



Greater Buffalo Niagara Regional Transportation Council
438 Main St, Suite 503 | Buffalo, NY 14202 | 716-856-2026 | www.gbnrtc.org

Transportation Projects Subcommittee (TPS) Meeting

Wednesday, March 15, 2023 9:00 AM

Agenda

1. Approval of February 15, 2023 TPS Meeting Summary
 2. 2023-2027 TIP – Action Requests/Discussions
 - a. PIN 5268.54 NY 240 @ Fisher Rd Intersection Improvements – Cost Increase (*NYSDOT*)
 - b. PIN 5763.36 William St; Transit Rd to Bowen Rd – Delay Construction FFY (*Erie County*)
 - c. PIN 5051.15 N Grand Island Bridge Underpass OHVD Systems – Fund Source Change (*NYSDOT*)
 - d. PIN 5764.27 Hunt St Bridge/Bergholtz Creek – Move Funds & Advance Let Date (*Niagara County*)
 3. Old Business
 - a. BRIDGE NY Update
 - b. MTP Update Briefing
 - c. National Highway Freight Program Update
 4. New Business
 - a. RPPM Change Report
 5. Next Meeting – Wednesday April 19, 2023, 9:00 AM
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TRANSPORTATION PROJECTS SUBCOMMITTEE (TPS) MEETING SUMMARY

Wednesday, February 15, 2023
9:00 A.M. via Zoom Meeting

Attendees: D. Hill, K. Stilwell, M. Finn, N. Skipper, A. Weymouth, J. Boser, G. Meal, W. Keenan, J. DePlanche, B. Roth, and R. Guarino.

1. Approval of January 18, 2023 TPS Meeting Summary – *Motion for approval: Hill/Skipper. Approved.*
2. 2020-2024 TIP Discussion
 - a. PIN 5763.74 Jacques Rd/Eighteenmile Creek Rehabilitation – This is a Niagara County request to modify an existing project. This action will 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. Let date remains 4/2023. *Motion to approve as Administrative Modification #12: Meal/Hill. Approved.*
 - b. PIN 5580.53 I-290 @ Main St Interchange Reconfiguration – 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 10/2025. *Motion to recommend for approval to PCC as Administrative Modification #10: Hill/Skipper. Approved.*
 - c. PIN 5762.90 Niagara St Ph 4B – This is a City of Buffalo request to modify an existing project. \$2.85M of local (City of Buffalo) funds will be added to the project due to increased estimated cost and utility betterment. \$2.60M will be added to the Construction Phase and \$0.25M will be added to the Construction Inspection Phase. Fiscal constraint is maintained as all additional funds are local. Let date remains 4/14/2023. *Motion to recommend for approval to PCC as Administrative Modification #11: Skipper/Roth. Approved.*
 - d. PIN 5825.72 Battery Electric Buses – This is an NFTA request to modify an existing project. This project will be advanced from 10/2023 (FFY 24) to 9/2023 (FFY 23). Fiscal constraint is maintained. *Motion to approve as Administrative Modification #13: Roth/Skipper. Approved.*
 - e. PIN 5825.88 Replace Station Panel Liners (LRRT) – This is an NFTA request to modify an existing project. 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. Fiscal constraint is maintained. *Motion to approve as Administrative Modification #14: Roth/Skipper. Approved.*
 - f. PIN 5825.68 BEB Deployment Charging Stations Infrastructure – This is an NFTA request to modify an existing project. \$2.2M of FTA FFY22 Transit Infrastructure Grants – Community Project Funding (Earmark) will be added to the project. The project total increases from \$0.716M to \$2.916M. Fiscal constraint is maintained as extra funding will come from the grant. 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. *Motion to recommend for approval as Administrative Modification #15: Roth/DePlanche. Approved.*
3. Old Business
 - a. BRIDGE NY Update – The bridge application deadline was Friday 1/20/2023. NYSDOT received approximately 18 bridge and 45 culvert applications. Twelve bridge applications were from Erie County municipalities (\$34.3M Requested/\$21.2M available) and six bridge applications were from Niagara County municipalities (\$13.2M Requested/\$5.7M available). Bridge review process is a two-step review process. Step 1 is a data-driven initial ranking using the Local Bridge Priority Index (LBPI) Database and has been completed. Step 2 uses unique and qualitative factors to assess the applications. This part of the process is underway currently. Two BRIDGE NY application review teams are comprised of representatives from GBNRTC, Erie and Niagara Counties DPW (one for each county), and Town and County Highway Superintendents Association (one for each county). All material has been made available to review team members via a password protected link to GBNRTC web page. The review teams will review applications and then meet to come to an agreement on Step 2 scores for each. The total application score will consist of a combination of Step 1 and Step 2 scores. A prioritized and constrained list will be transmitted to NYSDOT Main Office. The bridge project review/selection deadline is April 1, 2023. NYSDOT R5 (Hill) requested that review team work be completed by March 17.
4. New Business
 - a. RPPM Change Report – 1. PIN 5268.53 NY 240 (Harlem Rd); NY 400 Overpass to Mineral Springs Rd – Increased ROW-I funding by \$0.064M. \$0.064M was transferred from PIN 5B15.55 PMI-Pavt Maint Let & VPP – Block Fund. Approved on 1/18/2023. 2. PIN 5764.66 Casey Rd; Paradise Park to Transit Rd – \$0.115M Construction Phase cost increase was offset by Preliminary Design \$0.015M and Detailed Design \$0.100M Phases. Approved on 1/19/2023. 3. PIN 5580.53 I-290 @ Main St Interchange Reconfiguration – \$0.130M moved between Detailed Design Phase and Preliminary Design Phase. Approved on 2/13/2023.
 - b. MARAD Port Infrastructure Development Program Grants NOFO – PIDP is a USDOT Marine Administration (MARAD) program to improve the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports. A total of \$662M was appropriated to PIDP in FFY23 – \$450M from BIL and \$212M from FFY23 Appropriations. Two percent of this funding (\$13M) is set aside for grant administration and oversight. Eligible projects will improve the safety, efficiency, or reliability of the loading and unloading of goods at the port, such as for marine terminal equipment; the movement of goods into, out of, around, or within a port, such as for highway or rail infrastructure, intermodal facilities, freight intelligent transportation systems, and digital infrastructure systems; operational improvements, including projects to improve port resilience; or environmental and emissions mitigation measures. There is no minimum award size under BIL funding and

\$1M under FFY23 Appropriations Act and no maximum award size either. Federal share of the total costs of an eligible PIDP project may not exceed 80% except for rural projects and “small port” projects (average annual tonnage less than 8M short tons for last 3 years) where federal share may exceed 80%. The following are eligible applicants a port authority, a commission or its subdivision or agent under existing authority, a state or political subdivision of a State or local government, an Indian tribe, a public agency or publicly chartered authority established by one or more States, a special purpose district with a transportation function, a multistate or multijurisdictional group of entities, and a lead entity described above jointly with a private entity or group of private entities. Application due date is 4/28/2023 via grants.gov.

- c. Local Projects Meetings – The next round of Local Projects Meetings will begin to be scheduled shortly.
5. Adjourn: The next TPS meeting will be held at 9 a.m. Wednesday March 15, 2023 – Format will continue to follow the hybrid model (Live and Zoom options). *Motion to adjourn: Skipper/Hill. Approved.*

Transportation Projects Subcommittee

March 15, 2023



Greater Buffalo Niagara Regional Transportation Council

1. Approval of 2-15-23 Minutes

2. Action Items

a. PIN 5268.54 NY 240 (Orchard Park Rd) @ Fisher Rd Int Improvements

- This is a NYSDOT request to modify an existing project
- Additional funds are needed for outside design
 - \$446K will be transferred from PIN 5B2006 HSIP/NHPP State Safety Block Program and added to the Preliminary Design phase
- Fiscal constraint is maintained
- Let of PDES phase is unchanged at 12/23
- Today's TPS action would be to approve as AdMod #16

b. PIN 5763.36 William St; Transit to Bowen

- This is an Erie County request to modify an existing project
- The Construction and Construction Inspection phases will be delayed from 12/24 (FFY 25) to 4/26 (FFY 26)
 - The project includes sidewalks and requires the right of way for the road be widen which translates into a significant number of right of way acquisitions
- No change in funding source or amounts - fiscal constraint is maintained.
- Today's TPS action would be to approve as AdMod #17

c. 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 will be replaced with \$639K HSIP (Statewide Funded)
- As these are new statewide funds to the region, fiscal constraint is maintained
- C/CI totals and let date are unchanged
- This change will require a TIP amendment (Change Control 2.d.)
- Today's TPS action would be to initiate a 20-day public review period.

d. PIN 5764.27 Hunt St Bridge / Bergholtz Creek

- This is an Niagara County request to modify an existing project
- Niagara County completed Design I-IV with local funds
- Total project cost increases by \$113K to reflect NC local Design contribution (now \$1.223M)
- Federal funds original programmed for this work will be transferred to C/CI phases
- Let date will be advanced from 10/24 (FFY25) to 10/23 (FFY24)
- **Today's TPS action would be to approve as AdMod #18**

3. Old Business

a. BRIDGE NY Update

- Bridge application deadline was Friday 1/20/23
- NYSDOT received 18 applications for the MPO area
 - 12 from Erie County municipalities (\$34.3M Requested/\$21.2M available)
 - 6 from Niagara County municipalities (\$13.2M Requested/\$5.7M available)
- Bridge review process
 - Two BRIDGE NY application review teams were comprised:
 - GBNRTC
 - Erie and Niagara County DPW (one for each county)
 - Town and County Highway Superintendents Association (one for each county)
 - Two-step review process
 1. Data Driven Initial Ranking using LBPI - Local Bridge Priority Index Database (Complete)
 2. Unique and qualitative factors (Underway)

a. BRIDGE NY Update

2022 Bridge NY MPO Area Application Summary

Niagara County - \$5.7M Targeted/\$5.581M Recommended

Municipality	BIN	Features	Carried	Location	Step 1	Step 2	Total	Cost	BNY Ask	F. Class	Recommended	
					LBPI	Consensus						
Niagara County	3090250	BRANCH JEDDO CRK	RTE 271	1.7 MI S JCT SH271 & SH104	56.4	75	131.4	\$ 1,796,000	\$ 1,706,200	Rural Major Collector	Yes	
Town of Wheatfield	2267010	BERGHOLTZ CREEK	PLAZA DRIVE	0.5 MI SE JCT RTS 62&182	47.7	83.33	131.0	\$ 2,420,859	\$ 2,299,817	Urban Local	Yes	
Niagara County	3328960	GOLDEN HILL CREEK	CARMEN ROAD	3.1 MI EAST OF SOMERSET	40.0	82.67	122.7	\$ 1,658,200	\$ 1,575,290	Rural Local	Yes	
Town of Hartland	2213490	JOHNSON CREEK	TOWNLINE ROAD	2.0 MI W OF MIDDLEPORT	13.5	90	103.5	\$ 1,404,001	\$ 1,333,801	Rural Local	No	
Niagara County	3360080	MUD CREEK	ROYALTON CTR ROAD	.1 MI E OF WALCOTTSVILLE	25.5	76.33	101.8	\$ 2,033,500	\$ 1,931,825	Rural Minor Collector	No	
Town of Lockport	4454110	ERIE CANAL NORTH TOW PA	DAY ROAD	1 MILE EAST OF LOCKPORT	18.7	65.33	84.0	\$ 4,623,492	\$ 4,392,318	Urban Collector	No	
Mean					33.6	78.8	112.4					
Median					32.8	79.5	113.1					
Standard Deviation					15.6	7.8	17.4					

a. BRIDGE NY Update

2022 Bridge NY MPO Area Application Summary

Erie County - \$21.2M Available/\$20.023M Recommended

Bridge Information					Step 1	Step 2					
Municipality	BIN	Features	Carried	Location	LBPI	Consensus	Total	Total Cost	BNY Ask	F. Class	Recommended
Erie County	3328360	CATTARAUGUS CREEK	HAMMOND HILL ROAD	3.2 MI SW OF SPRINGVILLE	65.1	89.00	154.1	\$ 5,873,000	\$ 4,750,000	Rural Local	Yes
Erie County	3328610	N BR CLEAR CREEK	MARSHFIELD ROAD	3 MI S OF NORTH COLLINS	58.6	82.67	141.3	\$ 2,408,500	\$ 2,288,075	Rural Local	Yes
Erie County	3327580	HAMPTON BROOK	EAST EDEN ROAD	1.9 MI SOUTH OF HAMBURG	54.8	81.00	135.8	\$ 3,108,700	\$ 2,953,265	Urban Collector	Yes
Erie County	3327510	LITTLE SISTER CRK	DENNIS ROAD	.9 MI NW OF EVANS CENTER	41.3	86.67	128.0	\$ 1,923,000	\$ 1,826,850	Urban Local	Yes
Town of Clarence	2213070	BLACK CREEK	KENFIELD ROAD	2.3 MI SE JCT RTS 78 & 263	43.1	75.33	118.4	\$ 1,507,300	\$ 1,431,935	Urban Local	Yes
Erie County	2260400	CAZENOVIA CREEK	MILL ROAD	2.5 MI W JCT SH78 & US20	34.6	83.67	118.3	\$ 4,999,600	\$ 4,749,620	Urban Local	Yes
City of Tonawanda	2260510	TWO MILE CREEK	FLETCHER STREET	1.9 MI SW JCT 265266	29.5	87.33	116.8	\$ 2,130,611	\$ 2,024,080	Urban Local	YES
City of Buffalo	2260710	CAZENOVIA CREEK	WARREN SPAHN WAY	CENTER OF CAZENOVIA PARK	47.0	68.67	115.7	\$ 5,694,350	\$ 4,697,133	Urban Local	NO
City of Lackawanna	2260350	SMOKES CREEK	WARSAW AVENUE	CENTER OF LACKAWANNA	42.7	68.67	111.4	\$ 2,991,744	\$ 2,842,157	Urban Local	NO
Erie County	3327390	BIG SISTER CREEK	VERSAILLES PLANK	2.4 MI NW OF N COLLINS	43.7	67.67	111.4	\$ 2,298,500	\$ 2,183,575	Rural Local	NO
Town of Concord	2260820	GRAFF BROOK	ROSS ROAD	.9 MI N OF EAST CONCORD	58.9	49.67	108.6	\$ 1,873,277	\$ 1,779,613	Rural Local	NO
Town of Orchard Park	2213400	BRANCH SMOKES CRK	HENNING DRIVE	0.8 MI. E OF ORCHARD PARK	20.0	55.00	75.0	\$ 1,340,502	\$ 1,273,477	Urban Local	NO
				Mean	44.9	74.6	119.6				
				Median	43.4	78.2	117.6				
				Standard Deviation	12.5	12.3	18.9				



MOVING
FORWARD
2050
UPDATE

Metropolitan Transportation Plan Update
TPS Briefing
March 15, 2023



Metropolitan Transportation Plan

- Provides a vision for future growth and development in the region.
- Identifies regional transportation needs for future transportation improvements and services.
- Provides guidance and direction for future transportation investments.
- Sets the foundation and priorities for the distribution of federal transportation funding.
- Serves as a framework for the Transportation Improvement Program.
- Must be updated at least every five years to keep the region eligible for federal transportation dollars.



Metropolitan Transportation Plan Update

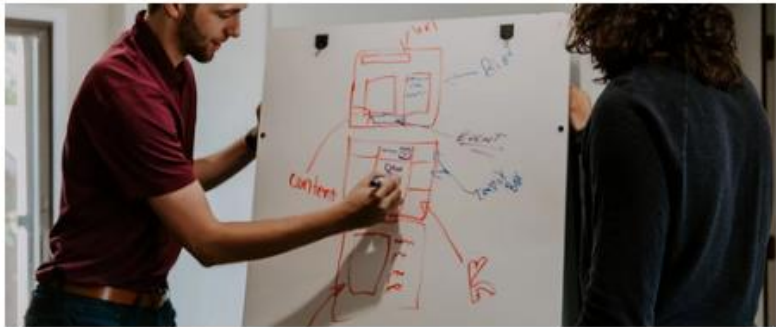
- The update maintains the 2050 planning horizon, reaffirming key elements and concepts of the 2018 Plan.
- Discusses the impacts of the Covid-19 pandemic on regional travel patterns.
- Updates demographic, land use and transportation conditions to reflect the most current data available.
- Updates performance measures to better align with federal performance measures.



Metropolitan Transportation Plan Update

- Forecasts the financial resources available to implement strategies and projects based on new federal transportation legislation and anticipated funding resources.
- Status of significant planning studies, initiatives and projects underway since 2018.
- Constrained and illustrative project listing.
- Air Quality conformity documentation.

Metropolitan Transportation Plan Update Schedule

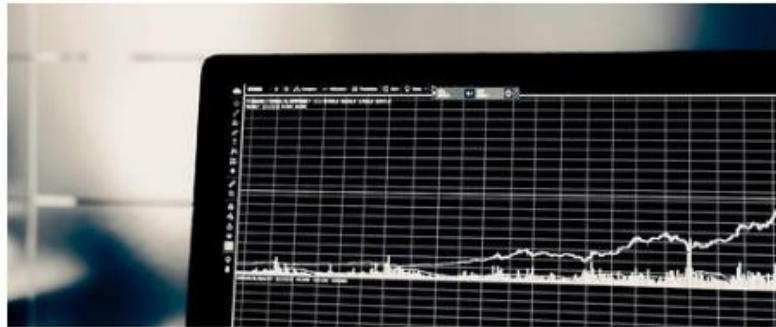


PHASE 1 SPRING/SUMMER 2022

Existing Conditions/Emerging Trends

Reaffirm Goals and Objectives

Performance Measure Updates



PHASE 2 FALL/WINTER 2022

Financial Plan Update

Planning Studies, Projects, and Strategies



PHASE 3 WINTER/SPRING 2023

Draft Plan Document Development

Public Presentation of Draft Plan

GBNRTC Policy Approval by May 2023



Milestones to Date

- **April 20, 2022:** MTP update process/approach and schedule presented at TPS and PCC
- **July 20, 2022:** Review and reaffirm MTP vision, goals, objectives and strategies at TPS
- **September 21, 2022:** Draft financial forecasts and assumptions presented at TPS
- **January 18, 2023:** Draft constrained/illustrative project listing and cost estimates presented at TPS (Individual meetings held with member agencies to discuss transportation needs, projects and cost estimates)
- **January 31 - February 15, 2023:** FHWA and FTA review of MTP financial forecasts completed



Upcoming Milestones

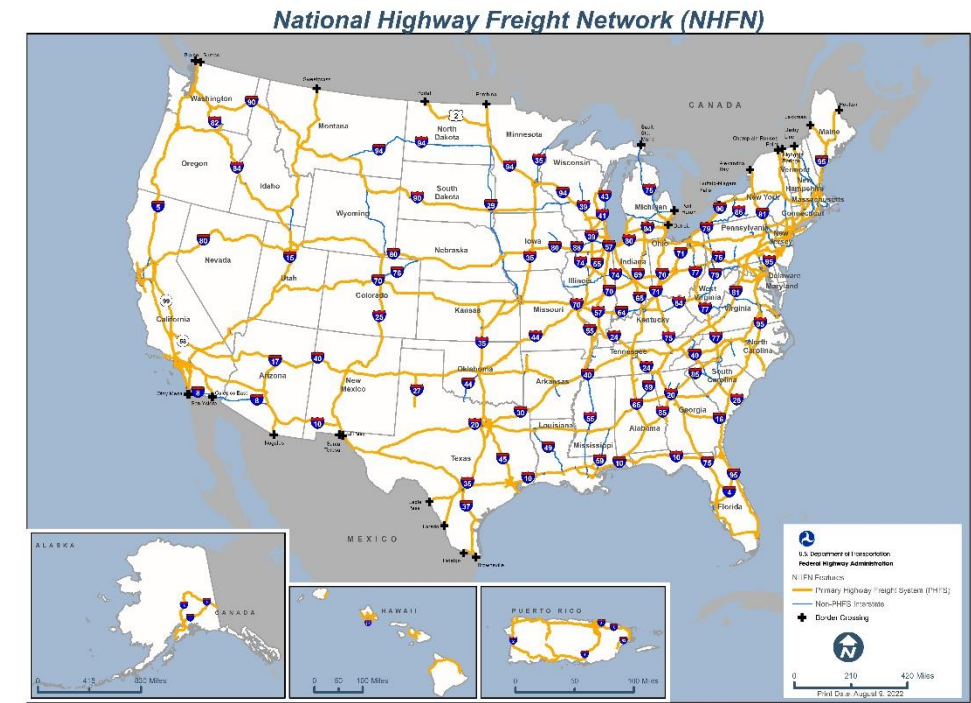
- **March 15, 2023:** Constrained project list submitted to ICG for air quality conformity
- **March 29, 2023:** MTP update draft document available for member agency review and comment
- **April 5, 2023:** GBNRTC staff to present overview of MTP update at PCC and request to initiate 30-day public review and comment period.
- **April 5 - May 4, 2023:** Public comment period and agency consultation (to include public meeting(s))
- **May 3, 2023:** PCC to recommend to Policy for approval contingent upon no further public comments
- **May 2023:** GBNRTC Policy approval of MTP update

MOVING
FORWARD
2050
UPDATE



c. National Highway Freight Program Update

- Purpose is to improve the efficient movement of freight on the National Highway Freight Network (NHFN)
- Program supports several goals
 - Investing in **infrastructure and operational improvements** that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity
 - Improving the safety, security, efficiency, and resiliency of freight transportation
 - Improving the **state of good repair** of the NHFN
 - Using **innovation and advanced technology** to improve NHFN safety, efficiency, and reliability;
 - Improving the **efficiency and productivity** of the NHFN
 - Improving State flexibility to support multi-State corridor planning and address highway **freight connectivity**
 - **Reducing the environmental impacts of freight movement** on the NHFN



Source: PHIS and the Non-PHFNS Interstate geometry is based on the U.S. Department of Transportation, Federal Highway Administration, All Roads Network of Linear Referenced Data (ARNOLD) 2015. Note: Map does not include Cross-Rural Freight Corridors (CRFCs) and Cross-Urban Freight Corridors (CUCs) components of the NHFN.

National Highway Freight Program (NHFP)

	FAST Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal year (FY)	2021	2022	2023	2024	2025	2026
Contract authority	\$1.487 B	\$1.374 B*	\$1.401 B*	\$1.429 B*	\$1.458 B*	\$1.487 B*

*Calculated (sum of estimated individual State NHFP apportionments)

c. National Highway Freight Program Update

- BIL made several changes to the program
 - State Freight Plans
 - Adds 10 new required elements for State Freight Plans
 - Modifies the length of the update cycle from 5 years to 4 years
 - Assigns the new Multimodal Freight Office responsibility to oversee and provide guidance/best practices relating to the development and updating of State Freight Plans
 - State Freight Advisory Committees
 - Updates the list of representatives that should be included among the membership of State Freight Advisory Committees
 - Adds a subsection noting the qualifications that State Freight Advisory Committee members should have
 - Although it is not mandated that States establish State Freight Advisory Committees—these committees are still encouraged

c. National Highway Freight Program Update

- BIL made several changes to the program
 - Seven new elements added
 1. Motor vehicle parking facilities assessment
 2. The most recent supply chain cargo flows in the State, expressed by mode
 3. An inventory of commercial ports in the State
 4. If applicable, consideration of the findings or recommendations made by any multi-State freight compact to which the State is a party
 5. The impacts of e-commerce on freight infrastructure in the State
 6. Considerations of military freight
 7. Strategies and goals to decrease:
 - The severity of impacts of extreme weather and natural disasters on freight mobility
 - The impacts of freight movement on local air pollution
 - The impacts of freight movement on flooding and stormwater runoff
 - The impacts of freight movement on wildlife habitat loss

c. National Highway Freight Program Update

- Eligibility Changes

- May use up to 30 percent of NHFP funding on freight intermodal or freight rail projects (increased from 10 percent under the FAST Act)
- Added eligibility for modernization/rehabilitation of a lock and dam or a marine highway corridor, connector, or crossing designated by the Secretary

4. New Business

a. RPPM Action Report

1. PIN 505118 US 62 (Niagara Falls Blvd) @ I-190 Interchange Diverging Diamond
 - Advanced prelim design FFY from 2024 to 2023
 - **Approved 3/2/23**
2. PIN 576475 Clarence; Sheridan Dr; Main St To Transit Rd; Sidewalk
 - Advance DDES Obligation Date from FFY 24 to FFY 23
 - **Approved 3/7/23**
3. PIN 508629 RT 324 (Sheridan Dr) Road Diet; Sheridan Park To Tonawanda Rail Trail
 - Increase ROW INC. by 0.004M
 - 0.004M offset transferred from ROW ACQ
 - **Approved 3/14/23**

Next Scheduled TPS Meeting

- Wednesday April 19 @ 9:00 AM