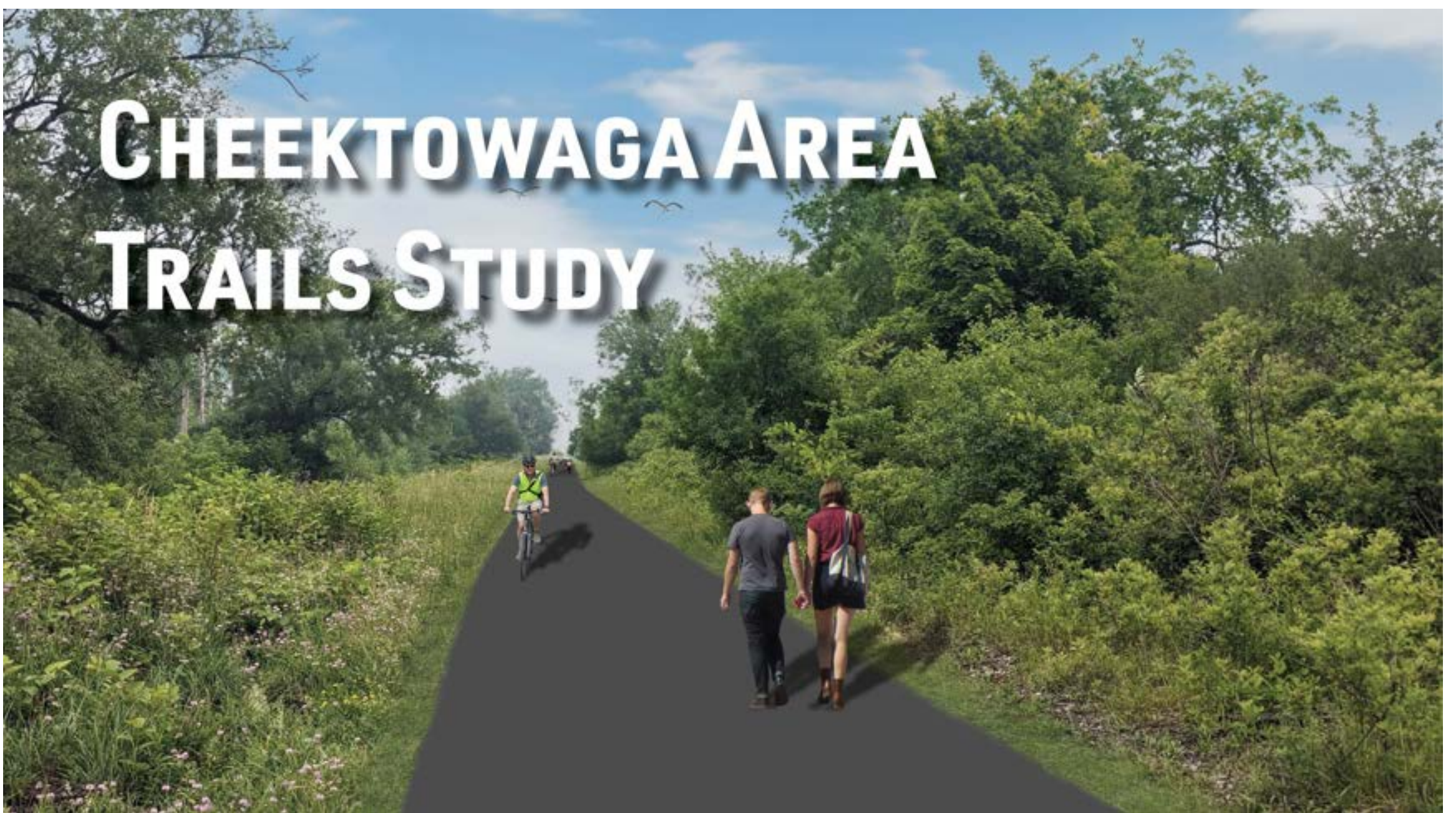


# C. 2024 RAISE Planning Grant

## Desired Outcomes

- Feasibility study that lays the groundwork for building out a communications system
  - Traffic Signal <-> NITTEC <-> Agency
  - Layout, Costs, Draft Con-Ops between agency and NITTEC
- Foundational Con-Ops for transit signal priority for NFTA and agencies
- Foundational Con-Ops for emergency preemption for EMS agencies and signal owners
- Benefit Cost Analysis for future grant applications

# CHEEKTOWAGA AREA TRAILS STUDY



# C. Cheektowaga Trails Feasibility Study

## Background

The Cheektowaga Trails Feasibility Study is an analysis of three sections of trail located in the Buffalo Niagara region.

The trail segments, initially scoped out in the GBNRTC's Regional Bicycle Master Plan (2020), include:

- Scajaquada Creek Extension to Cheektowaga
- Clarence Pathway Buffalo Extension
- Lancaster Heritage Trail West Extension

# C. Cheektowaga Trails Feasibility Study

## Stakeholder Committee

Representatives from the following entities participated in the stakeholder committee for this process

- Town of Cheektowaga
- Town of Clarence
- Town of Lancaster
- Village of Depew
- Village of Lancaster
- Assembly Member Monica Wallace's Office
- City of Buffalo
- Erie County
- NYSDOT

# C. Cheektowaga Trails Feasibility Study

## Feasibility Study

- Existing conditions analysis
- Identified opportunities and challenges within each corridor
- Community engagement
  - Project team visited 70 businesses along proposed routes
  - Survey and interactive map
  - Public meeting at Cheektowaga Senior Center (9/27)
  - 2 tabling sessions:
    - Lancaster Fall Festival (9/24)
    - Erie County Fall Festival (9/30)
- Alternatives analysis
- Recommendations
- Implementation plan



# Recommendations



# C. Cheektowaga Trails Feasibility Study

## Scajaquada Creek Extension to Cheektowaga

- This corridor is a 2.5 mile off-road trail will begin at Genesee Street and end at the proposed Clarence Pathway Buffalo Extension Corridor near Galleria Drive.
- Connects several small existing green spaces and campus-like land uses including Schiller Park, Villa Maria College and Cheektowaga Town Park.
- The recommended alternative includes primarily off-road improvements.

# SCAJAQUADA CREEK TRAIL EXTENSION

LENGTH	2.5 miles	
FACILITY TYPES	Shared Use Path	2.1 miles
	Shared Roadway	0.35 miles
COST ESTIMATE	\$4.8 million	
# OF ROAD CROSSINGS	5	
# OF BRIDGES	1	

\*Cost estimates are included in Appendix A. These costs are inclusive of contingency, engineering, and construction inspection. Alternatives are accounted for in the estimate.



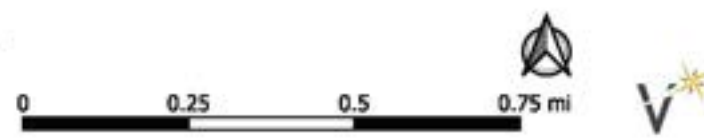
Central Boulevard - Proposed Shared Roadway



## LEGEND

- |                  |                    |                |                         |
|------------------|--------------------|----------------|-------------------------|
| <b>Crossings</b> | RRFB               | Shared Roadway | <b>Surface Waters</b>   |
| Bridge           | Trailheads         | Cities_Towns   | Creeks                  |
| Crosswalk        | Recommended Routes | Public K-12    | City of Buffalo Parks   |
| Ex Signal        | Shared Use Path    | Roadways       | Park Community Facility |
| Raised           | Sidepath           | Railroad       |                         |

## Recommendations Scajaguada Creek Trail





# C. Cheektowaga Trails Feasibility Study

## Clarence Pathway Buffalo Extension

- At 8.6 miles, this corridor is the longest segment in the Feasibility Study, spanning from Walden Ave to Harris Hill Road in Lancaster.
- Connects the existing Clarence Pathway to the future Northeast Greenway.
- Recommendations for this corridor include on-road enhancements along Harris Hill Road and Wehrle Drive with the majority of the trail experience off-road using a former rail corridor and utility right-of-ways.

# CLARENCE PATHWAY BUFFALO EXTENSION

LENGTH	8.6 miles	
FACILITY TYPES	Shared Use Path	7.3 miles
	Shared Roadway	0.1 miles
	Sidelpath	1.2 miles
COST ESTIMATE	\$14.9 million	
# OF ROAD CROSSINGS	22	
# OF BRIDGES	1	

*\*Cost estimates are included in Appendix A. These costs are inclusive of contingency, engineering, and construction inspection. Alternatives are accounted for in the estimate.*

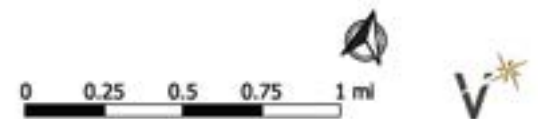
Shared Use Path between Neighborhoods and Commercial Developments



## LEGEND

- |           |                    |                |                         |
|-----------|--------------------|----------------|-------------------------|
| Bridge    | RRFB               | Shared Roadway | Surface Waters          |
| Crosswalk | RRFB & Median      | Villages       | Creeks                  |
| Ex Signal | Trailheads         | Cities/Towns   | Lakes/Ponds             |
| Median    | Recommended Routes | Public K-12    | City of Buffalo Parks   |
| Raised    | Shared Use Path    | Roadways       | Park Community Facility |
|           | Sidelpath          | Railroad       |                         |

## Recommendations Clarence Pathway West



# C. Cheektowaga Trails Feasibility Study

## Lancaster Heritage Trail West Extension

- This corridor is a 6.6 mile segment that would connect the existing Lehigh Valley Railroad Rail Trail to the Lancaster Heritage Trail.
- Provides a key east-west connection between the south end of Cheektowaga, the Village of Depew, and Lancaster.
- The proposed trail will rely primarily on a mix of right-of-ways side paths and utility corridors.

# LANCASTER HERITAGE TRAIL WEST EXTENSION

<b>LENGTH</b>	6.6 miles	
<b>FACILITY TYPES</b>	Shared Use Path	6.1 miles
	Shared Roadway	0.2 miles
	Sidepath	0.3 miles
<b>COST ESTIMATE</b>	\$12.6 million	
<b># OF ROAD CROSSINGS</b>	8	
<b># OF BRIDGES</b>	2	



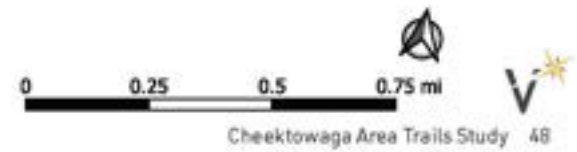
Rehabilitated Bridge over Cayuga Creek



### LEGEND

- Crossings**
  - Bridge
  - Crosswalk
  - Ex Signal
  - Half Signal
  - Median
  - RRFB
  - Trailheads
- Recommended Routes**
  - Shared Use Path
- Surface Waters**
  - Lakes/Ponds
  - Creeks
- Other**
  - Villages
  - Cities/Towns
  - Roadways
  - Railroad
  - Park Community Facility
- Sidepath**

### Recommendations Lancaster Heritage Trail Extension



Cheektowaga Area Trails Study 48

## PHASING

The total cost to construct the three trails described within this study is \$32.3 million. In addition to the cost, there are property easements or acquisitions that need to be addressed. To allow portions of these trails to move forward, the following segments could be constructed independently if needed and still provide local termini:

### SCAJAQUADA CREEK TRAIL EXTENSION

- Total Distance: 2.5 miles
- Total Cost: \$4.8 Million

LIMITS	DISTANCE	COST (M)	MUNICIPALITY 1	MUNICIPALITY 2
Genesee Street / Pine Ridge Road	0.7 miles	\$1.3	Buffalo (0.55 miles)	Cheektowaga (0.15 miles)
Pine Ridge Road / Harlem Road	0.8 miles	\$1.8	Cheektowaga	
Harlem Road / Galleria Drive	1.0 miles	\$1.7	Cheektowaga	

### CLARENCE PATHWAY BUFFALO EXTENSION

- Total Distance: 8.6 miles
- Total Cost: \$14.9 Million

LIMITS	DISTANCE	COST (M)	MUNICIPALITY 1	MUNICIPALITY 2
Walden-Sycamore St / Harlem Road	2.0 miles	\$3.5	Buffalo (1.17 miles)	Cheektowaga (0.83 miles)
Harlem Road / Nokomis Park	1.3 miles	\$2.2	Cheektowaga	
Nokomis Park / Moorman Drive Park	1.7 miles	\$2.9	Cheektowaga	
Moorman Drive Park / Pfohl Road	1.8 miles	\$3.3	Cheektowaga	
Pfohl Road / Harris Hill Park	1.8 miles	\$3.0	Cheektowaga (0.21 miles)	Lancaster (T) (1.59 miles)

### LANCASTER HERITAGE TRAIL WEST EXTENSION

- Total Distance: 6.6 miles
- Total Cost: \$12.6 Million

LIMITS	DISTANCE	COST (M)	MUNICIPALITY 1	MUNICIPALITY 2
Lehigh Valley Rail Trail / Como Park Blvd	1.6 miles	\$2.9	Cheektowaga	
Como Park Blvd / Village of Depew Property	1.0 miles	\$2.1	Cheektowaga (0.73 miles)	Depew (0.27 miles)
Village of Depew Property / Firemen's Park	0.8 miles	\$1.4	Depew	
Firemen's Park / Sheldon Ave	1.8 miles	\$3.7	Depew (1.62 miles)	Lancaster (V) (0.18 miles)
Sheldon Ave / Lancaster Trailhead	1.4 miles	\$2.5	Lancaster (V) (1.15 miles)	Lancaster (T) (0.25 miles)

# CHEEKTOWAGA AREA TRAILS STUDY

Questions?

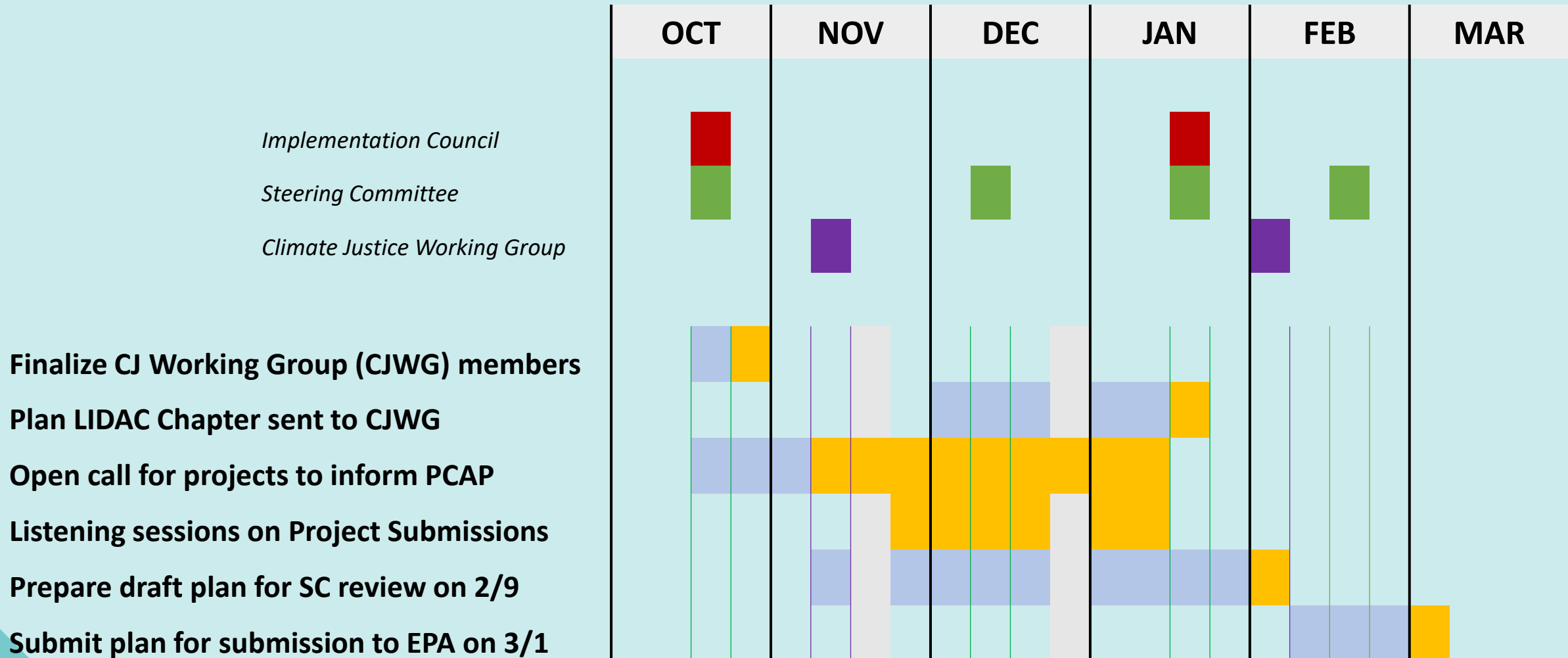
# ONE REGION FOR CLIMATE ACTION

## Priority Climate Action Plan (PCAP) Draft Plan Update



# PRIORITY CLIMATE ACTION PLAN

## TIMELINE OF MEETINGS AND KEY TASKS







ONE REGION FORWARD  
**CLIMATE  
ACTION**



| eNews

## One Region for Climate Action

Partners involved in One Region Forward are working together to launch a new Federally funded planning initiative to **reduce our region's greenhouse gas emissions**. This multi-year program will build on existing planning, promote collaboration, and prepare our region to **take action on the climate challenges of today and tomorrow**.

**Step 1 of this process is focused on identifying the landscape of climate action projects that exist in our region.** This information will be synthesized in a document that will position communities within our region to take advantage of current and future funding opportunities. That plan is due to the US Environmental Protection Agency on March 1, 2024, so we are working quickly to identify projects to reference.

WE ARE HERE

1

NOV. 2023  
TO  
FEB. 2024

What are the region's priorities over the next six years?



### PRIORITY CLIMATE ACTION PLAN

This document is the required first deliverable of the CPRG planning grant funding this initiative. It is intended to serve as a starting point for more detailed and comprehensive planning and analysis that will be build on this work.

WHAT IS THE REGIONAL LANDSCAPE FOR CLIMATE ACTION PLANNING?

p 8

WHAT ARE THE SOURCES OF GHG IN BUFFALO NIAGARA?

p 12

HOW DOES CLIMATE POLLUTION CONTRIBUTE TO INJUSTICE IN THE REGION?

p 16

WE ARE HERE

1

NOV. 2023  
TO  
FEB. 2024

What are the region's priorities over the next six years?



### PRIORITY CLIMATE ACTION PLAN

This document is the required first deliverable of the CPRG planning grant funding this initiative. It is intended to serve as a starting point for more detailed and comprehensive planning and analysis that will be build on this work.

WHAT ARE SOME REGIONAL CLIMATE ACTION PRIORITIES FOR THE NEXT SIX YEARS?

p 24

Transportation	26
Housing	36
Commercial Buildings	44
Other Sectors	52

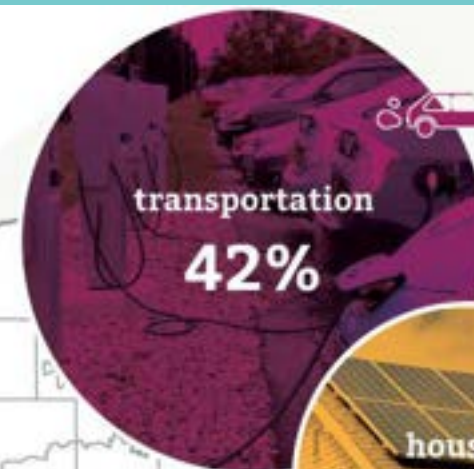
HOW CAN WE BUILD CAPACITY TO IMPLEMENT?

p 62

# WHAT ARE SOME CLIMATE ACTION PRIORITIES FOR THE REGION?



82% OF GHG EMISSIONS ARE COMING FROM THREE SECTORS



Reducing our transportation emissions will involve preparing for and embracing alternative fuel transportation options and making the region more amenable to public transportation, walking, bicycling, and other modes of travel.



Housing emission reduction will require making substantial investments in housing weatherization and electrical upgrades, growing residential energy production/storage, and embedding green concepts in local building codes.



Addressing commercial emissions calls for planning and action at the campus and municipal building level, helping small developers and building owners, and expanding the availability and usage of energy data by businesses and commercial building owners.



Several priorities are identified for Waste, Industrial, Agriculture, and energy generation. These priorities are not fully analyzed in this report, but will be revisited in the next deliverable for One Region for Climate Action - the Comprehensive Climate Action Plan that will start being developed in spring of 2024.



energy generation & fugitive emissions

## WE ARE HERE

1

What projects are ready today to reduce climate impacts for tomorrow?

NOV. 2023  
TO  
FEB. 2024



We'll get started by identifying the climate action projects brewing in the region. This will allow the region to map out what we're doing today and the funding opportunities that can move these projects forward.

2

What climate actions do we need to set in motion for the next 25 years?

MAR. 2024  
TO  
OCT. 2025



We'll plan together with stakeholders and community members from across the two-county region to identify the big climate actions we need to take over the next few decades. We'll build off existing regional and local climate planning, and drill down on how we get the work done.

3

How do we prepare our region to implement the work we set out to do?

NOV. 2025  
TO  
OCT. 2027



With an aim toward advancing projects and initiatives, we'll work to create tools and resources that can help sustain local implementation and regional collaboration to reduce climate emissions over the long haul.



# Status Report and Information



# Member Agency Report

- TAP/CMAQ/CRP
  - 16 applications for Region 5
- BRIDGE NY
  - Niagara County – 3 applications
  - Erie County – 6 applications

A close-up photograph of a traffic light with a blurred background of a building's window frame. The light is currently showing a red light at the top and a green arrow pointing upwards at the bottom.

# Executive Director's Report

Michael J. Finn, P.E.





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# Adjournment

NEXT PCC MEETING: March 6, 2024  
(Erie County)

Greater Buffalo-Niagara Regional  
Transportation Council

**Thank You!**



**Policy Meeting will  
begin shortly, thank you  
for your patience**





# Policy Committee Meeting

February 7, 2024

Greater Buffalo-Niagara  
Regional Transportation Council

# Policy Meeting Agenda

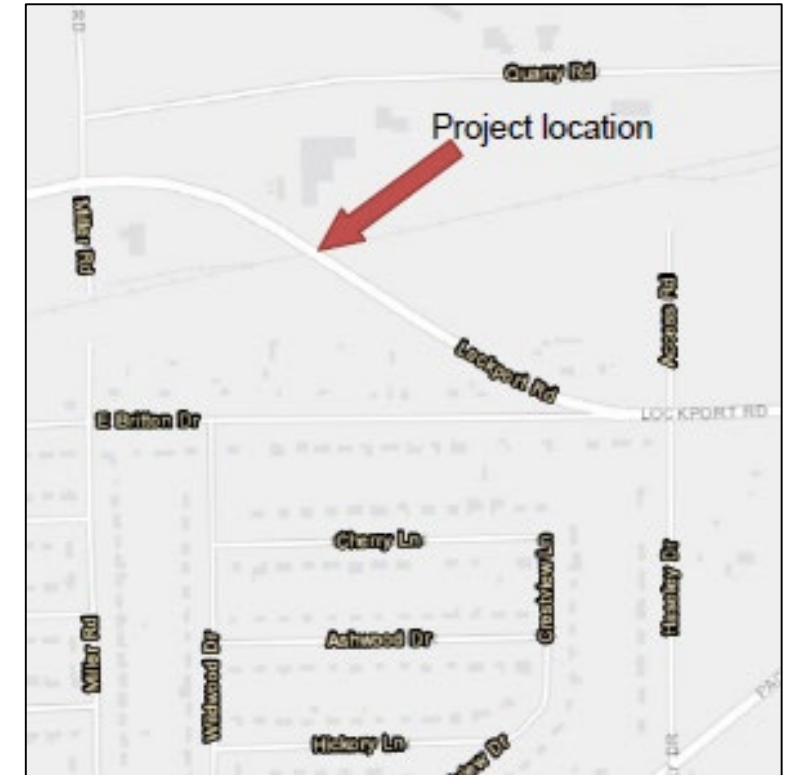
- 1) Roll Call
- 2) Public Comment on Action Items
- 3) Approval of Agenda
- 4) Approval of Previous Meeting Minutes
- 5) Action Items (Approve)
- 6) Other Business
- 7) Next Meeting/Adjournment of Policy Meeting



# Action Items

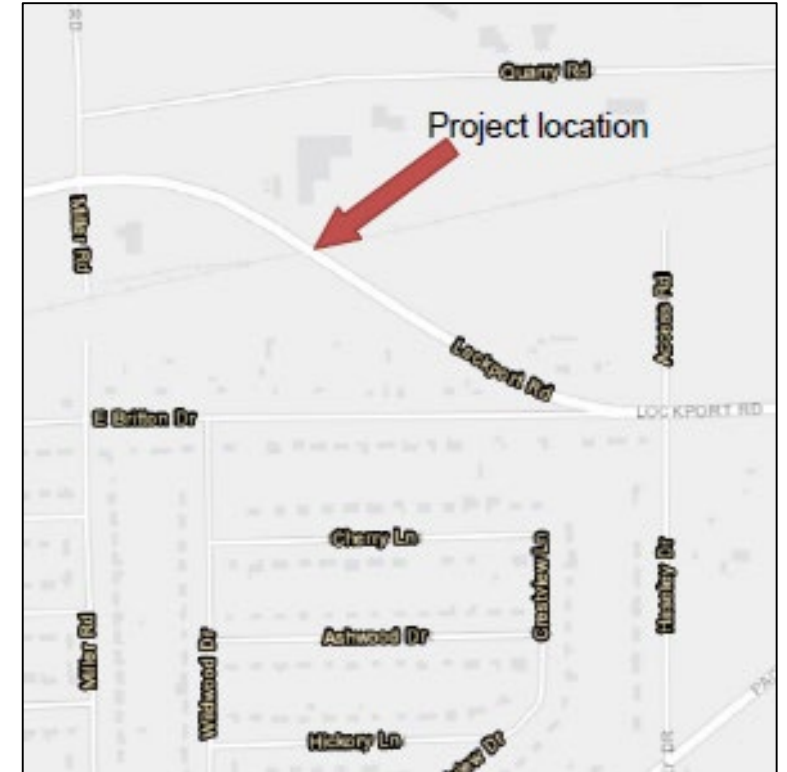
# A. TIP Amendment #13: PIN 5765.17 Lockport Rd @ CSX

- This is an Niagara County request to add a new project to the TIP
- PIN 5765.17 will repair the deficient substructure elements to extend the non-deficient life of the bridge
- The total project cost will be \$1.33M
- Final constraint is maintained as
  - \$1.21M will be transferred from PIN 5764.28 Hartland Rd over Golden Hill Creek which received new federal RURAL discretionary grant funding
  - Remaining cost (\$0.12M) is being provided by local (Niagara County) funds
- The scheduled let is 4/25
- All required public review has been completed



# A. TIP Amendment #13: PIN 5765.17 Lockport Rd @ CSX

- The Interagency Consultation Group (ICG) has concurred that this project is exempt from Transportation Conformity determination (A19)
- This project was recommended for approval by PCC on 1/3/24
- Today's action would be to approve the new project via Resolution 2024-4



## B. 2024-2026 Unified Planning Work Program

- The Unified Planning Work Program (UPWP) is the scope of work that the MPO will undertake for the State Fiscal Year (SFY) 24-26.
- Federal requirement of all MPOs
- Lays out the GBNRTC staff work plan
  - Administer all programs necessary to maintain MPO status
  - Advance Federal planning priorities
  - Advance MTP planning priorities



# B. 2024-2026 Unified Planning Work Program

## Development Process

- Develop in accordance with requirements of NYSDOT Call Letter
- Conducted member agency and public review period
- UPWP Addresses:
  - Federal Planning Emphasis Areas
  - Federal Planning Factors
  - MTP – UPWP Linkage
- Utilizes Complete Streets set-aside funds to advance Regional Bike Master Plan Implementation

# B. 2024-2026 Unified Planning Work Program

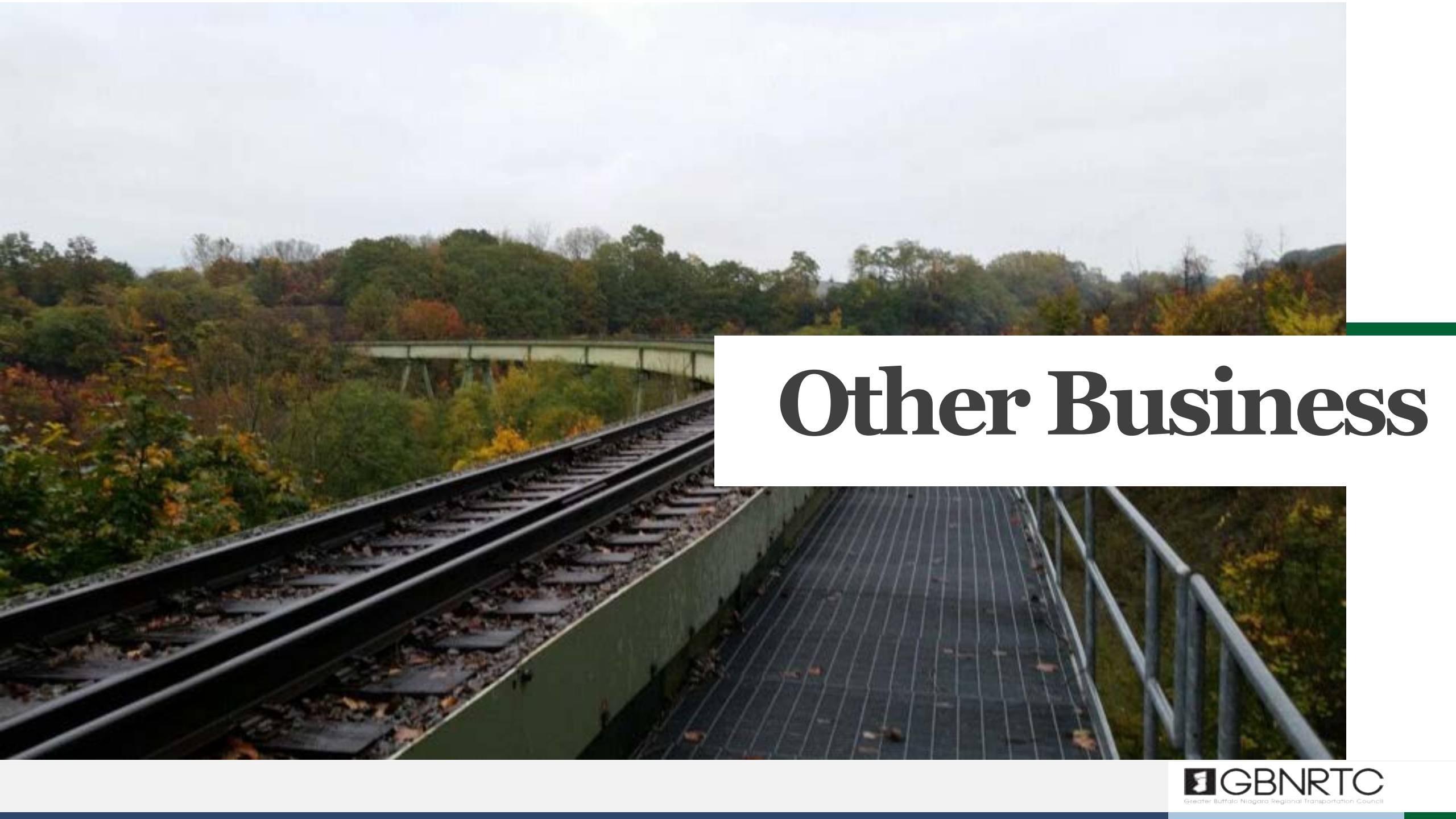
## Financing

- Revenue – Core Funds
  - FHWA 24-25 Funding 2.6M
  - FTA 24-25 Funding 0.6M
  - 3.2M
- Expenses – Core Funds
  - 3.0M for salaries, benefits, staff support and consultants
- Revenue – Other Sources
  - TMIP/EMAT Grant 300k
  - SS4A Grant 560k
  - FHWA Complete Streets 195k
  - EPA CCAP Grant 1,000k
  - Total Grant/Other 2.05M

# B. 2024-2026 Unified Planning Work Program

## Action

- PCC Committee recommended approval on 2/7/24
- Today's Action is to approve the 24-26 UPWP



# Other Business



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# Adjournment

Thank you!

Greater Buffalo-Niagara Regional  
Transportation Council