



Planning and Coordinating Committee (PCC) Meeting

Wednesday January 5, 2022 9:30AM

Public Participation via Facebook Live

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

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

DRAFT AGENDA

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (12/1/21) Meeting Minutes

II. ACTION ITEMS

- A) PIN 5813.67 ADA Comp & Ped Signal Upgrades; Various Locations; Erie & Niagara Counties – Approve Change (NYS DOT)
- B) PIN 5308.37 US 62 @ NY 429 & US 62 @ Witmer Rd; Intersection Improvements – Approve Change (NYS DOT)
- C) PIN 5308.39 US 62 (Walnut Av & Ferry Av) Lane Reconfiguration – Approve Change (NYS DOT)

III. DISCUSSION ITEMS

- A) December TPS Action Item Approvals
- B) BRIDGE NY Award Announcement - Summary
- C) FFY 23-27 TIP Development - Status
- D) Trenton Mobility & Opportunity: Vehicles Equity System (MOVES) Project
- E) NYS Greenway Trails and Regional Bicycle Master Plan Implementation
- F) Region Central – Building Scenarios for Analysis

IV. STATUS REPORTS/INFORMATION

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

NEXT MEETING CONFIRMATION: February 2, 2022

Members-only Executive Session will follow meeting

**MINUTES OF THE JANUARY 5, 2022 MEETING OF THE
GREATER BUFFALO-NIAGARA REGIONAL TRANSPORTATION COUNCIL
PLANNING AND COORDINATING COMMITTEE (PCC)**

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on January 5, 2022 at 9:30 am.

The following GBNRTC-PCC representatives were present:

- | | |
|-------------------|-------------------------|
| 1. NFTA | Darren Kempner |
| 2. NYSTA | Scott Helser (Chairman) |
| 3. NYSDOT | Dave Hill |
| 4. Buffalo | Nolan Skipper |
| 5. Niagara Falls | |
| 6. Erie County | Darlene Svilokos |
| 7. Niagara County | Garret Meal |

Others present were:

- Athena Hutchins NITTEC
- Frank Cirillo NYSDOT
- Kim Amplement Town of Amherst
- Brian Roth NFTA
- GBNRTC Staff (6)
- 8 members of the public viewing through Facebook Live link

I. PROCEEDINGS

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

A. Roll Call

Other than Niagara Falls, all members were present.

B) Public Participation

Douglas Funke - Citizens for Regional Transit (submitted via email) - CRT is holding its annual meeting, which is open to the public, on Wednesday, January 19th at 5:30pm. CRT President, Doug Funke, will summarize 2021 accomplishments and present CRT 2022 priorities. CRT Treasurer, Jim Gordon, will then present CRT's perspective on the planned Amherst Buffalo Metro extension and the barriers still ahead for its achievement. There are a lot of exciting things happening in public transit. Join us to be at the vortex of the discussion.

C) Approval of Meeting Agenda

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

D) Approval of Previous Meeting Minutes

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

II. ACTION ITEMS

A. PIN 5813.67 ADA Comp & Ped Signal Upgrades; Various Locations

- This is a NYSDOT request for a Minor Scope Change.
- Funding of this existing project will be increased to fund additional ramp/ped signal upgrades, including additional curb ramp work.
- C & CI will increase by a total of \$0.651M.
- Fiscal constraint is maintained as \$0.651M will be transferred from:

- PIN 5B1555 - Pavt. Maint. Block Fund (\$0.296M)
 - PIN 581409 - Signs & Sign Panels 22/23 (\$0.355M).
 - Let will remain 3/22.
 - Recommended by TPS on 12/15/21
 - *Motion to approve as AdMod # 115 (DOT/EC). Approved.*
- B. PIN 5308.37 US 62 @ NY 429 & US 62 @ Witmer Rd; Int Improvements
- This is a NYSDOT request for a Minor Scope Change.
 - Funding of this existing project will be increased to provide additional left turn lane on Witmer Rd. and to widen Ward Rd. and add a left turn lane.
 - C & CI will be increased by a total of \$0.841M.
 - Fiscal constraint is maintained as \$0.841M will be transferred from:
 - PIN 5B1555 Pavt. Maint. Block Fund (\$0.225m)
 - PIN 5B2003 – State Infrastructure Block Fund (\$0.616m).
 - Let will remain 6/22.
 - Recommended by TPS on 12/15/21
 - *Motion to approve as AdMod # 116. (DOT/EC). Approved.*
- C. PIN 5308.39 US 62 (Walnut Av & Ferry Av) Lane Reconfiguration
- This is a NYSDOT request for a Minor Scope Change.
 - Funding of this existing project will be increased to add bumpouts and the mill / overlay of pavement.
 - C & CI will increase by \$3.307M.
 - Fiscal constraint is maintained as \$3.307M will be transferred from:
 - PIN 5B1555 - Pavt. Maint. Block Fund (\$0.240M)
 - Statewide Capital Program (\$3.067M).
 - Let date remains 6/22.
 - Recommended by TPS on 12/15/21
 - *Motion to approve as AdMod # 118. (DOT/NC). Approved.*

III. DISCUSSION ITEMS

- A. December PCC Action Approvals (Guarino)
- PIN 581371 Overhead Sign Structures & Sign Panels (Cat, EC, NC) and PIN 581409 Signs & Sign Panels 22/23; Various Locations (NYSDOT)
 - Merge two existing projects into PIN 581371
 - Increase the funding of the merged project.
 - C & CI of the merged project was increased by a total of \$0.476M.
 - Fiscal constraint was maintained as \$0.476M was be transferred from PIN 581409 – Signs & Signs Panels 22/23; Various Locations.
 - Let date remained 6/22.
 - Approved as AdMod #117.
- B. 2021 BRIDGE NY Program (Guarino)
- Statewide grant program for local governments over the next two-years to rehabilitate and replace bridges and culverts.
 - These strategic infrastructure investments will enhance the quality of life for residents and businesses in every region of the State and provide unprecedented support for making our State’s communities more resilient to the impacts of climate change.
 - Making the State’s infrastructure more resilient not only enhances the safety and reliability of these structures, it facilitates regional and global economic competitiveness.
 - For 2021, \$216.2 million in enhanced assistance was awarded to 88 local governments to rehabilitate and replace bridges and culverts in every region of the State.
 - Western New York Region - \$16.3 million (GBNRTC MPO Area \$12.649)
 - GBNRTC Member Agencies (4 - \$4.954M)
 - \$1.159 million to the City of Buffalo for the replacement of the South Park Loop bridge over South Park Lake

- \$1.677 million to Erie County DPW for the replacement of the Sharp Street bridge over Spring Brook
 - \$828,000 to Niagara County for the replacement of the East Canal Road bridge
 - \$930,000 to Niagara County for the replacement of the Hess Road culvert carrying the tributary to Keg Creek
 - Locals (8 - \$8.079M)
 - \$1.511 million to the Village of Akron for the replacement of the State Street bridge over Murder Creek
 - \$1.0 million to the Village of Lancaster for the culvert lining replacement of the Downtown Village Block; Aurora Street to Central Avenue culvert carrying Plum Bottom Creek
 - \$864,000 to the Town of Aurora for the replacement of the Church Street culvert carrying Tannery Brook
 - \$799,000 to the Town of Aurora for the replacement of the East Filmore Avenue culvert carrying Tannery Brook
 - \$1.0 million to the Town of Orchard Park for the replacement of the Dennis Road culvert carrying the East Tributary to South Branch of Smokes Creek
 - \$941,000 to the Town of Evans for the replacement of the Derby Road culvert carrying Pike Creek
 - \$653,000 to the Village of Depew for the replacement of the Marrano Drive culvert carrying the tributary to Scajaquada Creek
 - \$1.311 million to the Town of Somerset for the replacement of the Hartland Road bridge over Fish Creek
- C. FFY 2023-2027 TIP Development (Guarino).
- Initial call for projects went out in April.
 - Stronger TIP/MTP Linkage has been developed and all submitted projects will be evaluated against stated criteria.
 - NYSDOT TIP/STIP Guidance and planning targets normally would be out by now but have been delayed as new transportation bill was being passed.
 - No indication that timeline for TIP development will be extended.
 - Remaining TIP development tasks will need to be accelerated once planning targets and guidance are received.
- D. Trenton Mobility & Opportunity: Vehicles Equity System (MOVES) Project (Dixon)
- Professor Adel Sadek from UB School of Engineering passed this announcement along to GBNRTC. Professor Sadek is one of the local leads involved in the US DOT funded ITS4US effort and involves the work of NFTA, BNMC, COB and others on developing an integrated suite of travel services that enables older adults and individuals with disabilities to make assisted, connected, and integrated trips without the need for a personal automobile to and from the Medical Campus. The deployment will fund the delivery of accessible trip planning applications combined with advanced indoor/outdoor wayfinding, first- and last-mile self-driving shuttle vehicles, and intersection pedestrian safety technologies especially for medical needs in the campus and its neighboring communities.
 - The New Jersey announcement made in December 2021 is a new initiative announced by Governor Murphy for a Request for Expressions of Interest (RFEI) for the Trenton MOVES Project which stands for Trenton Mobility & Opportunity: Vehicles Equity System (MOVES) Project. The project aims to provide safe, equitable, affordable, and sustainable high-quality mobility through the deployment of 100 Autonomous Vehicles (AVs) throughout Trenton through an on-demand automated transit system will serve 90,000 residents of Trenton.
 - This is certainly relevant for the current ITS4US project which if we are selected to move forward to Phase 2 could bring up to \$8 million into the region. But it is equally important to Buffalo and the region as WNY seeks to attract tech talent and employment opportunities to build on the investment at Seneca One other locations.
 - This project in NJ is designed to attract tech talent from around the country and the world too to work on this initiative. And unfortunately, in NY we still have a law on the books that requires vehicles to have steering wheels. More advanced AV vehicles are coming online which have improved accessibility features for individuals with disabilities, but a number of these vehicles do not have steering wheels. The current legislation therefore may hinder the ability to incorporate these newer, more accessible AV vehicle options from pilot testing in the ITS4US project or other potential pilots in NY.

- AVs and connected vehicles are featured prominently in GBNRTC’s 2050 MTP plan and will certainly be components in the MTP update in the next work program. While full AV deployment is still ways off, it is important to make sure this stays on our radar and we don’t lose sight of policy changes or other near-term actions to prevent us from falling further behind on the AV and talent attraction front to other states and regions.
- E. NYS Greenway Trails and Regional Bicycle Master Plan Implementation (Weymouth)
- Statewide Greenway Trails Plan
 - Approved April 7, 2021, New York State Office of Parks, Recreation and Historic Preservation (OPRHP).
 - Builds on current achievements and provides a platform to work together to prioritize and act on the goals and recommendations laid out in the plan.
 - Because of its prominence, reach, and connection opportunities, the Empire State Trail (EST) serves as the main primary corridor for the state’s greenway trails system.
 - NYS Greenway Working Group active, quarterly meetings.
 - NYS Greenway Trails at a Glance
 - Data collected for this plan identified 2,068 miles of existing greenway trails in New York.
 - The completed 750-mile Empire State Trail comprises over 496 miles of greenway trail.
 - 60 of 62 counties in New York have at least one segment of existing greenway trail.
 - Erie County has the most miles of open greenway trail at 147 miles with Monroe County a close second at 143 miles.
 - Statewide Greenway Trails Plan
 - Goal 1 Prioritize the development and expansion of greenway trails in underserved communities.
 - Goal 2 Collect and publish information to aid in the planning, development, and management of greenway trails.
 - Goal 3 Expand the greenway trails system to reach more New Yorkers in more areas.
 - Goal 4 Identify funding opportunities for the acquisition, planning, development, and maintenance of greenway trails.
 - Goal 5 Foster greater collaboration among agencies and stakeholders to advance greenway trails in New York.
 - Goal 6 Promote the greenway trails system as a destination for tourism, healthy recreation and active lifestyles.
 - Goal 7 Enhance bicycle and pedestrian transportation options by connecting greenway trails and communities.
 - Statewide Greenway Trails Plan Working Group
 - Brings together major stakeholders, including MPOs, County Planners from around the state for a review of the recommendations and a discussion on priorities, implementation, and potential collaboration.
 - A high priority for the Regional Bicycle Master Plan Network development is to fill gaps in the Greenway Trail Network.
- F. Region Central – Building Scenarios for Analysis (Morse)
- Project Overview
 - Scenario Framework
 - Level 1 – Already Programmed Projects
 - Level 2 – Supporting Elements
 - Layer 3 – Corridor
 - Supporting Element Types
 - Mobility Infrastructure
 - Mobility Policy
 - Additional Elements
 - Corridor Interventions
 - Roadway Character
 - Alignment
 - Width

- Ramp Treatment
- Intersections/Cross streets
- Multimodal Crossings
- Interchanges
- Parallel open space/trails/ped-bike/etc.
- Planning Framework
 - Effective local and regional mobility
 - Replenished parks, parkways, waterways and places
 - Inclusive economic development
- Next Steps
 - 3 scenarios to be developed for public review in January
 - Scenarios will be comparatively evaluated by planning framework metrics
 - Preferred scenario identified and refined through analysis and stakeholder dialog to produce final recommendations.

IV. STATUS REPORTS/INFORMATION

A. Member Agency Reports

- NFTA (Kempner) reported that
 - Service changes for Niagara Falls bus service have been made a month ago. Comments continue to be submitted and the service will continue to be refined.
 - Service improvements for Erie County will be implemented in March
 - LRRT system will utilize single tracking from 9pm to 5 am every day.
- Erie County (Svilokos) reported that work continues in developing their capital plan.

B. Director's Report.

- Guarino noted several additional items including:
 - UPWP development continues. In the process of meeting with each member agency to discuss the draft program and make sure their needs are covered for the next 2 years.
 - Notice to proceed was issued to C&S Engineers for the Goodell Street Corridor Planning Study. Initial meeting will take place in next few weeks.
 - GoBike Buffalo was selected for Regional Bicycle Master Plan Implementation Support. Agreement is being reviewed by legal and notice to proceed should be issued within the next few weeks.
 - NFTA legal is currently in the process of reviewing and commenting on a draft host agreement. This needs to be done every 10 years.

C. Chairman Hesler asked for a motion to enter Executive Issues to discuss staffing issues. *(NFTA/EC). Approved*

- Members entered Executive Session
- Motion to end Executive session *(NFTA/NC). Approved.*

D. Motion to adjourn the meeting *(NFTA/EC). Approved.*

- Next PCC meeting will be 2-2-22 at 9:30 am.

Planning and Coordinating Committee

January 5, 2022



January 2022 PCC

I. Proceedings

II. Action Items

III. Discussion Items

IV. Status Reports / Information

Proceedings

- Roll Call
- Public Participation
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Action Items



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BRIDGE NY Program Solicitation



2021 Bridge NY Award Announcement (12/15/21)

- Western New York Region - \$16.3 million (GBNRTC MPO Area \$12.649)
 - GBNRTC Member Agencies (4 - \$4.954M)
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2023 – 2027 TIP Development Schedule		
Activity	Sub-Activity/Milestone	Date
Project Development (7 months)	Call for new projects	April to October 2021
	Review current system conditions	
	Review FFY 23-24 projects and candidates from last TIP cycle	
	Project proposal presentations at TPS	
	Project proposal summary distributed to members to review	April 21 to Jan 22
	All candidate Initial Project Proposals (IPPs) paperwork due	
	Receive TIP Guidance and Funding targets from NYSDOT MO TIP/MTP Linkage Evaluation	
Project Review and Air Quality Determination (3 months)	TPS meeting(s) to develop fiscally constrained project listing	November 2021 to January 2022
	TPS recommended final project list to PCC	
	Begin Air Quality Conformity	
	PCC approves draft fiscally constrained project list	Jan 22 to Mar 22
	Complete Air Quality Conformity requirements per ICG	
	Fiscal constraint tables completed per FHWA/FTA requirements	
Document Completion and Public Review (3 months)	Initiate AQ Conformity Document 30-day Public Review	February – April 2022
	Initiate Draft TIP 30-day Public Review	
	Conduct TIP Public Meeting	
	Member review and response to public comments	Mar 22 to Apr 22
	Final document assembled and completed	
	PCC recommends TIP to Policy Committee	
TIP Approvals (5 months)	Policy Committee approval to adopt TIP	May to September 2022
	Final document printed	
	TIP incorporated into STIP	
	STIP goes out for public review	
	NYSDOT Main Office approval	Apr 22 to Sept 22
	FHWA and FTA approval	
	Final document distributed to members and posted online	
New TIP begins	October 1, 2022	

Trenton Mobility & Opportunity:
Vehicles Equity System (MOVES) Project



Statewide Greenway Trails Plan

- Approved April 7, 2021, New York State Office of Parks, Recreation and Historic Preservation (OPRHP).
- Builds on current achievements and provides a platform to work together to prioritize and act on the goals and recommendations laid out in the plan.
- Because of its prominence, reach, and connection opportunities, the Empire State Trail (EST) serves as the main primary corridor for the state's greenway trails system.
- NYS Greenway Working Group active, quarterly meetings.



NYS Greenway Trails at a Glance

- Data collected for this plan identified 2,068 miles of existing greenway trails in New York.
- The completed 750-mile Empire State Trail comprises over 496 miles of greenway trail.
- 60 of 62 counties in New York have at least one segment of existing greenway trail.
- Erie County has the most miles of open greenway trail at 147 miles with Monroe County a close second at 143 miles.



Statewide Greenway Trails Plan

- Goal 1 Prioritize the development and expansion of greenway trails in underserved communities.
- Goal 2 Collect and publish information to aid in the planning, development, and management of greenway trails.
- Goal 3 Expand the greenway trails system to reach more New Yorkers in more areas.
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Statewide Greenway Trails Plan

- Goal 5 Foster greater collaboration among agencies and stakeholders to advance greenway trails in New York.
- Goal 6 Promote the greenway trails system as a destination for tourism, healthy recreation and active lifestyles.
- Goal 7 Enhance bicycle and pedestrian transportation options by connecting greenway trails and communities.



Statewide Greenway Trails Plan Working Group

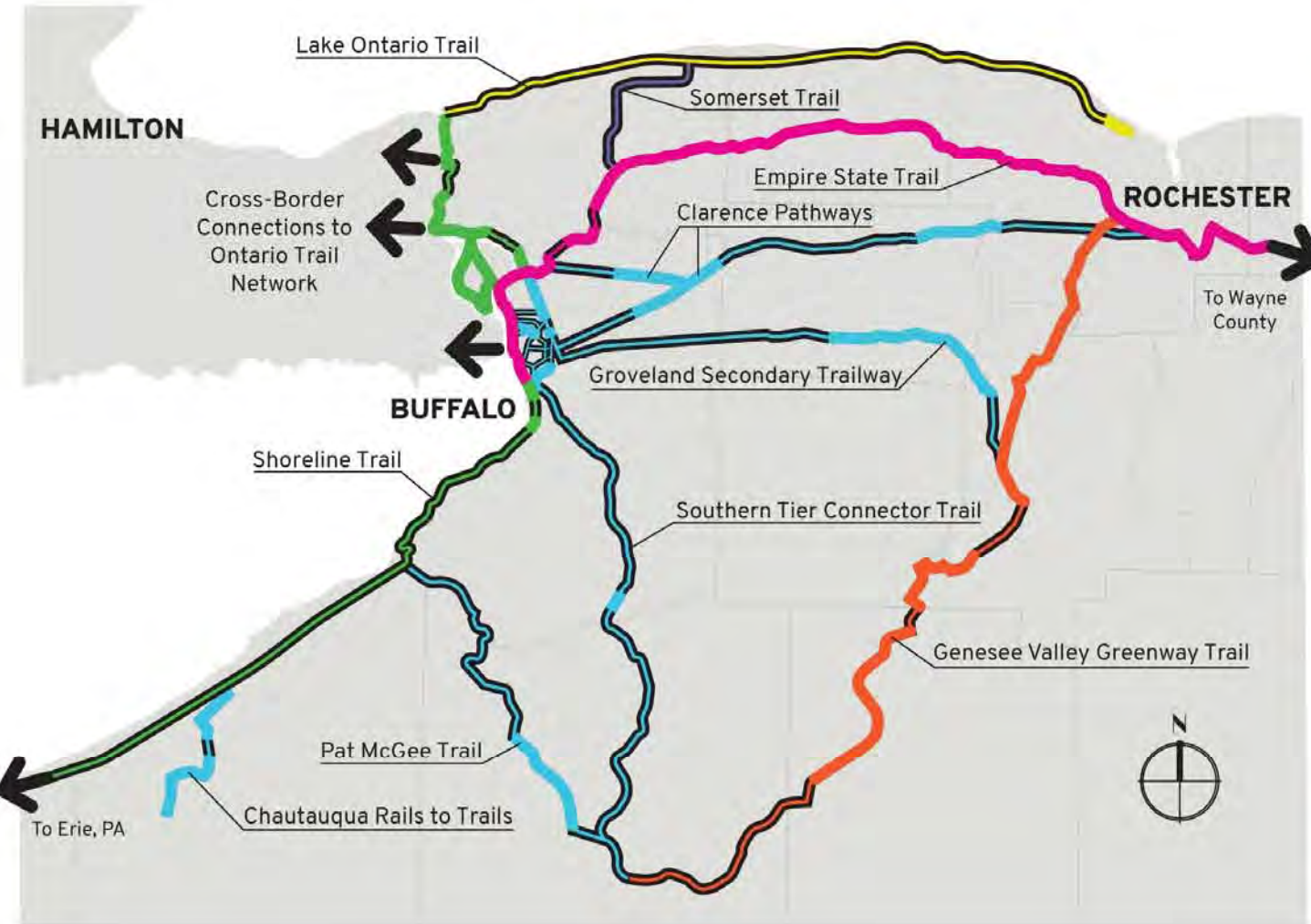
- Brings together major stakeholders, including MPOs, County Planners from around the state for a review of the recommendations and a discussion on priorities, implementation, and potential collaboration.



A high priority for the Regional Bicycle Master Plan Network development is to fill gaps in the Greenway Trail Network.



- Empire State Trail that provides links east to Rochester, Syracuse and Albany
- Shoreline Trail that runs along the length of the Niagara River and Lake Erie
- Clarence Pathways that link east towards the Genesee Valley Greenway
- Southern Tier Connector Trail that will ultimately connect the region to Western Pennsylvania
- Improved links to Ontario, Canada's Friendship Trail and Niagara Parkway Trail



-  Proposed Somerset Trail
-  Existing Lake Ontario Trail
-  Proposed Lake Ontario Trail
-  Existing Niagara River Greenway/Shoreline Trail
-  Proposed Niagara River Greenway/Shoreline Trail
-  Existing Empire State Trail
-  Proposed Empire State Trail
-  Existing Genesee Valley Greenway Trail
-  Proposed Genesee Valley Greenway Trail
-  Existing Shared-Use Path
-  Potential Shared-Use Path

Region Central

Scenario Development



Project overview

Mobility scenario inputs:

- Planning framework: Lens, goals and metrics
- Experiential guide: Mobility data (presented 11/9)
- Planned and programmed transportation projects

Complete

Mobility components to comprise scenarios

3 mobility scenarios

Dec

Evaluate scenarios against the goals and metrics

Jan

Identify preferred scenario

Test, refine, confirm

Feb

Final recommendations

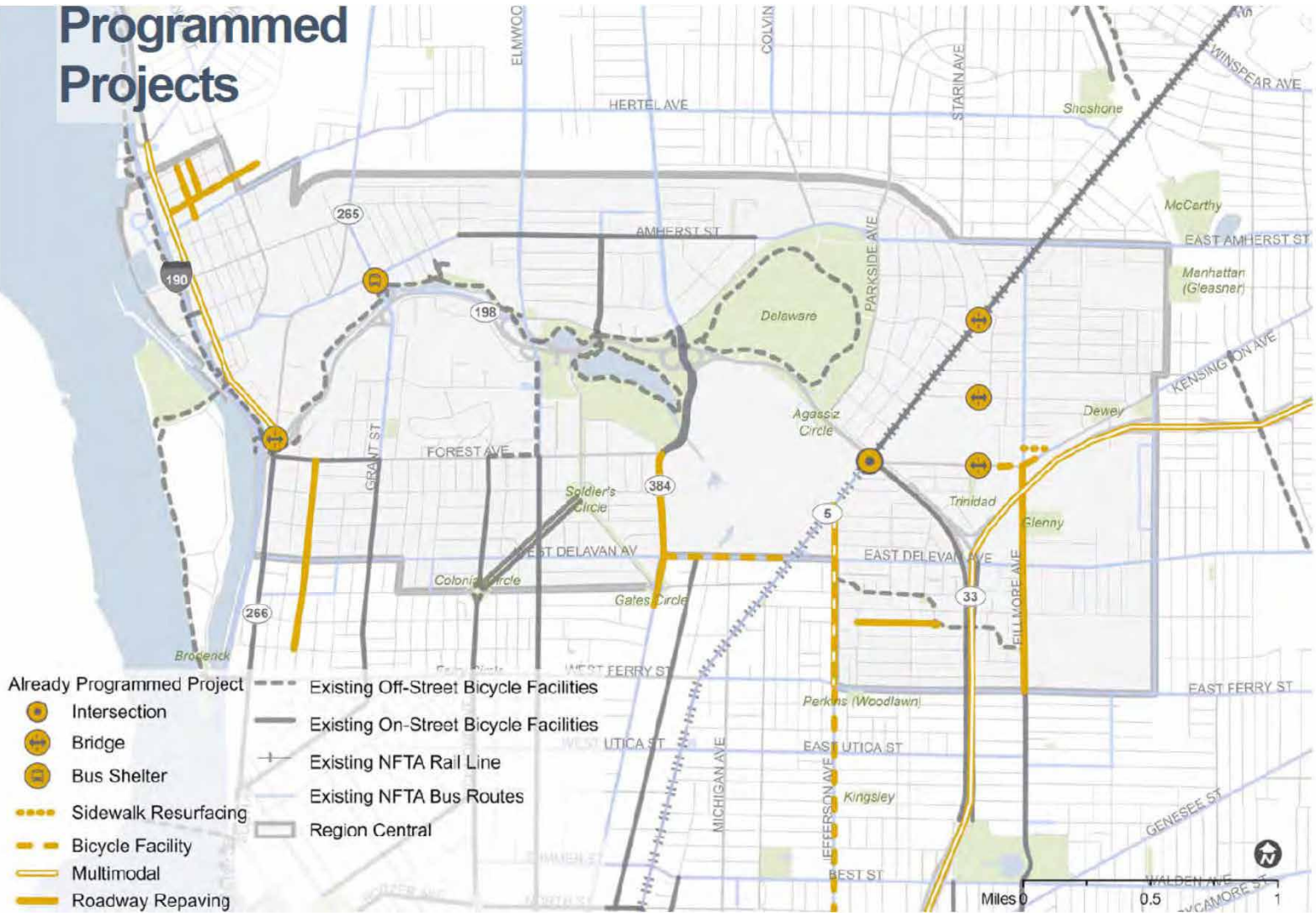
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Scenario Framework

Each Scenario will contain 3 layers of project types...

Layer 1: Already Programmed Projects	<ul style="list-style-type: none">• Same content across all 3 scenarios• Programmed/funded projects or policy changes
Layer 2: Supporting Elements across Region Central	<ul style="list-style-type: none">• Mobility<ul style="list-style-type: none">• Varies by scenario• Other projects for all modes across Region Central• Will include vehicle, pedestrian, bicycle, freight, transit, etc. projects• Non-Mobility<ul style="list-style-type: none">• Generally same content across all 3 scenarios, may vary slightly• Will include economic development, parks, land use, etc. projects
Layer 3: Corridor	<ul style="list-style-type: none">• Varies by scenario• Corridor alignment and operation, including:<ul style="list-style-type: none">• Alignment• Number of lanes• Ramps• Intersections• Crossings• Interchanges• Parallel open space/trails/ped-bike/etc.

Programmed Projects



- Already Programmed Project
- Intersection
- Bridge
- Bus Shelter
- Sidewalk Resurfacing
- Bicycle Facility
- Multimodal
- Roadway Repaving
- - - Existing Off-Street Bicycle Facilities
- Existing On-Street Bicycle Facilities
- Existing NFTA Rail Line
- Existing NFTA Bus Routes
- Region Central

Miles 0 0.5 1

Supporting Element Types

Mobility Infrastructure	Mobility Policy	Additional Elements
<ul style="list-style-type: none">• Regional Highways• Roadways• Signals• Bicycle Infrastructure• Pedestrian Infrastructure• Transit Infrastructure and Service• Parking• Freight• Access to parks and destinations	<ul style="list-style-type: none">• Transit Oriented Development (TOD) Policy• Parking Policy• Smarter Mobility• Transportation Demand Management (TDM)• Mode Share goals• Funding allocation	<ul style="list-style-type: none">• Parks• Land Use• Economic Development

Corridor Interventions

This layer will include the following details:

- Roadway character*
- Alignment*
- Width*
- Ramp treatment*
- Intersections/Cross Streets*
- Multimodal Crossings*
- Interchanges (I-190 and 33)*
- Parallel open space/trails/ped-bike/etc.*

Planning framework

Defines the context within which scenarios are developed and evaluated

Reflects this effort's wider perspective in considering mobility recommendations and their relationship to broader community goals and opportunities.

Organized around 3 lenses:

- 1** *Effective local and regional mobility*
- 2** *Replenished parks, parkways, waterways, and places*
- 3** *Inclusive economic development*

Each lens includes metrics by which scenarios will be evaluated

1 Effective Local and Regional Mobility

Currently, within, to/from, or through Region Central, there are a variety of traditional transportation options, but they are inhibited by barriers - primarily the Scajaquada Expressway.

Lens Purpose: To ensure that people travelling within, to/from, and through Region Central can do so efficiently, comfortably, and with options other than driving that support equity and accessibility.

Goals focused on:

- Access
- Choice
- Character



Access – The ability to get to places

Effective and accessible connections that get people to destinations within Region Central and outside of Region Central facilitate access to necessary goods and services.

- Access to destinations in Region Central
- Access to destinations outside Region Central
- Connectivity between neighborhoods within Region Central

- People travelling to top **destinations** in Region Central get there without using the Expressway.
- Limited **crossings** funnel vehicles to through streets with far reaching impacts.
- In each neighborhood, more than half of driving trips do not cross the Expressway. And almost all walking do not cross.
- Work trips are less than 25% of trips in any neighborhood.

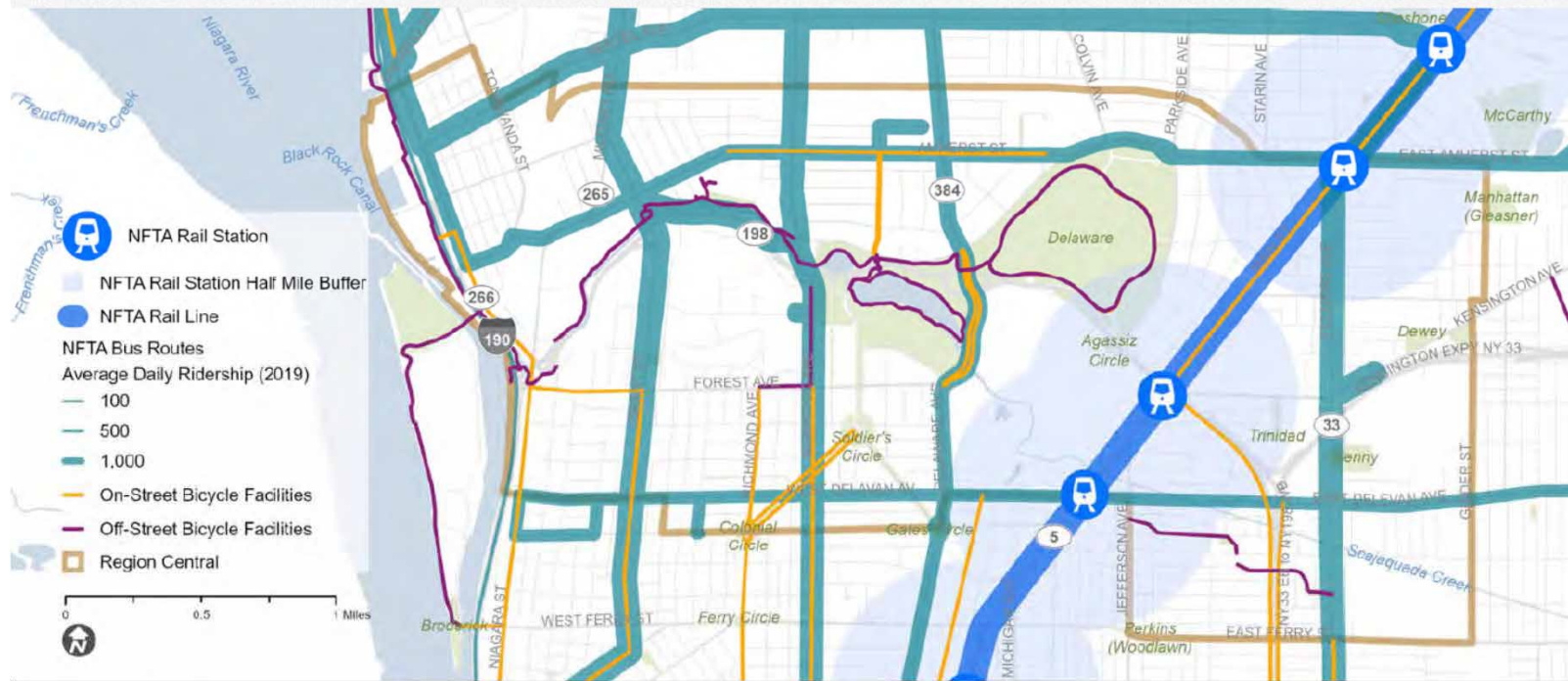


Choice – Having effective options for travel

- Multimodal Connectivity
- First-Last Mile (FLM)
- Next Generation Mobility

Travel patterns in Region Central show potential for more walking, biking, transit, and demand responsive mobility solutions.

- **Driving alone** is the most common mode of travel in Region Central (54%), **walking** is the second most common (35%).
- Almost 62% of all Region Central driving trips are < 5 mi
- Improving “first/last mile” access to light-rail and north-south transit routes is an opportunity for **mobility hubs**
- Shared mobility options, can provide innovative on-demand solutions that enhance mobility options

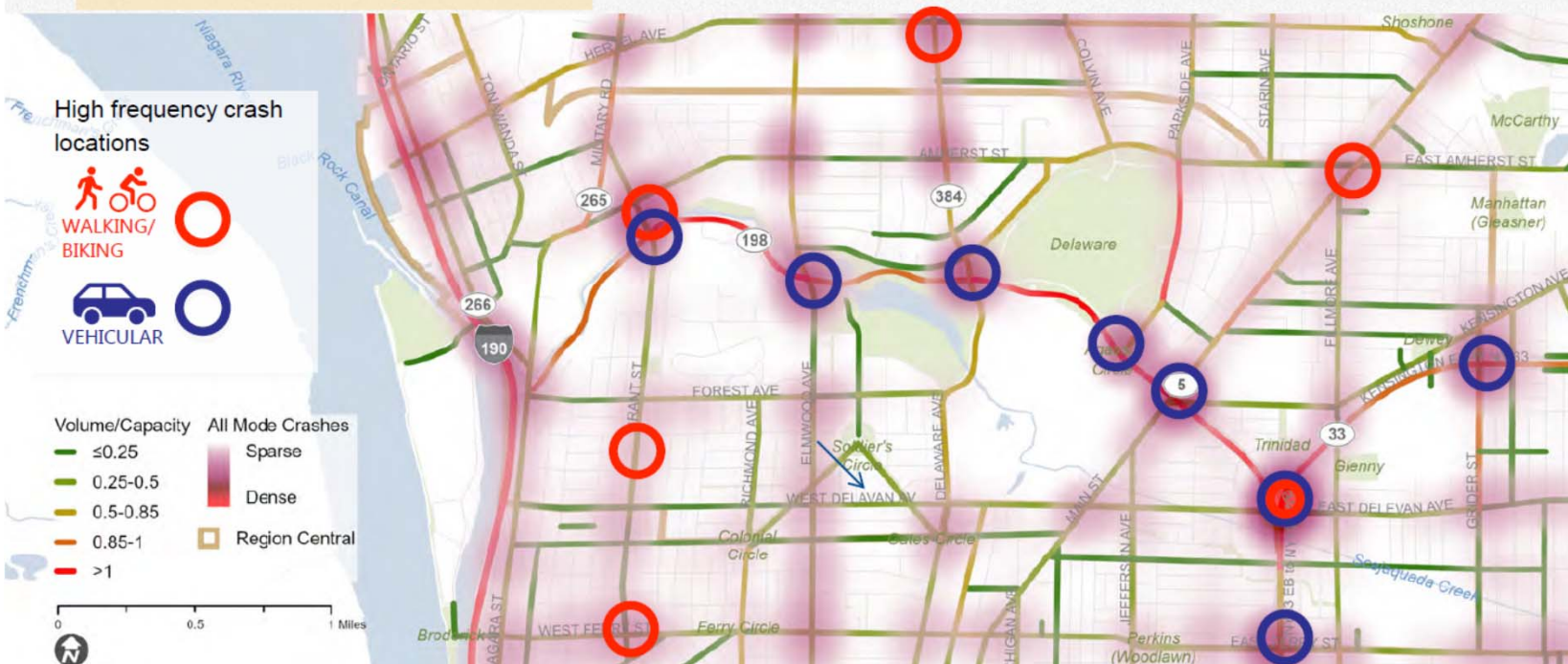


Character – Making facilities safe, pleasant, and accommodating

- Minimize the Expwy as a Barrier
- Safety and Comfort
- Effective and Inviting Front Door

Physical barriers and barriers caused by unsafe and unpleasant transportation experiences can inhibit access to destinations.

- Safety issues and delay typically occur at locations with non-standard intersection types (stop sign vs. signal vs. free flow) or awkward intersection configurations.
- The most common crash locations on the Expressway are the on/off ramps.
- The Scajaguada Expressway, Kensington Expressway, and Main Street carry the **most vehicle trips** through Region Central.



Mobility Metrics

Category	Objective	Metrics: <i>Scenarios will be scored on the extent to which they impact...</i>	Sources
Access	Meet accessibility needs of Region Central neighborhoods, institutions, and public spaces (museums, hospitals, colleges, Delaware Park, K-12 schools, etc.)	<ul style="list-style-type: none"> • Physical number of connections to Region Central destinations, by mode • Assessment of connection to key Regional locations • Levels of additional connectivity between neighborhoods • Travel time, by mode • Changes on vehicle travel patterns • Changes on congestion/delay on Expressway and key corridors 	<ul style="list-style-type: none"> • Regional Model • Visual assessment • GIS connectivity
Access	Maintain or improve access to Downtown and other regional destinations		
Access	Improve and encourage access and connectivity between Region Central neighborhoods		

Mobility Metrics

Category	Objective	Metrics: <i>Scenarios will be scored on the extent to which they impact...</i>	Sources
Choice	Create a transportation network responsive to all types of mobility demands in Region Central	<ul style="list-style-type: none"> • Assumed levels of new connections • Overall coverage of transportation facilities by mode • Miles of pedestrian, transit, and bicycle connections in Region Central • Miles of the regional trail system • Assumed transit coverage and frequency • GIS-based measures such as average block size • Availability of near-term next generation mobility options • Readiness assessments and investments for next generation mobility • Changes in vehicular patterns 	<ul style="list-style-type: none"> • Regional Model • Policy Assumptions • Transit Data
Choice	Encourage “first-last” mile connections within Region Central for all types of uses		
Choice	Support and prepare for next-generation mobility (micromobility, autonomous-mobility, etc.) with focus on shared and electric modes		

Mobility Metrics

Category	Objective	Metrics: <i>Scenarios will be scored on the extent to which they impact...</i>	Sources
Character	Minimize the extent to which the Scajaquada Expressway Corridor acts as a barrier in Region Central	<ul style="list-style-type: none"> • Number of Expressway crossings • Proximity of neighborhoods to Expressway crossings • Travel time across the Expressway between key destinations • Estimated change in crash patterns • Assessments of street character (including sidewalk width, curbside use, pedestrian crossings, etc.) 	<ul style="list-style-type: none"> • Regional Model • Policy Assumptions (qualitative) • Transit Data
Character	Make Region Central's facilities safer and more welcoming for all users		
Character	Ensure that the mobility infrastructure serves as an effective and inviting "front door" for Region Central's existing and potential land uses and economic opportunities		

2 Replenished Parks, Parkways, Waterways, and Places

Lens Purpose: *To ensure that future mobility investments in Region Central take into consideration the area's rich heritage and efforts to replenish culturally and environmentally significant elements that enhance our city and society for both today and the years to come*

Goals focused on:

- Identity and heritage
- Natural assets
- Park Systems and Neighborhoods

1907



1960



2020



Replenishing...

Part of our region's identity and heritage

Metrics

1. Ability to **restore network of park roads, sidewalks, and paths** that are sympathetic to the original park design
2. Ability to **restore degraded/lost historic features** such as the Scajaquada Creek Parkway, Stone Arch Bridge, Black Rock Harbor, Erie Canal, War of 1812 site
3. Ability to **restore parkway quality, character, and continuity** of Lincoln Parkway and Humboldt Parkway
4. Ability to **facilitate multi-modal connectivity** between cultural and historical resources
5. Ability to **facilitate restoration of the Scajaquada Creek alignment and Gala (Hoyt) Lake shoreline**
6. Ability to **maintain or bring back parkland acreage and habitat areas**

Replenishing...

Our natural assets

Metrics

7. Ability to facilitate **restoration of park and creek ecology** such as park landscape patterns and plantings, and animal/natural habitats
8. Ability to facilitate **restoration of historic hydrological function** of the Scajaquada Creek through alignment, width, and riparian (shoreline) environment restoration
9. Ability to **facilitate reconnection and restoration of the hydrological function** of the Scajaquada Creek and Hoyt Lake
10. Ability to **improve water quality** of the Scajaquada Creek and Hoyt Lake
11. Ability to **introduce green infrastructure** and reduce impervious pavements
12. Ability to **facilitate clean-up and re-use of brownfield and vacant / industrial land**

Our park systems and neighborhoods

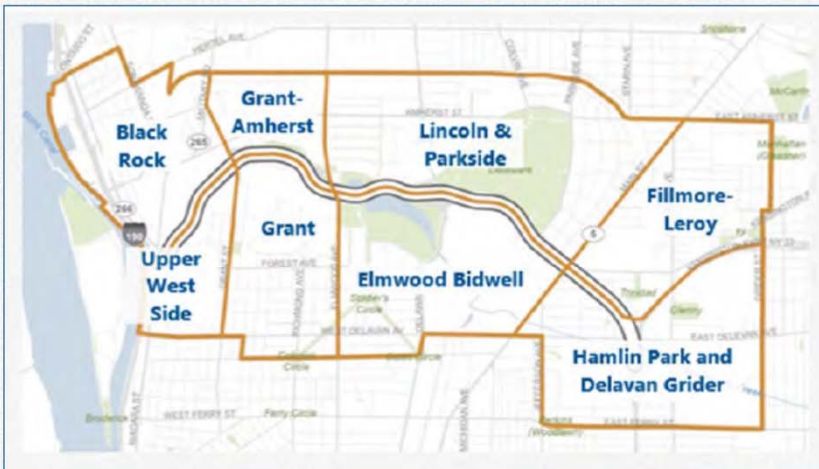
Metrics

- 13. **Ability to restore Delaware Park's role in connecting Olmsted's Park System**
(connecting the East Side and West Side Parks and Parkways)
- 14. **Ability to improve access and recreation opportunities for Scajaquada Creek**
- 15. **Ability to introduce new/improved multi-use paths and connections to water resources, adjacent neighborhoods, and regional paths/trails**

- 13. **Ability to maintain or facilitate additional active recreation facilities**
- 14. **Ability to mitigate or reduce the level of traffic that funnels off the expressway into our neighborhood centers such as Grant-Amherst, Parkside and Russell, Main and Kensington, and Elmwood Corridor**

3 Inclusive Development

Lens Purpose: Evaluates whether future mobility investments in Region Central will support job accessibility for all, housing stability and Improved health outcomes.



Includes:

Job growth

The ability to connect local residents and commuters to these jobs both physically and through their skill levels.

Housing that is good quality and affordable so that vulnerable households will not be displaced by future investments

Neighborhoods that are safe and healthy

Productive land use patterns that leverage existing and planned public investments and provide tax revenues to support city services

The Inclusive Development Lens

Inclusive Development Goals

1. **Support existing and new jobs, businesses and institutions** so that all Region Central can increase its role in the regional economy while offering good quality jobs to Region Central residents.
2. Promote **quality housing and neighborhood stability** for existing and future residents at all income levels.
3. Facilitate **community health**

Lens Purpose: Evaluates whether future mobility investments in Region Central will support job accessibility for all, housing stability and Improved health outcomes.



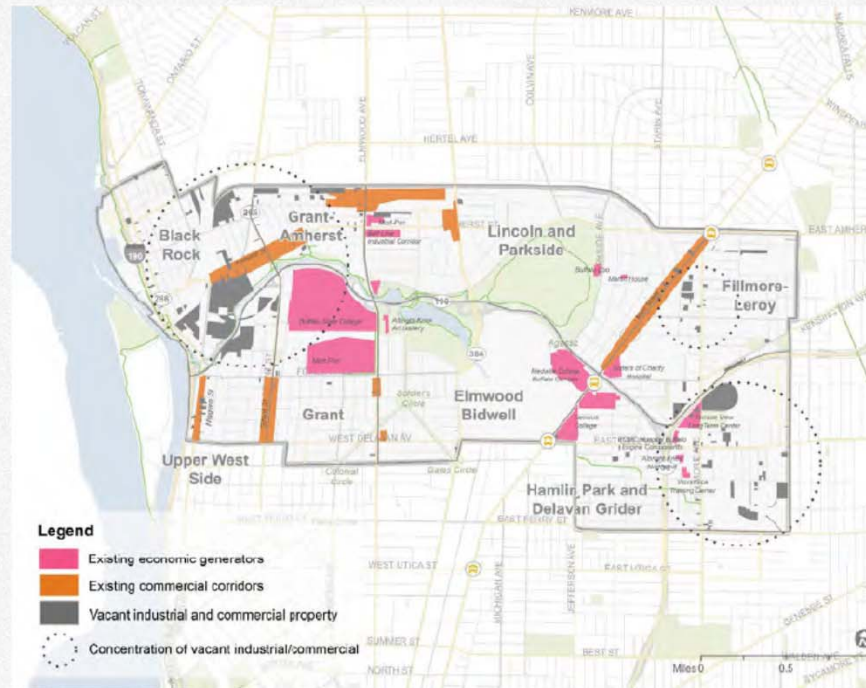
Supporting Existing and New Jobs, Businesses, and Institutions

Different locations within Region Central offer opportunities to support a wide-range of jobs, businesses, and institutional uses.

Today, the major “anchor institutions” play an essential role as both local and regional employers.

Region Central’s commercial corridors offer opportunities for many small businesses, which represents an opportunity for immigrants and people of color to be entrepreneurs

Older industrial areas including the former Pierce Arrow Factory and Niagara Street are supporting an increasing number of small creative or innovative businesses.



Region Central also has several large vacant parcels that can support future employment growth. These large vacant parcels are also a drain on city resources.

Inclusive Development Metrics for testing the mobility alternatives

- 1. Better access and connectivity for current job concentrations and large vacant parcels that can support new jobs*
- 2. Better connections between local households and jobs.*
- 3. Continuing to supporting commuters coming from outside of Region Central to work in key industries*
- 4. Spotlight on the need to invest in existing housing quality while addressing affordability*
- 5. Supporting better health outcomes for existing and future residents by connecting people to places to shop for healthy food and take care of other regular household needs*
- 6. Use accessibility/mobility to increase property values for existing non-residential “low value” parcels to support essential city services*



Presentation Summary

Mobility scenarios – Three layers of integration and recommendations:

- *Already planned projects*
- *Supporting elements*
- *Corridor*

Planning framework – Three lenses for a broader context:

- *Effective local and regional mobility*
- *Replenished parks, parkways, waterways, and places*
- *Inclusive economic development*

Next steps – Scenario development and evaluation process:

- *3 scenarios to be developed for public review in January*
- *Scenarios will be comparatively evaluated by planning framework metrics*
- *Preferred scenario identified and then refined through analysis and stakeholder dialogue to produce final recommendations*

Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Next PCC Meeting – February 2, 2021
- Motion Enter to Executive Session Immediately Following Meeting
- Adjournment



Planning and Coordinating Committee (PCC) Meeting

Wednesday February 2, 2022 9:30AM

Public Participation via Facebook Live

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

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

DRAFT AGENDA

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (1-5-22) Meeting Minutes

II. ACTION ITEMS

- A) PIN 511177 RT. 20 @ Cazenovia Creek (Significant Scope Change) – Initiate Public Review
- B) SFY 22-24 Unified Planning Work Program (UPWP) – Recommend to Policy/Initiate Public Review

III. DISCUSSION ITEMS

- A) January TPS Action Item Approvals
- B) FTA 5310 Program – Upcoming Solicitation
- C) Region Central – Study Update
- D) March Policy Committee Meeting – Proposed Date and Draft Agenda

IV. STATUS REPORTS/INFORMATION

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

V. EXECUTIVE SESSION (Members Only)

VI. MEETING ADJOURNMENT

NEXT MEETING CONFIRMATION: April 6, 2022

**MINUTES OF THE February 2, 2022 MEETING OF THE
GREATER BUFFALO-NIAGARA REGIONAL TRANSPORTATION COUNCIL
PLANNING AND COORDINATING COMMITTEE (PCC)**

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on February 2, 2022 at 9:30 am.

The following GBNRTC-PCC representatives were present:

- | | | |
|-------------------|-----------------|-----------------|
| 1. NFTA | Darren Kempner | |
| 2. NYSTA | Sean Carrington | |
| 3. NYSDOT | Dave Hill | |
| 4. Buffalo | Nolan Skipper | Acting Chairman |
| 5. Niagara Falls | | |
| 6. Erie County | Darlene Svilkos | |
| 7. Niagara County | Garret Meal | |

Others present were:

- Athena Hutchins NITTEC
- Joe Buffamonte NYSDOT
- Kim Amplement Town of Amherst
- Sharon Ray SNI
- Michael Leydecker Wendel
- Norm Allen Niagara County
- Catherine Walsh
- Dan Castle Erie County
- GBNRTC Staff (5)
- 9 members of the public viewing through Facebook Live link

I. PROCEEDINGS

Mr. Skipper from the City of Buffalo agreed to run the meeting as Mr. Latko and Mr. Helser from NYSTA were unavailable due to the pending storm. Chairman Shipper called the meeting to order at 9:35 a.m.

A. Roll Call

Other than Niagara Falls, all members were present.

B) Public Participation

- **Douglas Funke** - Citizens for Regional Transit (submitted via email) - Currently Buffalo's light rail rapid transit is only 6 miles long but carries 20% of NFTA's ridership. This compared to over 1,000 miles of NFTA bus service is a testament to the power and potential of extending Buffalo's light rail rapid transit. And Metro Rail moves people with fewer operators, a major advantage at this time of unfortunate labor-driver service cuts. Let's take advantage of the federal infrastructure funding to extend Buffalo Metro as originally planned.
- **Jim Gordon** - Citizens for Regional Transit (Received after Public Participation concluded) - We want to clarify our stance supporting the Preferred Local Alternative of Light Rail Rapid Transit for the Amherst corridor. We strongly support the rail option and strongly oppose all bus options. CRT understands the FTA could recommend an alternative alignment for technical, cost or other reasons. CRT will strongly support LRRT on any alignment. Stakeholder Briefing on FY22 RAISE Grants Feb 3, 2022 04:30 PM Eastern Time. We also take note of RAISE grants available at a minimum of \$15 million for downtown projects. Could be used for a many different

projects. DL&W walkway. Extend Metro Rail to Central Terminal, many possibilities at 100% federal funding. Applications due April 14.

- **Steve Strauss** (Received after Public Participation concluded) - Disappointing that you have no planning projects for improving intercity passenger rail to and from Buffalo. There is lots of federal rail money available.

C) Approval of Meeting Agenda

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

D) Approval of Previous Meeting Minutes

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

II. ACTION ITEMS

A. PIN 511177 RT. 20 @ Cazenovia Creek

- DOT requested to remove this item from the agenda.

B. Draft SFY 22-24 Unified Planning Work Program

- Guarino explained that a Unified Planning Work Program (UPWP) is a required biennial statement of work identifying the planning priorities and activities to be carried out within a Metropolitan Planning Organization (MPO). MPOs are required to develop UPWPs to govern work programs for the expenditure of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning funds. [23 CFR §450.308 (b) and (c)].
- UPWP development started with call letter from NYSDOT MO 11/16/21
- Meetings have been held with each member agency to discuss content and make sure all needs are met.
- Weymouth described the new federal Planning Emphasis Areas (PEAs) and the major UPWP tasks and subtasks.
 - Program Support and Administration (44.21.00)
 - General Development and Comprehensive Planning (44.22.00)
 - Long Range Transportation Planning (44.23.00)
 - Short Range Transportation Planning (44.24.00)
 - Transportation Improvement Program (44.25.00)
 - Other Activities (44.27.00)
- Guarino explained that Policy Committee approval is needed by early March so that the document can be transmitted to NYSDOT MO on time.
- *Motion to initiate a 30-day public review. (EC/DOT). Approved.*

III. DISCUSSION ITEMS

A. January TPS Action Item Approvals (Guarino)

- PIN 576332 McKinley Pkwy; Quinby - Southwestern Blvd (Rt 20)
 - This was an Erie County request to move \$0.300M from the Construction Phase (C and CI) to the design phases (Preliminary and Detailed). .
 - PDES increased by \$150K.
 - DDES increased by \$150K
 - Overall project cost remains the same.
 - Fiscal constraint was maintained as funding was transferred from a different phase of the same project
 - Let remains 12/15/23.
 - Approved as AdMod # 119.

B. FTA Section 5310 Program (Dixon)

- Coordinated Transportation Plan
 - Provides the framework for improving transportation services for persons with disabilities, older adults, individuals with lower incomes.
 - Strives for communities to coordinate transportation resources provided through multiple sources.
 - Serves as a mechanism for Section 5310 – Enhanced Mobility for Seniors and Individuals w/Disabilities Grant Program
 - NYSDOT Public Transit Division in Albany administers this program
- Section 5310 Timeline Overview

- Application Soon to be released
- Three Webinars Planned for Interested Applicants
- Applications Due Late March to NYSDOT Main Office
- Reviewed Applications to MPOs – Early April
- Completeness review
- Eligibility recommendation to MPOs
- Final MPO Recommendations Due Mid- May
- Two years of funding available. Awaiting specific allocations to MPO regions/rural areas
- Last solicitation regional allocation ~ \$1.7 million (18 vehicles, 6 operating assistance projects and 1 mobility management project awarded).
- Section 5310 Eligible Activities
 - Buses and vans
 - Wheelchair lifts, ramps and securement devices
 - Transit-related technology information systems, scheduling and routing
 - Acquisitions of transportation services under a contract or lease
 - Travel training
 - Volunteer driver program
 - Building an accessible path to a bus stop including curb-cuts
 - Accessible pedestrian signals or other accessible features
 - Purchasing vehicles to support accessible taxis or ridesharing programs
 - Mobility management programs

C. Region Central – Study Update (Morse)

- History of the Project/Study Area
 - Over the past two decades, the Scajaquada Expressway (Route 198) has been the subject of numerous studies regarding a possible redesign within its boundaries from Parkside Avenue to I-190. While there had been extensive planning and public engagement to date, clear and unanimous community consensus had not evolved to the point where projects could proceed. A draft plan for the project was withdrawn in January 2018. Two-thirds of the public comments received by the DOT opposed it. That left the process in limbo until the decision to change course.
 - Greater Buffalo-Niagara Regional Transportation Council was requested to guide the planning process.
- Highlights of new approach were explained.
 - Takes into account the array of diverse and rich, community assets that make up Region Central
 - Aims to understand how we can strengthen these community assets to create a safe, healthy and equitable city and region for everyone
 - Regionally focused, but grounded in community values and ideas
 - Assessment of options to achieve the Region Central vision
 - Assembly of a coordinated land use, development and transportation access solutions to achieve objectives and recognize future technology impacts on travel and access opportunities.
 - Development of strategic partnerships in the community to assist in completion of the planning process
 - Provide support for the recommendations and guide implementation through this collaborative planning process.
- Overall Considerations:
 - Benefits to Region Central populations
 - Economic and equity opportunities created
 - Regional benefits
- Scenario Development and Evaluation Process
 - Four different Scenarios developed with a range of treatments for Rt 198 and related facilities
 - Potential Mobility improvements considered as applicable to all
 - Internal and stakeholder review next, followed by public engagement
 - Idea is not to select a preference, but are all interests and needs captured in a scenario(s)
 - All feedback captured for assembly of draft recommendations and evaluation against metrics
 - Combine the best ideas into a final approach

- Defining final recommendations
- D. March Policy Committee Meeting
 - As an approved UPWP needs to be transmitted to NYSDOT MO the first week of March after 30-day public review completes, the PCC meeting for March will be cancelled.
 - Proposed Policy Date is Friday, March 4 at 10am.
 - Meeting will be held in Sunburst Room with Zoom option.
 - PCC will resume its usual schedule in April (9:30 am first Wednesday of month)
 - Members were asked to check schedules and report any conflicts.

IV. STATUS REPORTS/INFORMATION

- A. Member Agency Reports
 - NFTA (Kempner) reported that
 - The service changes taking place on February 13 are posted on the NFTA website. These changes were developed from the Bus Network Improvements developed with assistance from the public last year. Paratransit service is not affected.
 - The Transit Development Plan was presented and is available online.
 - LRRT single tracking will take place Feb 6-9 for the Cars on Main St project.
 - Erie County (Svilokos) reported that they were approached by the Town of Clarence for a pedestrian project in Clarence Center. The project will be submitted as a TIP Candidate.
 - All other members stated that they had nothing to report.
- B. Director's Report.
 - Guarino noted several additional items including:
 - Kickoff meeting with C&S Engineers for the Goodell Street Corridor Planning Study took place on Jan 27.
 - Over last week there has been 2 very positive articles in the Buffalo news focusing on bike routes and the Goodell St Study
 - TIP project development continues. Candidate projects from locals were reviewed at TPS. NYSDOT projects to be presented at Feb TPS. All projects will receive a MTP-TIP linkage rating which should be used in final prioritization on constrained listings. We are still waiting on TIP/STIP guidance and planning targets from NYSDOT MO.
 - Notice to proceed was issued to GoBike Buffalo for Regional Bicycle Master Plan Implementation Support.
 - NYSDOT MO is currently reviewing the MPO Host agreement.
 - FHWA briefing occurred on January 14 to discuss ongoing work items.
 - MPO Certification Corrective action items are now satisfied - letter is pending from FHWA and FTA.
- C. Chairman Skipper made a motion to enter Executive Session to discuss staffing. *(EC/NFTA). Approved*
 - Members entered Executive Session
 - Chairman Skipper made a motion to end Executive session *(NFTA/NC). Approved.*
- D. Chairman Skipper made a motion to adjourn the meeting *(DOT/NC). Approved.*
 - Next PCC meeting will be 4-6-22 at 9:30 am.

Planning and Coordinating Committee

February 2, 2022



February 2022 PCC

I. Proceedings

II. Action Items

III. Discussion Items

IV. Status Reports / Information

Proceedings

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

Action Items



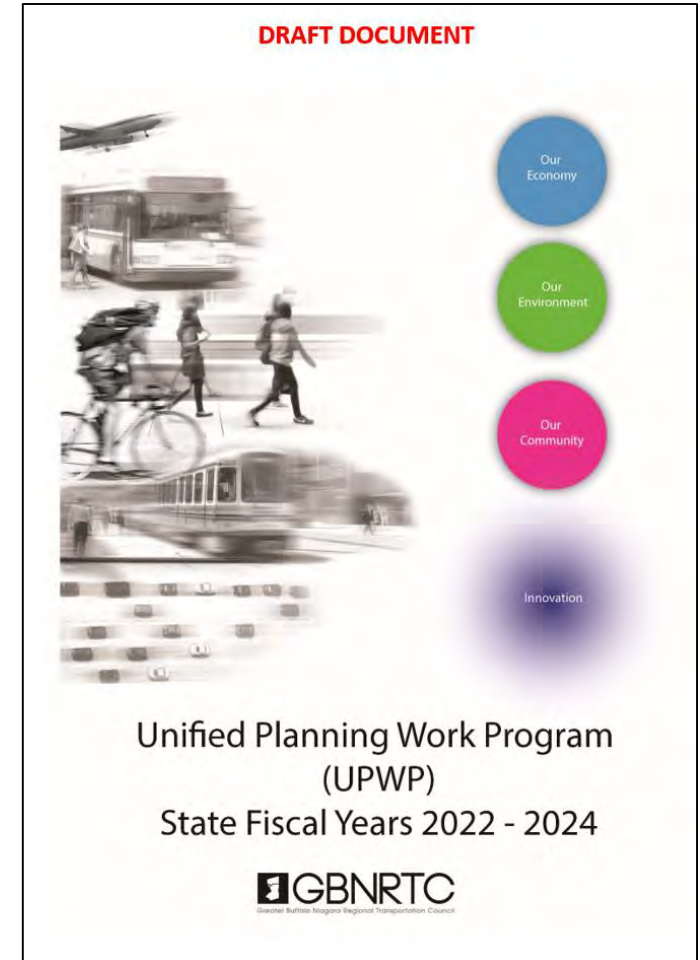
A) PIN 511177 RT. 20 @ Cazenovia Creek

- This is a NYSDOT request for a Significant Scope Change to an existing project.
- This project was initially developed to address bridge deterioration and deficiencies.
- The scope of this project is changing to address existing structural and pavement deficiencies, improve pedestrian and bicyclist accommodations, increase the service life of the structure, minimize future maintenance costs, and increase traffic capacity (Currently LOS 'E').
- The structure and roadway will be widened to accommodate two lanes of traffic in each direction is required to increase the corridor to a Level of Service 'B' for the forecasted traffic volume.
- There is no cost increase finalized at this time.
- Staff is in consultation with ICG as the capacity change may make this project 'non-exempt' from AQ conformity determination (currently 'exempt').
- **Today's action would be to initiate a 20-day public review.**



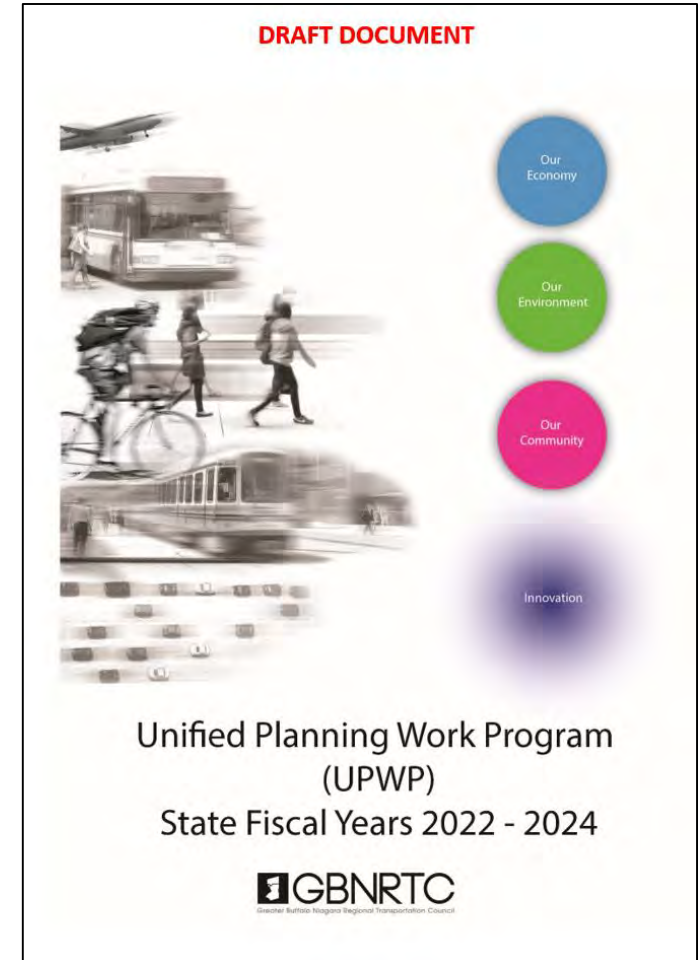
B) SFY 22-24 Unified Planning Work Program (UPWP)

- A Unified Planning Work Program (UPWP) is a required biennial statement of work identifying the planning priorities and activities to be carried out within a Metropolitan Planning Organization (MPO).
- MPOs are required to develop UPWPs to govern work programs for the expenditure of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning funds. [23 CFR §450.308) (b) and (c)]
- A SFY 2022-2024 Unified Planning Work Program (UPWP) has been developed which:
 - Outlines anticipated and programmed funding sources and amounts for planning activities.
 - Identifies the transportation planning activities that are to be undertaken in support of the vision, goals, objectives, and policies identified in the Moving Forward 2050 – Metropolitan Transportation Plan adopted in May 2018.
 - Provides a comprehensive view of the GBNRTC's short and long-range transportation planning activities in Erie and Niagara Counties.



B) SFY 22-24 Unified Planning Work Program (UPWP)

- Process started with call letter from NYSDOT MO 11/16/21
- Meetings have been held with each member agency to discuss content and make sure all needs are met.
- The UPWP is organized into eight main sections:
 1. Introduction
 2. Program Support and Administration (44.21.00)
 3. General Development and Comprehensive Planning (44.22.00)
 4. Long Range Transportation Planning (44.23.00)
 5. Short Range Transportation Planning (44.24.00)
 6. Transportation Improvement Program (44.25.00)
 7. Other Activities (44.27.00)
 8. Financial Tables
- Each UPWP work task is presented, including:
 - Task Objective
 - Who will Perform the Work
 - Forecasted Start
 - Forecasted Completion
 - Resulting Work Products
 - Task description (need, background and goals)





2021 Planning Emphasis Areas (PEAs)

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning



I. Program Support and Administration (44.21.00)

- UPWP Administration and Governance
- Public Participation and Public Participation Policy Update
- IT Systems Support and Technology Improvements



II. General Development and Comprehensive Planning Project (44.22.00)

- Demographics Monitoring and Census Inclusion/GIS
- Sustainable Communities
 - Climate Resiliency
 - One Region Forward Implementation



III. Long Range Transportation Planning (44.23.00)

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

- Metropolitan Transportation Plan (MTP) Update
- Smartly Enhanced Multimodal Arterial (SEMA) Pilot Project
- Route 5 Corridor South Land Use & Mobility
- Mobility Hub Planning/Development
- Village Complete Streets Template Implementation
- Walkability Initiative/Active Transportation



III. Long Range Transportation Planning (44.23.00)

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

- Air Quality/Energy/GHG Review and Planning
- Asset Management
- Tribal Nation Coordination
- Federal Performance Measures and Reporting
- Next Generation Risk Assessment – EMAT
- Travel Models Updates/Maintenance



III. Long Range Transportation Planning (44.23.00)

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

- Smart Cities Next Generation Adaptive Signals and Technology
- NITTEC Coordination/ATCMTD Project Support
- Transit Oriented Development Phase II
- Reconnecting Communities - Region Central Planning Implementation
- NY 33 Data and Traffic Analysis
- Bi-National Transportation Integration



III. Long Range Transportation Planning (44.23.00)

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

- Bailey Avenue Environmental Review
- On Demand/Circulator/Maas Demonstration Initiative
- DOT/NYTA Simulation Support
- I90/I190 Interchange Analysis
- I-190/NFB Diverging Diamond Interchange
- Niagara Street Ramp Reconfiguration
- Exit 50/Wherle Drive Bridge Crossing
- Main Street/I-290
- Goodell Street Study



III. Long Range Transportation Planning (44.23.00)

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

- Twin Cities Memorial Highway Concept Development
- Rail Passenger Initiatives
- Emergent Corridor Studies/Local Government Support
- ITS4US (BNMC) Phase I and II
- Metro Transit Expansion Project
- PAL Service Evaluation



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

- Regional Bicycle Master Plan Implementation
- Regional Pedestrian Master Plan
- Regional Freight Plan Implementation/Additional Study
- Local and Regional Project Grant Assistance
- Emergency/Event Modeling Studies
- City of Niagara Falls CBD Improvements
- Eggert Road Study
- Niagara Street/Main Street Coordination



V. Transportation Improvement Program (44.25.00)

- TIP Project Monitoring, Funding and Finance
- New TIP Development
- MTP-TIP Linkage Program Development

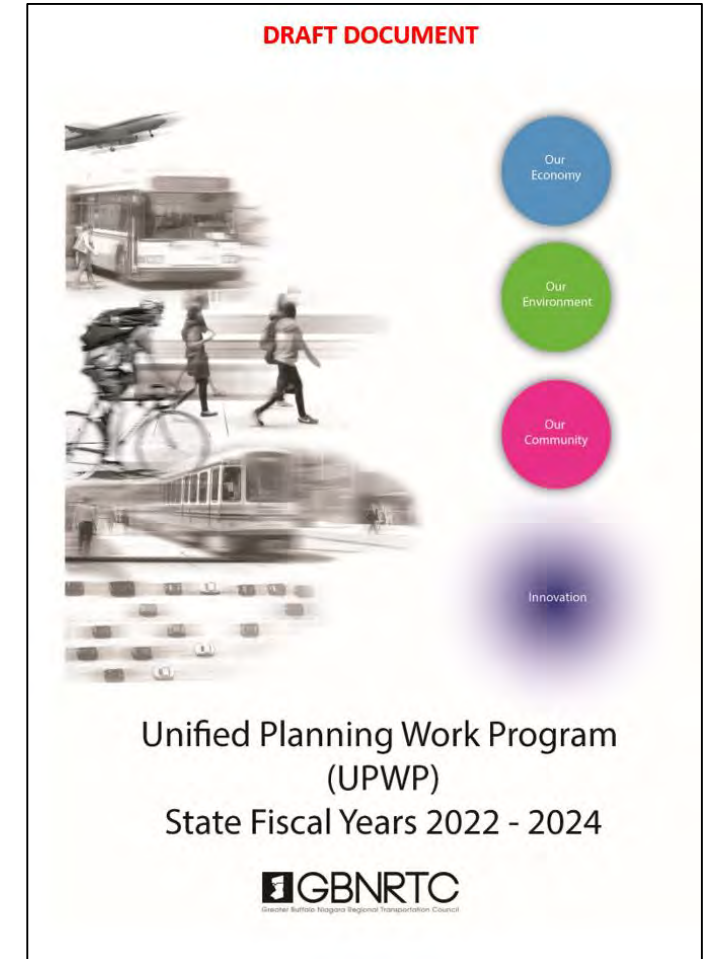


VI. Other Activities (44.27.00)

- Coordination of Non-Emergency Human Services Transportation
- Incorporate Safety and Security in Transportation Planning

B) SFY 22-24 Unified Planning Work Program (UPWP)

- Need Policy Committee approval before transmitting to NYSDOT MO in early March.
- **Today's action would be to:**
 - **Initiate a 30-day public review period.**
 - **(Optional) Recommend to Policy Committee for approval.**



Discussion Items



A. January TPS Action Approvals

- PIN 576332 McKinley Pkwy; Quinby - Southwestern Blvd (Rt 20).
 - This was an Erie County request to move \$0.300M from the Construction Phase (C and CI) to the design phases (Preliminary and Detailed). .
 - PDES increased by \$150K.
 - DDES increased by \$150K
 - Overall project cost remains the same.
 - Fiscal constraint was maintained as funding will be transferred from a different phase of the same project
 - Let remains 12/15/23.
 - **Approved as AdMod # 119.**

NYSDOT
FTA Section 5310 Program
21-22 Solicitation Plan



Greater Buffalo Niagara Regional Transportation Council



Greater Buffalo Niagara Regional Transportation Council

Coordinated Human Services Transportation Plan



What is the Coordinated Transportation Plan?

- Provides the framework for improving transportation services for persons with disabilities, older adults, individuals with lower incomes.
- Strives for communities to coordinate transportation resources provided through multiple sources.

What is the Coordinated Transportation Plan?

- Serves as a mechanism for Section 5310 – Enhanced Mobility for Seniors and Individuals w/Disabilities Grant Program.
- NYSDOT Public Transit Division in Albany administers this program

Section 5310 Timeline Overview

- Application soon to be released
- Three Webinars Planned for Interested Applicants
- Applications Due Late March to NYSDOT Main Office
- Reviewed Applications to MPOs – Early April
 - Completeness review
 - Eligibility recommendation to MPOs
- Final MPO Recommendations Due Mid- May

Tentative Timeline - Overview

- Two years of funding available. Awaiting specific allocations to MPO regions/rural areas
- Last solicitation regional allocation ~ \$1.7 million (18 vehicles, 6 operating assistance projects and 1 mobility management project awarded).

Section 5310 Eligible Activities

Section 5310 project examples include:

- Buses and vans
- Wheelchair lifts, ramps and securement devices
- Transit-related technology information systems,
- scheduling and routing
- Acquisitions of transportation services under a contract or lease

Section 5310 Eligible Activities

Section 5310 project examples include:

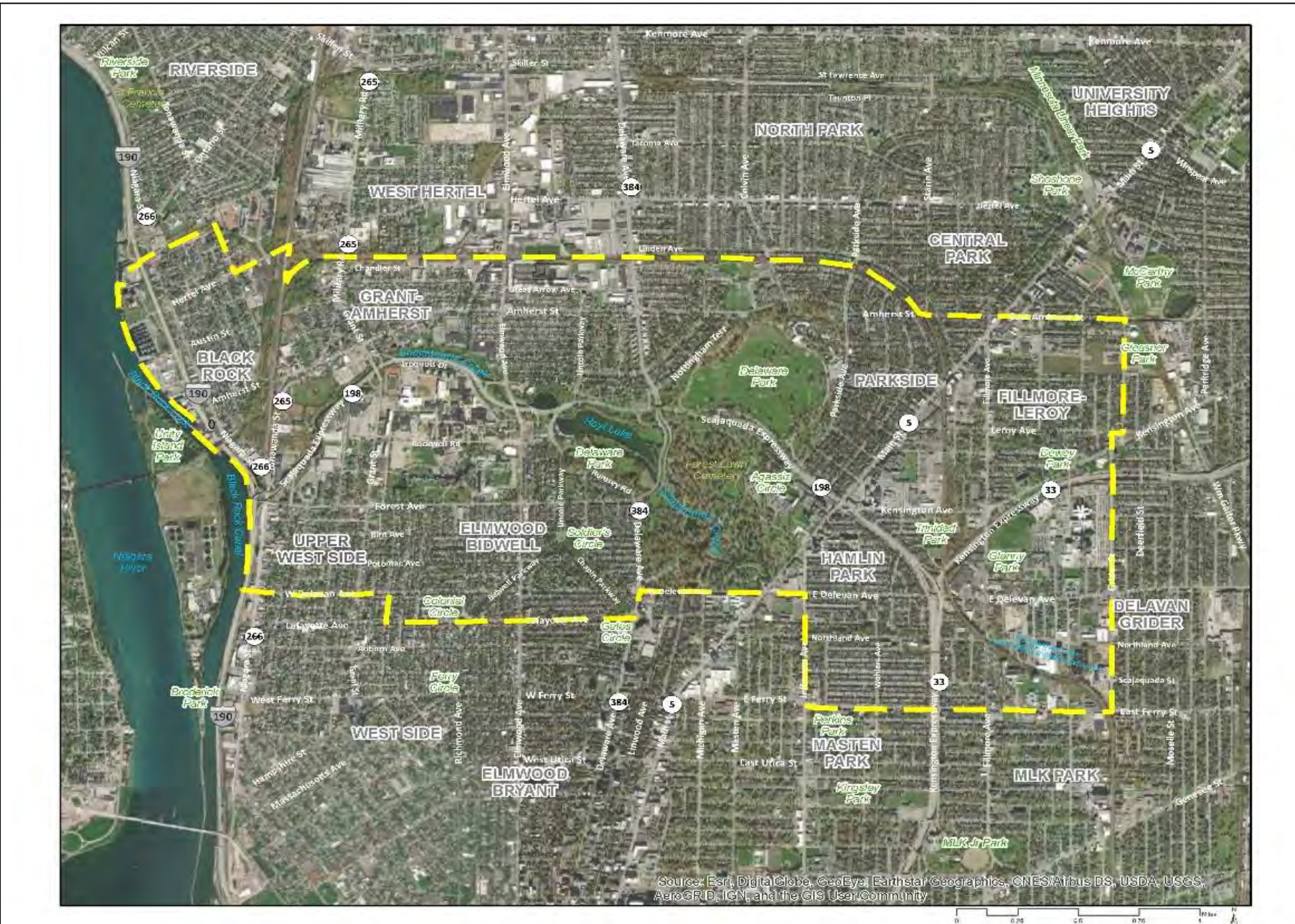
- Travel training
- Volunteer driver program
- Building an accessible path to a bus stop including curbs-cuts,
- Accessible pedestrian signals or other accessible features
- Purchasing vehicles to support accessible taxis or ridesharing programs
- Mobility management programs

Region Central

History of the Project

- Over the past two decades, the Scajaquada Expressway (Route 198) has been the subject of numerous studies regarding a possible redesign within its boundaries from Parkside Avenue to I-190.
- While there had been extensive planning and public engagement to date, clear and unanimous community consensus had not evolved to the point where projects could proceed.
- A draft plan for the project was withdrawn in January 2018. Two-thirds of the public comments received by the DOT opposed it. That left the process in limbo until the decision to change course.
- Greater Buffalo-Niagara Regional Transportation Council was requested to guide the planning process. Fresh thinking could expand options for the Scajaquada and build consensus. State DOT Commissioner Marie Therese Dominguez said the new planning process would engage the public to “define the future of the area and the optimal transportation system for it.” “We look forward to working with the community on a transformational vision, identifying the multimodal transportation access and mobility solutions”

General Scajauada Study Area





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





A New Approach

- Takes into account the array of diverse and rich, community assets that make up Region Central
- Aims to understand how we can strengthen these community assets to create a safe, healthy and equitable city and region for everyone
- Regionally focused, but grounded in community values and ideas



A New Approach

- Assessment of options to achieve the Region Central vision
- Assembly of a coordinated land use, development and transportation access solutions to achieve objectives and recognize future technology impacts on travel and access opportunities.



A New Approach

- Development of strategic partnerships in the community to assist in completion of the planning process
- Provide support for the recommendations and guide implementation through this collaborative planning process.

What are the outcomes of this mobility plan?

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

Scajaquada Corridor roadway alignment

- Location, capacity, operations

Region Central connectivity improvements

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

How to interface with the Kensington Expressway project

Multimodal system recommendations

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

Overall Considerations:

- Benefits to Region
Central populations
- Economic and equity opportunities created
- Regional benefits

Effective Local and Regional Mobility

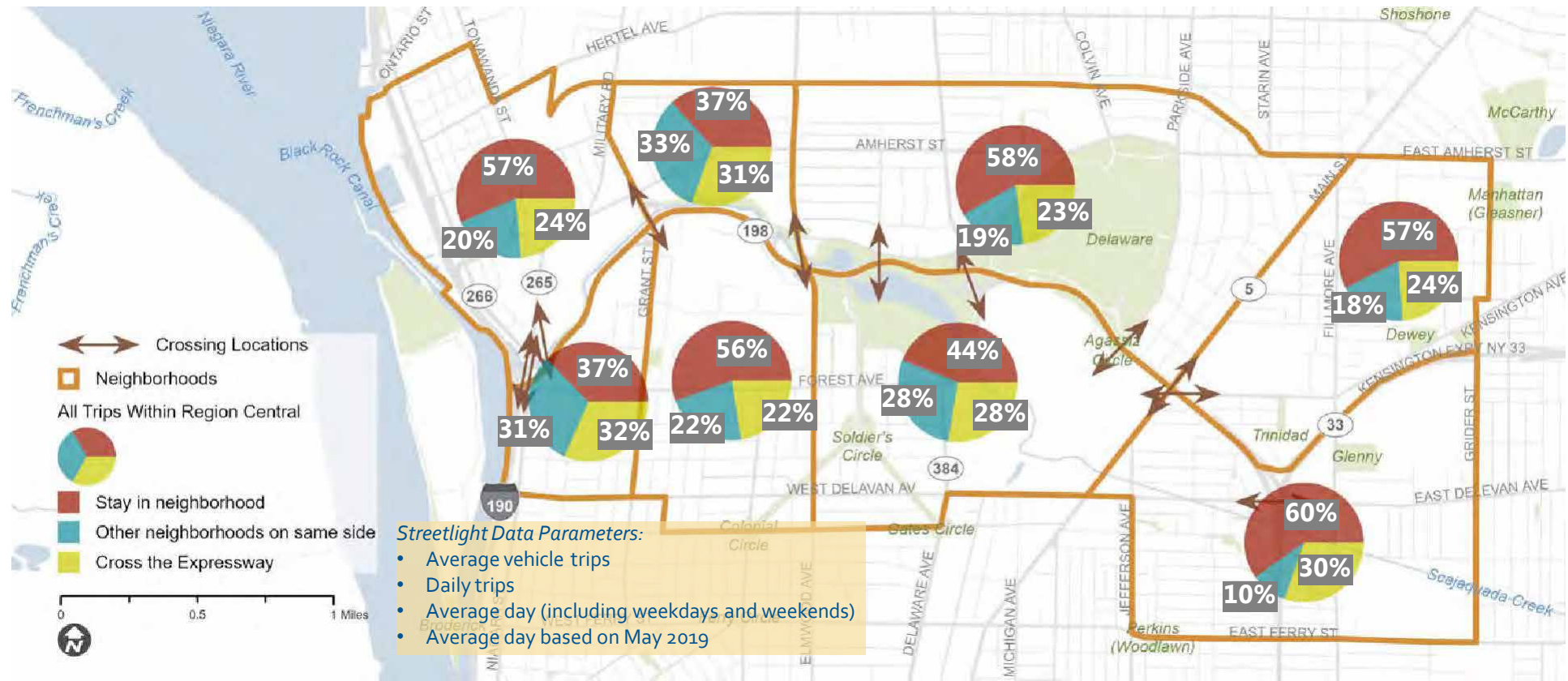
Purpose: To ensure that people travelling within, to/from, and through Region Central can do so efficiently, comfortably, and with options other than driving that support equity and accessibility.



Access – the ability to get to places in and around Region Central

New data sources allow us to assess how people are travelling between and within neighborhoods today.

- In each neighborhood, more than half of driving trips do not cross the Expressway. And almost all walking trips stay on the same side of the Expressway.
- Almost half of the trips (48%) starting/ending in Region Central, stay within Region Central and half (52%) travel in and out of Region Central.
- Work trips, are less than 25% of trips in any neighborhood.



Mobility Metrics Summary

ACCESS

- Physical number of connections to Region Central destinations, by mode
- Assessment of connection to key Regional locations
- Levels of additional connectivity between neighborhoods
- Travel time, by mode
- Changes on vehicle travel patterns
- Changes on congestion/delay on Expressway and key corridors

CHOICE

- Assumed levels of new connections
- Overall coverage of transportation facilities by mode
- Miles of pedestrian, transit, and bicycle connections in Region Central
- Miles of the regional trail system
- Assumed transit coverage and frequency
- GIS-based measures such as average block size
- Availability of near-term next generation mobility options
- Readiness assessments and investments for next generation mobility
- Changes in vehicular patterns

CHARACTER

- Number of Expressway crossings
- Proximity of neighborhoods to Expressway crossings
- Travel time across the Expressway between key destinations
- Estimated change in crash patterns
- Assessments of street character (including sidewalk width, curbside use, pedestrian crossings, etc.)

Supporting Element Types

Mobility Infrastructure	Mobility Policy	Additional Elements
<ul style="list-style-type: none">• Regional Highways• Roadways• Signals• Bicycle Infrastructure• Pedestrian Infrastructure• Transit Infrastructure and Service• Parking• Freight• Access to parks and destinations	<ul style="list-style-type: none">• Transit Oriented Development (TOD) Policy• Parking Policy• Smarter Mobility• Transportation Demand Management (TDM)• Mode Share goals• Funding allocation	<ul style="list-style-type: none">• Parks• Land Use• Economic Development

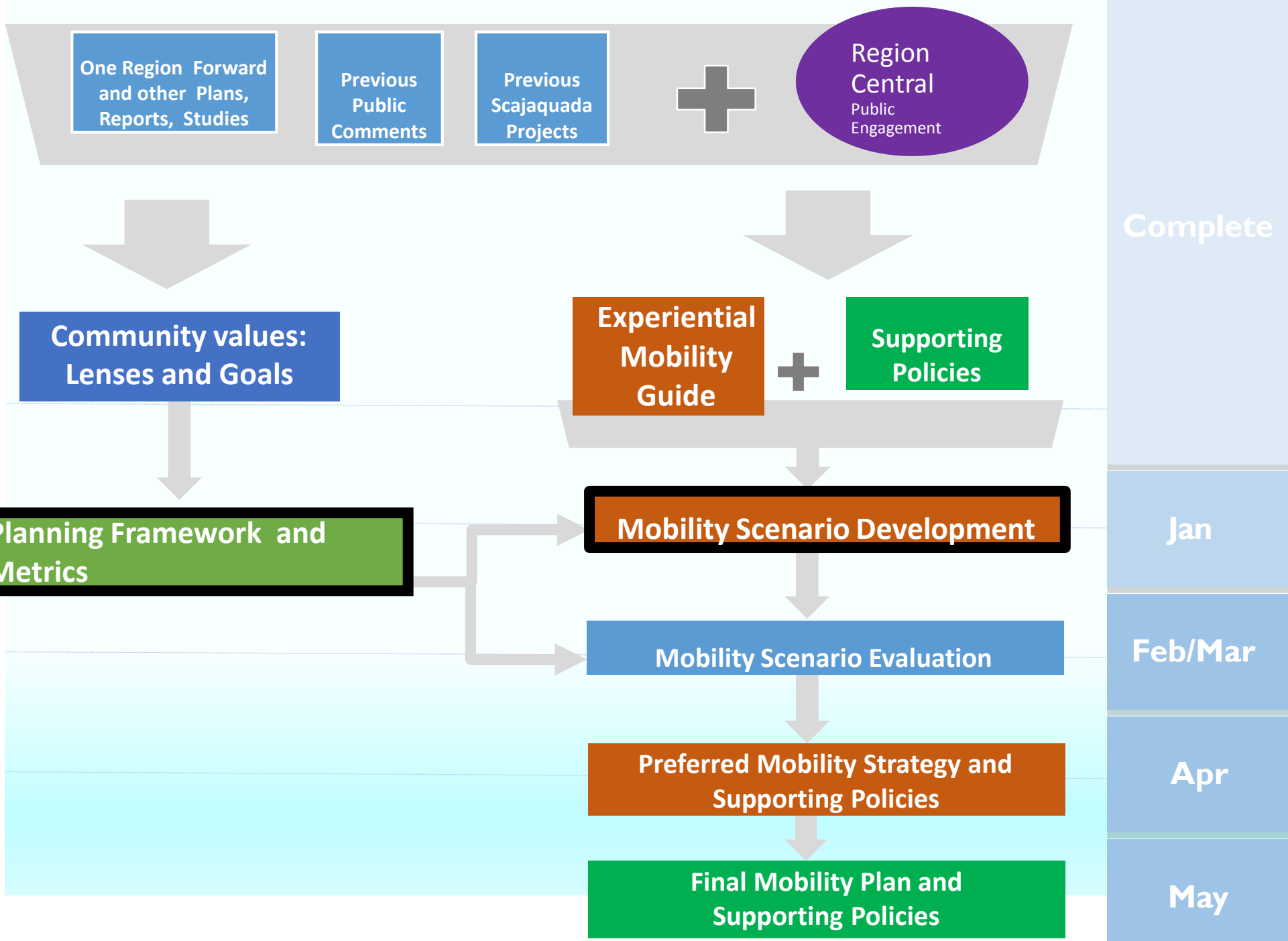
Scenario Development and Evaluation Process

Scenarios

- Four different Scenarios developed with a range of treatments for Rt 198 and related facilities
- Potential Mobility improvements considered as applicable to all
- Internal and stakeholder review next, followed by public engagement
- Idea is not to select a preference, but are all interests and needs captured in a scenario(s)
- All feedback captured for assembly of draft recommendations and evaluation against metrics

Preferred and final mobility strategy and supporting policies

- **Combining the best ideas into a final approach:**
 - Build a mobility strategy that takes the most successful components from each scenario.
 - Refine supporting policies to maximize community benefits of final mobility strategy
 - Evaluating approach against metrics, simulating traffic impacts
 - Conduct another round of stakeholder and public engagement
- **Defining final recommendations:**
 - Document final recommendations in sufficient detail to inform next steps toward implementation.
 - Final report will include diagrams and narrative addressing both broad strategies and specific details but not engineered concepts or design drawings.



How Will This Process Complete and Lead to Success

- Intent is to Bring Focus on Long Term Future in Region Central and how Access/Mobility Improvements will Leverage that Future
- Determine Owners and Resource Commitments / Needs for Projects
- Assemble Funding Profile and Sources
- Build Action Matrix to Implement All Initiatives
- Reconcile Existing Project to NEPA Process and Funding
- Establish Continuing Mechanism to Ensure Delivery
- *Educational, cultural, parks neighborhood, business, etc representatives then work together to status their projects, and mobility and infrastructure projects, sequenced for support*

D) March Policy Committee Meeting

- Numerous items will be presented:
 - Approval of UPWP
 - Approval of GBNRTC MPO Host Agreement
 - Study presentations and updates
 - TIP project construction season preview
- As an approved UPWP needs to be transmitted to NYSDOT MO the first week of March after 30-day public review completes, the PCC meeting for March will be cancelled.
- PCC will resume its usual schedule in April (9:30 am first Wednesday of month)
- Proposed Policy Date is Friday, March 4 at 10am.
- Meeting will be held in Sunburst Room with Zoom option.

Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Next PCC Meeting – April 6, 2022 (Policy Committee in March)
- Motion Enter to Executive Session
- Adjournment

**MARCH 2022
PCC MEETING
CANCELED**



Planning and Coordinating Committee (PCC) Meeting

Wednesday April 6, 2022 9:30AM

Public Participation via Facebook Live

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

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

DRAFT AGENDA

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (2-2-22) Meeting Minutes

II. ACTION ITEMS

- A) Resolution 2022-4 Region Central Study Scope and Budget Modification
- B) PIN 5814.53 NY 952Q (Walden Av) Operational Improvements

III. DISCUSSION ITEMS

- A) March Policy Committee Meeting Summary
- B) TPS Action Item Approvals
- C) TIP Development Update
- D) Region Central – Study Update
- E) FTA 5310 Program Update
- F) ITS4US Integrated Complete Trip Deployment Plan

IV. STATUS REPORTS/INFORMATION

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

V. MEETING ADJOURNMENT

NEXT MEETING CONFIRMATION: May 4, 2022

Greater Buffalo-Niagara Regional Transportation Council (GBNRTC)
Minutes of the April 6, 2022 Planning and Coordinating Committee (PCC) Meeting

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on April 6, 2022 at 9:30 am.

The following GBNRTC-PCC representatives were present:

- | | |
|-------------------|-----------------|
| 1. NFTA | Darren Kempner |
| 2. NYSTA | Scott Helser |
| 3. NYSDOT | Dave Hill |
| 4. Buffalo | Nolan Skipper |
| 5. Niagara Falls | Not Present |
| 6. Erie County | Darlene Svilkos |
| 7. Niagara County | Garret Meal |

Others present were:

- Athena Hutchins NITTEC
- Frank Cirillo NYSDOT
- Joe Buffamonte NYSDOT
- Jim Cuzzo NYSDOT
- Bryan Roth NFTA
- Michael Leydecker Wendel
- GBNRTC Staff (5)
- 10 members of the public viewing through Facebook Live link

I. PROCEEDINGS

Chairman (Mr. Helser from NYSTA) called the meeting to order at 9:35 a.m.

A. Roll Call

All members were present with the exception of Niagara Falls,

B) Public Participation

• **Jim Gordon (Citizens for Regional Transit)**

- Citizens for Regional Transit encourages GBNRTC and the NFTA to work with Amazon and plan alignments and schedules to coincide with Amazon shift times in Niagara County.
- Based on conversations with public officials, CRT also recommends similar plans for Amazon locations in Tonawanda and Lancaster. In particular, in Lancaster, Amazon, Tops Markets and Darien Lake theme park are all major employment sites. Their workers are not currently served by transit. This needs to be rectified.
- CRT is interested in learning if Federal Infrastructure money will be provided for replacing the current Metro Rail rolling stock. Replacement was mentioned as part of the Amherst metro rail extension, but FTA later announced a plan to replace all transit rail cars. What plans are under consideration?
- CRT would like to form a committee with GBNRTC members to discuss was to advocate for changing the long-established funding ratios for highways of 80/20 and transit of 50/50 so that the ratios are the same. When we contacted Senator Gillibrand's office, the Senator was intrigued by the proposal to put transit on an equal footing with highways regarding capital project expenditures. The Senator felt such a request should come from state DOTs and local MPOs. CRT thinks that the federal government is paying too much for certain transit projects. Making the ratios equal would correct this problem and restore local decision making from central federal control to local MPOs.

- **Douglas Funke (Citizens for Regional Transit)** – Submitted after Public comment period closed.
 - Great job! Looking forward to the May 4th public meeting.
 - Citizens for Regional Transit (CRT) would like to invite everyone to our public meeting on Wednesday, April 20th from 5:30pm to 7:00pm. Speakers will be NFTA’s Jeffery Amplement, NFTA Amherst Metro Transit Extension Project Manager and Doug Funke the President of CRT. Jeff will provide an update of the extension project and Doug will provide CRT’s position on the proposed bus rapid transit alternative. The meeting location is still TBD but will be streamed. You can get updates on our website, www.citizenstransit.org
- **Greg Matthew** - Submitted after Public comment period closed.
 - Hello, I know this isn’t on the agenda but is there any update on the Eggert Road road-diet traffic modeling study? Thank you!

C) Approval of Meeting Agenda

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

D) Approval of Previous Meeting Minutes

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

II. ACTION ITEMS

A. Resolution 2022-4 Region Central Study Scope and Budget Modification

- Region Central Planning services is included in current (SFY 22-24) UPWP which was recently approved via Resolution 2022-2.
- The GBNRTC wishes to modify the current consultant scope to include
 - Development of an additional scenario including full evaluation
 - Additional scenario vetting meetings
 - Two additional public workshops
 - Modeling support
 - Additional Eastside participation
- This scope modification will provide material and support necessary for timely and successful completion of the project.
- This is a request to authorize the execution of a contract supplement at a cost of \$175,500
- Funding is available in the current year’s work program.
- *Motion to approve Resolution 2022-4 (DOT/EC). Approved.*

B. PIN 5814.53 NY 952Q (Walden Av) Operational Improvements

- This is a NYSDOT request for a minor scope change to an existing project.
- Additional work to include:
 - Signal rehabilitation work at Walden/Cemetery & Walden/Pavement.
 - Sidewalk to be installed on the north side of Walden from Seneca Place to Stony
 - All signage to be replaced.
- C & CI will be increased by \$0.784M (Total C cost will be \$2.625m).
- Fiscal constraint is maintained as additional \$0.784M will be from 100% State Discretionary Funds (SDF).
- Let date will remain 6/22.
- This action was recommended for approval by TPS on 3/16/22
- *Motion to approve these changes as AdMod #120 (DOT/EC). Approved.*

III. DISCUSSION ITEMS

A. March Policy Committee Meeting Summary (Guarino)

- Meeting was held on March 4 in the Sunburst Room (4338 Main St) with Zoom option.
- Three action items were approved:
 - Resolution 2022-1 NITTEC TOC – Project Split/New PIN for 22/23 to 24/25
 - Resolution 2022-2 GBNRTC SFY 22-24 Unified Planning Work Program
 - Resolution 2022-3 BRIDGE NY Project Additions
- Four study updates were presented:

- Goodell Street Study
- Regional Bicycle Master Plan Implementation Update
- National Electric Vehicle Infrastructure (NEVI) Formula Program
- TIP project construction season summary/preview

B. TPS Action Approvals (Guarino)

- There were no February or March TPS actions to report.

C. TIP Development Update (Guarino)

- TIP/STIP guidance from NYSDOT MO received on March 25.
- Included preliminary regional planning targets that may be used to inform the development of the FFY 23-26 STIP update
- A number of issues need to be addressed as part of the State budget to develop fully developed targets.
- The new five-year State capital plan will fully incorporate the estimated \$13.5 billion in formula funding under the BIL.
- State/Federal funding balance being realigned.
- TIP approval resolution needed by July 18. This is a 6-week extension.
- The TIP development schedule was presented as follow:

2023 – 2027 TIP Development Schedule

Activity	Sub-Activity/Milestone	Date
Project Development and Review	Call for new projects	April 21 to April 22
	Review current system conditions	
	Review FFY 23-24 projects and candidates from last TIP cycle	
	Complete and prioritize agency project candidate forms	
	Project proposal summary distributed to members to review	
	Agency Project proposal presentations at TPS	
	Project (with MTP linkage) evaluation completed	
	Receive TIP Guidance and Funding targets from NYSDOT MO	
Fiscal Constraint and Air Quality Conformity	Develop draft fiscally constrained project listing	April 22 to June 22
	TPS meeting(s) to discuss draft project list	
	Develop final project listing	
	Propose suggested air quality conformity exemption codes to ICG	
	TPS recommends final project list to PCC	
	Begin entering projects into eSTIP	
	Complete draft air quality conformity determination document	
	PCC approval of draft fiscally constrained project list	
	Complete fiscal constraint tables per FHWA/FTA requirements	
Public Review and Agency Consultation	Initiate AQ conformity determination 30-day public review	June to July 22
	Initiate Draft TIP 30-day Public Review	
	FHWA, FTA and NYSDOT MO review	
	Conduct TIP Public Meeting	
	Interagency consultation	
	Respond to all comments	
	Final document assembled and completed	
	PCC recommends TIP and conformity doc to Policy Committee	
TIP/STIP Approval	Policy Committee approves conformity doc and TIP	July 22 to Oct 22
	Final document printed and posted to Internet	
	TIP incorporated into STIP	
	STIP goes out for public review	
	NYSDOT Main Office STIP approval	
	FHWA and FTA approval	
	Final document distributed to members and posted online	

- Completion schedule is compressed due to 5 additional months needed for planning targets to be released
- Transit (FTA) targets were not included in MO TIP/STIP Guidance and will be sent separately.
- DOT informed the Local Agencies that they will be distributing reports for all carryover projects and requests that any changes be noted as soon as possible.

D. Region Central Update (Morse)

- Remaining Project tasks
 - Community Feedback – May 4
 - Testing and Analysis - May
 - Draft Mobility Recommendations - June
 - Draft Funding Strategy - June
 - Community Feedback - July
 - Final Recommendations - July
 - Public Presentation – TBD
- Setting the Context
 - While Region Central has historically supported a diverse range of jobs and people, this diversity is fading.
 - Changes could impact the region’s ability to foster inclusive economic growth and industry innovation.
 - Region Central is becoming a higher-end residential area and existing housing prices are rapidly increasing.
 - Infrastructure and “place-making improvements will continue pushing up real estate values.
 - Region Central is an important employment area for Buffalo and the region, but the job-mix is changing
- Region Central is undergoing significant change and reinvestment which offer opportunities for synergy and collaboration.
- Job location and job type are important to understanding job accessibility for Region Central residents
- Improving mobility to current undervalued sites to support new development could leverage millions of dollars in property tax revenues for the city’s General Fund and leverage many other public investments.
- Better mobility connections can address current quality of life issues.
- Plans for Region Central should not assume continual growth in vehicle volumes.
- Almost half of Region Central trips are not driving.
- Limited connectivity hinders interaction, isolates areas and disconnects neighborhoods.
- The current expressway is outdated
 - From a transportation and mobility perspective
 - From a community planning perspective
 - In meeting the needs of the Buffalo-Niagara region
- In 2022 GBNRTC will develop recommendations that shape the future of mobility in Region Central, strengthens our communities, and creates a safer and more equitable and prosperous city and Region.
- 4 mobility scenarios have been developed to test the outcomes of different combinations of interventions on the Expressway corridor and across Region Central
 - Full Expressway removal
 - Partial Expressway removal
 - At-grade Roadway
 - Status quo enhanced
- Goals
 - Bring focus on long term investments in Region Central and how access/mobility improvements can facilitate shared vision
 - Invoke a collaborative decision process
 - Determine owners and resource commitments/needs/funding
 - Establish continuing mechanism to ensure project delivery
 - Measure results against metrics

- E. FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program - 2022 Solicitation (Dixon)
- Coordinated Human Services Transportation Plan
 - Provides the framework for improving transportation services for persons with disabilities, older adults, individuals with lower incomes.
 - Strives for communities to coordinate transportation resources provided through multiple sources.
 - Section 5310 Eligible Activities
 - Buses and vans
 - Wheelchair lifts, ramps and securement devices
 - Transit-related technology information systems, scheduling and routing
 - Acquisitions of transportation services under a contract or lease
 - Travel training
 - Volunteer driver program
 - Building an accessible path to a bus stop including curb-cuts,
 - Accessible pedestrian signals or other accessible features
 - Purchasing vehicles to support accessible taxis or ridesharing programs
 - Mobility management programs
 - Section 5310 Timeline Overview
 - Application deadline March 21, 2022
 - Applications to MPOs – Early April
 - HSTP Review Team to review eligible applications received in April
 - HSTP Review Team to meet on May 6 to review and make award recommendations to NYSDOT Albany

F. ITS4US Overview

- Project aligns well with Moving Forward 2050 goals and objectives
 - Supporting focused growth in communities
 - Ensuring access to opportunities and services
 - Supporting healthy and safe communities through targeted transportation investment
- Creating a fully integrated and seamless transportation environment.
- Focus is on Complete Trip deployment in the downtown/Buffalo BNMC area.
 - Includes the 120-acre Medical Campus and surrounding Neighborhoods.
 - Employee related travel and patient/visitor travel to the campus from the 3 neighborhoods
- Team will reach out to critical stakeholders which already have strong relationships with BNMC
 - Neighborhood associations
 - BNMC Transportation Operations Council
 - Medical and Health Care Partners
 - Community and Human Service Organizations
- Target users will include
 - Persons with disabilities (mobility, vision, cognitive and hearing)
 - Low income
 - Older Adults
 - Low English Proficiency
- User engagement by phase
 - Phase 1 – Planning
 - Phase 2 – Design and Deployment
 - Phase 3 – Demonstration
- Local partners will be leveraged/engaged (City of Buffalo, BNMC, Inc, NYSDOT).
- ITS4US Buffalo Webinar will be taking place Tue, April 19 @ 2-3:30 pm. The Registration link is: <https://www.eventbrite.com/e/complete-trip-its4us-deployment-program-icbuffalo-ny-ictdp-webinar-registration-260225480417>

IV. STATUS REPORTS/INFORMATION

A. Member Agency Reports

- NFTA (Kempner) reported that

- METRO has received the first shipment of Battery Electric Buses (BEB) along with a maintenance charger that will be used until permanent charging facilities are constructed.
 - A METRO customer satisfaction survey is online and live at <https://metro.nfta.com/contact-metro/customer-satisfaction-survey>. Surveys are available for Bus and Rail in both English and Spanish. All METRO users are encouraged to take the survey. The survey runs from Monday, March 28 through Sunday, May 1. Past surveys have led to solid improvements in bus and rail system.
 - Erie County (Svilokos) reported that construction season has begun.
 - Buffalo (Skipper) reported that numerous construction projects are underway and that DPW should be contacted with any issues/concerns.
 - NITTEC (Hutchins) reported that
 - Phase 2 of the ATCMTD project kicked off last week. Workshops will be announced soon. Project is scheduled to be completed on December 23 but may need to be extended due to FHWA delays.
 - NITTEC is collaborating with the University at Buffalo and Erie County on numerous grant opportunities.
 - All other members stated that they had nothing to report.
- B. Director's Report.
- Guarino noted several additional items including:
 - Erie County Industrial Development Agency is developing a comprehensive economic developing strategy (CEDS). This plan lays out the strategic direction that ECIDA and its partners will pursue from 2022-2026, along with performance measures that will be used to evaluate outcomes. GBNRTC is participating with the strategy committee on this effort and is currently reviewing the draft document and providing comments.
 - Asked by Mayor of Williamsville Revisiting Evans Rd traffic study that was conducted in 2015 that looked at improving traffic and quality of life by identifying potential problematic intersections, suggested remedial measures.
 - Participated in stakeholder meetings for the Town of Amherst Willow Ridge project. The aim is to develop an Action Plan for these neighborhoods to address various problems and create opportunities to improve connectivity, recreation, building maintenance and pedestrian safety.
 - Participated in NFTA DL&W Multimodal study stakeholder meeting
 - Conducted the first public meeting for the Goodell St study at the Buffalo Educational Opportunity Center on Ellicott Street
 - Beginning to work on the MTP update.
 - Passenger rail stakeholder meeting scheduled for Friday
 - The next Policy Committee meeting will be in July to approve the FFT23-27 TIP currently in development. An exact date is not known at this time but the TIP and conformity document must be approved and transmitted to NYSDOT MO by July 18.
- C. Chairman Skipper made a motion to adjourn the meeting (*NFTA/EC*). *Approved.*
- Next PCC meeting will be 5-4-22 at 9:30 am.

Planning and Coordinating Committee

April 6, 2022



February 2022 PCC

I. Proceedings

II. Action Items

III. Discussion Items

IV. Status Reports / Information

Proceedings

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

Action Items



A) Resolution 2022-4 Region Central Study Scope and Budget Modification

- Region Central Planning services is included in current (SFY 22-24) UPWP which was recently approved via Resolution 2022-2.
- The GBNRTC wishes to modify the current consultant scope to include
 - Development of an additional scenario including full evaluation
 - Additional scenario vetting meetings
 - Two additional public workshops
 - Modeling support
 - Additional Eastside participation
- This scope modification will provide material and support necessary for timely and successful completion of the project.
- This is a request to authorize the execution of a contract supplement at a cost of \$175,500
- Funding is available in the current year's work program.
- Region Central Update to follow.
- **Today's action would be to approve/authorize the increase.**



**REGION
CENTRAL**

B) PIN 5814.53 NY 952Q (Walden Av) Operational Improvements

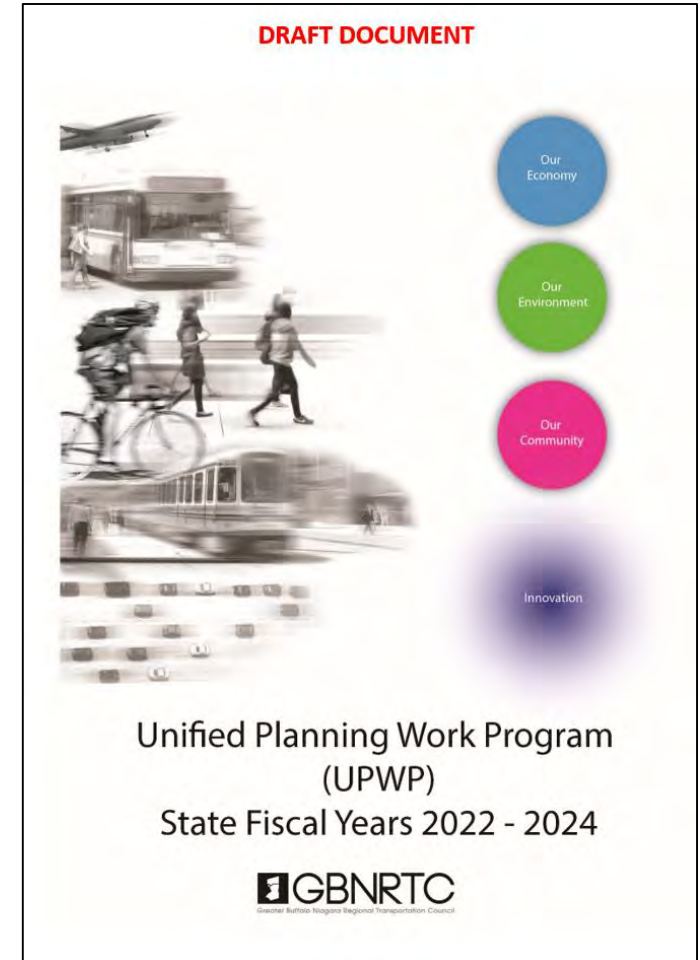
- This is a NYSDOT request for a minor scope change to an existing project.
- Additional work to include:
 - Signal rehabilitation work at Walden/Cemetery & Walden/Pavement.
 - Sidewalk to be installed on the north side of Walden from Seneca Place to Stony
 - All signage to be replaced.
- C & CI will be increased by \$0.784M (Total C cost will be \$2.625m).
- Fiscal constraint is maintained as additional \$0.784M will be from 100% State Discretionary Funds (SDF).
- Let date will remain 6/22.
- This action was recommended for approval by TPS on 3/16/22
- **Today's action would be to approve these changes as AdMod #120.**

Discussion Items



A) March Policy Committee Meeting Summary

- Meeting was held on March 4 in the Sunburst Room with Zoom option.
- Three action items were approved:
 - Resolution 2022-1 NITTEC TOC – Project Split/New PIN for 22/23 to 24/25
 - Resolution 2022-2 GBNRTC SFY 22-24 Unified Planning Work Program
 - Resolution 2022-3 BRIDGE NY Project Additions
- Four study updates were presented:
 - Goodell Street Study
 - Regional Bicycle Master Plan Implementation Update
 - National Electric Vehicle Infrastructure (NEVI) Formula Program
 - TIP project construction season summary/preview



B) TPS Action Approvals

- No action items were approved at TPS in February or March

C) TIP Development Update

- TIP/STIP guidance from NYSDOT MO received on March 25.
- Included preliminary regional planning targets that may be used to inform the development of the FFY 23-26 STIP update
- A number of issues need to be addressed as part of the State budget to develop fully developed targets.
- The new five year State capital plan will fully incorporate the estimated \$13.5 billion in formula funding under the BIL.
- State/Federal funding balance being realigned.
- TIP approval resolution needed by July 18
- Transit (FTA) targets were not included and will be sent separately.

2023 – 2027 TIP Development Schedule

Activity	Sub-Activity/Milestone	Date
Project Development and Review	Call for new projects	<i>April 21 to April 22</i>
	Review current system conditions	
	Review FFY 23-24 projects and candidates from last TIP cycle	
	Complete and prioritize agency project candidate forms	
	Project proposal summary distributed to members to review	
	Agency Project proposal presentations at TPS	
	Project (with MTP linkage) evaluation completed	
	Receive TIP Guidance and Funding targets from NYSDOT MO	
Fiscal Constraint and Air Quality Conformity	Develop draft fiscally constrained project listing	<i>April 22 to June 22</i>
	TPS meeting(s) to discuss draft project list	
	Develop final project listing	
	Propose suggested air quality conformity exemption codes to ICG	
	TPS recommends final project list to PCC	
	Begin entering projects into eSTIP	
	Complete draft air quality conformity determination document	
	PCC approval of draft fiscally constrained project list	
Public Review and Agency Consultation	Complete fiscal constraint tables per FHWA/FTA requirements	<i>June to July 22</i>
	Initiate AQ conformity determination 30-day public review	
	Initiate Draft TIP 30-day Public Review	
	FHWA, FTA and NYSDOT MO review	
	Conduct TIP Public Meeting	
	Interagency consultation	
	Respond to all comments	
TIP/STIP Approval	Final document assembled and completed	<i>July 22 to Oct 22</i>
	PCC recommends TIP and conformity doc to Policy Committee	
	Policy Committee approves conformity doc and TIP	
	Final document printed and posted to Internet	
	TIP incorporated into STIP	
	STIP goes out for public review	
	NYSDOT Main Office STIP approval	
	FHWA and FTA approval	
	Final document distributed to members and posted online	

C) TIP Development Update

PIN: 576332 Project Description: MCKINLEY PKWY; QUINBY - SOUTHWESTERN BLVD (RT 20) Letting Date: 12/15/2023 Responsible Org: LOCAL Counties: ERIE Project Scope: Pavement: Three Course Overlay		Project Status: Programmed Region: 05 Letting SFY & FFY: 2023 & 2024 Letting Org: LOCAL Scope %: 100 Design Project Manager: Christopher Church											
— Current Project Costs – Uninflated – In Millions of Dollars —													
Fund Source	Planning Target Source	Scoping	Preliminary Design	Final Design	Right of Way		Construction	Construction Other	Construction Inspection	RR Force and/or Utility	Operations	Misc	Project Total
					Incidentals	Acquisitions							
LOCAL GOVT UNIT	Regional	0.000	0.030	0.030	0.000	0.000	0.540	0.000	0.060	0.000	0.000	0.000	0.660
STBG LG URBAN	Regional	0.000	0.120	0.120	0.000	0.000	2.160	0.000	0.240	0.000	0.000	0.000	2.640
Totals:		0.000	0.150	0.150	0.000	0.000	2.700	0.000	0.300	0.000	0.000	0.000	3.300
Federal Transaction Date			04/04/2022	03/21/2023			11/07/2023		11/07/2023				
State/Local Transaction Date													

PIN: 576333 Project Description: ELMWOOD AVE (CR 119); KENMORE AVE - KNOCHE Letting Date: 12/15/2023 Responsible Org: LOCAL Counties: ERIE Project Scope: Pavement: Reconstruction, Concrete		Project Status: Active Region: 05 Letting SFY & FFY: 2023 & 2024 Letting Org: LOCAL Scope %: 100 Design Project Manager: Christopher Church											
— Current Project Costs – Uninflated – In Millions of Dollars —													
Fund Source	Planning Target Source	Scoping	Preliminary Design	Final Design	Right of Way		Construction	Construction Other	Construction Inspection	RR Force and/or Utility	Operations	Misc	Project Total
					Incidentals	Acquisitions							
LOCAL GOVT UNIT	Regional	0.000	0.090	0.072	0.000	0.000	3.293	0.000	0.148	0.000	0.000	0.000	3.604
STBG LG URBAN	Regional	0.000	0.360	0.287	0.000	0.000	5.238	0.000	0.594	0.000	0.000	0.000	6.498
Totals:		0.000	0.450	0.359	0.000	0.000	8.531	0.000	0.742	0.000	0.000	0.000	10.102
Federal Transaction Date			12/07/2021A	12/07/2021A			10/19/2023		10/19/2023				
State/Local Transaction Date			12/07/2021A	12/07/2021A			10/19/2023		10/19/2023				



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

ROD PENNEY ART CENTER

*The new planning process will engage the public to
“define the future of the area and the optimal
transportation system for it.” - NYSDOT
Commissioner Marie Therese Dominguez*



Current Project Status

- Planning and Policy Context ✓
- Initial Mobility Assessment ✓
- Initial Funding Assessment ✓
- Public Outreach Plan ✓
- Community Vision and Goals Development ✓
- Transportation Asset Inventory ✓
- Assessment of Trip Patterns ✓
- Assessment of Technology Implications ✓
- Primary Public Engagement Campaign ✓

Project Status

- Shared Community Vision ✓
- Goals and Metric Defined ✓
- Draft Mobility Options ✓
- Community Feedback – May 4
- Testing and Analysis - May
- Draft Mobility Recommendations - June
- Draft Funding Strategy - June
- Community Feedback - July
- Final Recommendations - July
- Public Presentation - TBD

Setting the Context

Capturing the demographic, economic, and investment trends shaping Region Central today



**REGION
CENTRAL**

- While Region Central has historically supported a diverse range of jobs and people, this diversity is fading.
- Changes could impact the region's ability to foster inclusive economic growth and industry innovation.
- Region Central is becoming a higher-end residential area and existing housing prices are rapidly increasing.
- Infrastructure and "place-making" improvements will continue pushing up real estate values.
- Region Central is an important employment area for Buffalo and the region, but the job-mix is changing.

Region Central is undergoing significant change and reinvestment which offer opportunities for synergy and collaboration.

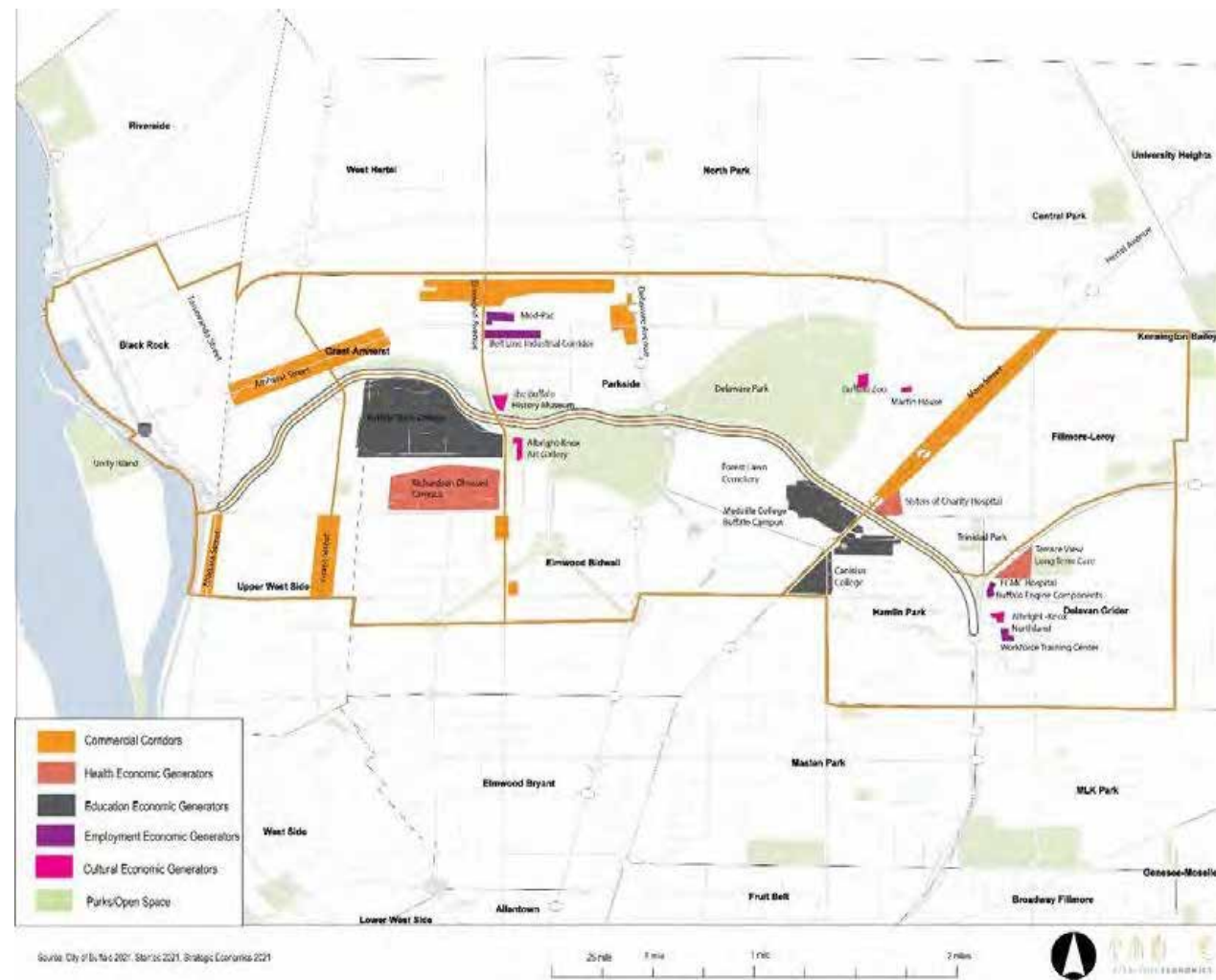


However, this activity is not evenly distributed across the area and impacts may vary by neighborhood due to systemic forces of inequity that we must recognize and confront.



REGION CENTRAL

- The major “anchor institutions” are important regional employers.
- The commercial corridors offer opportunities for many small businesses, which can be owned by immigrants and people of color.
- Different locations within Region Central offer different kinds of jobs and support different kinds of businesses.



Job location and job type are important to understanding job accessibility for Region Central residents



REGION CENTRAL

- Older industrial areas including the former Pierce Arrow Factory and Niagara Street are supporting an increasing number of small creative or innovative businesses.
- Potential for employment growth includes vacant land, commercial corridors and institutions.

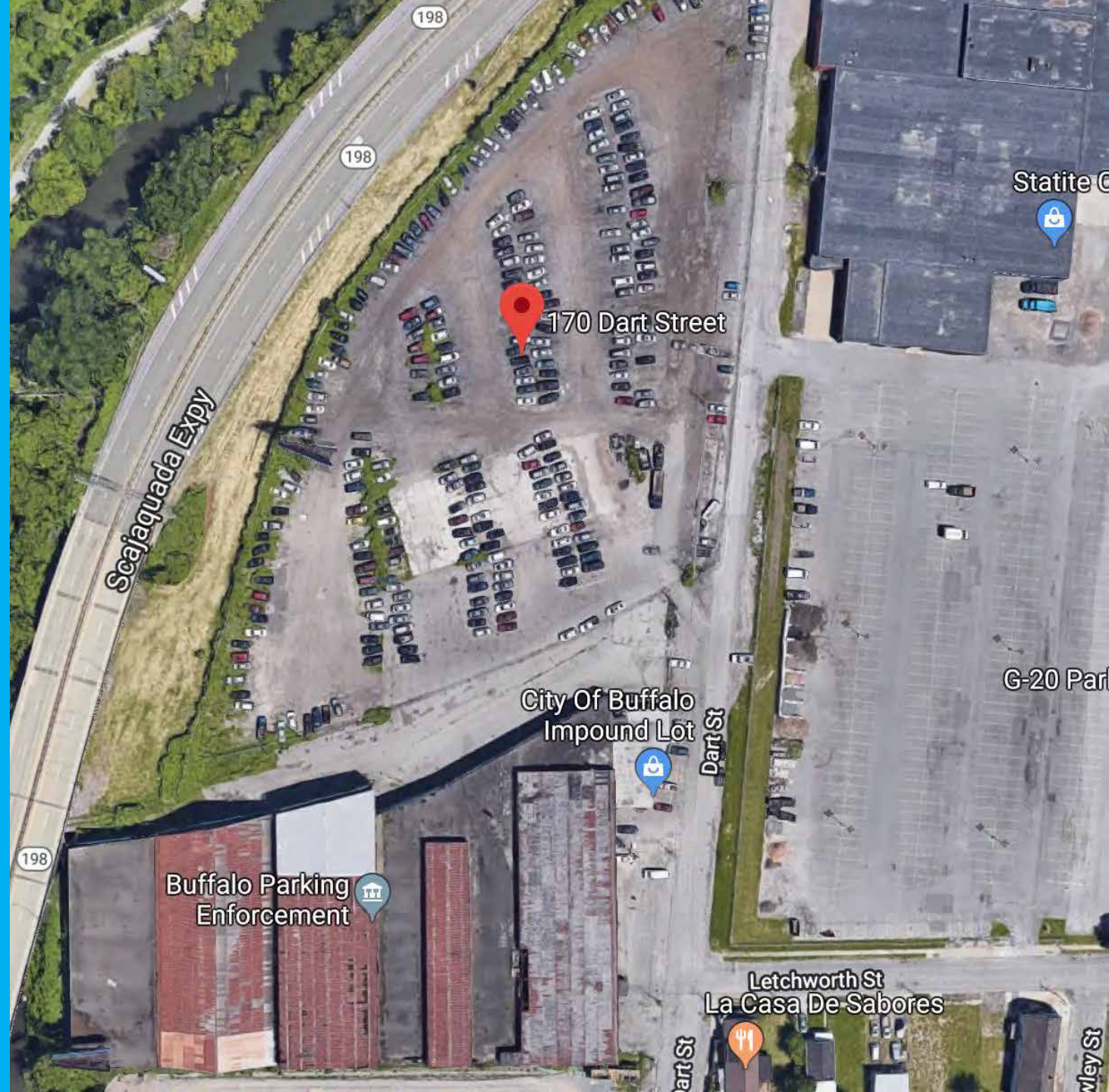


Job location and job type are important to understanding job accessibility for Region Central residents



REGION CENTRAL

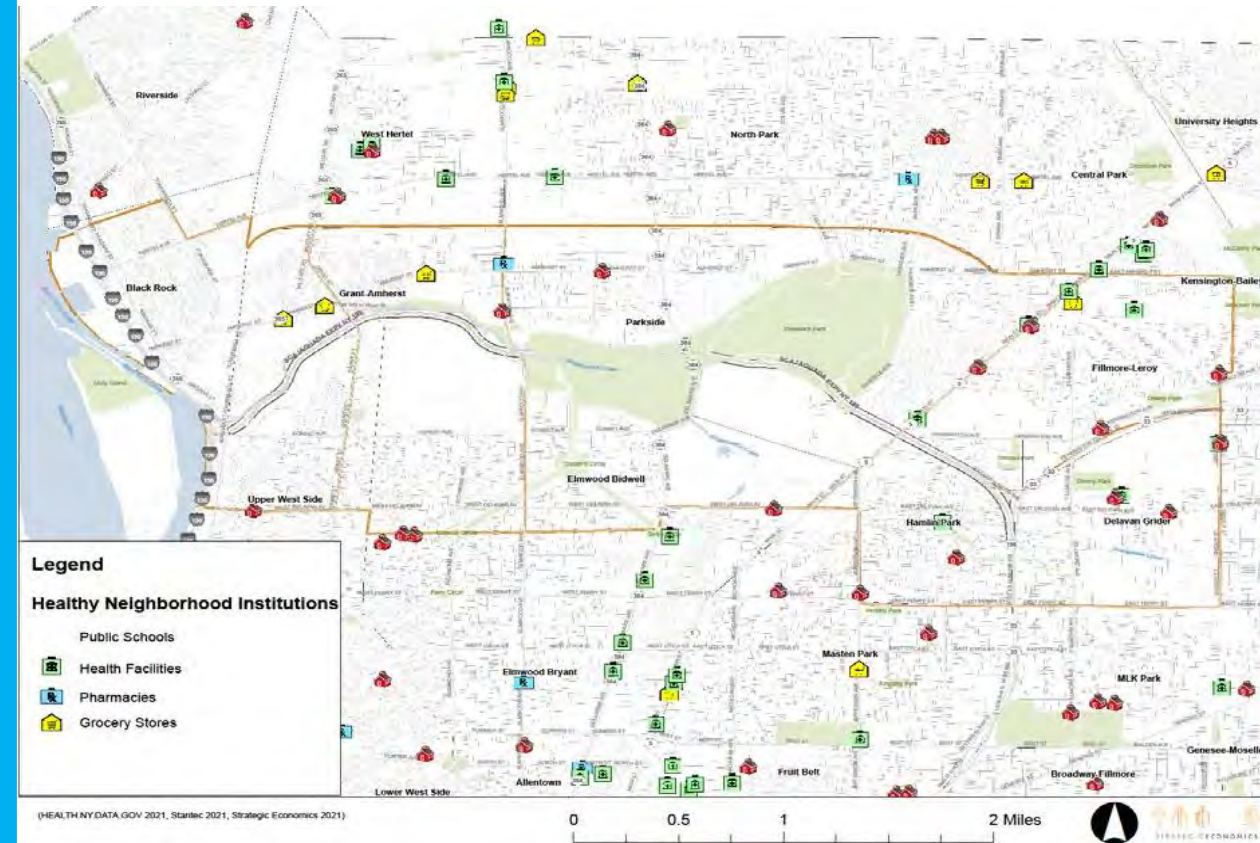
Improving mobility to current undervalued sites to support new development could leverage millions of dollars in property tax revenues for the city's General Fund and leverage many other public investments.





REGION CENTRAL

- Improved access to healthy food, schools, health clinics and employment opportunities.
- Address pedestrian and bike safety and air quality issues in residential neighborhoods.
- Improved access to active transportation opportunities and recreation areas and activities.



*Better mobility connections can
address current quality of life
issues*



**REGION
CENTRAL**

Understanding Mobility in Region Central

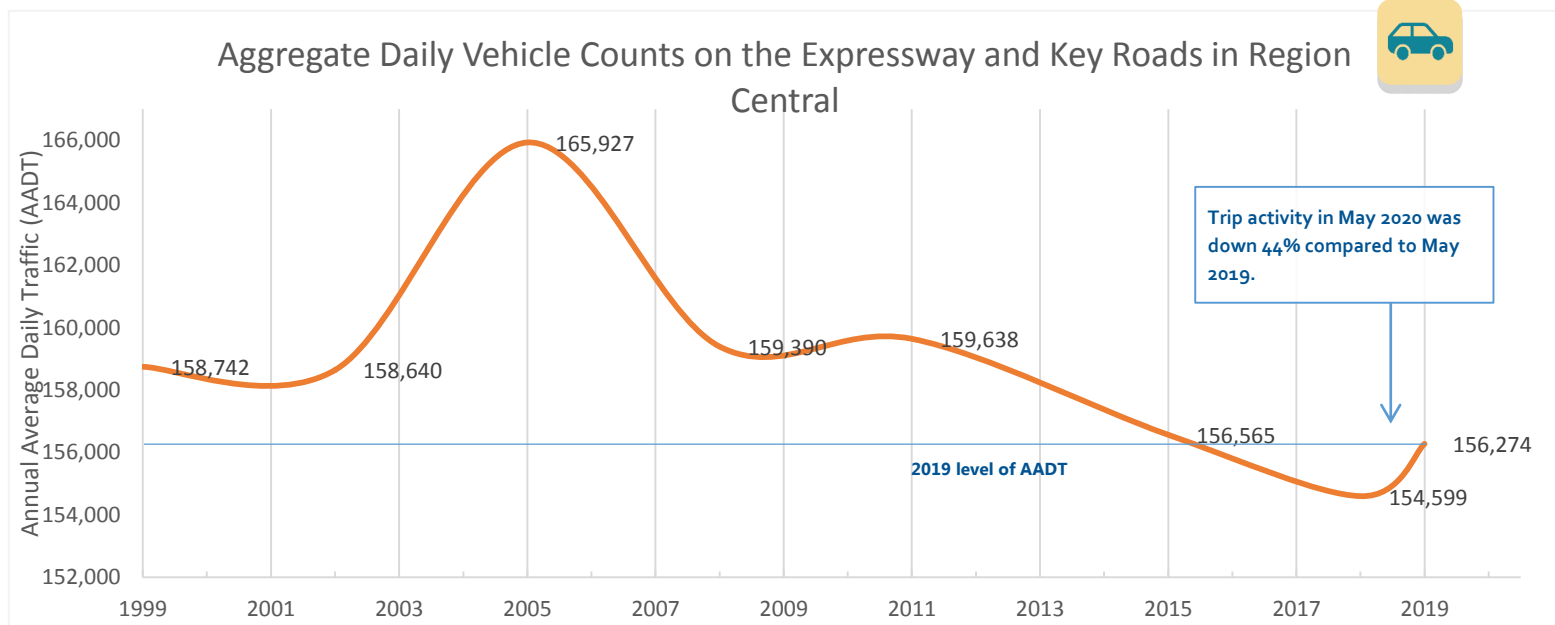




**REGION
CENTRAL**

Since 2016,
vehicle volumes
are lower than
they have been in
two decades.

Plans for Region Central should not assume continual growth in vehicle volumes.












REGION CENTRAL

35% of all daily trips in Region Central are made by walking.

Looking at all trips, reveals that although driving is important, almost half of Region Central trips are not driving.

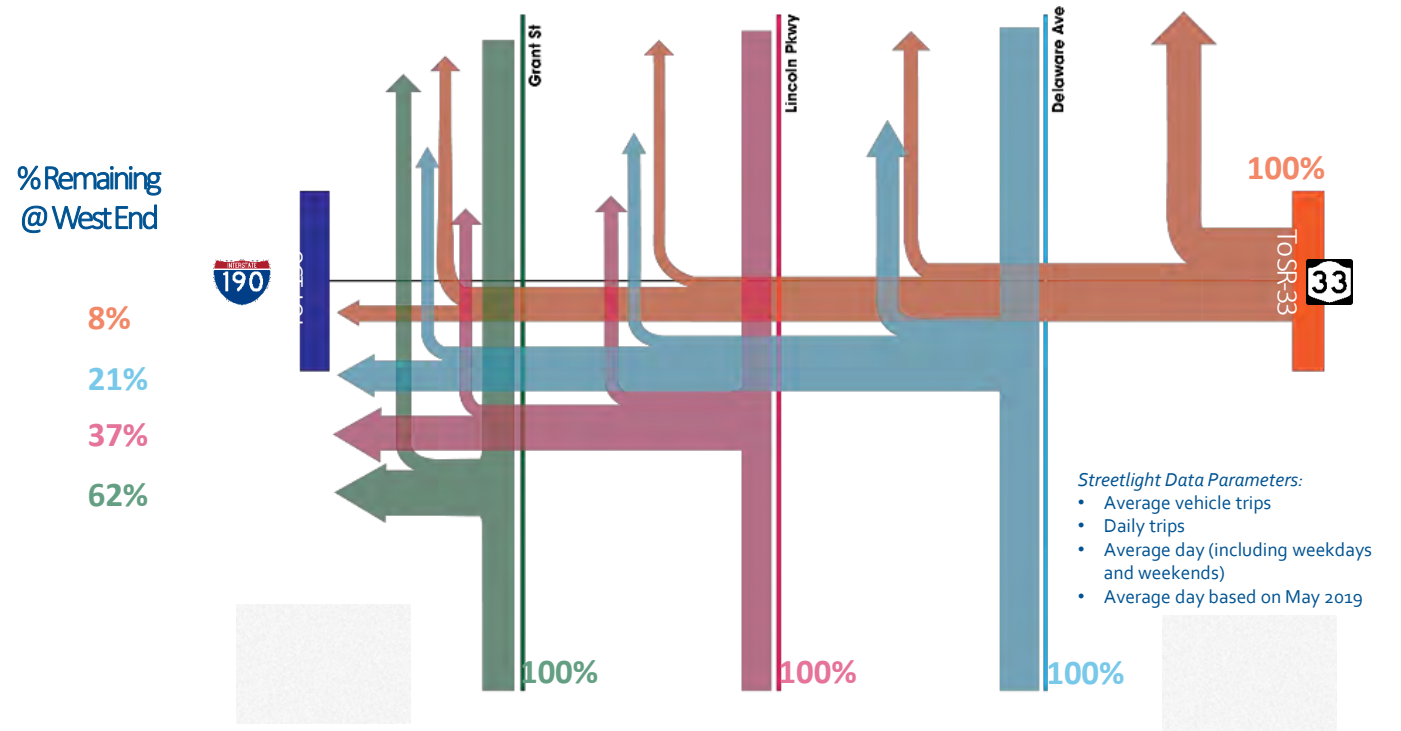
	<i>Drive, alone</i>	54%
	<i>Walk</i>	35%
	<i>Transit</i>	3%
	<i>Commercial</i>	3%
	<i>Drive, passenger</i>	1%
	<i>Bike</i>	<1%
	<i>Other</i>	4%



REGION CENTRAL

Only 8% of vehicles at the east end of the Expressway travel all the way to the west end.

The Expressway primarily functions as a long on/off ramp for the 33 and I-190.





REGION CENTRAL

- Non-auto travel is as important as driving travel in Region Central.
- Most driving trips in Region Central are relatively short (less than 5 miles).
- Traffic levels vary by day and season but have not been growing.
- Less than 20% of vehicles travel the entire length of the Expressway.





REGION CENTRAL

- Almost 60% of vehicles that access the Expressway are from outside of Region Central.
- Limited crossings and non-standard access creates issues for all users.
- Even most driving trips stay on one side of the Expressway.
- Non-work trips are 75%+ of trips in each neighborhood.





REGION CENTRAL

- The limited connectivity hinders interaction, isolates areas and disconnects neighborhoods.
- There are significant regional destinations in Region Central, however most drivers do not use the Expressway to reach them.
- Driving trips from Region Central are relatively equally distributed around the Buffalo region, but Downtown is a top destination.





REGION CENTRAL

The Scajaquada Expressway is outdated

- From a transportation and mobility perspective
- From a community planning perspective
- In meeting the needs of the Buffalo-Niagara region





REGION CENTRAL

- Fewer people using 198 for regional access – it is much more a local access road.
- There are alternative ways to address regional transportation needs.
- The future of Rt. 198 has determinate impacts on $\frac{1}{4}$ city of Buffalo population.

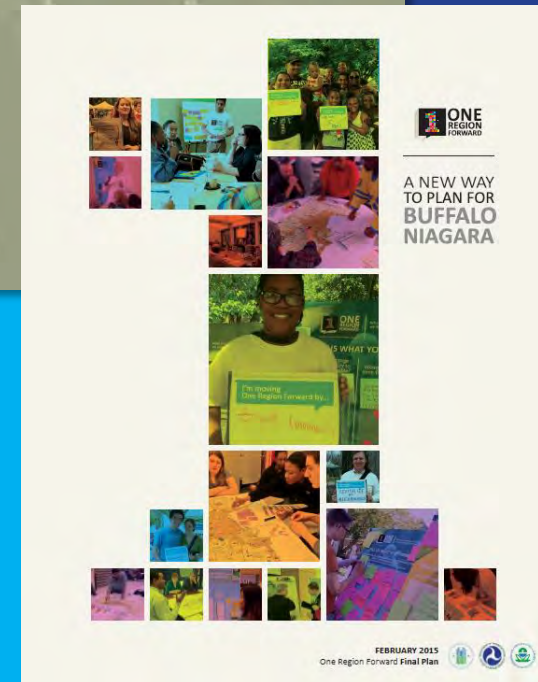
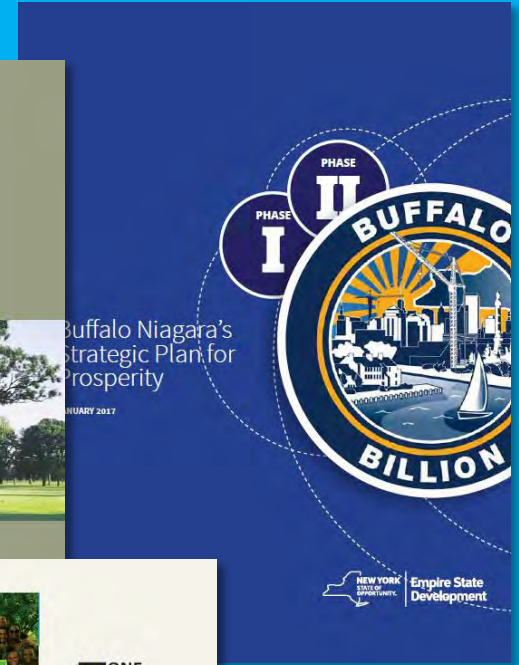
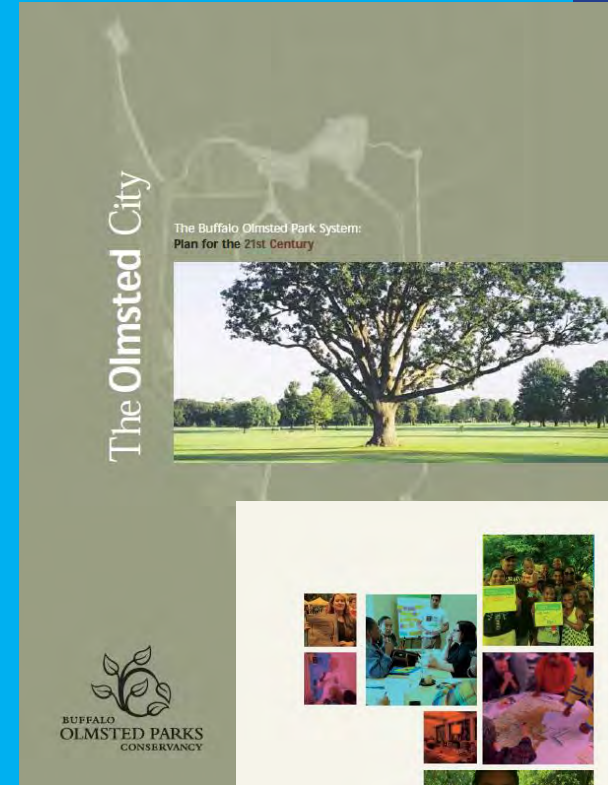




REGION CENTRAL

Project Decision Statement

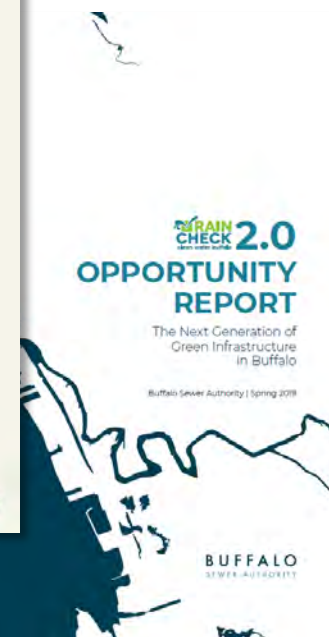
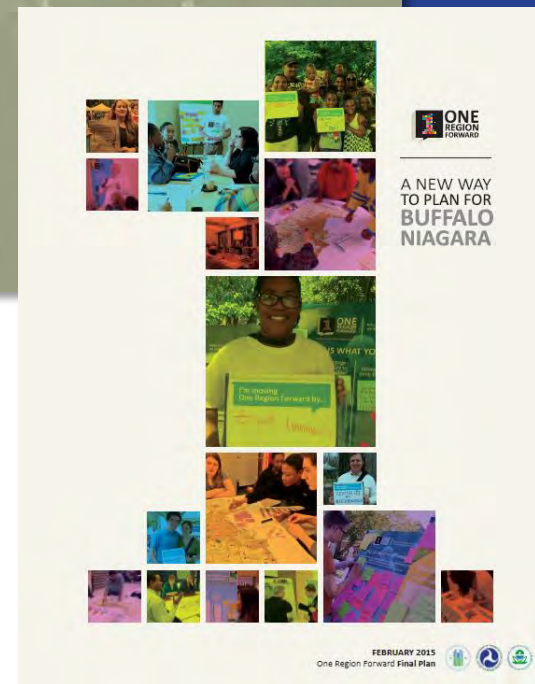
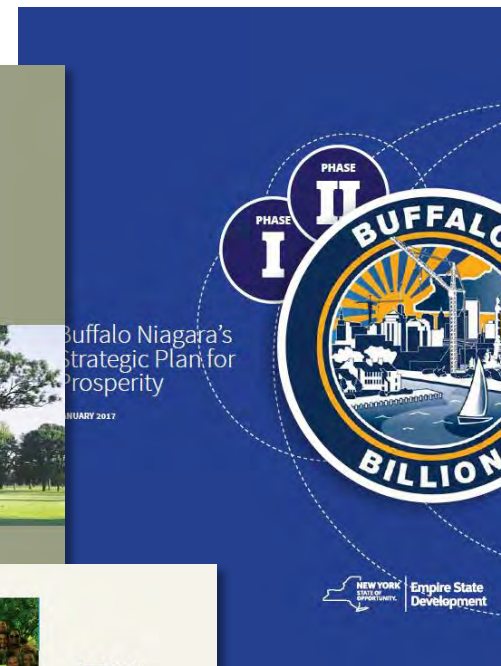
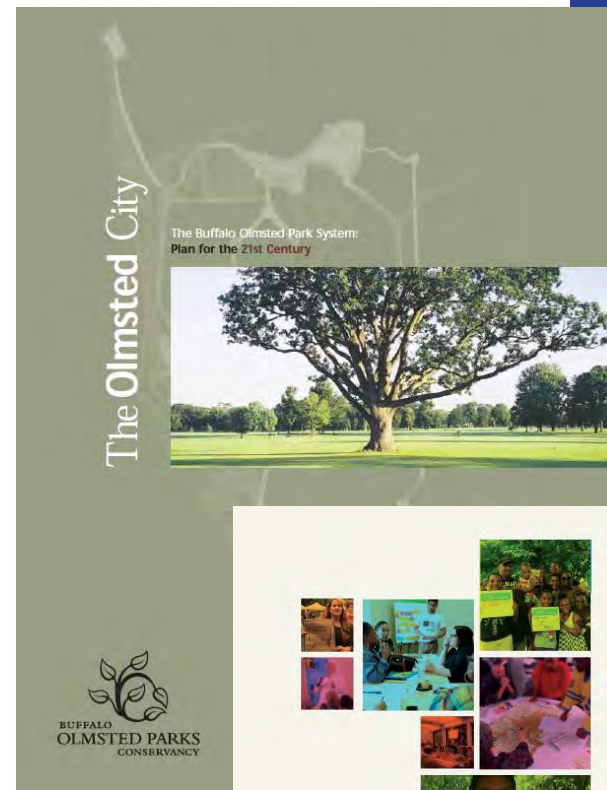
Working with our neighbors to envision our shared future, in 2022 GBNRTC will develop recommendations that shape the future of mobility in Region Central, strengthens our communities, and creates a safer and more equitable and prosperous city and Region.





REGION CENTRAL

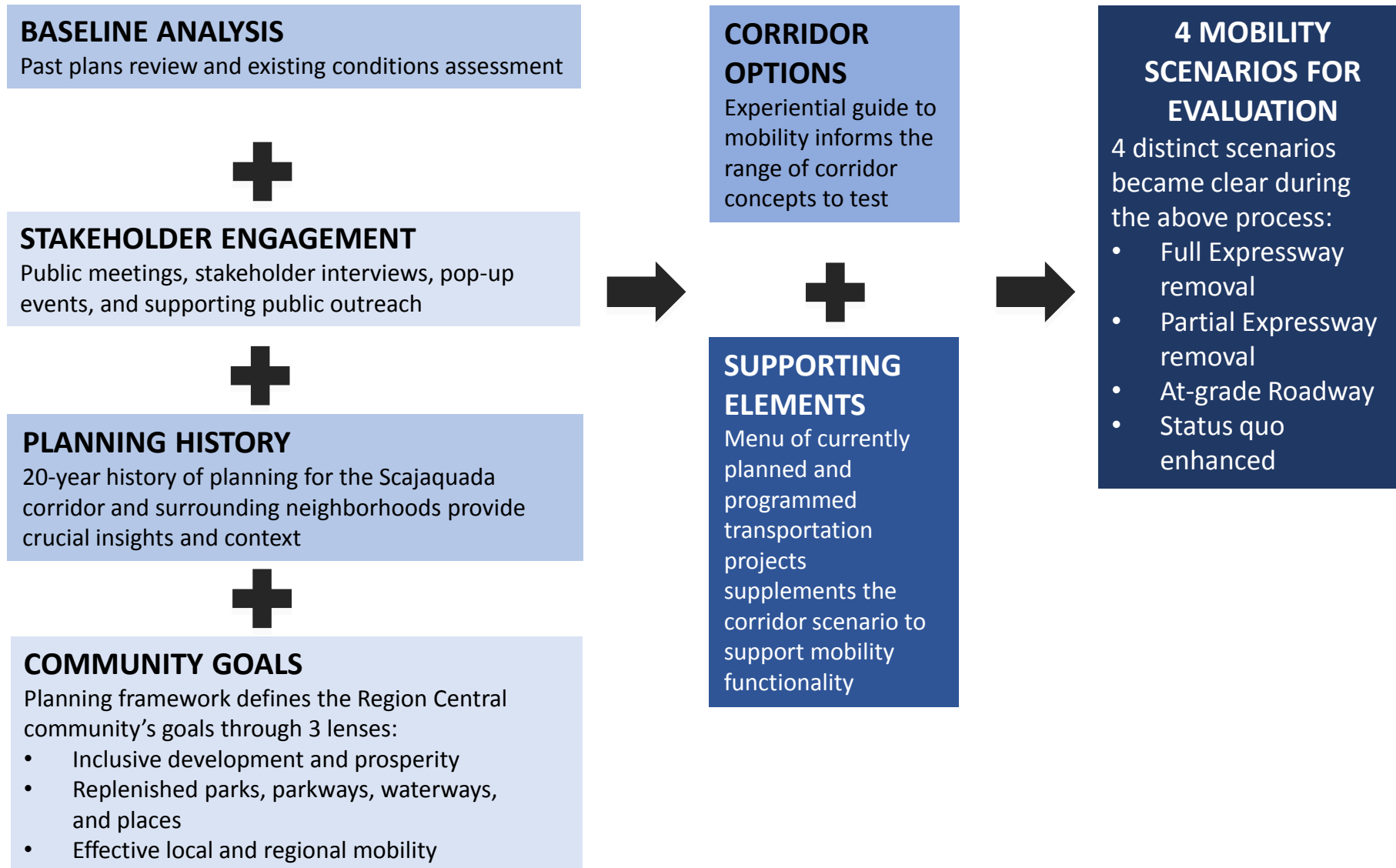
- Acknowledges and drawing from this initiative's 20 years of history.
- Different from the previous process in “bottom-up” scenario emphasizing local perspective.
- Driven by data and community dialogue.
- Transparent decision-making process.
- Updates regional data and transportation perspective to reflect current and projected circumstances.





REGION CENTRAL

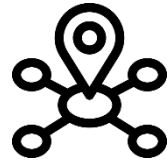
Mobility Scenario Development Process



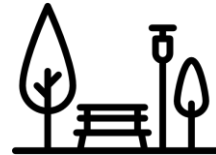
Each Scenario Designed to Reflect the Community's Vision and Goals Through 3 Lenses



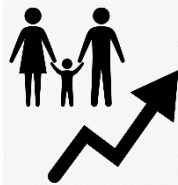
**REGION
CENTRAL**



Effective Local and Regional
Mobility



Replenished Parks, Parkways,
Waterways, and Place



Inclusive Development and
Prosperity



REGION CENTRAL

Full
Expressway
Removal

At-Grade
Roadway

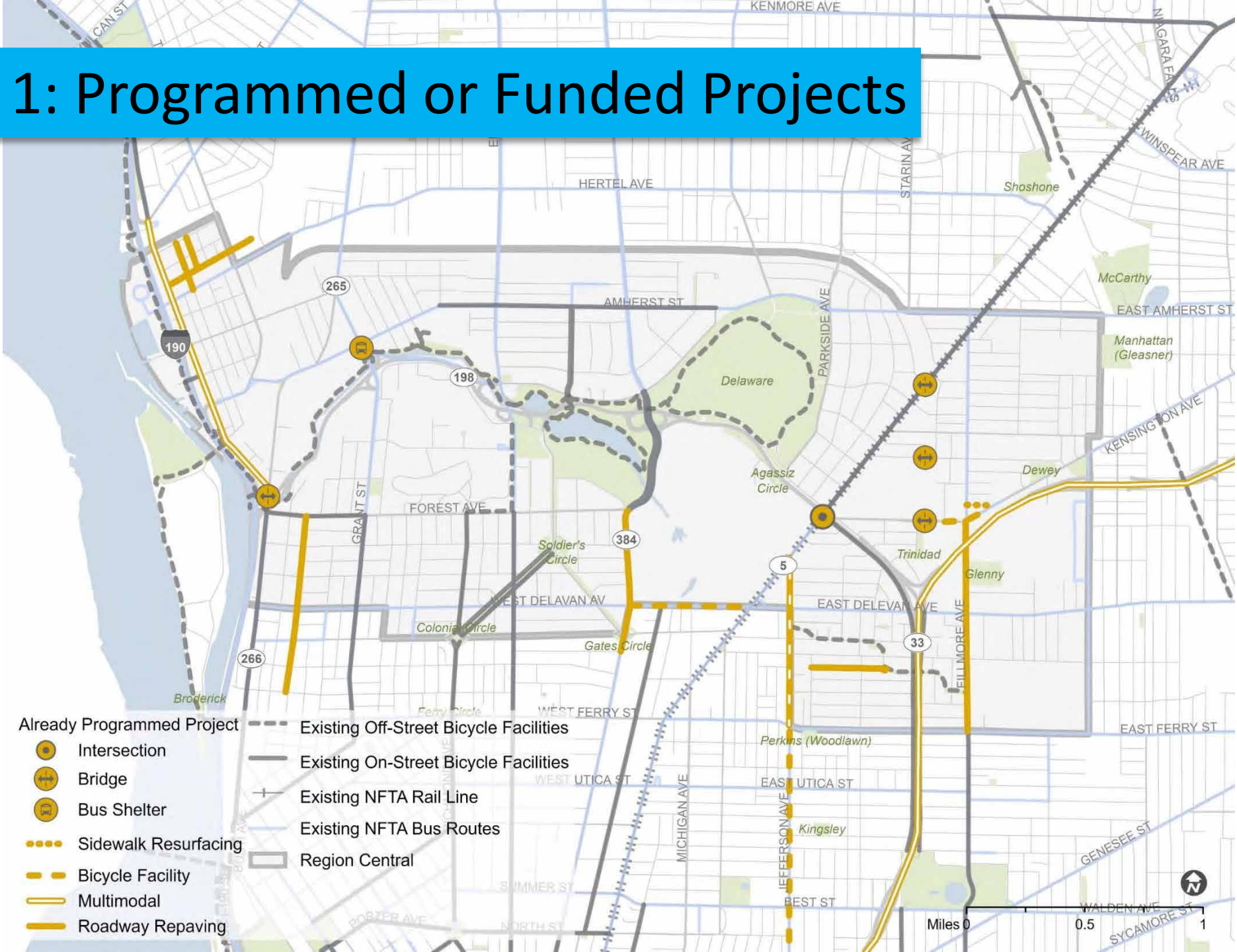
Partial
Expressway
Removal

Status Quo +

Four Scenarios have been developed to test the outcomes of different combinations of interventions on the **Expressway corridor** and across **Region Central**

Each Scenario is defined by 3 layers:
Each a different way to solve the problem...

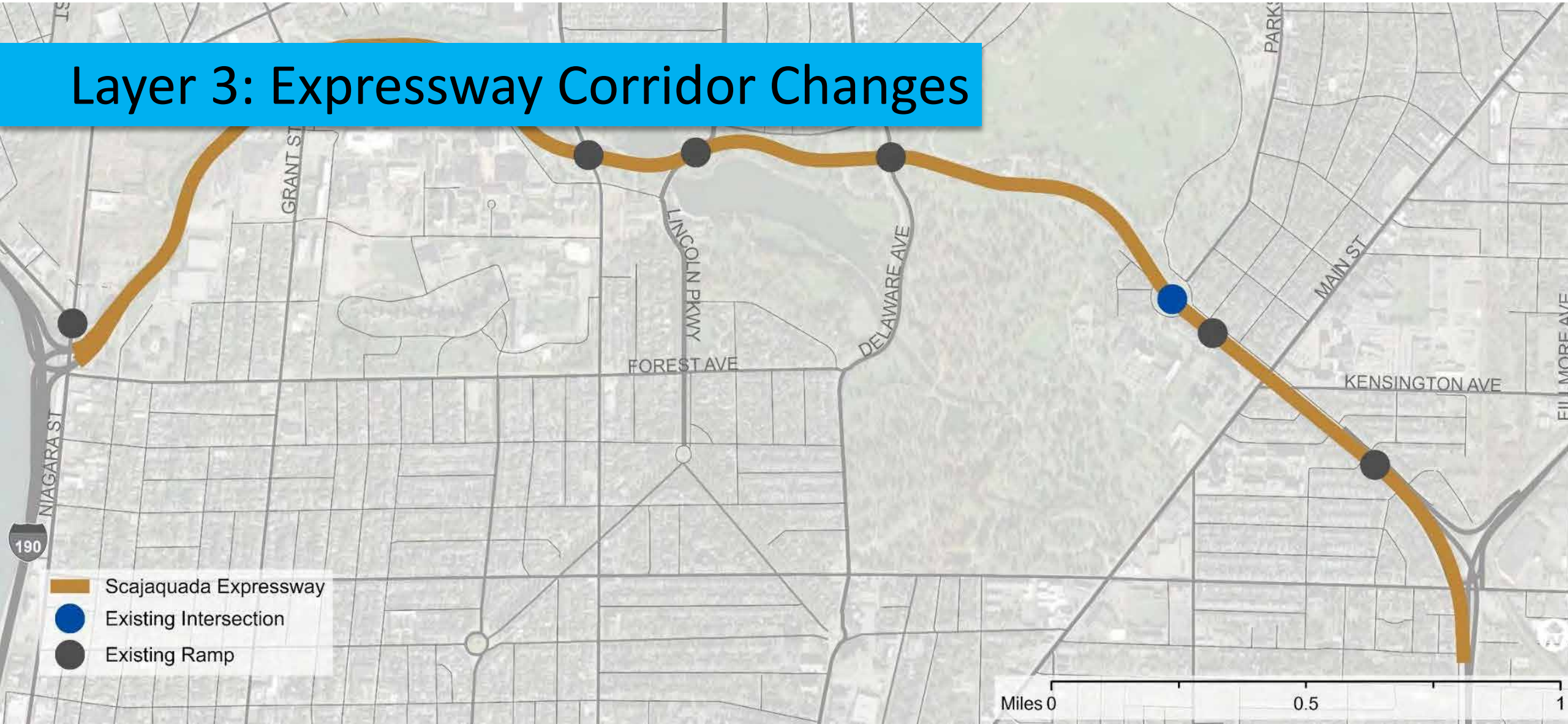
Layer 1: Programmed or Funded Projects



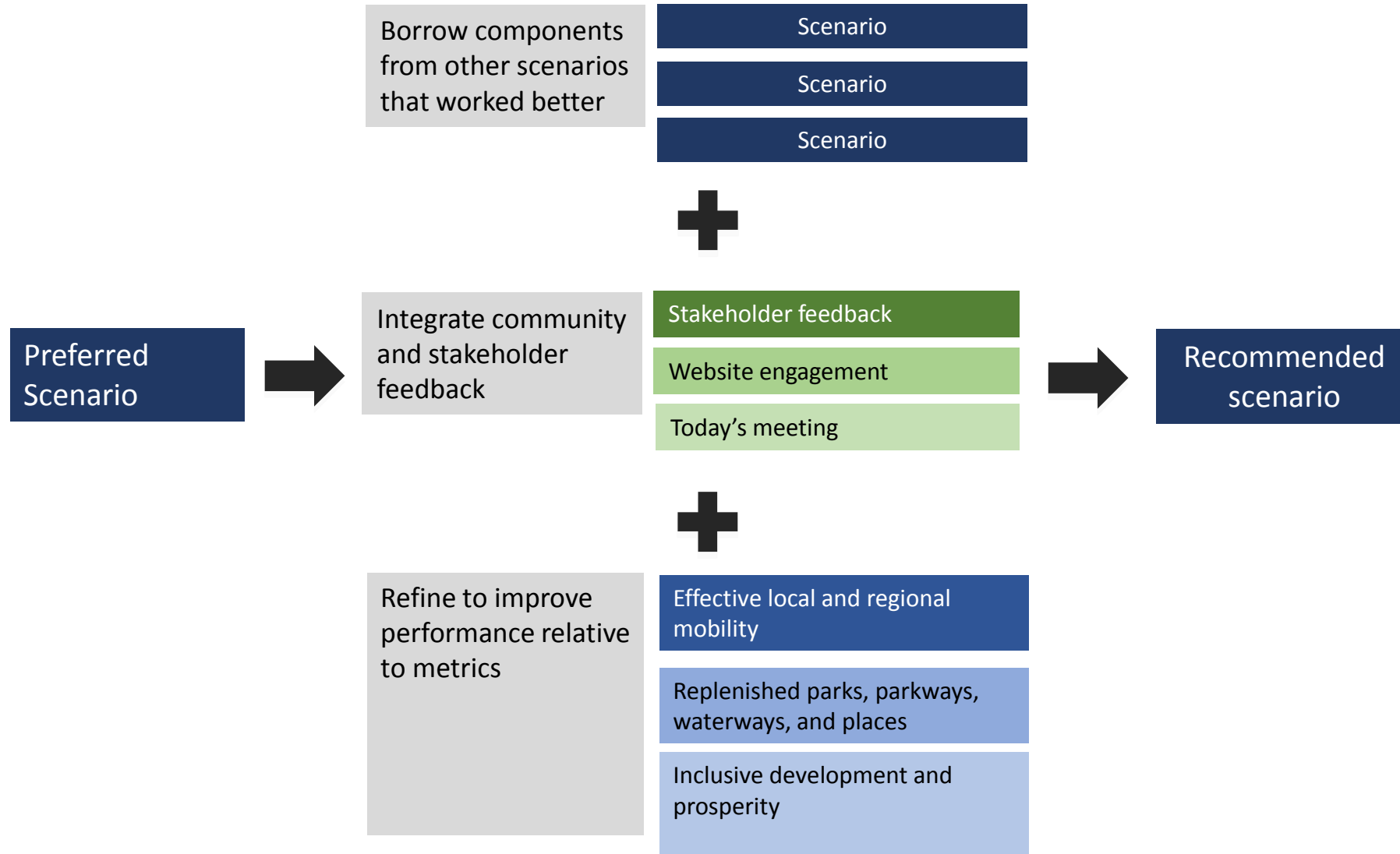
Layer 2: Supporting Elements

Mobility Infrastructure	Mobility Policy	Additional Elements
<ul style="list-style-type: none">• Regional Highways• Roadways• Signals• Bicycle Infrastructure• Pedestrian Infrastructure• Transit Infrastructure and Service• Parking• Freight• Access to parks, the creek, and destinations	<ul style="list-style-type: none">• Transit Oriented Development (TOD) Policy• Parking Policy• Smarter Mobility• Transportation Demand Management (TDM)• Multimodal Policy	<ul style="list-style-type: none">• Parks & Waterways• Land Use• Inclusive Community & Economic Development

Layer 3: Expressway Corridor Changes



Optimizing A Preferred Scenario





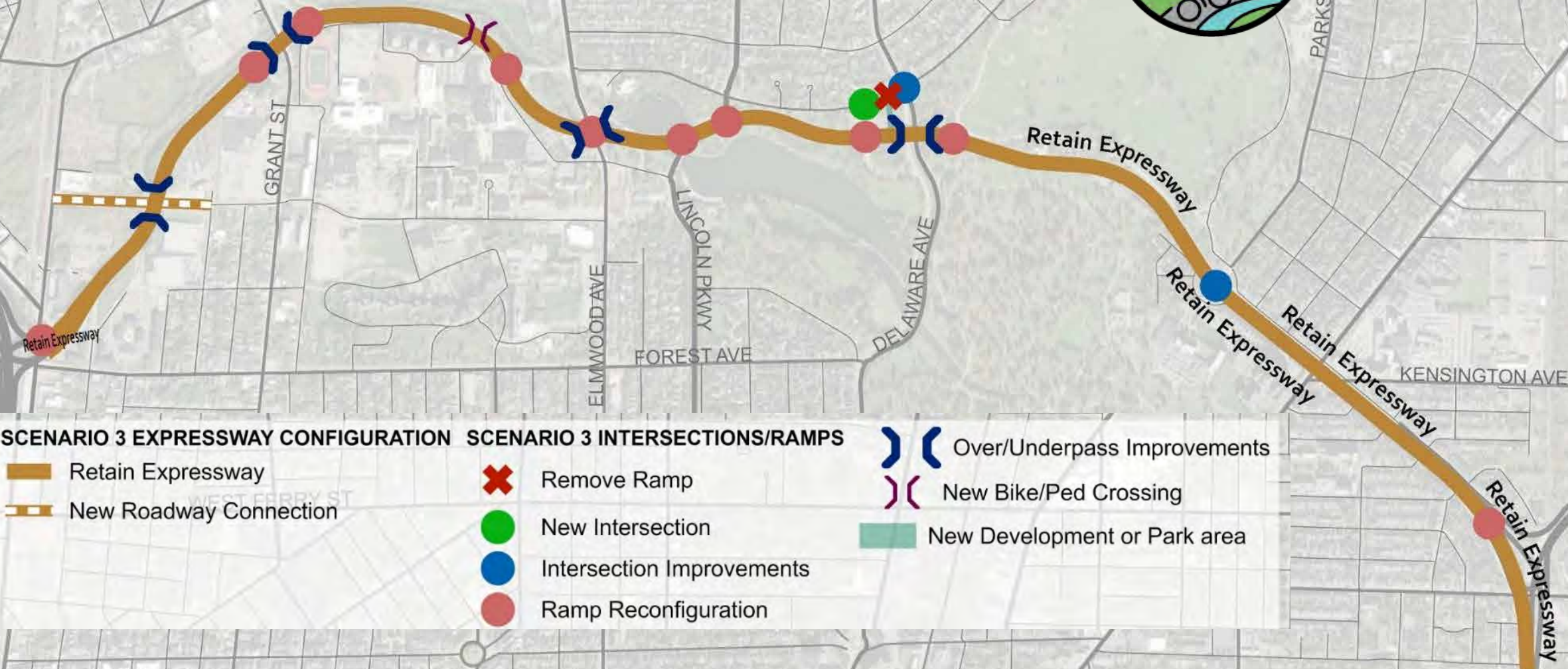
Region Central Scenarios

One Example

Scenario 3: Status Quo +



REGION CENTRAL



SCENARIO 3 EXPRESSWAY CONFIGURATION

- Retain Expressway
- New Roadway Connection

SCENARIO 3 INTERSECTIONS/RAMPS

- Remove Ramp
- New Intersection
- Intersection Improvements
- Ramp Reconfiguration

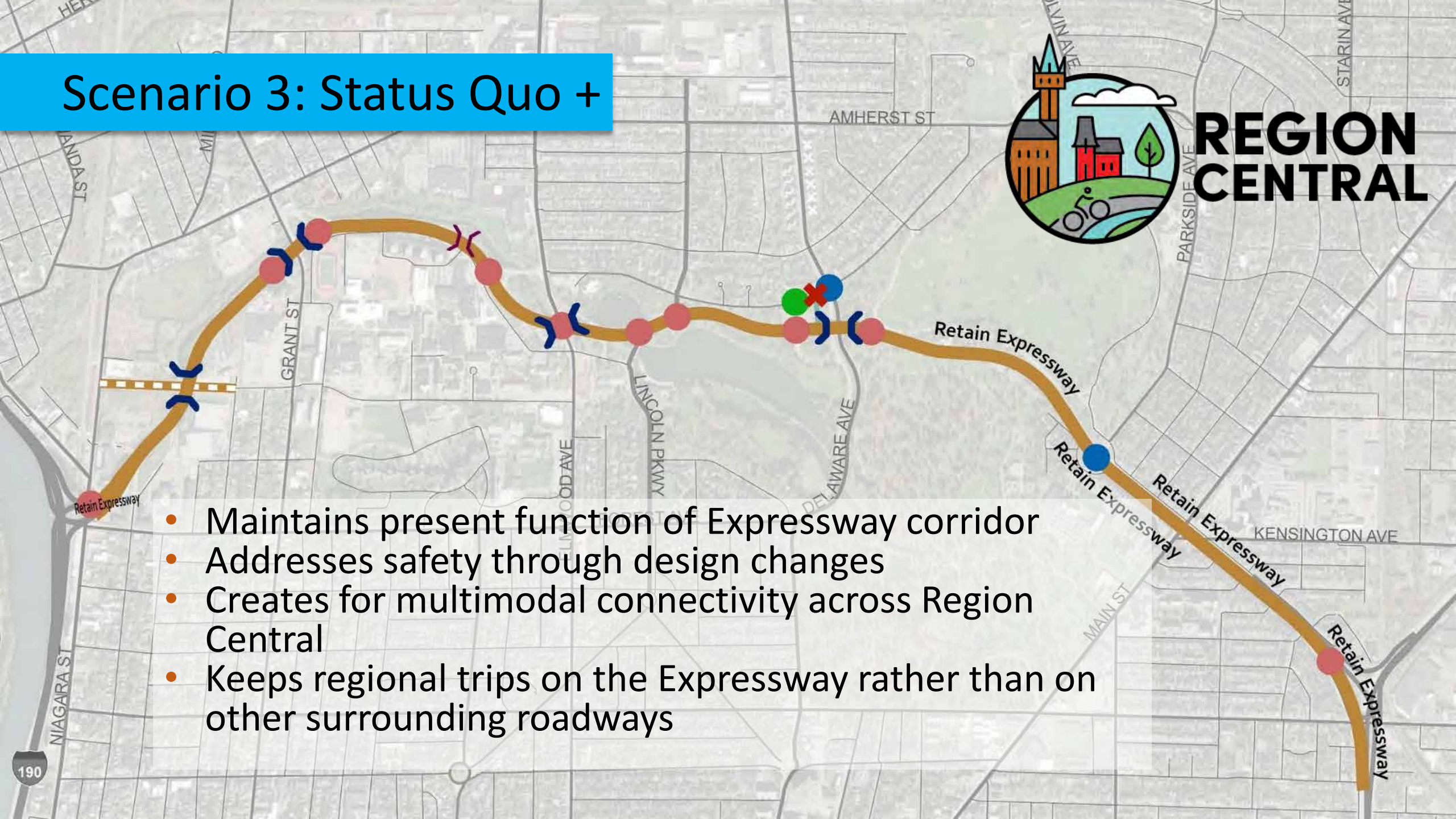
- Over/Underpass Improvements
- New Bike/Ped Crossing
- New Development or Park area

Scenario 3: Status Quo +



**REGION
CENTRAL**

- Maintains present function of Expressway corridor
- Addresses safety through design changes
- Creates for multimodal connectivity across Region Central
- Keeps regional trips on the Expressway rather than on other surrounding roadways

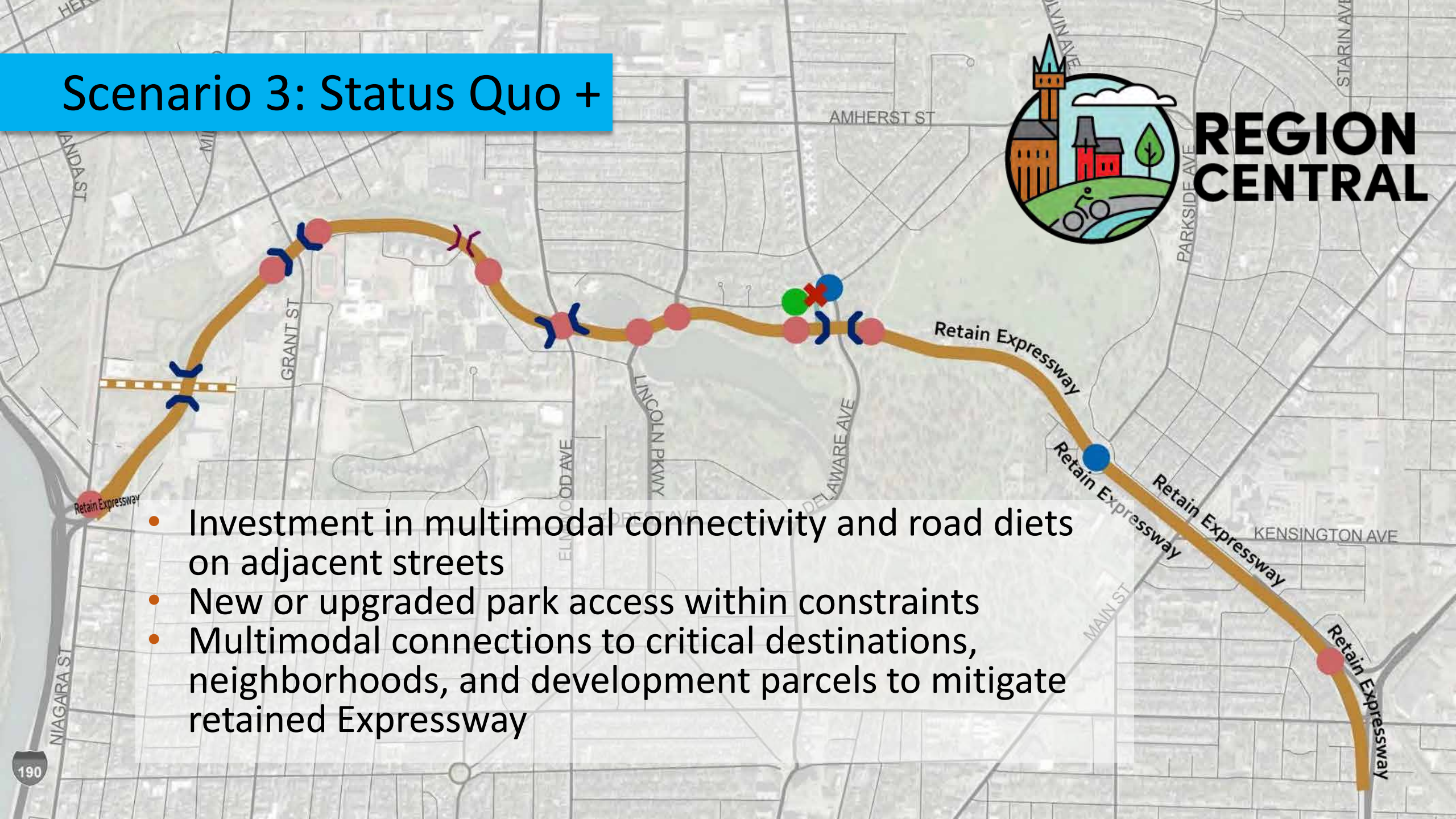


Scenario 3: Status Quo +

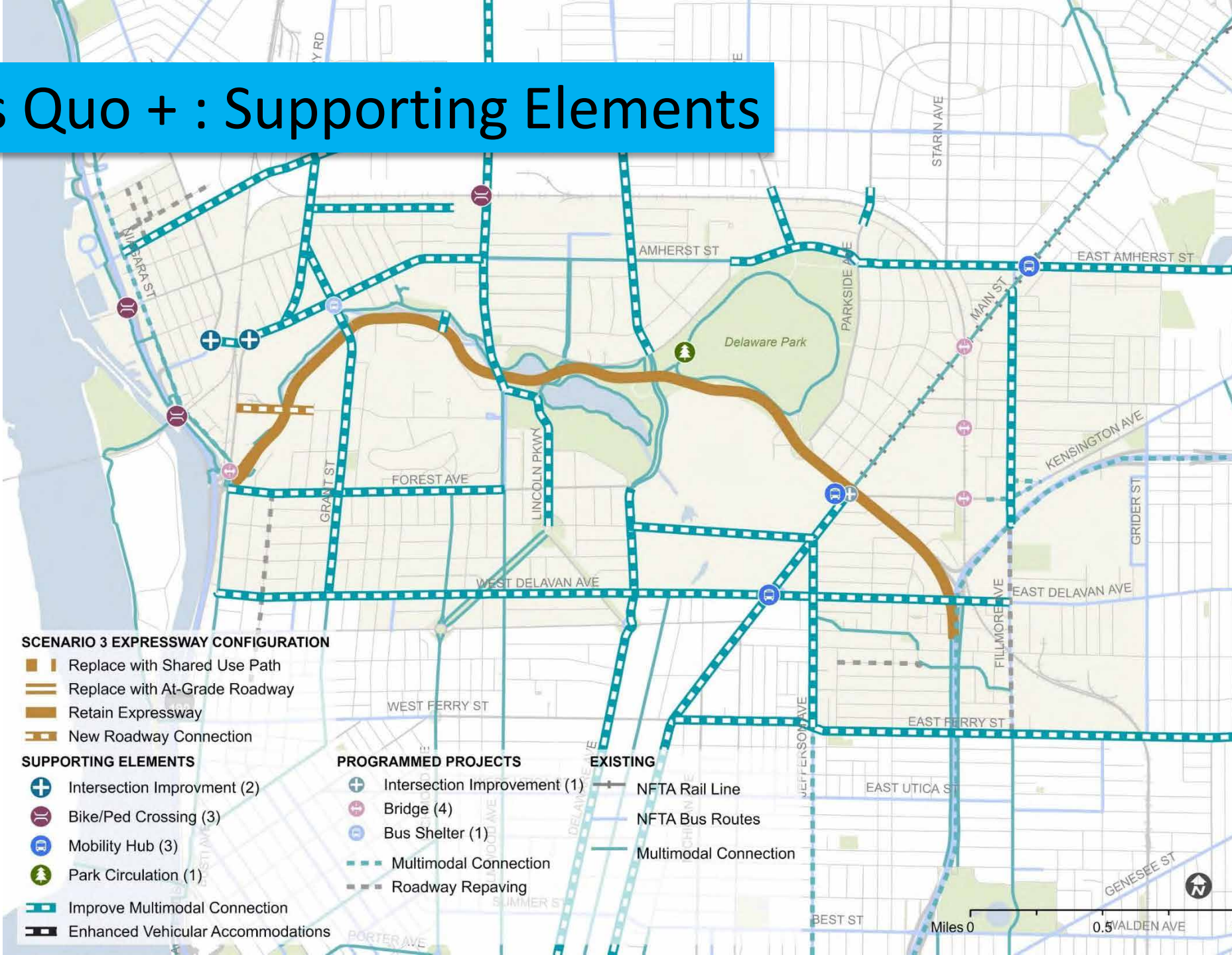


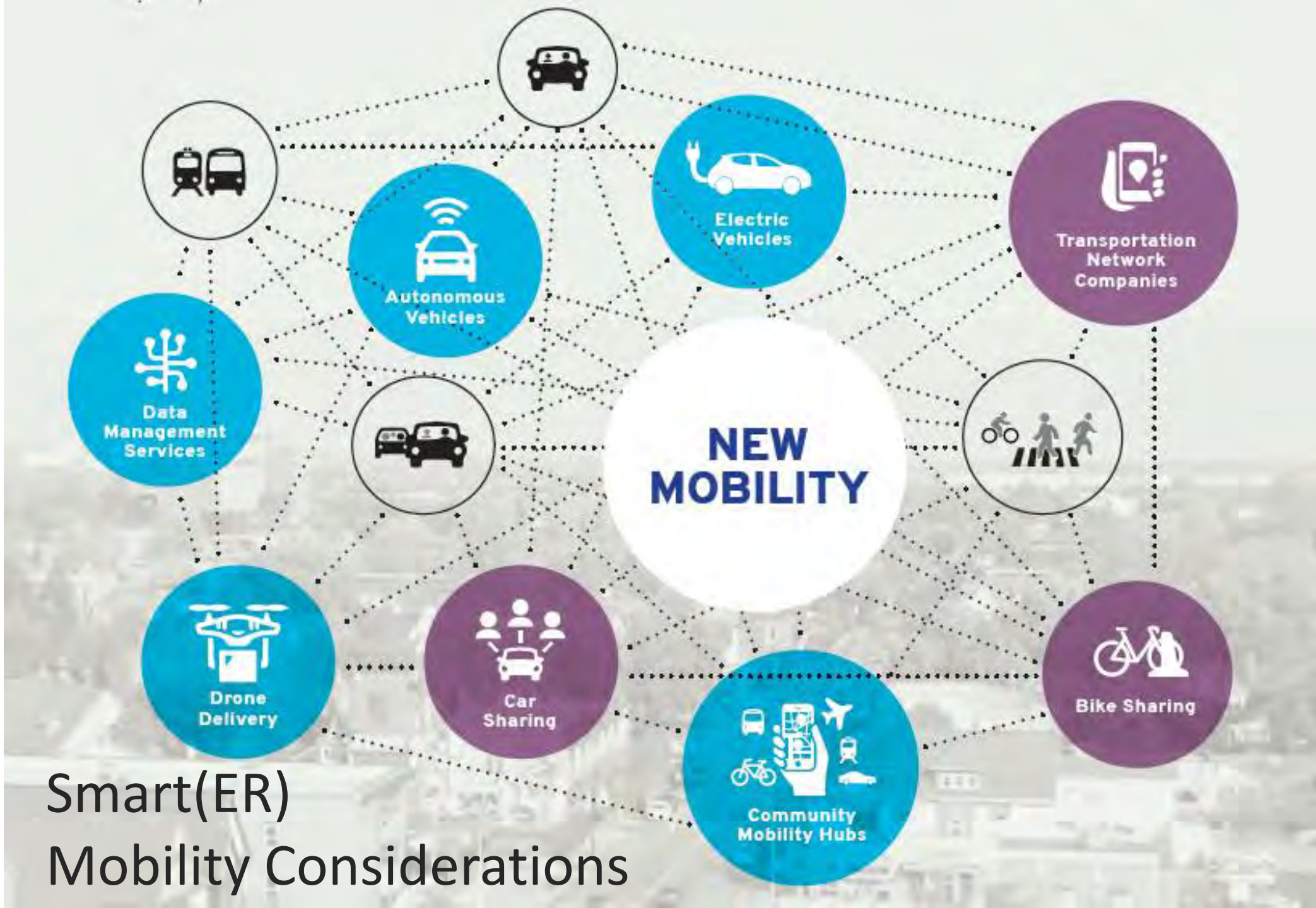
**REGION
CENTRAL**

- Investment in multimodal connectivity and road diets on adjacent streets
- New or upgraded park access within constraints
- Multimodal connections to critical destinations, neighborhoods, and development parcels to mitigate retained Expressway



Status Quo + : Supporting Elements





Smart(ER)
Mobility Considerations



REGION CENTRAL

- Bring focus on long term investments in Region Central and how access/mobility improvements can facilitate shared vision
- Invoke a collaborative decision process
- Determine owners and resource commitments/needs/funding
- Establish continuing mechanism to ensure project delivery
- Measure results against metrics





REGION CENTRAL



Greater Buffalo Niagara Regional Transportation Council

**NYSDOT
FTA Section 5310
Enhanced Mobility of Seniors and
Individuals with Disabilities Program
Program
2022 Solicitation**



GBNRTC PCC Meeting
April 6, 2022



Greater Buffalo Niagara Regional Transportation Council

Coordinated Human Services Transportation Plan



What is the Coordinated Transportation Plan?

- Provides the framework for improving transportation services for persons with disabilities, older adults, individuals with lower incomes.
- Strives for communities to coordinate transportation resources provided through multiple sources.

Section 5310 Eligible Activities

Section 5310 project examples include:

- Buses and vans
- Wheelchair lifts, ramps and securement devices
- Transit-related technology information systems,
- scheduling and routing
- Acquisitions of transportation services under a contract or lease

Section 5310 Eligible Activities

Section 5310 project examples include:

- Travel training
- Volunteer driver program
- Building an accessible path to a bus stop including curb-cuts,
- Accessible pedestrian signals or other accessible features
- Purchasing vehicles to support accessible taxis or ridesharing programs
- Mobility management programs

Section 5310 Timeline Overview

- Application deadline March 21, 2022
- Applications to MPOs – Early April
- HSTP Review Team to review eligible applications received in April
- HSTP Review Team to meet on May 6 to review and make award recommendations to NYSDOT Albany

COMPLETE TRIP

ITS4US



MOVING FORWARD 2050

Phase 1 Team



Program Management,
Transit Planning,
Multimodal Accessible
Transportation
Standards Expertise



Systems Integration,
CAV Testing,
Self-Driving Shuttle
Operations, Inclusive
Design



Inclusive design, ADA
compliance, universal
design, Disability
market research



Performance
measurement,
evaluations, travel
surveys and travel
behavior lead



Transit trip planning
requirements, Open
Trip Planner



Community and
partnership engagement.
Transportation access,
neighborhoods and
housing planning

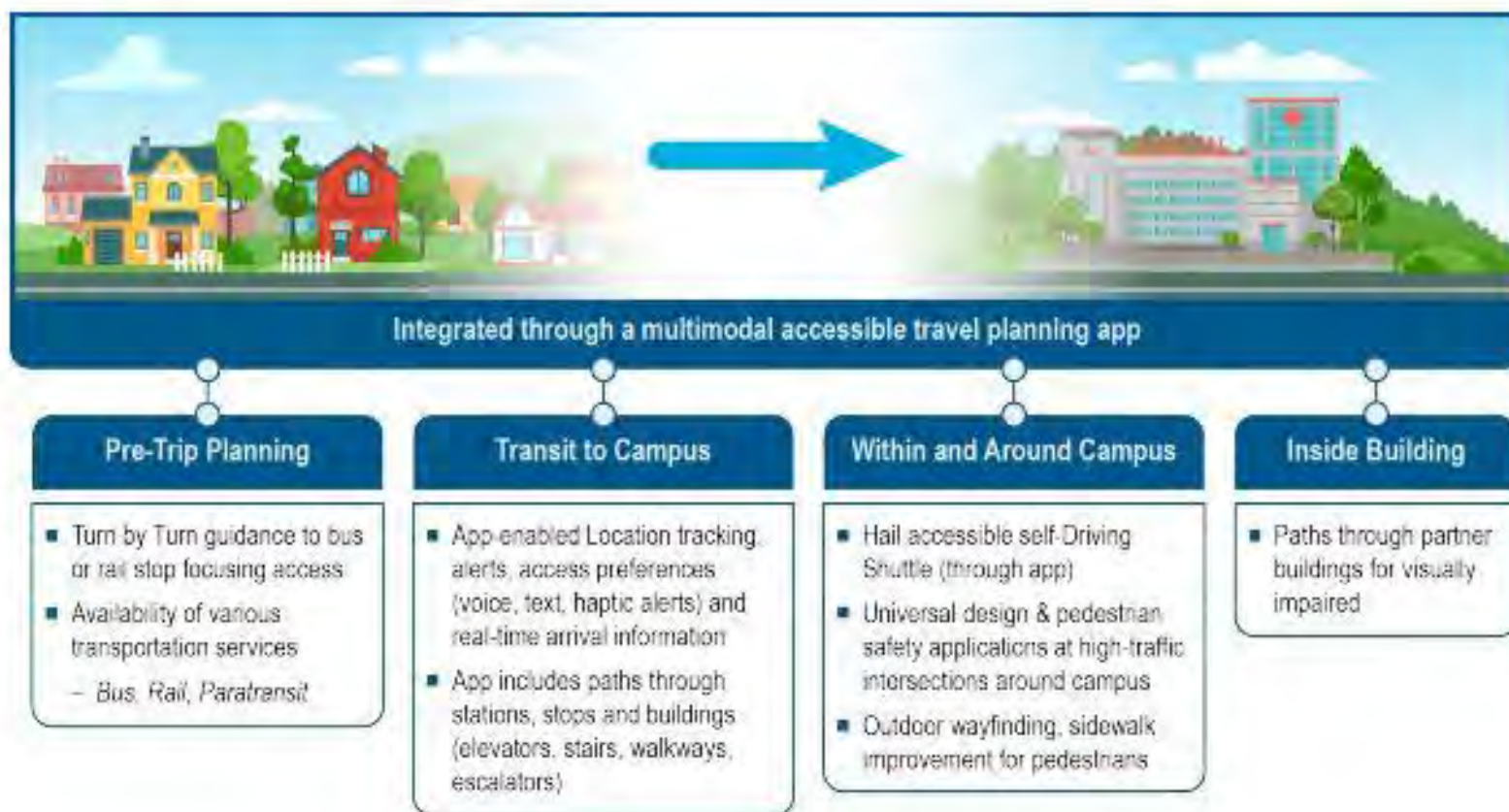
Agency Partners/Stakeholders in Phase 1



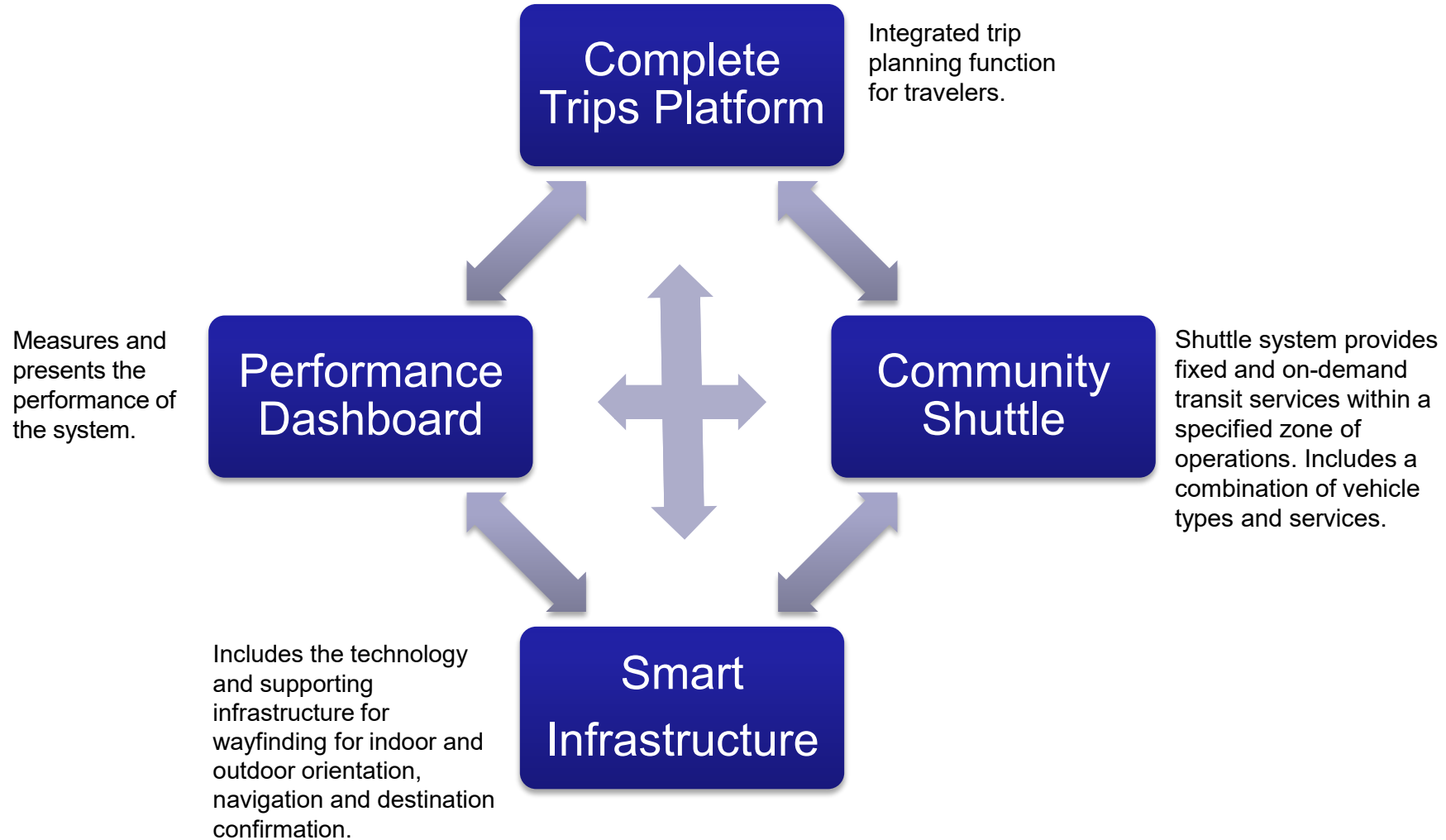
The team will also reach out to **critical stakeholders**, which already have strong relationships with BNMC:

- **Neighborhood associations** (The Fruit Belt Coalition, The Masten Block Club Coalition, The Allentown Association).
- The **BNMC Transportation Operations Council**.
- **Medical and Health Care Partners** (Buffalo Hearing & Speech Center, VIA, Kaleida Health, Roswell Park)
- **Community and Human Service Organizations** (Western New York Independent Living, Age Friendly Erie County, People Inc., Aspire of WNY).

Integrated Deployment



Key Components for Deployment



User Engagement Approach by Phase

1

Phase 1 – Planning

- Identify 50-60 early users of the complete trip deployment through IDEA Center, ODO and BNMC Partner connections during ConOps development. (Concept Development Pool).
- Conduct preliminary travel behavior data collection and needs assessment with early users.
- Incentivize engagement of early users through regular interactions through BNMC.

2

Phase 2 – Design and Deployment

- Expand user pool by collaborating with the medical institutions to about 100 while maintaining early users (Pre-Deployment Pool).
- Pre-deployment users will try and provide data/feedback on beta versions and early releases of app, test out self-driving operations, wayfinding and intersections.

3

Phase 3 – Demonstration

- Leverage IDEA center and BNMC to identify a population sample for Phase 3. Minimum of 500 participants of the app gathered through address-based sampling or social media sampling.
- Incentivize participation in Phase 3.
- Maintain pre-deployment pool for continued engagement during Phase 3 allowing for longitudinal behavior change assessment.

COMPLETE TRIP

ITS4US

APR
19

Complete Trip - ITS4US
Deployment Program:
ICF/Buffalo, NY ICTDP Webinar

by ITS America

321 followers

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Free



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Integrated Complete Trip Deployment Plan Webinar - ICF/Buffalo, NY

About this event

Date and time

Tue, April 19, 2022

2:00 PM - 3:30 PM EDT

- Registration link:
<https://www.eventbrite.com/e/complete-trip-its4us-deployment-program-icfbuffalo-ny-ictdp-webinar-registration-260225480417>

Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Next PCC Meeting Date is May 4, 2022 @ 9:30 am
- Adjournment





Planning and Coordinating Committee (PCC) Meeting

Wednesday May 4, 2022 9:30AM

Public Participation via Facebook Live

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

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

DRAFT AGENDA

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (4-6-22) Meeting Minutes

II. DISCUSSION ITEMS

- A) TPS Action Item Approvals
- B) TIP Development Update
- C) Safe Streets and Roads for All (SS4A) Grant Program
- D) Carbon Reduction Program
- E) Passenger Rail Initiatives and Funding Opportunities
- F) GBNRTC Modeling Initiatives
- G) WNY Regional Trails Coalition Steering Committee
- H) Willow Ridge - Parkview Action Plan

III. STATUS REPORTS/INFORMATION

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

V. MEETING ADJOURNMENT

NEXT MEETING CONFIRMATION: June 1, 2022

**Greater Buffalo-Niagara Regional Transportation Council (GBNRTC)
Minutes of the May 4, 2022 Planning and Coordinating Committee (PCC) Meeting**

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on May 4, 2022 at 9:35 am.

The following GBNRTC-PCC representatives were present:

- | | |
|-------------------|------------------|
| 1. NFTA | Darren Kempner |
| 2. NYSTA | Scott Helser |
| 3. NYSDOT | Dave Hill |
| 4. Buffalo | Nolan Skipper |
| 5. Niagara Falls | Eric Cooper |
| 6. Erie County | Darlene Svilokos |
| 7. Niagara County | Garret Meal |

Others present were:

- Athena Hutchins NITTEC
- Jim Cuzzo NYSDOT
- Joe Buffamonte NYSDOT
- Kim Amplement Town of Amherst
- GBNRTC Staff (7)
- 10 members of the public viewing through Facebook Live link

I. PROCEEDINGS

Chairman (Mr. Helser from NYSTA) called the meeting to order at 9:35 a.m.

A. Roll Call

All members were present.

B) Public Participation

There were no public comments submitted in time for the agenda item. Four comments were submitted after the allocated time and are listed below.

1. Jim Jones: Support commuter rail between Buffalo & Niagara Falls
2. In response to Jim Jones' comment, Carl Skompinski said "and figure out a quicker way to cross the border via rail"
3. Carl Skompinski: Where is NYS with its HSR project? Plans for Buffalo? Is there bike infrastructure to connect UB North to Ellicott Creek Park?
4. Fr. Jud Weiksnar: Would the Youngs Road interchange be a new interchange with the NYS Thruway?

C) Approval of Meeting Agenda

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

D) Approval of Previous Meeting Minutes

All present were in favor of a motion (*DOT/BUF*) to approve the 4/6/22 meeting minutes.

II. DISCUSSION ITEMS

A. TPS Action Approvals (Guarino)

- PIN 5815.58 HELP Program; I-290 & RT 33, SFY 22/23 - SFY 24/25
 - i. Merged two (2) existing Highway Emergency Local Patrol (HELP) truck programs
 - ii. PIN 5809.38 (I-290) \$0.972M matched NHPP
 - iii. PIN 5809.39 (NY Route 33) \$1.054M matched NHPP
 - iv. Approved as AdMod #121
- PIN 5763.14 Raymond Rd: Dysinger Rd. to Rapids Rd.
 - i. The current let was 4/24/24 (FFY 24)
 - ii. The requested let was 6/15/23 (FFY 23).
 - iii. The project total increased by \$0.2M.
 - iv. Approved as AdMod #122
- PIN 5763.47 Parker Blvd Complete Streets
 - i. Move let from FFY 23 to FFY 22.
 - ii. \$8K of federal funds from ROW phases was moved to construction, as sponsor is covering ROW I & ROW A.
 - iii. \$110K of local funds for construction inspection was added to TIP as CI was planned to be locally funded from project initiation, but funds was not currently shown on TIP.
 - iv. Approved as AdMod #123.

B. TIP Development Update (Guarino)

- TIP/STIP guidance from NYSDOT MO received on March 25 and included preliminary regional planning targets that may be used to inform the development of the FFY 23-26 STIP update
- Once NYSDOT Main Office allows the regions to release their new project list, we will begin work on a constrained project listing.
- GBNRTC staff has assigned Air Quality exemption codes to all of the project candidates that we have received to send to Patrick/ICG so that they can begin to evaluate. This is consistent with what the other NYSMPOs are doing.
- TIP approval resolution needed by July 18. This is a 6-week extension. The possibility of a further extension is being discussed in Albany.
- The TIP development schedule was presented:

Activity	Sub-Activity/Milestone	Date
Project Development and Review	Call for new projects	<i>April 21 to April 22</i>
	Review current system conditions	
	Review FFY 23-24 projects and candidates from last TIP cycle	
	Complete and prioritize agency project candidate forms	
	Project proposal summary distributed to members to review	
	Agency Project proposal presentations at TPS	
	Project (with MTP linkage) evaluation completed	
	Receive TIP Guidance and Funding targets from NYSDOT MO	
Fiscal Constraint and Air Quality Conformity	Develop draft fiscally constrained project listing	<i>April 22 to June 22</i>
	TPS meeting(s) to discuss draft project list	
	Develop final project listing	
	Propose suggested air quality conformity exemption codes to ICG	
	TPS recommends final project list to PCC	
	Begin entering projects into eSTIP	
	Complete draft air quality conformity determination document	
	PCC approval of draft fiscally constrained project list	
Complete fiscal constraint tables per FHWA/FTA requirements		
Public Review and Agency Consultation	Initiate AQ conformity determination 30-day public review	<i>June to July 22</i>
	Initiate Draft TIP 30-day Public Review	
	FHWA, FTA and NYSDOT MO review	
	Conduct TIP Public Meeting	
	Interagency consultation	
	Respond to all comments	
	Final document assembled and completed	
	PCC recommends TIP and conformity doc to Policy Committee	
TIP/STIP Approval	Policy Committee approves conformity doc and TIP	<i>July 22 to Oct 22</i>
	Final document printed and posted to Internet	
	TIP incorporated into STIP	
	STIP goes out for public review	
	NYSDOT Main Office STIP approval	
	FHWA and FTA approval	
	Final document distributed to members and posted online	

C. Safe Streets and Roads for All (SS4A) (Guarino)

- A new discretionary grants program under BIL that will provide \$5-6 billion in grants over the next 5 years
- Funding supports regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.
- The program supports Secretary Buttigieg’s National Roadway Safety Strategy and a goal of zero deaths and serious injuries on our nation’s roadways.
- The development and establishment of a Comprehensive Safety Action Plan is a key component of this program.
- Who will be eligible to apply for grant funding?
 - i. Metropolitan planning organizations;
 - ii. Counties, cities, towns, other special districts that are subdivisions of a State, and transit agencies;
 - iii. Federally recognized Tribal governments; and
 - iv. Multijurisdictional groups comprised of the above entities.
- What are Eligible activities?
 - i. Develop or update a Comprehensive Safety Action Plan.
 - ii. Conduct planning, design, and development activities in support of an Action Plan.
 - iii. Once a Comprehensive Safety Action Plan is developed, you could:
 1. Begin considering which specific activities and projects would address their most pressing roadway safety issues.
 2. For potential projects, consider the extent to which additional planning and design is needed, and assess the applicability of laws such as the National Environmental Protection Act, the National Historic Preservation Act, or the Americans with Disabilities Act.
- Program link (with recorded webinars and slides): <https://www.transportation.gov/grants/SS4A>
- More details will be provided as they are released.
- There was discussion about the need for a regional Safety Action Plan and a suggestion that that the MPO could lead the effort.

D. F Carbon Reduction Program (CRP) (Guarino)

- New program announced on April 21 under the Bipartisan Infrastructure Law.
- \$6.4 billion in formula funding for states and localities over five years
 - i. NY State 5-year funding under BIL - \$257.8M
 - ii. 2022 NY State funding - \$49.5M.
- Will help states develop carbon reduction strategies and address the climate crisis facing our nation.
- States can use the funds in CRP to expand transportation options for American families that can help them save money on gas.
- States must also develop carbon reduction strategies in consultation with Metropolitan Planning Organizations to identify projects and strategies tailored to reduce carbon dioxide emissions.
- Project examples include:
 - i. Installing infrastructure to support the electrification of freight vehicles or personal cars.
 - ii. Constructing Bus Rapid Transit corridors.
 - iii. Facilitating micro-mobility and biking.
 - iv. On- and off-road trail facilities for pedestrians, bicyclists and other nonmotorized forms of transportation and projects that support the deployment of alternative fuel vehicles.
- More details will be provided as they are released.
- Additional IIJA/BIL NOFAs to be released:
- May
 - i. Bridge Investment Program (Federal Highway Administration)
 - ii. Transit-Oriented Development Pilot Program (Federal Transit Administration)
 - iii. University Transportation Centers Program (Office of the Secretary)
 - iv. Natural Gas Distribution Infrastructure Safety and Modernization Program (Pipeline and Hazardous Materials Safety Administration)
 - v. Safe Streets and Roads for All Grant Program (Office of the Secretary)

- vi. Nationally Significant Federal Lands and Tribal Project Program (Federal Highway Administration)
- June
 - i. Railroad Crossing Elimination Program (Federal Railroad Administration)
 - ii. Ferry Programs: Electric or Low Emitting Ferry Program; Ferry Service for Rural Communities Program; Passenger Ferry Grant Program (Federal Transit Administration)
 - iii. Reconnecting Communities Pilot Program (Office of the Secretary)
- July
 - i. All Stations Accessibility Program (Federal Transit Administration)
 - ii. Rail Vehicle Replacement Program (Federal Transit Administration)
- Late Summer/Fall
 - i. National Culvert Removal, Replacement, and Restoration Grant Program (Federal Highway Administration)
 - ii. Consolidated Rail Infrastructure & Safety Improvements Grant Program (Federal Railroad Administration)
 - iii. Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (Office of the Secretary)

E. Passenger Rail Initiatives (Grabau)

- Numerous efforts over the past 20 years to advance commuter and enhanced intercity rail
- Renewed momentum thanks to the Investment and Jobs Act / Bipartisan Infrastructure Bill (BIL)
- 2022-2024 UPWP | Long Range Planning task
 - i. Rail Passenger Initiatives
- Current Status
- Funding Opportunities
 - i. FRA's Corridor Identification and Development Program
 - 1. Solicitation for proposals to be issued later in 2022
 - 2. Will provide funding for:
 - a. Service Development Plans
 - b. Provide guidance for intercity passenger rail systems planning
 - c. Analytical tools and models
 - ii. FY22 Consolidated Rail Infrastructure and Safety Improvements Program (CRISI)
 - 1. NOFO expected in August 2022
 - 2. Funding for projects that improve the safety, efficiency and reliability of intercity passenger and freight rail – includes planning money
 - iii. Infrastructure for Rebuilding America (INFRA)
 - 1. 2022 Application deadline is May 23, 2022 so 2023 is next opportunity to submit.
 - 2. BIL has allocated approximately \$8 billion for INFRA over five years

F. Status of Current Traffic Studies/Analyses (Davis)

- Completed
 - i. Canalside General Project Plan Traffic Forecast Modeling (ESD / ECHDC)
 - ii. French Rd (Union Rd to Transit Rd) Operational/Reconfiguration Assessment (EC)
 - iii. Pegula Sports Event Traffic Planning (COB)
 - iv. Jefferson Ave Lane Modification Analysis (COB)
 - v. Kensington Expressway Traffic Analysis Support (NYSDOT)
 - vi. Canalside Amphitheater Event Traffic Assessment
 - vii. South Campus Roadway Configuration Analysis (Amherst)
- Ongoing
 - i. Goodell Street-Pearl Street-Tupper Street Planning Study
 - ii. Exit 50 - Assessment of Wehrle Dr Bridge Alternatives and Cleveland Drive Ramps
 - iii. Exit 50 - Main Street/I-290 Interchange Alternative Assessment
 - iv. Support NFTA in LRT EIS
 - v. Analysis Support Middle Main Project (COB)
 - vi. Analyze Ramp Reconfiguration of WB I-90 to NB 1-190
 - vii. NF Blvd & I-190 Multi-intersection Reconfiguration Analysis

- viii. Analyze the Reconfiguration of I-190 Niagara/Virginia ramps with Niagara St Operations
- ix. Region Central - Modeling/Traffic Analysis of Preferred Alternative Scenario
- x. Reconfiguration of Twin Cities Highway Rt 425 in the City of North Tonawanda
- xi. Youngs Rd Interchange Analysis
- xii. Gunnville Rd Interchange Analysis
- xiii. Eggert Road Lane Modification Analysis (Amherst, Tonawanda, Erie County)
- xiv. Operational Analysis - 179 & 62 with 179 & I-90 Ramps
- xv. Miovision Smart Traffic Signal Deployment (Amherst)
- xvi. Support NITTEC in ATCMTD Implementation Phase II
- Preliminary
 - i. Support Town of Amherst in Opportunity Zone GEIS initiatives
 - ii. Pine Avenue Complete Street Analysis
 - iii. Rainbow Avenue Lane Reconfiguration Analysis
 - iv. NF Main Street Lane Reconfiguration Analysis
 - v. Evans Rd - Operational Analysis of Current and Forecasted Traffic (Williamsville)
 - vi. Beaver Island Pkwy Bridge Closure Analysis
- G. Regional Trails Coalition Steering Committee Meeting Update (Weymouth)
 - The WNY Regional Trails Coalition is a collaboration of non-profit organizations, foundations, and government agencies working to advance completion of a connected network of trails throughout WNY.
 - Regional Bicycle Master Plan Vision and Goals: The Buffalo Niagara Region strives for a modern, well-supported, all-season greenway trail and on-street bicycle network that provides residents and visitors of all ages and abilities direct, safe and intuitive connections to and from the places residents and visitors want to go.
 - Regional Trails Coalition Meeting Attendees
 - i. City of Buffalo, Department of Public Works
 - ii. Niagara Frontier Transportation Authority
 - iii. New York State Department of Transportation
 - iv. WNY Land Conservancy, Riverline
 - v. Community Foundation for Greater Buffalo
 - vi. New York State Parks
 - vii. Niagara River Greenway
 - viii. GObike Buffalo
 - GObike will provide support for this coalition as well as technical assistance to support municipalities seeking to move forward with projects from the plan.
 - May include support for public outreach activities as well as preliminary design, funding package development and grant writing.
- H. Willow Ridge and Parkview Action Plan (Weymouth)
 - The Towns of Amherst and Tonawanda have initiated a joint community planning project in the Willow Ridge and Parkview Triangle neighborhoods.
 - The aim is to develop an Action Plan for these neighborhoods to address various problems and create opportunities to improve connectivity, recreation, building maintenance and pedestrian safety.
 - The Towns will employ the Action Plan to update Comprehensive Plan policies, create new goals and objectives, and utilize implementation strategies to create a more vibrant, connected and safe inter-municipal community.
 - Interest has been expressed at public meetings/events for improved/additional bike paths, NFB improvements, better connectivity, village node improvements, better access to parks and increased amenities.
 - Next Steps
 - i. Action Plan Development through the end of June.
 - ii. Public input on the draft plan this summer.
 - iii. Final Action Plan in later summer/early Fall.

IV. STATUS REPORTS/INFORMATION

A. Member Agency Reports

- NFTA (Kempner) reported that
 - A RAISE grant application for BRT on Bailey Ave has been submitted

- It is important for METRO riders to check the NFTA website for any rerouting caused by spring road construction projects.
- It is Clean Air Month.
- Erie County (Svilokos) reported that paving season has begun.
- Niagara County (Meal) reported that construction season has begun.
- NYSDOT (Hill) reported that Region 5 hopes to announce their TIP candidate projects soon.
- NITTEC (Hutchins) reported that
 - Two half day workshops on the ATCMTD project will be held next week (May 12 and 13) at the Thruway offices. The next set of workshops have been scheduled for June 20 and 21 but a location has not set at this time. Current ATCMTD project completion deadline may need to be extended past December 23 due to early administrative challenges.
 - Trying to resolve customs issues due to ongoing COVID requirements.
- All other members declined the opportunity to report.

B. Director's Report.

- Guarino noted several additional items including:
 - Happy Spring! Please be aware of road construction underway or about to begin and plan your routes accordingly. Be aware of the additional bicycles, pedestrians and motorcycles sharing our roads.
 - May is Buffalo Bike Month. Over 40 participating organizations and 31 events have joined in the celebration. The first major event of the month, Bike to School Day, was today. Whether you are a lifelong cyclist or new to the game, join in on all the fun this month and get some exercise! A full calendar of events is on the GoBike Buffalo web site.
 - We are working with Niagara County on a Rural Multimodal Project Discretionary Grant application for the replacement of 5 antiquated bridges. These bridges are often overlooked by traditional funding because of the relatively small number of vehicles crossing them each day. However, the continued operation of these bridges is critical to the agricultural interests of the county. The application deadline for this program is May 23.
 - FHWA recently accepted 2 road segments that were submitted by GBNRTC be included as Critical urban Freight Corridors in the National Highway Freight Network. This designation allows these segments to be eligible for NHFN and INFRA funding.
 - Milestrip Rd from I-190 exit ramp to Electric Avenue (.5M)
 - Young St from State St to Broad St (1.6M)
 - The Region Central public meeting will be held this evening from 5:30 to 7:30 at the Buffalo State College Alumni and Visitor Center in the Costello Room (633 Grant St). The meeting will present 4 scenarios for reimagining the Scajaquada Corridor developed over 12 months of research, planning, community outreach, and analysis and represent a range of possibilities for the future of mobility in the Scajaquada Corridor. There will be ample opportunity for public comments at the event or at on the RC website at www.gbnrtc/regioncentral.

C. Chairman Skipper made a motion to adjourn the meeting (*NFTA/EC*). *Approved.*

- Next PCC meeting will be 6-1-22 at 9:30 am.

Planning and Coordinating Committee

May 4, 2022



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

Discussion Items



TPS Action Item Approvals

- PIN 5815.58 HELP Program; I-290 & RT 33, SFY 22/23 - SFY 24/25
 - Merged two (2) existing Highway Emergency Local Patrol (HELP) truck programs
 - PIN 5809.38 (I-290) \$0.972M matched NHPP
 - PIN 5809.39 (NY Route 33) \$1.054M matched NHPP
 - **Approved as AdMod #121**
- PIN 5763.14 Raymond Rd: Dysinger Rd. to Rapids Rd.
 - The current let was 4/24/24 (FFY 24)
 - The requested let was 6/15/23 (FFY 23).
 - The project total increased by \$0.2M.
 - **Approved as AdMod #122**
- PIN 5763.47 Parker Blvd Complete Streets
 - Move let from FFY 23 to FFY 22.
 - \$8K of federal funds from ROW phases was moved to construction, as sponsor is covering ROW I & ROW A.
 - \$110K of local funds for construction inspection was added to TIP as CI was planned to be locally funded from project initiation, but funds was not currently shown on TIP.
 - **Approved as AdMod #123.**

2023-2027 TIP Development Update

- TIP/STIP guidance from NYSDOT MO received on March 25.
- Included preliminary regional planning targets that may be used to inform the development of the FFY 23-26 STIP update
- A number of issues need to be addressed as part of the State budget to develop fully developed targets.
- The new five year State capital plan will fully incorporate the estimated \$13.5 billion in formula funding under the BIL.
- State/Federal funding balance being realigned.
- NYSDOT MO has not released regional projects yet.
- TIP and Air Quality Conformity Determination approval needed by July 18...

2023 – 2027 TIP Development Schedule

<i>Activity</i>	<i>Sub-Activity/Milestone</i>	<i>Date</i>
Project Development and Review	Call for new projects	<i>April 21 to April 22</i>
	Review current system conditions	
	Review FFY 23-24 projects and candidates from last TIP cycle	
	Complete and prioritize agency project candidate forms	
	Project proposal summary distributed to members to review	
	Agency Project proposal presentations at TPS	
	Project (with MTP linkage) evaluation completed	
	Receive TIP Guidance and Funding targets from NYSDOT MO	
Fiscal Constraint and Air Quality Conformity	Develop draft fiscally constrained project listing	<i>April 22 to June 22</i>
	TPS meeting(s) to discuss draft project list	
	Develop final project listing	
	Propose suggested air quality conformity exemption codes to ICG	
	TPS recommends final project list to PCC	
	Begin entering projects into eSTIP	
	Complete draft air quality conformity determination document	
	PCC approval of draft fiscally constrained project list	
Complete fiscal constraint tables per FHWA/FTA requirements		
Public Review and Agency Consultation	Initiate AQ conformity determination 30-day public review	<i>June to July 22</i>
	Initiate Draft TIP 30-day Public Review	
	FHWA, FTA and NYSDOT MO review	
	Conduct TIP Public Meeting	
	Interagency consultation	
	Respond to all comments	
	Final document assembled and completed	
	PCC recommends TIP and conformity doc to Policy Committee	
TIP/STIP Approval	Policy Committee approves conformity doc and TIP	<i>July 22 to Oct 22</i>
	Final document printed and posted to Internet	
	TIP incorporated into STIP	
	STIP goes out for public review	
	NYSDOT Main Office STIP approval	
	FHWA and FTA approval	
	Final document distributed to members and posted online	

Safe Streets and Roads for All (SS4A)

- A new discretionary grants program under BIL that will provide \$5-6 billion in grants over the next 5 years
- Funding supports regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.
- The program supports Secretary Buttigieg's National Roadway Safety Strategy and a goal of zero deaths and serious injuries on our nation's roadways.
- The development and establishment of a Comprehensive Safety Action Plan is a key component of this program.



Safe Streets and Roads for All (SS4A)

- Who will be eligible to apply for grant funding?
 - Metropolitan planning organizations;
 - Counties, cities, towns, other special districts that are subdivisions of a State, and transit agencies;
 - Federally recognized Tribal governments; and
 - Multijurisdictional groups comprised of the above entities.
- What are Eligible activities?
 - Develop or update a Comprehensive Safety Action Plan.
 - Conduct planning, design, and development activities in support of an Action Plan.
 - Carry out projects and strategies identified in an Action Plan.



Safe Streets and Roads for All (SS4A)

- If you are interested in applying for funds to develop a new Comprehensive Safety Action Plan:
 - Start identifying who your partners will be, such as government stakeholders (e.g., in transportation, planning, health, law enforcement), private-sector entities, and community groups.
 - Consider how to engage community members, specifically those historically underrepresented in transportation decision-making.



Safe Streets and Roads for All (SS4A)

- Once a Comprehensive Safety Action Plan is developed, you could:
 - Begin considering which specific activities and projects would address their most pressing roadway safety issues.
 - For potential projects, consider the extent to which additional planning and design is needed, and assess the applicability of laws such as the National Environmental Protection Act, the National Historic Preservation Act, or the Americans with Disabilities Act.
- How should I prepare?
 - View/listen to the presentation and recordings from the informational webinars.
 - Subscribe to email updates.
 - Link: <https://www.transportation.gov/grants/SS4A>
- More details to come.



Carbon Reduction Program (CRP)

- New program announced on April 21 under the Bipartisan Infrastructure Law.
- \$6.4 billion in formula funding for states and localities over five years
 - NY State 5-year funding under BIL - \$257.8M
 - 2022 NY State funding - \$49.5M.
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 - Constructing Bus Rapid Transit corridors.
 - Facilitating micro-mobility and biking.
 - On- and off-road trail facilities for pedestrians, bicyclists and other nonmotorized forms of transportation and projects that support the deployment of alternative fuel vehicles.
- More details to come.

IIJA/BIL Programs - Announcement Schedule

- May
 - Bridge Investment Program (Federal Highway Administration)
 - Transit-Oriented Development Pilot Program (Federal Transit Administration)
 - University Transportation Centers Program (Office of the Secretary)
 - Natural Gas Distribution Infrastructure Safety and Modernization Program (Pipeline and Hazardous Materials Safety Administration)
 - Safe Streets and Roads for All Grant Program (Office of the Secretary)
 - Nationally Significant Federal Lands and Tribal Project Program (Federal Highway Administration)
- June
 - Railroad Crossing Elimination Program (Federal Railroad Administration)
 - Ferry Programs: Electric or Low Emitting Ferry Program; Ferry Service for Rural Communities Program; Passenger Ferry Grant Program (Federal Transit Administration)
 - Reconnecting Communities Pilot Program (Office of the Secretary)
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 - All Stations Accessibility Program (Federal Transit Administration)
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 - Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (Office of the Secretary)

Passenger Rail Initiatives

- Numerous efforts over the past 20 years to advance commuter and enhanced intercity rail
- Renewed momentum thanks to the Investment and Jobs Act / Bipartisan Infrastructure Bill (BIL)
- 2022-2024 UPWP | Long Range Planning task
 - Rail Passenger Initiatives
- Current Status
- Funding Opportunities
 - FRA's Corridor Identification and Development Program
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 - Will provide funding for:
 - Service Development Plans
 - Provide guidance for intercity passenger rail systems planning
 - Analytical tools and models
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 - Infrastructure for Rebuilding America (INFRA)
 - 2023
 - BIL has allocated approximately \$8 billion for INFRA over five years



Status of Current Traffic Studies/Analyses

- Canalside General Project Plan Traffic Forecast Modeling (ESD / ECHDC) – Completed
- French Rd (Union Rd to Transit Rd) Operational/Reconfiguration Assessment (EC) – Completed
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- NF Blvd & I-190 Multi-intersection Reconfiguration Analysis – Ongoing
- Analyze the Reconfiguration of I-190 Niagara/Virginia ramps with Niagara St Operations – Ongoing

Status of Current Traffic Studies/Analyses (cont.)

- Region Central - Modeling/Traffic Analysis of Preferred Alternative Scenario – Ongoing
- Reconfiguration of Twin Cities Highway Rt 425 in the City of North Tonawanda – Ongoing
- Youngs Rd Interchange Analysis – Ongoing
- Gunnville Rd Interchange Analysis – Ongoing
- Eggert Road Lane Modification Analysis (Amherst, Tonawanda, Erie County) – Ongoing
- Operational Analysis - 179 & 62 with 179 & I-90 Ramps – Ongoing
- Miovision Smart Traffic Signal Deployment (Amherst) – Ongoing
- Support NITTEC in ATCMTD Implementation Phase II – Ongoing
- Support Town of Amherst in Opportunity Zone GEIS initiatives – Preliminary
- Pine Avenue Complete Street Analysis – Preliminary
- Rainbow Avenue Lane Reconfiguration Analysis – Preliminary
- NF Main Street Lane Reconfiguration Analysis – Preliminary
- Evans Rd - Operational Analysis of Current and Forecasted Traffic (Williamsville) – Preliminary
- Beaver Island Pkwy Bridge Closure Analysis – Preliminary

REGIONAL TRAILS COALITION STEERING COMMITTEE MEETING UPDATE



**BIKE
BUFFALO
NIAGARA**

Regional Bicycle Master Plan



BIKE BUFFALO NIAGARA

Regional Bicycle Master Plan
2020



Regional Trails Coalition

The WNY Regional Trails Coalition is a collaboration of non-profit organizations, foundations, and government agencies working to advance completion of a connected network of trails throughout WNY.



RBMP Vision and Goals

The Buffalo Niagara Region strives for a modern, well-supported, all-season greenway trail and on-street bicycle network that provides residents and visitors of all ages and abilities direct, safe and intuitive connections to and from the places residents and visitors want to go.



RBMP Vision and Goals

- **Infrastructure:** Plan, design, build and sustain high quality bicycle infrastructure that increases safety, appeals to a wide range of people and accommodates a wide variety of trip purposes.
 - **Connections:** Build a bicycling network that connects people to where they want to go whether it be for work, school, daily errands, recreation, or fitness.
 - **Innovation:** incorporate new and evolving technology to improve safety and navigation, increase access to bicycles, improve data collection/quality and attract new riders to the network.
 - **Culture:** The Buffalo Niagara Region will support a regional culture that respects and embraces bicycling as a legitimate form of travel and an integral part of daily life.
-



Regional Trails Coalition Meeting Attendees

- City of Buffalo, Department of Public Works
 - Niagara Frontier Transportation Authority
 - New York State Department of Transportation
 - WNY Land Conservancy, Riverline
 - Community Foundation for Greater Buffalo
 - New York State Parks
 - Niagara River Greenway
 - GObike Buffalo
-



Regional Trails Coalition

- GObike will provide support for this coalition as well as technical assistance to support municipalities seeking to move forward with projects from the plan.
 - May include support for public outreach activities as well as preliminary design, funding package development and grant writing.
-



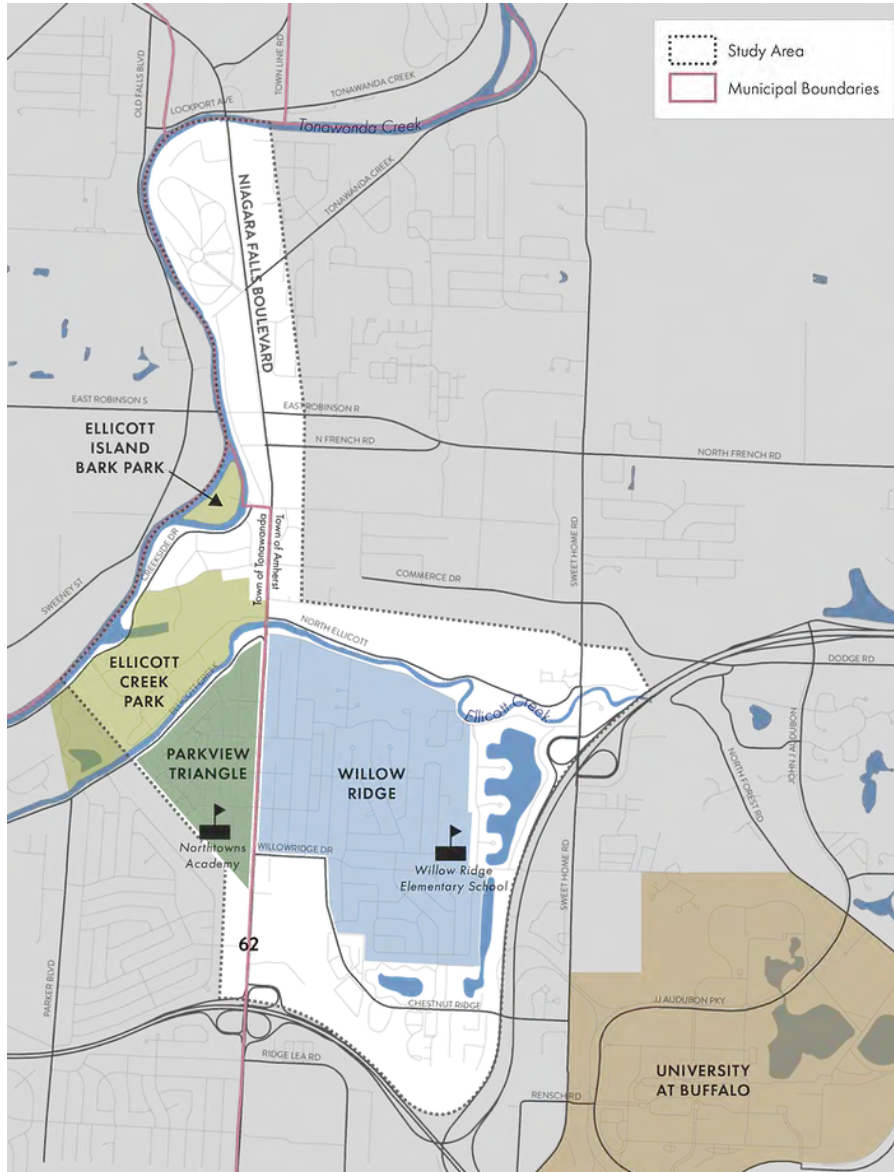
Regional Trails Coalition

- Provide implementation oversight of the Regional Bicycle Master Plan.
 - Review and status project priorities in the Plan and currently proposed and potential projects within the region.
 - Collaboratively develop solutions to barriers to trail development.
 - Advocate for new projects to deliver in a comprehensive approach.
 - Seek funding for projects and partnerships for delivery.
 - Monitor project status and report on Plan implementation.
 - Provide assistance related to intergovernmental cooperation.
-



ACROSS THE BOULEVARD

Connecting Willow Ridge and Parkview



Willow Ridge and Parkview Action Plan

- The Towns of Amherst and Tonawanda have initiated a joint community planning project in the Willow Ridge and Parkview Triangle neighborhoods.
- The aim is to develop an Action Plan for these neighborhoods to address various problems and create opportunities to improve connectivity, recreation, building maintenance and pedestrian safety.
- The Towns will employ the Action Plan to update Comprehensive Plan policies, create new goals and objectives, and utilize implementation strategies to create a more vibrant, connected and safe inter-municipal community.

LAND USE AND ZONING

Create a joint land use vision and complementary zoning and design provisions for future land use and development.

ECONOMIC REVITALIZATION AND REDEVELOPMENT

Identify key sites to be upgraded or redeveloped. Explore different potential forms of redevelopment for vacant buildings.

TRAFFIC AND TRANSPORTATION

Create a unified street identity with an enhanced streetscape and improved pedestrian safety.

COMMUNITY AMENITIES AND SERVICES

Expand and enhance safe and convenient connections to nearby destinations and amenities. Improve existing park and recreational facilities.

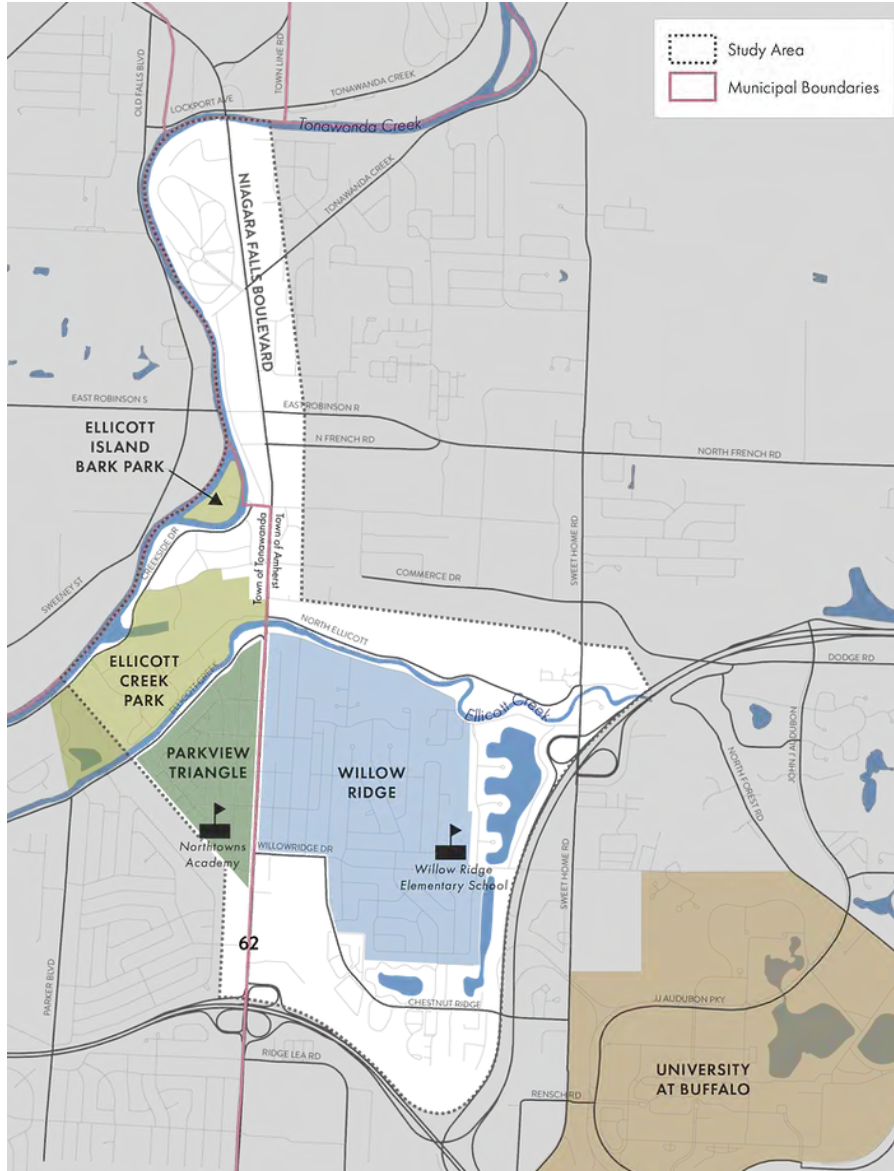
Charrette Events

April 2	April 3	April 4	April 4 - 6	April 7
<p data-bbox="231 429 540 522">Hands-On Design Session</p> <p data-bbox="275 561 496 596">9am - 12pm</p> <p data-bbox="193 665 580 786">Gather in small groups to share ideas and draw on maps.</p> <p data-bbox="224 939 550 1072">Sweet Home HS Norman C. Vergil's Community Center</p> <p data-bbox="198 1136 575 1215">1901 Sweet Home Road, Amherst, NY</p>	<p data-bbox="741 429 912 465">Bus Tour</p> <p data-bbox="698 561 955 596">2pm - 4:30pm</p> <p data-bbox="634 665 1021 829">Travel along Niagara Falls Boulevard to better understand the needs of the area.</p> <p data-bbox="685 939 970 1072">Start/End at the Home Depot parking lot</p> <p data-bbox="644 1136 1011 1215">2065 Niagara Falls Blvd, Amherst, NY</p>	<p data-bbox="1098 429 1426 522">Virtual Hands-On Design Session</p> <p data-bbox="1136 561 1388 596">6pm - 8:30pm</p> <p data-bbox="1072 665 1460 786">Share your ideas, provide feedback, and check on the progress of the plan!</p> <p data-bbox="1187 993 1345 1029">via Zoom</p> <p data-bbox="1105 1136 1426 1215">register at connectingwrpv.com</p>	<p data-bbox="1574 429 1849 465">Design Studio</p> <p data-bbox="1600 561 1824 596">9am - 6pm*</p> <p data-bbox="1518 665 1905 786">Stop-by the design studio and see the plan being created in real-time.</p> <p data-bbox="1544 822 1880 858">*until 8:30pm on April 5</p> <p data-bbox="1551 939 1875 1072">Dexter Terrace Elementary School Annex 3A</p> <p data-bbox="1564 1136 1862 1215">333 Dexter Terrace, Tonawanda, NY</p>	<p data-bbox="1989 429 2318 522">Work-in-Progress Presentation</p> <p data-bbox="2058 561 2257 596">6pm - 8pm</p> <p data-bbox="1995 665 2331 829">Review the draft ideas and let us know if the plan is on the right track!</p> <p data-bbox="2079 993 2247 1029">via Zoom</p> <p data-bbox="2002 1136 2323 1215">register at connectingwrpv.com</p>



Big Ideas

- **Bike Paths:** consistent bike paths, create loops, improve safety, include bike crossings
 - **Niagara Falls Boulevard:** pedestrian amenities, redesign the boulevard, update vacant and outdated parcels
 - **Connectivity:** better network of sidewalks, pathways, bike paths and waterways
 - **Village Nodes:** create gateways, beautification, small shops & restaurants; in short-term focus areas can lead long-term to walkable village areas
 - **Access to Parks:** improve crossings into parks, trail connections
 - **Amenities:** events, programs, food trucks
-



Willow Ridge and Parkview Action Plan Next Steps

- Action Plan Development through the end of June.
- Public input on the draft plan this summer.
- Final Action Plan in later summer/early Fall.

Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Next PCC Meeting Date is June 1, 2022 @ 9:30 am
- Adjournment



Planning and Coordinating Committee (PCC) Meeting

Wednesday June 1, 2022 9:30AM

Public Participation via Facebook Live

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

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

DRAFT AGENDA

Pledge of Allegiance
Moment of Silence for Buffalo Victims and Families

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (5-4-22) Meeting Minutes

II. ACTION ITEMS

- A) PIN 5763.48 Busti Ave. Traffic Calming and Bicycle Improvements – Minor Scope Change (*Buffalo*)
- B) PIN 582552 - Over Height Vehicle Safety Project on Young Street at BIN 7046540 – New Project (*NYS DOT*)
- C) FTA 5310 Project Recommendations

III. DISCUSSION ITEMS

- A) Passing of Edward H. Small
- B) TPS Action Item Approvals
- C) TIP Development Update
- D) MTP Update Status
- E) ATCMTD Project Update
- F) Gates Circle Phase II Presentation

IV. STATUS REPORTS/INFORMATION

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

V. MEETING ADJOURNMENT

NEXT MEETING CONFIRMATION: July 6, 2022

Greater Buffalo-Niagara Regional Transportation Council (GBNRTC)
Minutes of the June 1, 2022 Planning and Coordinating Committee (PCC) Meeting

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on June 1, 2022 at 9:35 am.

The following GBNRTC-PCC representatives were present:

- | | |
|-------------------|-----------------|
| 1. NFTA | Darren Kempner |
| 2. NYSTA | Sean Carrington |
| 3. NYSDOT | Joe Buffamonte |
| 4. Buffalo | Nolan Skipper |
| 5. Niagara Falls | <NOT PRESENT> |
| 6. Erie County | Darlene Svilkos |
| 7. Niagara County | Garret Meal |

Others present were:

- Athena Hutchins NITTEC
- Frank Cirillo NYSDOT
- George Grasser
- Gerald Kelly Gerald Kelly Capital Corp.
- Mike Lydecker Wendel
- GBNRTC Staff (7)
- 7 members of the public viewing through Facebook Live link

I. PROCEEDINGS

Chairperson (Ms. Svilkos from Erie County who filled in for Mr. Helser from NYSTA) called the meeting to order at 9:35 a.m. and led in the pledge of allegiance.

Mr. Guarino asked for a moment of silence for the victims, families and community involved in the recent violence in Buffalo.

A) Roll Call

All members except Niagara Falls were present.

B) Public Participation

Facebook comments were inaccessible during our Facebook Live Stream. Therefore, were no public comments submitted for this item. One comment was received after the period concluded and is listed below..

- a. **Doug Funke:** We commend the GBNRTC's Region Central analysis using real travel data and listening to citizens inputs. Citizens for Regional Transit is pleased that elimination or partial elimination of the Scajaquada are serious options and should be given priority. We recommend that the redesigned Central Region incorporate a hop-on, hop-off trackless trolley connecting the many attractions with a stop at Buffalo Metro. This will make carless enjoyment of the redesigned corridor possible. With so many high-volume attractions (museums, park, zoo, Darwin-Martin House, Buffalo State, etc.) a trolley is a perfect solution. We also recommend that the redesign also integrate with the changes being contemplated for Humboldt Parkway restoring Omsted's vision for a network of parks.

C) Approval of Meeting Agenda

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

D) Approval of Previous Meeting Minutes

All present were in favor of a motion (NFTA/DOT) to approve the 5/4/22 meeting minutes.

II. ACTION ITEMS

B) PIN 5763.48 Busti Ave. Traffic Calming and Bicycle Improvements

- a. This request from is a Buffalo Minor Scope Change:
 - i. The project limits will be expanded from "Virginia to Porter" to "Virginia to Massachusetts"
 - ii. \$0.711M of Local (Buffalo) funds to will be added to DESIGN, CONST and CONINSP to accommodate new limits
 - iii. The let date will be delayed from 4/15/21 (FFY21) to 9/1/22 (FFY22).
- b. Fiscal constraint is maintained as \$0.711 of local funds will be added to the project.
- c. This action was recommended by TPS on 5/18.
- d. *Motion (BUF/DOT) made to approve as AdMod #126. Approved.*

C) PIN 582552 - Over Height Vehicle Safety Project on Young Street

- a. This new project (administered by the City of Tonawanda) will:
 - i. Provide a system that would eliminate truck-bridge hits at the CSX Rail bridge over Young Street (BIN 7046540).
 - ii. Improve safety for freight travel thru City of Tonawanda. Improve infrastructure on Young Street and detour route.
- b. Work to be investigated will include:
 - i. Install a vehicle detection warning system that will provide truck drivers with an active warning based on the height of the truck and the vertical clearance of the bridge.
 - ii. Develop a detour route for trucks that trigger the over height detection system.
- c. Total project cost is \$1.2M (100% FAST Act National Fright Highway Program).
- d. No offset is required as these are new state allocated federal funds.
- e. Proposed AQ conformity exemption: A2 - Projects that correct, improve, or eliminate a hazardous location.
- f. Public comments will be received until 6/21/22.
- g. *Motion (DOT/EC) made to initiate a 20-day public review period. Approved.*

D) Section 5310 Project Recommendations

- a. The Enhanced Mobility of Seniors and Individuals with Disabilities Public Transportation grants program (49 USC, Section 5310) provides funding to improve accessibility and mobility for seniors and persons with disabilities.
- b. A minimum of 55% of the available funding awards will go to traditional Section 5310 capital projects which are primarily vehicle requests are the priority for traditional funding out of the Section 5310 program, but may also include communications equipment; dispatch/scheduling software and hardware; and other related equipment to support an agency's needs.
- c. NYSDOT Albany will make the final decision on awards.
- d. 6 Traditional Capital Projects (Vehicles) Submitted for 22 total vehicles approved (Total Cost = \$1.5M)
- e. 2 Operating Assistance projects approved (Total Cost = \$1.37M)
- f. 3 COVID relief projects approved (Total Cost = \$0.366M)
- g. 2 Mobility Management assistance projects approved (Total Cost = \$0.366M)
- h. *Motion (DOT/NFTA) made to initiate a 30-day public review. Approved.*

III. DISCUSSION ITEMS

- A. Mr. Guarino acknowledged the recent death of Edward H. Small Jr., P.E. who was Executive Director of the NFTC (GBNRTC) from its inception (1973) until his retirement in 1997.

B. TPS Action Approvals (Guarino)

- PIN 5350.01 NY 187 (Transit Rd) @ Milestrip Rd
 - i. Increased Construction & Construction Inspection phase costs by \$0.349M (total) to provide additional signal, CARDS, hydrant & DI work.
 - ii. Fiscal constraint maintained as \$0.349 was transferred from PIN 5B2011 (HSIP CARDS/PED Signal Program – Block Fund).
 - iii. Approved as AdMod # 124
- PIN 5762.66 City of Buffalo PSAP
 - i. Added \$0.194M local funds to Construction phase to accommodate additional signal items.
 - ii. Fiscal constraint is maintained as all \$0.194M are local funds.
 - iii. The current let is 4/15/22 (FFY 22).
 - iv. The requested let is 7/1/22 (FFY 22).
 - v. Approved as AdMod # 125.

C. TIP Development Update (Guarino)

- NYSDOT MO gave regions permission to release project listings.
- MPO's are encouraged to have TIPs approved and submitted by August 18.
- This is another 30 day extension.
- Updated schedule looks like this:
 - i. Final project listing approved by PCC – July 6
 - ii. 30-day review for draft TIP and conformity document
 - 1. Public (with meeting)
 - 2. FHWA/FTA
 - 3. NYSDOT MO
 - 4. Interagency consultation
 - iii. August 3 PCC recommendation for draft TIP and draft conformity document.
 - iv. August 15 Policy approval for TIP and conformity document.
 - v. August 18 TIP transmittal.
 - vi. November 1 – new TIP is live. The TIP development schedule was presented:

Activity	Sub-Activity/Milestone	Date
Project Development and Review	Call for new projects	April 21 to May 22
	Review current system conditions	
	Review FFY 23-24 projects and candidates from last TIP cycle	
	Complete and prioritize agency project candidate forms	
	Project proposal summary distributed to members to review	
	Agency Project proposal presentations at TPS	
	Project (with MTP linkage) evaluation completed	
	Receive TIP Guidance and Funding targets from NYSDOT MO	
Fiscal	Develop draft fiscally constrained project listing	May 22 to July 22
Constraint and Air Quality Conformity	TPS meeting(s) to discuss draft project list	
	Develop final project listing	
	Propose suggested air quality conformity exemption codes to ICG	
	TPS recommends final project list to PCC	
	Begin entering projects into eSTIP	
	Complete draft air quality conformity determination document	
	PCC approval of draft fiscally constrained project list	
	Complete fiscal constraint tables per FHWA/FTA requirements	
Public Review and Agency Consultation	Initiate AQ conformity determination 30-day public review	July to August 22
	Initiate Draft TIP 30-day Public Review	
	FHWA, FTA and NYSDOT MO review	
	Conduct TIP Public Meeting	
	Interagency consultation	
	Respond to all comments	
	Final document assembled and completed	
	PCC recommends TIP and conformity doc to Policy Committee	
TIP/STIP Approval	Policy Committee approves conformity doc and TIP	August 22 to Nov 22
	Final document printed and posted to Internet	
	TIP incorporated into STIP	
	STIP goes out for public review	
	NYSDOT Main Office STIP approval	
	FHWA and FTA approval	
	Final document distributed to members and posted online	

D. MTP Update - Status Report (Weymouth)

- The update will maintain the 2050 planning horizon, reaffirming key elements and concepts of the current 2050 Plan.
- Demographic, land use and transportation conditions are being updated to reflect the most current data available.
- Update of performance measures and metrics underway to better align with federal performance measures.
- Status of significant planning studies, initiatives and projects underway since 2018 being prepared.
- Inclusive participation process to ensure transparency and variety of opportunities for engagement.

E. ATCMTD Update (Hutchins)

- Goals of ATCMTD program include:
 - i. Balance Border Crossing Demand at the 4 border crossings
 1. Improving Freight Operations
 2. Improving truck traveler information
 - ii. Improving truck parking management systems
 - iii. Improve Regional Mobility
 1. Expanding ICM activities
 - iv. Improved Weather Information Dissemination
 - v. Improve Incident Management
 - vi. Provide for Operational Integration within NFTA and with Regional Smart Mobility
 - vii. Increase Interagency Information Sharing and Collaboration
 1. Improving multi-agency cooperation
 - viii. Enhanced Data Collection, Fusion Distribution and Archiving (Data)
- Development Phases
 - i. Requirements analysis
 - ii. Design and prototyping
 - iii. Implementation iterations
 - iv. Development, verification and validation
- Project began 3/23/22 and is expected to complete on 2/22/24
- Training will be included/provided at end of development and testing

F. Gates Circle (Gerald Kelly and George Grasser)

- High crash rates, high speeds and high discomfort for many walking or biking requires a new look at the circle.
- Goals of project include:
 - i. Converting asphalt to green spaces
 - ii. Encouraging lower speeds through design
 - iii. Reducing confusion for all modes
 - iv. Lessening traffic noise
 - v. Leaving historic circle intact and improving public access to it
- Roundabouts (proposed new design) differ from traffic circles (current design)
 - i. Motorists must yield on entry
 - ii. Lane changes are not permitted
 - iii. Speeds are low
 - iv. Capacity is high
 - v. Crashes are few and minor
- Proposed design reduces vehicle speed to 23 mph and include 10-12 ft wide colorized bike paths and 6+ foot wide sidewalks. Two points of safe access to center island are included.
- Proposed cost estimate is \$3.6M

IV. STATUS REPORTS/INFORMATION

A. Member Agency Reports

- NFTA (Kempner) reported that schedule changes are in effect for the Juneteenth holiday (June 21).
- Erie County (Svilokos) reported that construction season has begun.
- Niagara County (Meal) – no report

- NYSDOT (Buffamonte) - no report
 - NITTEC (Hutchins) - no report
 - Buffalo (Skipper) – The Buffalo Roadway project is now underway as are numerous other construction projects.
- B. Director’s Report.
- Guarino noted several additional items including:
 - i. NYSDOT MO will be having a call with NYS MPO directors on the national Electric Vehicle Infrastructure Program. All states are required to have an EV plan in place.
 - ii. GBNRTC participated in USDOT webinar on May 19 for the Reconnecting Communities program. This discretionary grant program was established under the BIL to support planning, capital construction, and technical assistance to equitably and safely restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development. High turnout and a lot of questions indicate that this will be a popular program.
 - iii. There will be a Tribal Nations Summit on July 12-14 in Ellicottville. FHWA has requested participation from MPOs and GBNRTC will be represented. GBNRTC will also participate in an MPO panel at the summit.
 - iv. Local TIP projects meetings are currently being held with members. These meetings are held 3x per year to discuss member project status and work out any issues that have the potential to cause delays (cost, scope change, scheduling issues, etc.)
 - v. GBNRTC participated in a half-day US/Canada Transp. Border group spring working group meeting. There was a session on reducing idling at border crossings and an EV Panel discussion. Hopefully this is the start of this valuable group meeting regularly again.
 - vi. GBNRTC participated in DL&W Multimodal study stakeholder meeting at NFTA yesterday. Many interesting ideas and concepts were shown and discussed by the group.
 - vii. Gov. Hochul announced \$61M for Central Terminal restoration. Later today, the Gov will announce \$180M in projects for Buffalo and \$40M in projects for CNF.
- C. Chairperson Svilokos made a motion to adjourn the meeting (*NFTA/EC*). *Approved.*
- Next PCC meeting will be 7-6-22 at 9:30 am.

Planning and Coordinating Committee

June 1, 2022



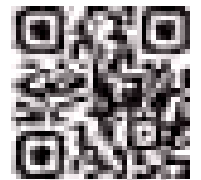
Greater Buffalo Niagara Regional Transportation Council



Buffalo STRONG



See a list of organizations and individuals who are helping community members in the aftermath of the shootings by scanning this QR code on your mobile device



Proceedings

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

Agenda

I. Proceedings

II. Action Items

III. Discussion Items

IV. Status Reports / Information

Action Items



A. PIN 5763.48 Busti Ave. Traffic Calming and Bicycle Improvements

- This request from is a Buffalo Minor Scope Change:
 - The project limits will be expanded from "Virginia to Porter" to "Virginia to Massachusetts"
 - \$0.711M of Local (Buffalo) funds to will be added to DESIGN, CONST and CONINSP to accommodate new limits
 - The let date will be delayed from 4/15/21 (FFY21) to 9/1/22 (FFY22).
- Fiscal constraint is maintained as \$0.711 of local funds will be added to the project.
- This action was recommended by TPS on 5/18.
- **Today's action would be to approve these changes as AdMod #126.**



B. PIN 582552 - Over Height Vehicle Safety Project on Young Street

- This new project (administered by the City of Tonawanda) will:
 - Provide a system that would eliminate truck-bridge hits at the CSX Rail bridge over Young Street (BIN 7046540).
 - Improve safety for freight travel thru City of Tonawanda. Improve infrastructure on Young Street and detour route.
- Work to be investigated will include:
 - Install a vehicle detection warning system that will provide truck drivers with an active warning based on the height of the truck and the vertical clearance of the bridge.
 - Develop a detour route for trucks that trigger the over height detection system.
- Total project cost is \$1.2M (100% FAST Act National Frigh Highway Program).
- No offset is required as these are new state allocated federal funds.
- Proposed AQ conformity exemption: A2 - Projects that correct, improve, or eliminate a hazardous location.
- Public comments will be received until 6/21/22.
- **Today's action would be to initiate a 20-day public review period.**





Section 5310 Project Recommendations

June 1, 2022

Section 5310 Program

- The Enhanced Mobility of Seniors and Individuals with Disabilities Public Transportation grants program (49 USC, Section 5310) provides funding to improve accessibility and mobility for seniors and persons with disabilities.
- A minimum of 55% of the available funding awards will go to traditional Section 5310 capital projects which are primarily vehicle requests are the priority for traditional funding out of the Section 5310 program, but may also include communications equipment; dispatch/scheduling software and hardware; and other related equipment to support an agency's needs.
- NYSDOT Albany will make the final decision on awards.

Section 5310 Program

Traditional Vehicle Applications - at least 55% of total Allocation

Enhanced Applications (Mobility Management, Operating Assistance or other capital/software)

Section 5310 Recommended Projects

- 6 Traditional Capital Projects (Vehicles) Submitted for 22 total vehicles requested

VEHICLE PROJECTS

Applicant Name	County	Number of Vehicles	Federal Amount	Local Amount	Total Cost
Aspire of WNY	Erie	3	\$147,547.00	\$36,887.00	\$184,434.00
Catholic Health System, Inc.	Erie	1	\$57,941.60	\$14,485.40	\$72,427.00
Community Services for Every1	Erie	6	\$366,251.00	\$91,563.00	\$457,814.00
County of Erie	Erie	4	\$196,730.00	\$49,182.00	\$245,912.00
People, Inc.	Erie	6	\$295,094.40	\$73,773.60	\$368,868.00
United Cerebral Palsy of Niagara dba Empower	Niagara	2	\$135,419.20	\$33,854.80	\$169,274.00
Total		22	\$1,198,983.20	\$299,745.80	\$1,498,729.00

Section 5310 Recommended Projects

OPERATING ASSISTANCE PROJECTS

Applicant Name	County	Project Proposal	Federal Amount	Local Amount	Total Cost
Co. of Erie dba Dept. of Senior Services *	Erie	Rideshare Partnership to augment and expand Going Places Program hours of service to nights and weekends.	\$445,140	\$445,140	\$890,000
Hearts and Hands *	Erie & Niagara	Administrative and driver reimbursement costs to operate a volunteer driver program for service for older adults and people with disabilities in suburban and rural communities in the region	\$237,544	\$237,544	\$475,088
Total			\$682,684	\$682,684	\$1,365,088

* Operating Assistance Projects eligible for COVID funding

Section 5310 Recommended Projects

COVID RELIEF FUNDED PROJECTS

Applicant Name	County	Project Proposal	Federal Amount	Local Amount	Total Cost
Co. of Erie dba Dept. of Senior Services *	Erie	Rideshare Partnership to augment and expand Going Places Program hours of service to nights and weekends.	\$94,860	-	\$94,860
Hearts and Hands *	Erie & Niagara	Administrative and driver reimbursement costs to operate a volunteer driver program for service for older adults and people with disabilities in suburban and rural communities in the region	\$221,198	-	\$221,198
Hearts and Hands	Erie & Niagara	Volunteer Driver Recruitment Campaign to increase the number of volunteer drivers with a focus on the City of Buffalo.	\$25,000	\$25,000	\$50,000
Total			\$341,058	\$25,000	\$366,058

Section 5310 Recommended Projects

MOBILITY MANAGEMENT ASSISTANCE PROJECTS

Applicant Name	Pin#	County	Project Proposal	Federal Amount	Local Amount	Total Cost
Co. of Erie dba Dept. of Senior Services		Erie	Hire a Transportation Supervisor to oversee the whole, expanded Going Places Program, engage with clients and partners and collaborate with other providers in the area.	\$198,340	\$51,744	\$250,084
Center for Self-Advocacy		Erie	Staff support to conduct an outreach campaign to communities in Erie County on the importance of clearing bus stops, sidewalks and curb cuts which impede free movement for older adults and people with disabilities.	\$92,960	\$23,240	\$116,200
Total				\$291,300	\$74,984	\$366,284

Next Steps

- Q & A
- Today Action Item: Permission to proceed and issue a 30 day public review of the recommended projects.

Discussion Items



Edward H. Small Jr., P.E.

October 28, 1932 - May 14, 2022



- Edward served as a USAF Civil Engineering Officer in Great Britain where he met his wife.
- His career as a Civil Engineer took him and his family to states from Maine to Florida.
- He ultimately settled his family in Alden in 1973 when he accepted the position of Director for the Niagara Frontier Transportation Committee, a position he retired from in 1997.
- Served as treasurer for St. Aidan's Episcopal Church (Alden) for 26 years.
- He was a founder of the Alden Baseball league where he coached the Alden Lions teams through the years.
- With his wife, he faithfully managed the Alden Marilla Community Food Pantry for almost 15 years.
- He was an animal lover, an avid historian, and a committed NY Yankees fan and baseball buff.
- The large conference room will be dedicated to Ed's memory.



B. TPS Action Item Approvals

- PIN 5350.01 NY 187 (Transit Rd) @ Milestrip Rd
 - Increased Construction & Construction Inspection phase costs by \$0.349M (total) to provide additional signal, CARDS, hydrant & DI work.
 - Fiscal constraint maintained as \$0.349 was transferred from PIN 5B2011 (HSIP CARDS/PED Signal Program – Block Fund).
 - **Approved as AdMod # 124.**
- PIN 5762.66 City of Buffalo PSAP
 - Added \$0.194M local funds to Construction phase to accommodate additional signal items.
 - Fiscal constraint is maintained as all \$0.194M are local funds.
 - The current let is 4/15/22 (FFY 22).
 - The requested let is 7/1/22 (FFY 22).
 - **Approved as AdMod # 125.**

C. 2023-2027 TIP Development Update

- NYSDOT MO gave regions permission to release project listings.
- MPO's are encouraged to have TIPs approved and submitted by August 18.
- This is another 30 day extension.
- Updated schedule looks like this:
 - Final project listing approved by PCC – July 6
 - 30-day review for draft TIP and conformity document
 - Public (with meeting)
 - FHWA/FTA
 - NYSDOT MO
 - Interagency consultation
 - August 3 PCC recommendation for draft TIP and draft conformity document.
 - August 15 Policy approval for TIP and conformity document.
 - August 18 TIP transmittal.
 - November 1 – new TIP is live.

2023 – 2027 TIP Development Schedule

<i>Activity</i>	<i>Sub-Activity/Milestone</i>	<i>Date</i>
Project Development and Review	Call for new projects	<i>April 21 to May 22</i>
	Review current system conditions	
	Review FFY 23-24 projects and candidates from last TIP cycle	
	Complete and prioritize agency project candidate forms	
	Project proposal summary distributed to members to review	
	Agency Project proposal presentations at TPS	
	Project (with MTP linkage) evaluation completed	
Receive TIP Guidance and Funding targets from NYSDOT MO		
Fiscal	Develop draft fiscally constrained project listing	<i>May 22 to July 22</i>
Constraint and Air Quality Conformity	TPS meeting(s) to discuss draft project list	
	Develop final project listing	
	Propose suggested air quality conformity exemption codes to ICG	
	TPS recommends final project list to PCC	
	Begin entering projects into eSTIP	
	Complete draft air quality conformity determination document	
	PCC approval of draft fiscally constrained project list	
Complete fiscal constraint tables per FHWA/FTA requirements		
Public Review and Agency Consultation	Initiate AQ conformity determination 30-day public review	<i>July to August 22</i>
	Initiate Draft TIP 30-day Public Review	
	FHWA, FTA and NYSDOT MO review	
	Conduct TIP Public Meeting	
	Interagency consultation	
	Respond to all comments	
	Final document assembled and completed	
PCC recommends TIP and conformity doc to Policy Committee		
TIP/STIP Approval	Policy Committee approves conformity doc and TIP	<i>August 22 to Nov 22</i>
	Final document printed and posted to Internet	
	TIP incorporated into STIP	
	STIP goes out for public review	
	NYSDOT Main Office STIP approval	
	FHWA and FTA approval	
Final document distributed to members and posted online		

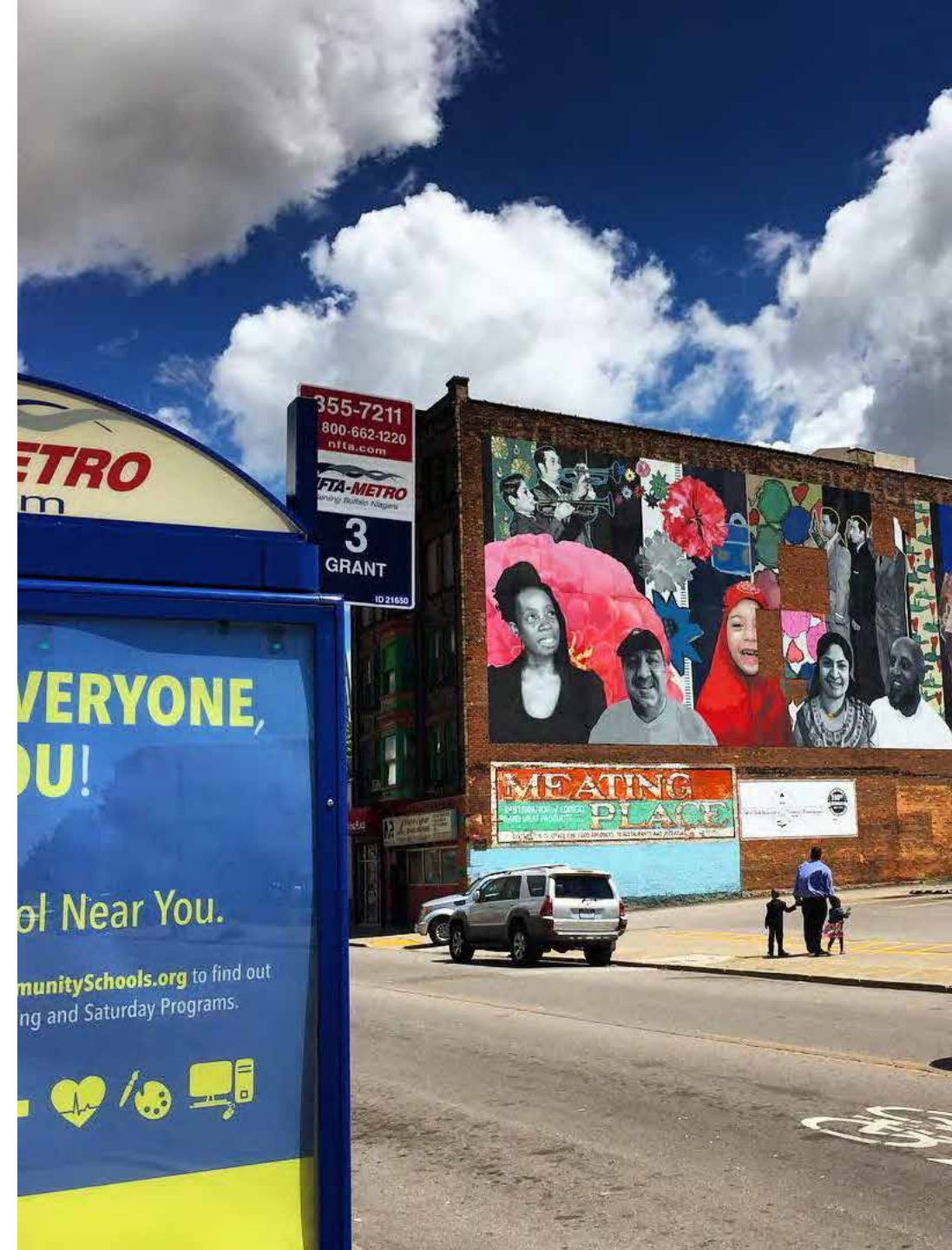
D. MTP Update - Status Report

MOVING
FORWARD
2050
UPDATE



2050 UPDATE

- The update will maintain the 2050 planning horizon, reaffirming key elements and concepts of the current 2050 Plan.
- Demographic, land use and transportation conditions are being updated to reflect the most current data available.
- Update of performance measures and metrics underway to better align with federal performance measures.
- Status of significant planning studies, initiatives and projects underway since 2018 being prepared.
- Inclusive participation process to ensure transparency and variety of opportunities for engagement.



2050 UPDATE

Phase 1 Spring/Summer 2022

Existing
Conditions/Emerging
Trends

Reaffirm Goals and
Objectives/Performance
Measures Update

Planning Studies, Projects,
and Strategies



Phase 2 Fall/Winter 2022

Update Financial Plan

Identify Needed
Infrastructure
Improvements



Phase 3 Winter/Spring 2023

Draft Plan Document
Development

Public Presentation of Draft
Plan

GBNRTC Policy Approval by
May 2023



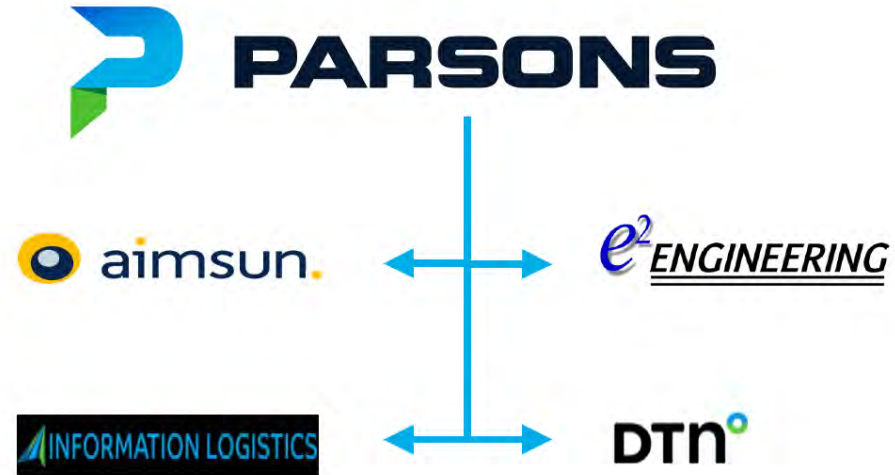
INCLUSIVE PUBLIC AND STAKEHOLDER ENGAGEMENT PROCESS

ATCMTD Update

1. Balance Border Crossing Demand at the 4 border crossings
2. Improving Freight Operations
 - Improving truck traveler information
 - Improving truck parking management systems
3. Improve Regional Mobility
 - Expanding ICM activities
4. Improved Weather Information Dissemination
5. Improve Incident Management
6. Provide for Operational Integration within NFTA and with Regional Smart Mobility
7. Increase Interagency Information Sharing and Collaboration
 - Improving multi-agency cooperation
8. Enhanced Data Collection, Fusion Distribution and Archiving (Data)

ATCMTD Update

SYSTEMS DEVELOPMENT PHASES



1

Requirements Analysis

Goal: A clear understanding of requirements surrounding border crossing monitoring, travel times and traffic balancing

2

Design and Prototyping

Goal: Provide vision of solution that monitors real-time traffic conditions and delays at the border, providing information to end-users and decision support system algorithm for balancing.

3

Implementation Iterations

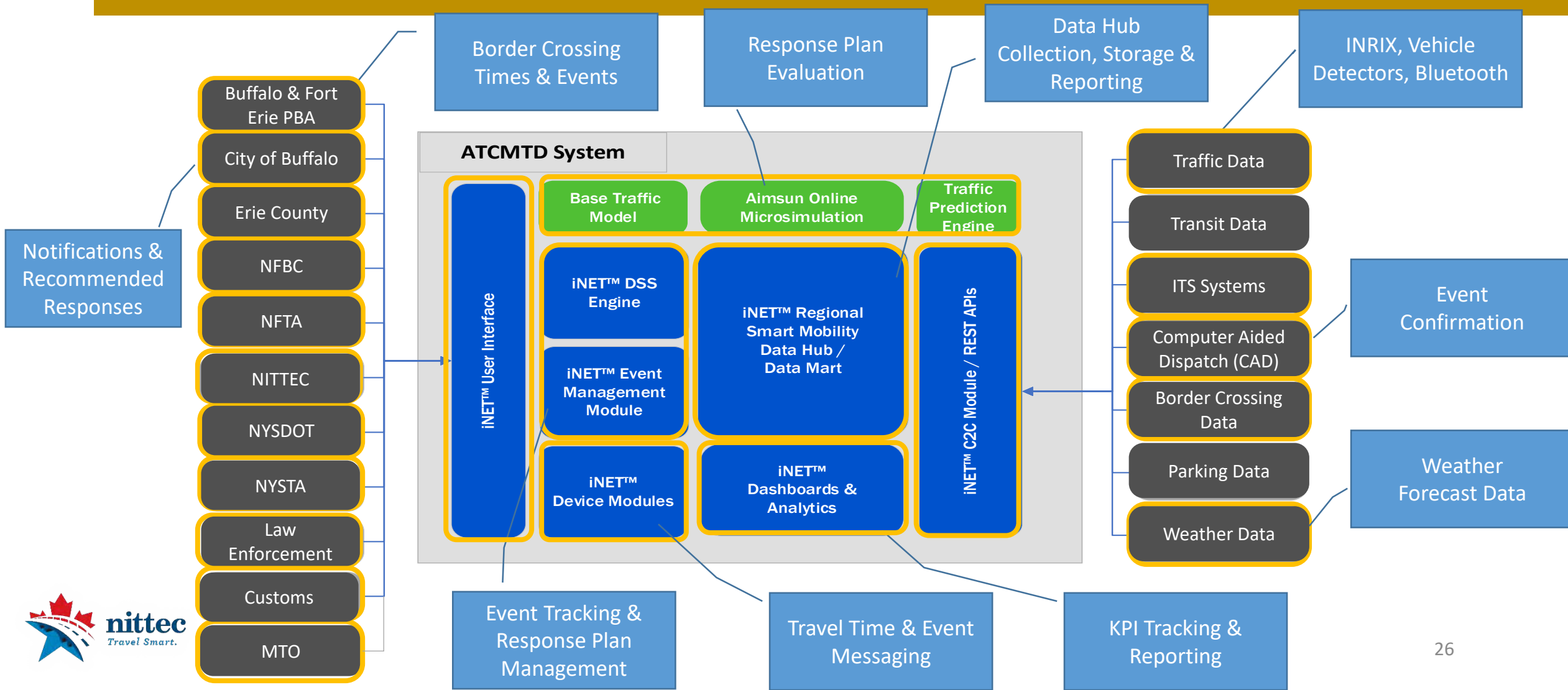
Goal: Incremental software releases that provide border crossing travel time calculations, traffic balancing response plans and KPI visualizations as outlined by the designs and prototypes

4

Deployment, Verification & Validation

Goal: End-user acceptance testing and validation of border wait time monitoring and response features within the ATCMTD

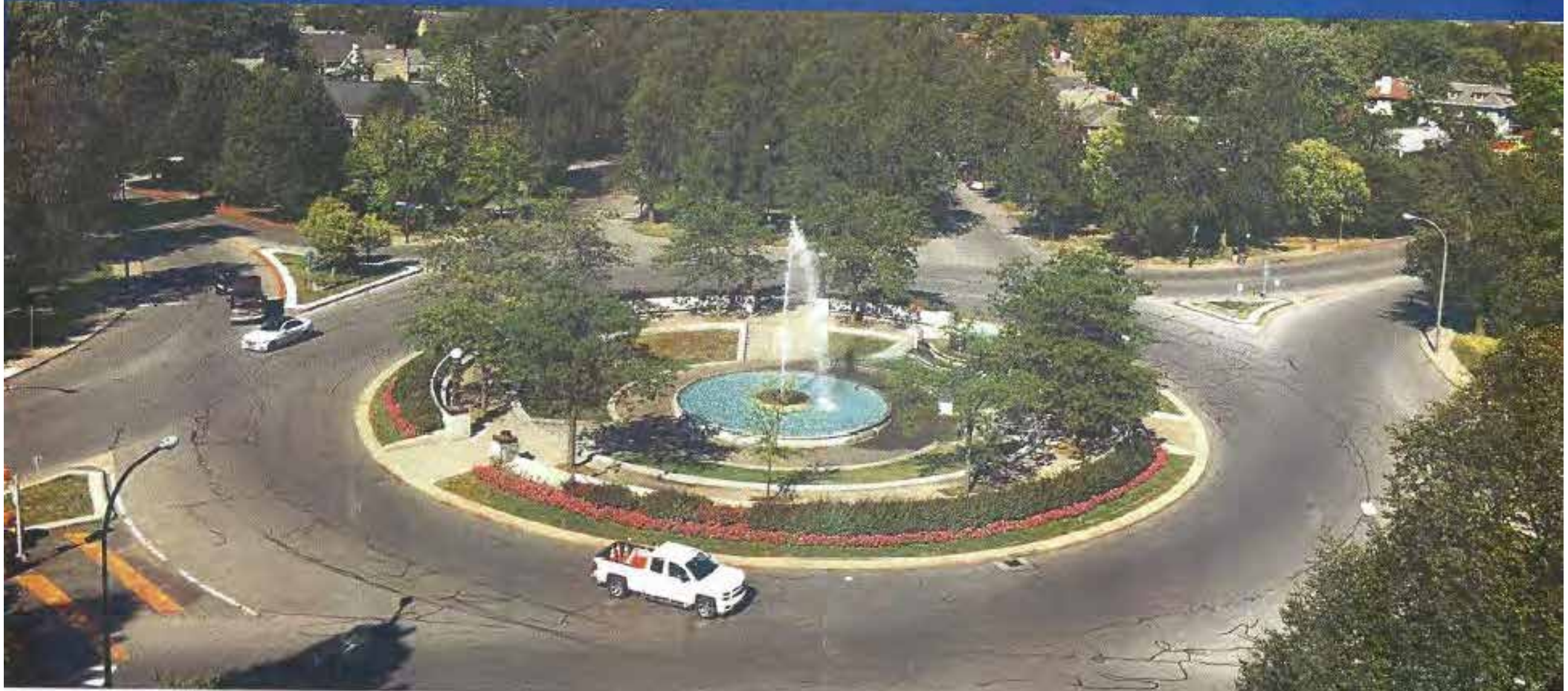
ATCMTD Architecture



ATCMTD Project Timeline

Task Name	Start	Finish
NITTEC ATCMTD iNET™™ Deployment and Maintenance Support	3/23/22	6/19/25
Project Start up	3/23/22	4/8/22
Task 1: Project Plans	4/11/22	5/20/22
Task 2: Other Documentation	5/23/22	7/1/22
Task 3: System Design	5/23/22	8/19/22
Task 4 & 5: Sprint Development (Implementation) and Testing	7/25/22	5/26/23
Task 6: System Acceptance Testing	5/31/23	2/22/24
Task 7: Training	4/25/23	12/28/23

Historic Olmsted's Gates Circle defines this important neighborhood. But high crash rates, high speeds, high discomfort for many walking or bicycling, requires a new look at the circle. To achieve Olmsted's placemaking vision, we must apply proven principles and practices in traffic engineering. This includes converting asphalt to green spaces, encouraging lower speeds through design, reducing confusion for all modes, and lessening the traffic noise, while leaving the historic circle intact.



ROUNABOUT VS. TRAFFIC CIRCLE

WHAT IS THE DIFFERENCE?

Roundabouts are **not** the same as traffic circles or rotaries. Traffic circles or rotaries have high-speed entries, allow lane changes within the circle, are low capacity, and have many high-speed crashes. Sometimes motorists in the circle must yield to those entering. They are large and scary to drive – a “free for all.”

Roundabouts are the opposite. They require motorists to yield on entry, don't allow lane changes, speeds are low, capacity is high, and crashes are few and minor.

The specific design features that distinguish roundabouts from traffic circles and rotaries are yield at entry, deflection, and (often) flare.

	Modern Roundabout	Nonconforming Traffic Circle
Yield at Entry	<ul style="list-style-type: none">• Entering traffic yields to circulating traffic.• Circulating traffic doesn't stop• Works well with heavy traffic.• No weaving distance necessary. Roundabouts are compact.	<ul style="list-style-type: none">• Entering traffic merges or weaves into circulating traffic.• Circulating traffic comes to a dead stop when the circle fills with entering traffic.• Breaks down with heavy traffic.• Long weaving distances for merging entries cause circles to be large.
Deflection	<ul style="list-style-type: none">• <i>Entering traffic aims at the center of the central island and is deflected slowly around it.</i>• Slows traffic on fast roads, reducing accidents.• Deflection promotes the yielding process.	<ul style="list-style-type: none">• <i>Entering traffic aims to the right of the central island and proceeds straight ahead at speed.</i>• Causes serious accidents if used on fast roads.• Fast entries defeat the yielding process
Flare	<ul style="list-style-type: none">• <i>Upstream roadway often flares at entry, adding lanes.</i>• Provides high capacity in a compact space.• Permits two-lane roads between roundabouts, saving pavement, land, and bridge area.	<ul style="list-style-type: none">• <i>Lanes are not added at entry. Provides low capacity even if circle is large.</i>• For high capacity, often requires multilane roads between circles, wasting pavement, land, and bridge area.

Traffic Circles and Roundabouts – there is a difference!

Many people are not familiar with roundabouts. Many people believe roundabouts are just another name for a traffic circle. There are distinct differences between traffic circles and roundabouts. Here are some usual differences between traffic circles and roundabouts.

1. **Size.** Traffic circles are typically much larger than roundabouts.
2. **Entrances.** Entrances to roundabouts are typically tapered in design so that vehicles enter at a less severe angle than is typical in a traffic circle. In a roundabout, entry points are yield controlled so that entering traffic must yield to the already existing traffic. In a typical traffic circle, entering vehicles must stop before entering because of the speed of traffic moving around the circle.
3. **Traffic speed.** Traffic circles are designed to move traffic at high speed. Roundabouts are designed to slow the movement of traffic to safer speeds. The traffic speed in a roundabout is typically significantly less than the speed in a traffic circle. Because roundabout access roads are narrowed and have a channelized island between the lanes entering and exiting the roundabout, the traffic entering the roundabout is doing so at a reduced speed.
4. **Safety.** Long time statistics have proven that roundabouts reduce injury crashes by 75 percent and fatalities by 90 percent when compared to conventional intersections. Roundabouts have been proven safer and more efficient than traffic circles.
5. **Lane changes.** Traffic circles usually have multiple lanes so that lane changes are allowed within the circle. This often leads to collisions. Because roundabouts are usually one lane, there are fewer crashes caused by drivers changing lanes.
6. **Pedestrians.** Pedestrian crossings in a single-lane roundabout are typically located one car length or so before the entrance to and exit from the roundabout. As the entrance to the roundabout is only one lane and the entry and exit lanes in a roundabout are typically separated by a median, the pedestrian only has to look one way and cross only one lane to get to the safe haven of the center median and then do the same to cross the single lane of traffic going in the other direction. The crosswalks are well-marked and there is usually “yield to pedestrians” signage notifying vehicle drivers to be aware of the pedestrian crossing ahead. Because the roundabout lanes and the entry and exit lanes to the roundabout are a single lane, the slower traffic speed makes it easier for drivers to stop and allow pedestrians to cross.
7. **Bicyclists.** Because vehicles move through a roundabout at a slower speed and weaving is eliminated because the roundabout only has one lane, roundabouts are much safer for bicyclists who are confident riding with motorists moving at their speed.

Existing Conditions

- Poorly located pedestrian crossings are not only unsafe, they are inconvenient and unfriendly.
- Getting to the historic island is unsafe.
- Today, the amount of pavement versus green space fails to honor the vision of Olmstead.
- The geometric designs on all 7 approaches and exits induces high speeds.
- Due to the immense width of the circle, the best way to bring down speeds and crashes is through better control of entries and exits, and to eliminate the overly wide travel lanes (40-50 feet wide).

Flat entries and exits induce high crash, low-yield speeds

Crosswalks are poorly positioned, where high speed, low yield motorists' behaviors are experienced



Three points of access to the central island induce unsafe crossings, due to high speeds

No clear space for walking or bicycling

This exit is a high speed right turn

No crossing

The circulating speeds in this proposed redesign are high, with 30-40 mph speeds likely



CONCEPTUAL DESIGN DEVELOPMENT

To develop the conceptual design, the following considerations were discussed:

- 15-16 feet maximum for circulating lane width is appropriate;
- All crosswalks should be 20-22 feet from the circulating lane, and be well marked and lit;
- Southbound on Delaware may call for a dedicated right lane on Lafayette, but exact traffic counts are needed before recommending this design development; and
- While raised vertical features can reinforce proper motorist behaviors, year-round, in the winter, drivers are likely to drive over pavement markings, therefore, large raised pavement markings, vertical lane markings, planters, or a rehabilitation will be needed.

The accompanying presentation, Attachment A, presents the conceptual design for Gates Circle. Key design features are as follows:

- The circulating speed is brought down to 23 mph by geometric design, increasing safety and yielding behavior by motorists;
- All entries and exits to the circle have a lower entry and exit speed design;
- All crosswalks are placed properly, resulting in lower speeds, higher yielding, safer and more convenient crossings;
- Two points of access to the central island are maintained. A third point is eliminated, due to unsafe conditions, but the Circle is kept accessible and historically accurate;
- Colorized bike paths are two-way, 10-12 foot in width; and
- Sidewalks are 6-feet wide or wider.

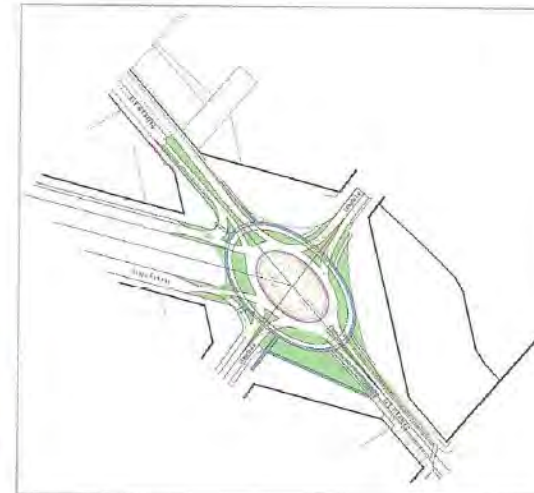


Image Right: The Gates Circle conceptual design operates at lower speeds, supports all modes, encourages walking and cycling, provide safer access to a greener and quieter center, and aims to honor Olmsted's original intent.

Gates Circle - Concept Level Cost Estimates				
Description	QTY	Unit	Unit Price	Total Cost
General Requirements				
Erosion and Sediment Control		LS	\$40,000	\$0.00
			Total	\$0.00
Site Preparation				
Pavement Removal	49,350	SF	\$6	\$298,100.00
Sawcut pavement	5,000	LF	\$9	\$45,000.00
Structure Removal		CY	\$90	\$0.00
Utility Removals		LS	\$5,000	\$0.00
Misc. Removals		LS	\$8,000	\$0.00
Unclassified Excavation		CY	\$25	\$0.00
			Total	\$341,100.00
Earthwork				
Imported Fill		CY	\$50	\$0.00
General Earth Moving		CY	\$35	\$0.00
Topsoil	914	CY	\$70	\$63,972.22
			Total	\$63,972.22
Site Improvements				
Retaining Walls		SFF	\$45	\$0.00
Asphalt Pavement (mill and resurface)	29,510	SF	\$4	\$118,040.00
Raised Asphalt		SF	\$5	\$0.00
Stamped Colored Asphalt	7,500	SF	\$20	\$150,000.00
Concrete - Curb Extension		SF	\$13	\$0.00
Concrete - sidewalk	4,250	SF	\$20	\$85,000.00
Crosswalk	15	EA	\$2,000	\$30,000.00
Curbing	1,120	LF	\$48	\$53,760.00
Fencing		LF	\$65	\$0.00
Pavement Striping		LF	\$2	\$0.00
Islands	6	EA	\$100,000	\$600,000.00
			Total	\$1,036,800.00
Site Utilities				
Roadway Lighting		EA	\$15,000	\$0.00
Pedestrian Lighting		EA	\$8,000	\$0.00
Bicycle Signal		EA	\$15,000	\$0.00
Traffic Signal		EA	\$150,000	\$0.00
Site Electric		LF	\$40	\$0.00
Utility Adjustments - Water		EA	\$150	\$0.00
Utility Adjustments - Sewer		EA	\$800	\$0.00
Drainage (Allowance)	1	LS	\$200,000	\$200,000.00
			Total	\$200,000.00
Amenities				
Site Furnishings		EA	\$3,000	\$0.00
Specialty Site Elements		LS	\$20,000	\$0.00
			Total	\$0.00
Traffic				
Traffic and Wayfinding Signage		EA	\$500	\$0.00
			Total	\$0.00
Landscaping				
Planting Soil		CY	\$95	\$0.00
Shade Trees (4-5" Cal)	10	EA	\$1,500	\$15,000.00
Ornamental Trees (2-3" Cal)		EA	\$600	\$0.00
Shrubs and Ornamental Grasses		EA	\$100	\$0.00
Lawn (Seeding & Mulching)	5,483	SY	\$3	\$16,450.00
			Total	\$31,450.00
Project Construction Materials Subtotal				\$1,673,322.22
General Contingency	30%			\$501,996.67
Project Construction Subtotal				\$2,175,318.89
Work Zone Traffic Control	8%			\$174,025.51
Field Change Order	5%			\$108,765.94
Mobilization/Demobilization	4%			\$87,012.76
Project Construction Total				\$2,545,123.10
Engineering and Survey	20%			\$509,024.62
Construction Admin / Inspection	20%			\$509,024.62
Overall Project Total				\$3,563,172.34

Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Next PCC Meeting Date is July 6, 2022 @ 9:30 am
- Adjournment



Planning and Coordinating Committee (PCC) Meeting

Wednesday July 6, 2022 9:30AM

Public Participation via Facebook Live

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

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

DRAFT AGENDA

Pledge of Allegiance

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (6-1-22) Meeting Minutes

II. ACTION ITEMS

- A) PIN 5763.42 Erie County Bridge Deck Overlay/Joint Replacements & PIN 5763.43 Erie County Bridge Deck Overlay/Joint Replacements – Project Merger & Minor Scope Change
- B) Resolution 2020-5 FTA FFY22 5310 Projects – New Project
- C) Resolution 2020-6 Over Height Vehicle Safety Project on Young Street at BIN 7046540 – New Project
- D) FFY 23-27 GBNRTC TIP – Approve Project Listing and Initiate Public Review
- E) FFY 23-27 GBNRTC TIP Draft Air Quality Conformity Determination – Initiate Public Review

III. DISCUSSION ITEMS

- A) TPS Action Item Approvals
- B) TIP Development Update
- C) MTP Update Status
- D) Western NY TAP/CMAQ Awards

IV. STATUS REPORTS/INFORMATION

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

V. MEETING ADJOURNMENT

NEXT MEETING CONFIRMATION: August 3, 2022

Greater Buffalo-Niagara Regional Transportation Council (GBNRTC)
Minutes of the July 6, 2022 Planning and Coordinating Committee (PCC) Meeting

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on July 6, 2022 at 9:35 am.

The following GBNRTC-PCC representatives were present:

- | | |
|-------------------|------------------|
| 1. NFTA | Darren Kempner |
| 2. NYSTA | Sean Carrington |
| 3. NYSDOT | Dave Hill |
| 4. Buffalo | Nolan Skipper |
| 5. Niagara Falls | Eric Cooper |
| 6. Erie County | Darlene Svilokos |
| 7. Niagara County | Garret Meal |

Others present were:

- Athena Hutchins NITTEC
- Joe Buffamonte NYSDOT
- Mike Lydecker Wendel
- Bryan Roth NFTA
- GBNRTC Staff (7)
- 10 members of the public viewing through Facebook Live link

I. PROCEEDINGS

Chairperson (Mr. Meal from Erie County who filled in for NYSTA) called the meeting to order at 9:35 a.m. and led in the pledge of allegiance.

A) Roll Call

All members were present.

B) Public Participation

Two comments were received.

- Peter Merlo (Live):** Mr. Merlo summarized a letter that he had previously submitted for PCC consideration (attached) in regards to the ongoing Region Central Study. Mr. Morse briefly addressed his concerns and offered to meet with Mr. Merlo and his group to fully answer all of their questions.
- Doug Funke (Via Facebook):** Citizens for Regional Transit commends the GBNRTC on the stellar job accomplished on the Region Central Project and hope the Kensington / Humboldt rework can enjoy a similarly inspired approach; one that integrates the reimagined Scajaquada corridor with a restored Humboldt Parkway, re-establishing Buffalo as an Olmsted-inspired city in a park. This can be accomplished by distributing the traffic now "funneled" onto the Kensington across the many avenues that fan out from downtown, while extending Buffalo Metro to the airport and the new Bills Stadium / Park-&-Ride. Extending high-capacity rail transit is a critical component for meeting the requirements of the NYS CLCPA law as called out in Scenario 4 of the NYS Climate Action Committee's Draft Scoping Plan. Let's seize the moment and address both goals - restoration of East Side neighborhoods and fighting climate change.

C) Approval of Meeting Agenda

There was a request to enter into Executive Session by NYSDOT to discuss the local project share of the distributed regional TIP allocations for FFY 23-27. All present were in favor of a motion (*NFTA/EC*) to approve the modified meeting agenda. This was added to the agenda as item IV.C.

D) Approval of Previous Meeting Minutes

All present were in favor of a motion (*NFTA/EC*) to approve the 6/1/22 meeting minutes.

II. ACTION ITEMS

A) Erie County Bridge Deck Overlay/Joint Replacements This request from is a Buffalo Minor Scope Change:

- a. This is an Erie County request will merge two projects under PIN 5763.42
 - i. PIN 5763.42 Erie County Bridge Deck Overlay/Joint Replacements (\$0.550M)
 - ii. PIN 5763.43 Erie County Bridge Deck Overlay/Joint Replacements (\$0.600M)
- b. The new project title will be, "Erie County Bridge Deck Overlay/Joint Replacements".
- c. The scope of the merged project be modified (minor scope change)
 - i. Work on BIN 3327539 - Willet Road over South Branch Smokes Creek was repaired under a previous project, and therefore will be removed from this project.
 - ii. BIN 2212850 - Youngs Road over Ellicott Creek will be added to the project in its place.
- d. Total project cost will be \$1.15M (no cost changes).
- e. *Motion to approve these changes as AdMod # 128 (DOT/EC) Approved.*

B) Section 5310 Project Recommendations

- a. The Enhanced Mobility of Seniors and Individuals with Disabilities Public Transportation grants program (49 USC, Section 5310) provides funding to improve accessibility and mobility for seniors and persons with disabilities.
- b. A minimum of 55% of the available funding awards will go to traditional Section 5310 capital projects which are primarily vehicle requests are the priority for traditional funding out of the Section 5310 program, but may also include communications equipment; dispatch/scheduling software and hardware; and other related equipment to support an agency's needs.
- c. NYSDOT Albany will make the final decision on awards.
- d. 6 Traditional Capital Projects (Vehicles) Submitted for 22 total vehicles approved (Total Cost = \$1.5M)
- e. 2 Operating Assistance projects approved (Total Cost = \$1.37M)
- f. 3 COVID relief projects approved (Total Cost = \$0.366M)
- g. 2 Mobility Management assistance projects approved (Total Cost = \$0.366M)
- h. All approved public outreach procedures have been followed.
- i. These projects have been recommended as exempt to the Interagency Consultation Group for the purpose of air quality conformity
- j. *Motion made to approve projects (DOT/NFTA) Amendment # 56 (DOT/NFTA). Approved.*

C) PIN 582552 - Over Height Vehicle Safety Project on Young Street

- a. This new project (administered by the City of Tonawanda) will:
 - i. Provide a system that would eliminate truck-bridge hits at the CSX Rail bridge over Young Street (BIN 7046540).
 - ii. Improve safety for freight travel thru City of Tonawanda. Improve infrastructure on Young Street and detour route.
- b. Work to be investigated will include:
 - i. Install a vehicle detection warning system that will provide truck drivers with an active warning based on the height of the truck and the vertical clearance of the bridge.
 - ii. Develop a detour route for trucks that trigger the over height detection system.
- c. Total project cost is \$1.2M (100% FAST Act National Fright Highway Program).
- d. No offset is required as these are new state allocated federal funds.

- e. On 6/7/22, the Interagency Consultation Group (ICG) for air quality conformity concurred that the project is exempt for the purposes of transportation conformity using Code A2 - Projects that correct, improve, or eliminate a hazardous location or feature
- f. All approved public outreach has been completed.
- g. *Motion made to approve project as Amendment # 55 (DOT/EC). Approved.*
- D) FFY 23-27 TIP – Approve constrained project listing and initiate a 30-day review of Draft Document
 - a. Members were not ready to approve this item at this time.
 - b. *Motion made to table this item (DOT/NC). Approved.*
- E) Amended Air Quality Conformity Determination – Approve Draft document
 - a. As this item is dependent on the approval of item D, members were not ready to approve this item at this time.
 - b. *Motion made to table this item (DOT/NC). Approved.*

III. DISCUSSION ITEMS

A. TPS Action Approvals (Guarino)

- PIN 5763.59 Erie County Pedestrian Accommodations (Clarence)
 - This was a request to increase funding and advance the let for this project
 - Town of Clarence added \$0.408M in local funds to the Construction Phase
 - Let date will be advanced from 6/15/23 (FFY 23) to 8/15/2022 (FFY 22)
 - This item was approved as Administrative Modification #127
- PIN 5763.74 Jacques Rd/18 Mile Creek, BIN 3329220 Vertical Down & PIN 5763.75 W Somerset Rd/Fish Creek, (Cat 3)
 - This Niagara County request merged two projects using PIN 5763.74.
 - All funds (\$0.288M) from PIN 5763.75 were transferred to PIN 5763.74
 - \$96K of local (Niagara County) funds were added to design
 - Total cost of merged project is now \$0.674M
 - This item was approved as Administrative Modification #129

B. TIP Development Update (Guarino)

- TIP Development status and updated completion schedule were presented.
 - Members continue to work hard to develop a constrained project listing from submitted candidate projects based on published planning target totals available to region.
 - Constrained project listing will be approved by PCC via electronic ballot
 - Exemption recommendations of preliminary new project list being reviewed by Interagency Consultation Group (ICG)
 - Draft AQ conformity document has been developed
 - 30-day review for draft TIP and conformity document
 - August PCC recommendation for draft TIP and draft conformity document.
 - August Policy approval for TIP and conformity document.
 - August 18 TIP transmittal.
 - All MPO TIPs incorporated into STIP via eSTIP
 - 30-day public review of STIP
 - November 1 – new TIP is live.

C. MTP Update - Status Report (Weymouth)

- First meeting of the GBNRTC 2050 MTP Update Subcommittee is scheduled for Wednesday, July 20, 2022 following TPS. It will include PCC member organizations, possibly supplemented by appointees from other parts of member organizations and/or non-member organizations. The subcommittee will guide development of MTP update, reviews plan status, performance measures, demographic and other factors, financial forecasts and makes recommendations regarding project implementation consistent with plan goals.
- Topics to be covered include:
 - i. About the 2050 MTP Update
 - 1. Planning Process Overview and Schedule

- 2. Public Participation Plan
 - ii. We are Moving Forward - Strategies in Action
 - 1. Projects, Plans, and Initiatives Highlights
 - iii. Where We Are Today
 - 1. Existing Conditions and Current Trends
 - iv. Where We Want to Be
 - 1. Reaffirming 2050 MTP Update Vision and Goals
 - 2. Measuring Our System's Performance
- MTP Update web site is now live and will be populated as information is developed at www.gbnrtc.org/movingforward2050update

D. 2021 TAP/CMAQ Awards

- Projects that promote environmentally friendly modes of travel and make it easier and safer to walk, bike or hike.
- The funding provides up to 80 percent of total project costs, is made available through the Federal Highway Administration and administered by the New York State Department of Transportation.
- Projects were selected through a competitive solicitation process that required awardees to demonstrate how proposed activities would contribute to increasing the use of non-vehicular transportation alternatives, reduce vehicle emissions and/or mitigate traffic congestion.
- Combined with project sponsor contributions, these awards will leverage nearly \$550 million in additional community investments.
- \$178.8 million was awarded to 75 communities across New York State
 - i. Capital Region - \$27.2M
 - ii. Central NY - \$14.1M
 - iii. Finger Lakes - \$23.7M
 - iv. Long Island - \$6.8M
 - v. Mid-Hudson - \$38.8M
 - vi. Mohawk Valley - \$8.6M
 - vii. NYC - \$7.7M
 - viii. North Country - \$5.1M
 - ix. Southern Tier - \$8.0M
 - x. Western NY - \$38.8M
- GBNRTC Member Agency Awarded Projects:
 - i. \$2,985,600 to the City of Buffalo for rehabilitation to the Scajaquada Trail from Main Street to Fillmore Avenue.
 - ii. \$791,680 to the City of Buffalo for the continuation of the Forest Avenue Multi-Use Pathway.
 - iii. \$3,861,362 to Niagara Frontier Transportation Authority to construct bus stop canopies and pedestrian/bicycle infrastructure improvements along North Division Street in the City of Buffalo.
 - iv. \$5,000,000 to the Niagara Frontier Transportation Authority for the purchase of Battery Electric Buses (BEB) to serve populations across Western New York.
 - v. \$5,000,000 to the Western New York Region to construct a diverging diamond interchange at the I-190 and Niagara Falls Boulevard intersections in Niagara Falls.
 - vi. \$2,368,000 to the Western New York Region to construct a new through lane, approaches, traffic signal and pedestrian crossing at Route 33-Genesee Street at Harris Hill Intersection in the Town of Lancaster, Erie County.
- MPO Local Agency (MISC) Awarded Projects:
 - i. \$1,490,400 to the Town of Amherst to construct sidewalk and bicycle lane improvements to Carey Road from Paradise Park to Transit Road.
 - ii. \$2,354,887 to the Town of Evans for the construction of a segment of the Shoreline Trail along Lake Shore Road.
 - iii. \$1,600,000 to the Town of Orchard Park to construct approximately sidewalks and pedestrian crosswalks to improve safe routes to schools.
 - iv. \$1,696,000 to the Town of Tonawanda to construct a Riverwalk multi-use pedestrian trail connecting River Road to Two Mile Creek Road.

- v. \$1,050,000 to the City of North Tonawanda to construct an extension to the Erie Canal Bike Path between Mayor's Park and North Tonawanda Botanical Gardens.
- vi. \$3,448,028 to the Town of Clarence to construct sidewalk and pedestrian improvements from Main Street to Transit Road.
- vii. \$802,707 to the Village of Williamsville to construct sidewalk and curb ramps along Main Street.

IV. STATUS REPORTS/INFORMATION

A. Member Agency Reports

- NFTA (Kempner) reported that the suspension of fares on certain METRO routes will continue until the end of the month.
- DOT (Hill) stated that they are working hard with the local MPO member agencies to develop a constrained project listing that is satisfactory to all. DOT is attempting to provide the same amount of regional funding to the local members as they did for the 2020-2024 TIP plus a 6% increase.
- NITTEC (Hutchins) reported that the ATCMTD project is progressing and that NITTEC hopes to provide a demonstration of a front-end interface to show system capabilities at a PCC meeting in the near future.
- EC (Svilokos), NC (Meal), Buffalo (Skipper) and NYSTA (Carrington) all reported that they are busy with construction.
- Niagara Falls (Cooper) stated that they had nothing to report.

B. Director's Report.

- Guarino noted several additional items including:
 - i. We will be participating in a Tribal Nations Summit from July 12-14 in Ellicottville, NY. Summit is being organized by FHWA as a way to foster increased understanding, communication and participation between Tribal nations, NYSDOT, FHWA and MPOs.
 - ii. Safe Streets 4 All – Attended webinars on planning grants and implementation grants. GBNRTC will be submitting an application for a planning grant that will cover the entire MPO planning area. Feds do not want duplicate planning grant applications. Implementation funds will not be available without a plan.
 - iii. NYSDOT will be receiving approx. \$175M over 5 years from the National Electric Vehicle infrastructure program. Funding will be invested within 1 mile of designated EV corridors with charging stations no more than 50 miles apart. To receive the funds NY must submit a state EV plan by Aug 1. Kelly is participating in ongoing meetings between MO and MPOs and will provide an update at a future PCC meeting. NYSDOT will be holding a virtual public information meeting on July 20 at 1pm
 - iv. We have begun updating our Public Participation Plan. COVID, technology and increased fuel costs have changed the way people are willing to participate in our planning process and the plan needs to be update to reflect that.
 - v. Attended Niagara University Supply Chain forum – impacts of increased logistics expense on goods movement. The reasons for the cost increases were strong demand for transportation services, lack of drivers and dock workers, and high fuel costs. Shippers should not expect any relief in the near future; they should plan for continued high freight costs for at least the rest of 2022 and well into 2023.
 - vi. Regional Bike Plan Implementation - Regional Bike Coalition Steering Committee meeting held on 6/30/22 at Innovation Center. Topics covered:
 - 1. Status of trail studies underway
 - 2. Review of regional priorities
 - 3. Performance measures and available data sources
 - 4. Listserve development
 - vii. Website updates – new federal discretionary grant programs, NY Statewide funding programs and SFY 22-23 budgets – CHIPS, PAVE NY, Pave our Potholes, State Touring Route Program. Once TIP constrained project list is finalized an interactive map of all projects will be published.
- Move to Executive Session - It was decided that an Executive Session was not needed at this time. No business items were discussed.

V. Chairperson Meal made a motion to adjourn the meeting (EC/NFTA). *Approved.*

- Next PCC meeting may be moved from Aug 3 to Aug 10 to expedite TIP approvals based on need to meet approval deadlines for new TIP.

Planning and Coordinating Committee

July 6, 2022





Proceedings

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

Agenda

I. Proceedings

II. Action Items

III. Discussion Items

IV. Status Reports / Information

Action Items



A. Erie County Bridge Deck Overlay/Joint Replacements

- This EC request will merge two projects under PIN 5763.42
 - PIN 5763.42 Erie County Bridge Deck Overlay/Joint Replacements (\$0.550M)
 - PIN 5763.43 Erie County Bridge Deck Overlay/Joint Replacements (\$0.600M)
- The new project title will be, “Erie County Bridge Deck Overlay/Joint Replacements”.
- The scope of the merged project be modified (minor scope change)
 - Work on BIN 3327539 - Willet Road over South Branch Smokes Creek was repaired under a previous project, and therefore will be removed from this project.
 - BIN 2212850 - Youngs Road over Ellicott Creek will be added to the project in its place.
- Total project cost will be \$1.15M (no cost changes).
- **Today’s action would be to approve these changes as AdMod # 128.**



B. RESOLUTION 2022-5

FTA Section 5310 Grant Program Awards – FFY22

- This program (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation/mobility needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.
- Funds are apportioned based on each state's share of the population for these two groups.
- The following 11 projects have been recommended for funding by GBNRTC's Human Services Transportation Plan (HSTP) Review Team.



Section 5310 Recommended Projects

- 6 traditional capital projects (vehicles) submitted for 22 total vehicles requested

Applicant Name	County	Number of Vehicles	Federal Amount	Local Amount	Total Cost
Aspire of WNY	Erie	3	\$147,547.00	\$36,887.00	\$184,434.00
Catholic Health System, Inc.	Erie	1	\$57,941.60	\$14,485.40	\$72,427.00
Community Services for Every1	Erie	6	\$366,251.00	\$91,563.00	\$457,814.00
County of Erie	Erie	4	\$196,730.00	\$49,182.00	\$245,912.00
People, Inc.	Erie	6	\$295,094.40	\$73,773.60	\$368,868.00
United Cerebral Palsy of Niagara dba Empower	Niagara	2	\$135,419.20	\$33,854.80	\$169,274.00
Total		22	\$1,198,983.20	\$299,745.80	\$1,498,729.00

Section 5310 Recommended Projects

Applicant Name	County	Project Proposal	Federal Amount	Local Amount	Total Cost
Co. of Erie dba Dept. of Senior Services *	Erie	Rideshare Partnership to augment and expand Going Places Program hours of service to nights and weekends.	\$445,140	\$445,140	\$890,000
Hearts and Hands *	Erie & Niagara	Administrative and driver reimbursement costs to operate a volunteer driver program for service for older adults and people with disabilities in suburban and rural communities in the region	\$237,544	\$237,544	\$475,088
Total			\$682,684	\$682,684	\$1,365,088

Section 5310 Recommended Projects

Applicant Name	County	Project Proposal	Federal Amount	Local Amount	Total Cost
Co. of Erie dba Dept. of Senior Services *	Erie	Rideshare Partnership to augment and expand Going Places Program hours of service to nights and weekends.	\$94,860	-	\$94,860
Hearts and Hands *	Erie & Niagara	Administrative and driver reimbursement costs to operate a volunteer driver program for service for older adults and people with disabilities in suburban and rural communities in the region	\$221,198	-	\$221,198
Hearts and Hands	Erie & Niagara	Volunteer Driver Recruitment Campaign to increase the number of volunteer drivers with a focus on the City of Buffalo.	\$25,000	\$25,000	\$50,000
Total			\$341,058	\$25,000	\$366,058

Section 5310 Recommended Projects

Applicant Name	Pin#	County	Project Proposal	Federal Amount	Local Amount	Total Cost
Co. of Erie dba Dept. of Senior Services		Erie	Hire a Transportation Supervisor to oversee the whole, expanded Going Places Program, engage with clients and partners and collaborate with other providers in the area.	\$198,340	\$51,744	\$250,084
Center for Self-Advocacy		Erie	Staff support to conduct an outreach campaign to communities in Erie County on the importance of clearing bus stops, sidewalks and curb cuts which impede free movement for older adults and people with disabilities.	\$92,960	\$23,240	\$116,200
Total				\$291,300	\$74,984	\$366,284

B. RESOLUTION 2022-5

FTA Section 5310 Grant Program Awards – FFY 2022

- All approved public outreach procedures have been followed.
- These projects have been recommended as exempt to the Interagency Consultation Group for the purpose of air quality conformity
 - B10 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
 - B1 - Operating assistance to transit agencies
 - C4 - Grants for training and research programs by the Interagency Consultation Group
- **Today's action would be to approve these new projects as Amendment # 56.**

C. Resolution 2022-6

PIN 582552 - Over Height Vehicle Safety Project on Young Street

- This new project (administered by the City of Tonawanda) will:
 - Provide a system that would eliminate truck-bridge hits at the CSX Rail bridge over Young Street (BIN 7046540).
 - Improve safety for freight travel thru City of Tonawanda. Improve infrastructure on Young Street and detour route.
- Work to be investigated will include:
 - Install a vehicle detection warning system that will provide truck drivers with an active warning based on the height of the truck and the vertical clearance of the bridge.
 - Develop a detour route for trucks that trigger the over height detection system.
- Total project cost is \$1.2M (100% FAST Act National Fright Highway Program).
- No offset is required as these are new state allocated federal funds.
- On 6/7/22, the Interagency Consultation Group (ICG) for air quality conformity concurred that the project is exempt for the purposes of transportation conformity using Code A2 - Projects that correct, improve, or eliminate a hazardous location or feature
- All approved public outreach has been completed.
- **Today's action would be to approve this new project as Amendment #55.**



C. FFY 23-27 Transportation Improvement Program (TIP)

- Due to continuing negotiations, this item is tabled.

D. Amended Air Quality Conformity Document

- Due to continuing negotiations, this item is tabled.

Discussion Items



A. TPS Action Item Approvals

- PIN 5763.59 Erie County Pedestrian Accommodations (Clarence)
 - This was a request to increase funding and advance the let for this project
 - Town of Clarence added \$0.408M in local funds to the Construction Phase
 - Let date will be advanced from 6/15/23 (FFY 23) to 8/15/2022 (FFY 22)
 - **Approved as Administrative Modification #127**
- PIN 5763.74 Jacques Rd/18 Mile Creek, BIN 3329220 Vertical Down & PIN 5763.75 W Somerset Rd/Fish Creek, (Cat 3)
 - This Niagara County request merged two projects using PIN 5763.74.
 - All funds (\$0.288M) from PIN 5763.75 were transferred to PIN 5763.74
 - \$96K of local (Niagara County) funds were added to design
 - Total cost of merged project is now \$0.674M
 - **Approved as Administrative Modification #129**

B. 2023-2027 TIP Development Update

- Updated schedule looks like this:
 - Members continue to work hard to develop a constrained project listing from submitted candidate projects based on published planning target totals available to region.
 - Constrained project listing will be approved by PCC via electronic ballot
 - Exemption recommendations of preliminary new project list being reviewed by Interagency Consultation Group (ICG)
 - Draft AQ conformity document has been developed
 - 30-day review for draft TIP and conformity document
 - August PCC recommendation for draft TIP and draft conformity document.
 - August Policy approval for TIP and conformity document.
 - August 18 TIP transmittal.
 - All MPO TIPs incorporated into STIP via eSTIP
 - 30-day public review of STIP
 - November 1 – new TIP is live.

2023 – 2027 TIP Development Schedule

<i>Activity</i>	<i>Sub-Activity/Milestone</i>	<i>Date</i>
Project Development and Review	Call for new projects	<i>April 21 to May 22</i>
	Review current system conditions	
	Review FFY 23-24 projects and candidates from last TIP cycle	
	Complete and prioritize agency project candidate forms	
	Project proposal summary distributed to members to review	
	Agency Project proposal presentations at TPS	
	Project (with MTP linkage) evaluation completed	
<hr/>		
Fiscal Constraint and Air Quality Conformity	Develop draft fiscally constrained project listing	<i>May 22 to July 22</i>
	TPS meeting(s) to discuss draft project list	
	Develop final project listing	
	Propose suggested air quality conformity exemption codes to ICG	
	TPS recommends final project list to PCC	
	Begin entering projects into eSTIP	
	Complete draft air quality conformity determination document	
	PCC approval of draft fiscally constrained project list	
<hr/>		
Public Review and Agency Consultation	Initiate AQ conformity determination 30-day public review	<i>July to August 22</i>
	Initiate Draft TIP 30-day Public Review	
	FHWA, FTA and NYSDOT MO review	
	Conduct TIP Public Meeting	
	Interagency consultation	
	Respond to all comments	
	Final document assembled and completed	
PCC recommends TIP and conformity doc to Policy Committee		
<hr/>		
TIP/STIP Approval	Policy Committee approves conformity doc and TIP	<i>August 22 to Nov 22</i>
	Final document printed and posted to Internet	
	TIP incorporated into STIP	
	STIP goes out for public review	
	NYSDOT Main Office STIP approval	
	FHWA and FTA approval	
	Final document distributed to members and posted online	

MOVING
FORWARD

2050

UPDATE



2050 UPDATE



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



GBNRTC 2050 MTP Update Subcommittee

- First meeting scheduled on Wednesday, July 20, 2022 following TPS.
- Includes PCC member organizations, possibly supplemented by appointees from other parts of member organizations and/or non-member organizations.
- Guides development of MTP update, reviews plan status, performance measures, demographic and other factors, financial forecasts and makes recommendations regarding project implementation consistent with plan goals.



Topics to Be Covered

1. About the 2050 MTP Update

- Planning Process Overview and Schedule
- Public Participation Plan

2. We are Moving Forward - Strategies in Action

- Projects, Plans, and Initiatives Highlights

3. Where We Are Today

- Existing Conditions and Current Trends

4. Where We Want to Be

- Reaffirming 2050 MTP Update Vision and Goals
- Measuring Our System's Performance

STAY CONNECTED WITH US



Learn more at

www.gbnrtc.org/movingforward2050update

Follow us on social media



www.twitter.com/gbnrtc



www.facebook.com/GBNRTC/

D. 2021 TAP/CMAQ Award Announcement

- Projects that promote environmentally friendly modes of travel and make it easier and safer to walk, bike or hike.
- The funding provides up to 80 percent of total project costs, is made available through the Federal Highway Administration and administered by the New York State Department of Transportation.
- Projects were selected through a competitive solicitation process that required awardees to demonstrate how proposed activities would contribute to increasing the use of non-vehicular transportation alternatives, reduce vehicle emissions and/or mitigate traffic congestion.
- Combined with project sponsor contributions, these awards will leverage nearly \$550 million in additional community investments.

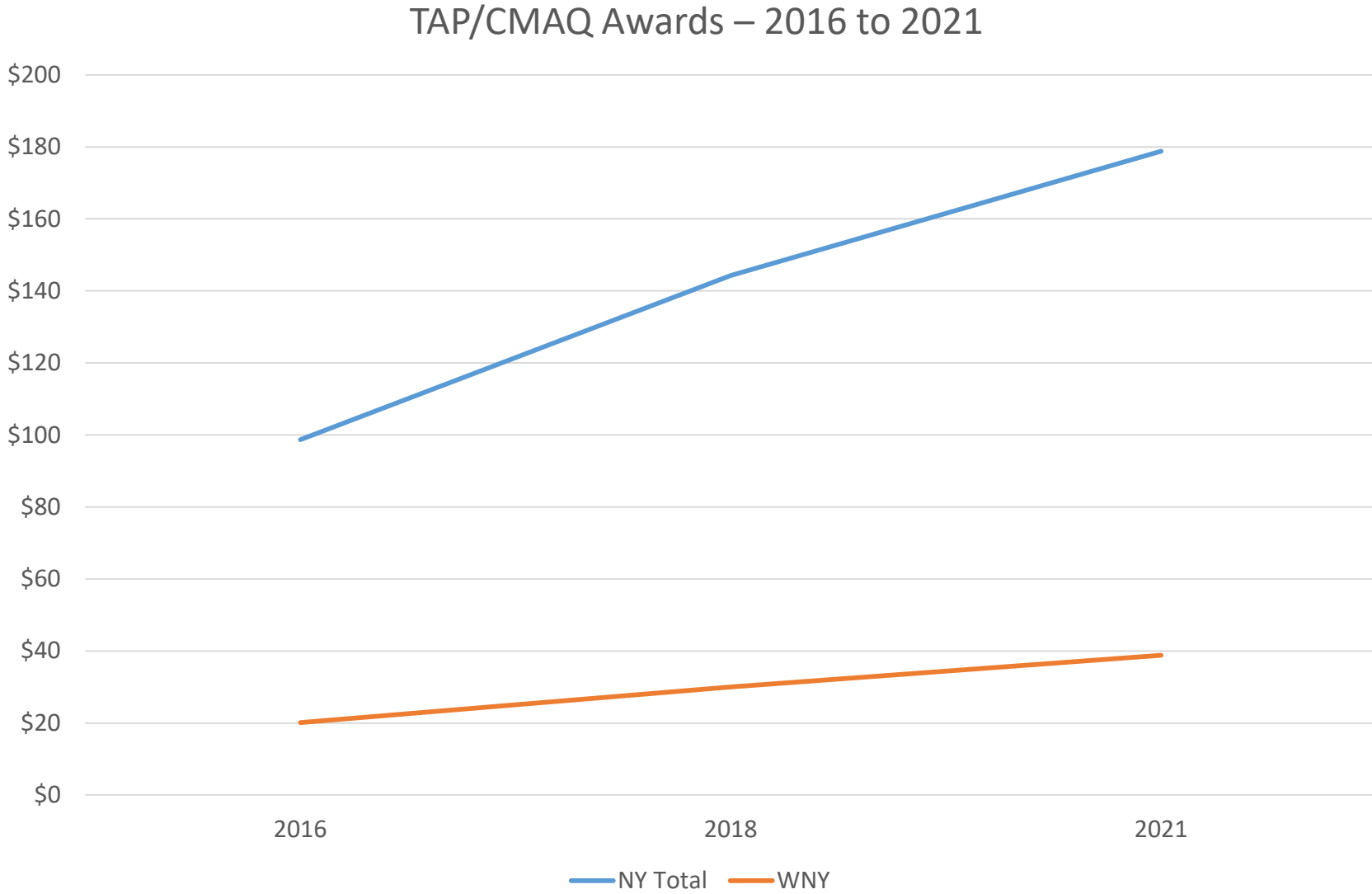


D. 2021 TAP/CMAQ Award Announcement

- \$178.8 million has been awarded to 75 communities across New York State
 - Capital Region - \$27.2M
 - Central NY - \$14.1M
 - Finger Lakes - \$23.7M
 - Long Island - \$6.8M
 - Mid Hudson - \$38.8M
 - Mohawk Valley - \$8.6M
 - NYC - \$7.7M
 - North Country - \$5.1M
 - Southern Tier - \$8.0M
 - **Western NY - \$38.8M**



D. 2021 TAP/CMAQ Award Announcement



D. 2021 TAP/CMAQ Award Announcement

- GBNRTC Member Agencies
 - \$2,985,600 to the City of Buffalo for rehabilitation to the Scajaquada Trail from Main Street to Fillmore Avenue.
 - \$791,680 to the City of Buffalo for the continuation of the Forest Avenue Multi-Use Pathway.
 - \$3,861,362 to Niagara Frontier Transportation Authority to construct bus stop canopies and pedestrian/bicycle infrastructure improvements along North Division Street in the City of Buffalo.
 - \$5,000,000 to the Niagara Frontier Transportation Authority for the purchase of Battery Electric Buses (BEB) to serve populations across Western New York.
 - \$5,000,000 to the Western New York Region to construct a diverging diamond interchange at the I-190 and Niagara Falls Boulevard intersections in Niagara Falls.
 - \$2,368,000 to the Western New York Region to construct a new through lane, approaches, traffic signal and pedestrian crossing at Route 33-Genesee Street at Harris Hill Intersection in the Town of Lancaster, Erie County.
- Locals in GBNRTC Planning Area (MISC)
 - \$1,490,400 to the Town of Amherst to construct sidewalk and bicycle lane improvements to Carey Road from Paradise Park to Transit Road.
 - \$2,354,887 to the Town of Evans for the construction of a segment of the Shoreline Trail along Lake Shore Road.
 - \$1,600,000 to the Town of Orchard Park to construct approximately sidewalks and pedestrian crosswalks to improve safe routes to schools.
 - \$1,696,000 to the Town of Tonawanda to construct a Riverwalk multi-use pedestrian trail connecting River Road to Two Mile Creek Road.
 - \$1,050,000 to the City of North Tonawanda to construct an extension to the Erie Canal Bike Path between Mayor's Park and North Tonawanda Botanical Gardens.
 - \$3,448,028 to the Town of Clarence to construct sidewalk and pedestrian improvements from Main Street to Transit Road.
 - \$802,707 to the Village of Williamsville to construct sidewalk and curb ramps along Main Street.

Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Next PCC Meeting Date is August 3, 2022 @ 9:30 am
- Adjournment



Planning and Coordinating Committee (PCC) Meeting

Wednesday August 3, 2022 9:30AM

Public Participation via Facebook Live

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

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

DRAFT AGENDA

Pledge of Allegiance

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (7-6-22) Meeting Minutes

II. ACTION ITEMS

- A) Riverline Project – Initiate Public Review
- B) PIN 5763.38 Bridge Painting and Vertical Down (EC) – Add Local Funds
- C) FFY 23-27 Draft Transportation Improvement Program – Initiate Public Review
- D) Draft Air Quality Conformity Determination – Initiate Public Review

III. DISCUSSION ITEMS

- A) Items in Public Review
- B) TIP Development Update

IV. STATUS REPORTS/INFORMATION

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

V. MEETING ADJOURNMENT

NEXT MEETING September 7, 2022

Greater Buffalo-Niagara Regional Transportation Council (GBNRTC)
Minutes of the August 3, 2022 Planning and Coordinating Committee (PCC) Meeting

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on August 3, 2022 at 9:35 am.

The following GBNRTC-PCC representatives were present:

- | | |
|-------------------|----------------|
| 1. NFTA | Darren Kempner |
| 2. NYSTA | Matt Latko |
| 3. NYSDOT | Dave Hill |
| 4. Buffalo | Michael Finn |
| 5. Niagara Falls | |
| 6. Erie County | Brian Rose |
| 7. Niagara County | Garret Meal |

Others present were:

- Athena Hutchins NITTEC
- Joe Buffamonte NYSDOT
- Frank Cirillo NYSDOT
- Jeff Lebsack Western New York Land Conservancy
- Norman Allen Niagara County
- Nolan Skipper Buffalo
- Maria Hayford FHWA
- Sharon Ray Seneca Nation
- GBNRTC Staff (7)
- 7 members of the public viewing through Facebook Live link

I. PROCEEDINGS

Chairperson (Mr. Latko from TWA) called the meeting to order at 9:35 a.m. and led in the pledge of allegiance.

A) Roll Call

- All members were present with the exception of Niagara Falls.

Frank Cirillo announced that Michael Finn has been selected to be the next permanent Executive Director for the GBNRTC. A start date for Mr. Finn is still being worked out. Mr. Cirillo then thanked Mr. Guarino for his leadership as Acting Executive Director over the last 13 months, as well as the GBNRTC staff for their continued efforts during the selection process.

B) Public Participation

- **Douglas Funke:**
 - For those who knew Citizens for Regional Transit Board Member, Betsy Giles, who recently passed away please note that we will be installing and dedicating a plaque and bench in her memory at the Amherst Station, her station, on September 10th at 10am.
 - Citizens for Regional transit supports the less expensive filling the Kensington canyon and restoring the slow speed surface multimodal Parkway in the surface and using the money saved for extending Buffalo light rail to reduce the traffic demand.
- **Jim Gordon:**

- We applaud the TIP for the covering by the NFTA Metro Station TIP 582573 Division street canopy
- CRT is aware of a proposal for Amtrak connection between Chicago and Toronto. Two corridors are under discussion, one through Canada, another along lakeshore. CRT supports the USA lake shore alignment. Cleveland MPO has made this a priority. We urge GBNRTC to investigate and take a position on this topic.

C) Approval of Meeting Agenda

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

D) Approval of Previous Meeting Minutes

- Mr. Meal stated that his agency was incorrectly noted as Erie County
- All present were in favor of a motion to approve the 7-6-22 meeting minutes (DOT/NFTA). *Approved.*

II. ACTION ITEMS

A) Riverline Project:

- Mr. Lebsack from Western New York Land Conservancy discussed the project, including:
 - What/Where is The Riverline?
 - Project background and process
 - Project stakeholders
 - NFTA
 - City of Buffalo
 - Erie County
 - NYSDEC
 - CSX
 - Old First Ward Community Association
 - Valley Community Center
 - Buffalo Municipal Housing Authority
 - Scope and cost of proposed work
 - Environmental Classification
 - Public Engagement
 - Design approval document
 - Anticipated schedule:

Activity	2023		2024				2025			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design - Segment 1										
Construction - Segment 1										
Design - Segment 2										
Construction - Segment 2										
TBD										

B) PIN 5763.38 Bridge Painting and Vertical Down (EC) - Guarino

- This Erie County action will add funding to this existing project
- Low bids were over current project budget
- \$310K in local funding (Erie County) will be added to the Construction phase

- No change in federal or state funding
- Fiscal constraint is maintained
- Let date remains 7/22
- Motion was made to approve this cost increase as AdMod # 130 (EC/TWA). *Approved.*

C) FFY 23-27 Draft Transportation Improvement Program - Guarino

- TPS recommended the constrained project listing to PCC on 7/29.
- \$2.5B of projects programmed over 5 years of the TIP
 - \$2.25B for Roads/bridges/Bike/Ped/Safety (non-transit)
 - \$346.6M for transit
- \$1.464B from Statewide allocations
 - i. \$1.28B to NYSDOT
 - Rt. 33 Kensington Expwy
 - Rt. 198 Scajaquada Expwy
 - ii. \$115M to Buffalo
 - Cars Sharing on Main St; Exchange to Church
 - Cars Sharing on Main St; Mohawk to Exchange
 - Tiff St; Fuhmann to Mckinley
 - Louisiana St; Seneca St to Ohio
 - Jefferson Ave (Phase 4): Utica to Best (East Side)
 - Jefferson Ave (Phase 5): Best to Swan (East Side)
 - Bailey Ave: Kensington Ave to Delevan (East Side)
- A 30-day public review period is required.
 - Public review (with at least one public meeting)
 - Interagency Consultation
 - Tribal nations
 - Environmental/Cultural/Historical Agencies
 - FHWA, FTA and NYSDOT (Albany) review
- Agency Highlights:
 - Niagara Falls – 9 projects @ \$18.1M
 - Niagara County – 24 projects @ \$28.7M
 - MISC – 26 Projects @ \$32.8M
 - Erie County – 24 projects @ \$71.6M
 - Buffalo – 39 projects @ \$234M (\$115M SW)
 - NYSDOT – 145 projects @ \$1.87B (\$1.28B SW)
 - NFTA – 89 projects @ \$346.6M
- All present were in favor of a motion to initiate a 30-day review of the draft TIP (DOT/NFTA). *Approved.*

D) Draft Transportation/Air Quality Conformity Determination – Grabau/Guarino

- As part of its transportation planning process, the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) completed a new transportation conformity determination for the GBNRTC 2023-2027 Transportation Improvement Program (TIP) and 2050 Long-Range Transportation Plan (LRTP).
- 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.
- Interagency consultation was conducted with the NYSDEC, NYSDOT, FHWA, FTA and USEPA.
- Representatives of these agencies comprise the Interagency Consultation Group (ICG) for air quality conformity in New York State.
- The vast majority of TIP projects have been classified as “exempt”
- Six (6) projects have been classified as “non-exempt”
 1. Kensington Corridor Project
 2. John B. Daly Extension
 3. Cars Sharing on Main St; Exchange to Church
 4. Cars Sharing on Main St; Mohawk to Exchange
 5. Metro Transit Expansion SRC (NYSDOT State Rail Capital Funding)
 6. Metro Transit Expansion
- All were in favor of a motion to initiate a 30-day public review period (*NFTA/EC*). *Approved.*

III. DISCUSSION ITEMS

A. Items in Public Review

- Section 5310 Project Recommendations
 - The Enhanced Mobility of Seniors and Individuals with Disabilities Public Transportation grants program (49 USC, Section 5310) provides funding to improve accessibility and mobility for seniors and persons with disabilities.
 - A minimum of 55% of the available funding awards will go to traditional Section 5310 capital projects which are primarily vehicle requests are the priority for traditional funding out of the Section 5310 program, but may also include communications equipment; dispatch/scheduling software and hardware; and other related equipment to support an agency’s needs.
 - NYSDOT Albany will make the final decision on awards.
 - 6 Traditional Capital Projects (Vehicles) Submitted for 22 total vehicles approved (Total Cost = \$1.5M)
 - 2 Operating Assistance projects approved (Total Cost = \$1.37M)
 - 3 COVID relief projects approved (Total Cost = \$0.366M)
 - 2 Mobility Management assistance projects approved (Total Cost = \$0.366M)
 - All approved public outreach procedures have been followed.
 - These projects have been recommended as exempt to the Interagency Consultation Group for the purpose of air quality conformity
 - Public review will continue until 8/19/22

B. TIP Development Update (Guarino)

- TIP Development status and updated completion schedule were presented.
 - Members have developed and recommended a constrained project listing from submitted candidate projects based on published planning target totals available to region.
 - Exemption recommendations of preliminary new project list being reviewed by Interagency Consultation Group (ICG)
 - Draft AQ conformity document has been developed
 - Public Meetings to be held on August 22
 - 30-day review for draft TIP and conformity document approved today
 - September 7 PCC recommendation for draft TIP and draft conformity document.
 - September 7 Policy approval for TIP and conformity document.

- TIP transmittal to NYSDOT for inclusion in STIP.
- 30-day public review of STIP
- November 1 – new TIP is live. November 1 – new TIP is live.

IV. STATUS REPORTS/INFORMATION

A. Member Agency Reports

- NFTA (Kempner) reported that
 - upcoming single tracking and bus rerouting information is available on the NFTA website.
 - NFTA is working on securing the shoreline collapse near the DL&W terminal and developing the next steps forward.
- DOT (Hill) stated that DOT had nothing to report.
- Erie County (Rose) stated that Erie County had nothing to report.
- NITTEC (Hutchins) reported that the ATCMTD workshop #4 was planned for August 4 and that a presentation of the project is scheduled for October 21.
- TWA (Latko) reported that repairs near Batavia were underway but not complete – paving work still need to be done.
- Niagara County (Meal) reported that an effort is underway to improve public transportation in Niagara County. Niagara County is working with the NFTA to redefine routes and rebrand as “Connect Niagara”. Public meetings to solicit comments will be scheduled.
- Buffalo (Skipper) reported that all of the construction work programmed for the next 5 years in the TIP will keep them quite busy.

B. Director’s Report.

- Guarino noted several additional items including:
 - Crash Location & Engineering Analysis & Reporting (CLEAR) is the web-based replacement to the Accident Location Information System, Safety Information Management System and Post Implementation Evaluation System crash query and analysis data systems. CLEAR Safety will assist in quantifying safety and safety benefits for existing capital projects as well as propose projects based on the six step Highway Safety Manual Methods. Staff will be participating in several WebEx training sessions over the next 2 weeks covering safety planning, site analysis and implementation.
 - Participating Agency Meeting for Kensington Expressway project was held by NYSDOT on July 26.
 - Presented on project limits/location
 - high participation among all local agencies
 - Discussed concepts under consideration at high level (without going through specific alternative details)
 - Discussed tunnel concept and options for venting
 - Presented on cost estimates for traditional options versus state-of-the-art air filtration system integration
 - Discussed high-level project schedule and next stops
 - Goodell St - This project is progressing and we are on the tail end of a very thorough analysis and evaluation stage. Our next step is to schedule a meeting with NYSDOT and the City of Buffalo, where all data-driven and objective based alternative configurations will be presented. This is a crucial step, as their concurrence is needed to move on with our tested alternatives.
 - Mr. Guarino then thanked the members and staff of GBNRTC for the opportunity and privilege of serving them as Acting ED over the past 13 months

V. Chairperson Latko made a motion to adjourn the meeting (*NFTA/EC*). *Approved.*

- Next PCC meeting will be held on Sept 7 at 9:30 am.
- This will be a shortened meeting with a Policy Committee meeting will immediately follow to meet the TIP approval deadline.

Planning and Coordinating Committee

August 3, 2022





Proceedings

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

Agenda

I. Proceedings

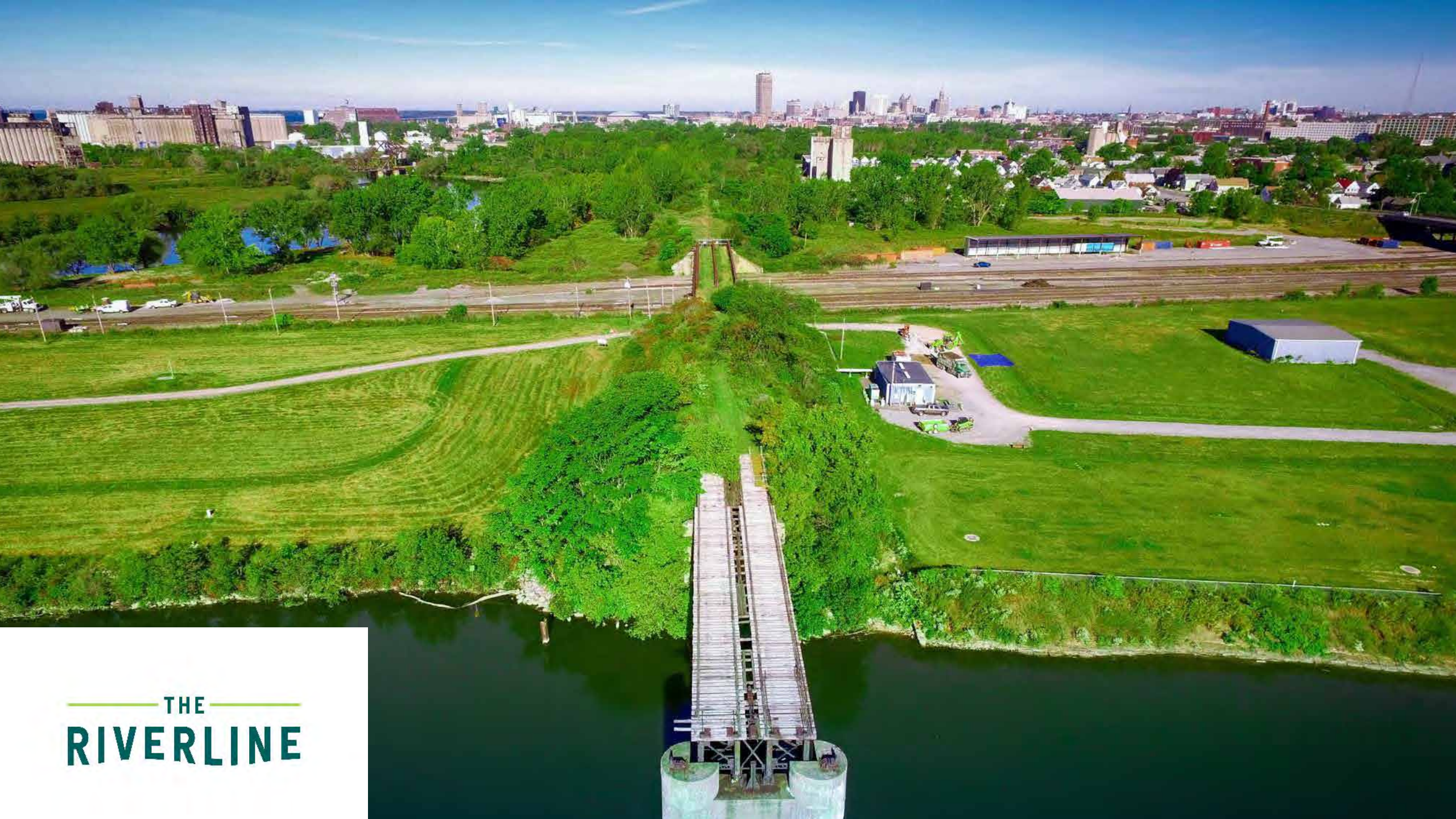
II. Action Items

III. Discussion Items

IV. Status Reports / Information

Action Items





THE
RIVERLINE

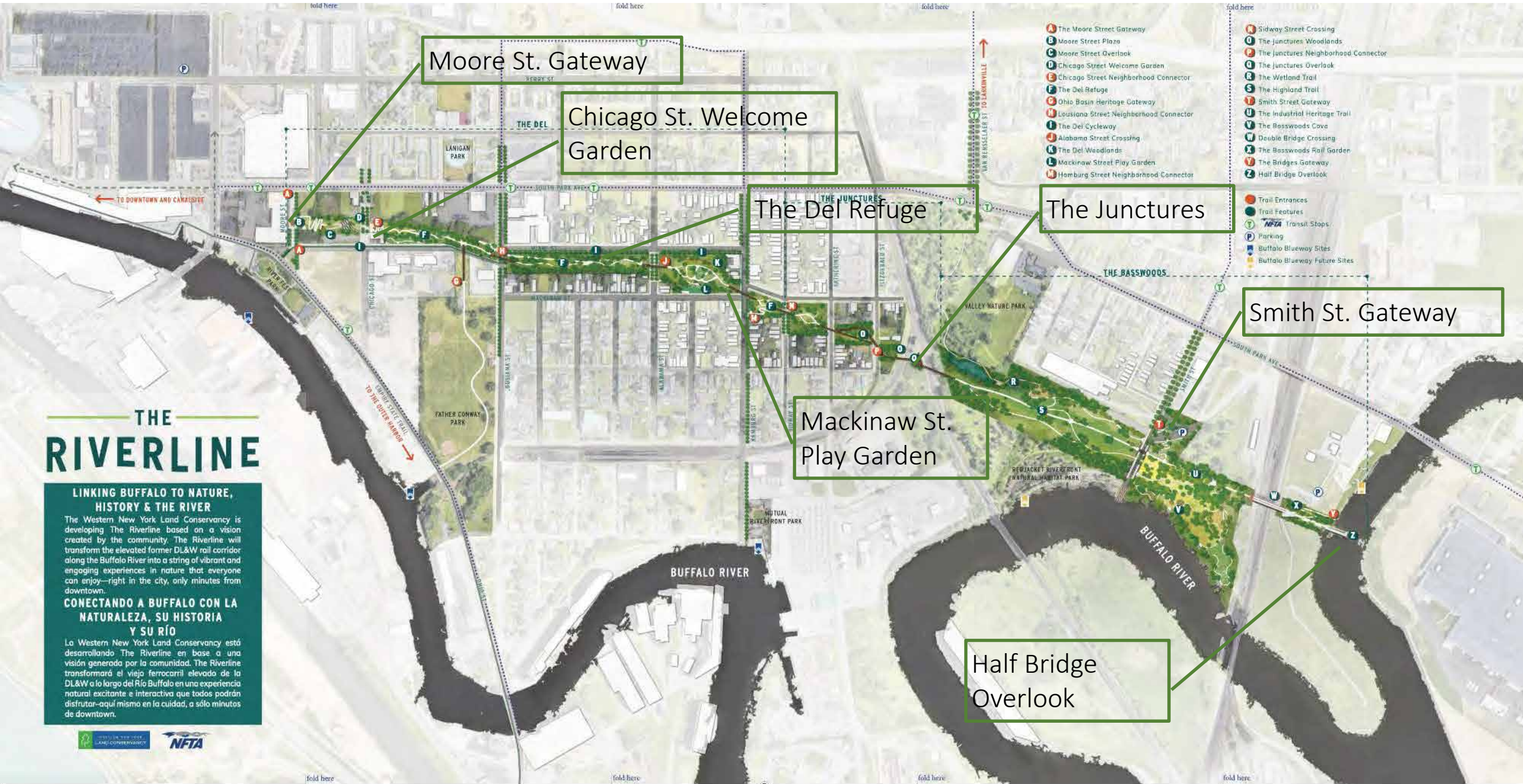
GBNRTC Planning & Coordinating Committee

August 3, 2022

Agenda

1. What is The Riverline?
2. Project background
3. Project stakeholders
4. Scope and cost of proposed work
5. Anticipated schedule
6. Questions

What is The Riverline?



THE RIVERLINE

LINKING BUFFALO TO NATURE, HISTORY & THE RIVER

The Western New York Land Conservancy is developing The Riverline based on a vision created by the community. The Riverline will transform the elevated former DL&W rail corridor along the Buffalo River into a string of vibrant and engaging experiences in nature that everyone can enjoy—right in the city, only minutes from downtown.

CONECTANDO A BUFFALO CON LA NATURALEZA, SU HISTORIA Y SU RÍO

La Western New York Land Conservancy está desarrollando The Riverline en base a una visión generada por la comunidad. The Riverline transformará el viejo ferrocarril elevado de la DL&W a lo largo del Río Buffalo en una experiencia natural excitante e interactiva que todos podrán disfrutar—aquí mismo en la ciudad, a sólo minutos de downtown.

MOORE STREET GATEWAY

The Riverline connects to the Niagara Greenway and to downtown Buffalo with a lush public plaza and scenic overlook.



CHICAGO STREET WELCOME GARDEN

The Welcome Garden at Chicago Street is a place for neighbors of all generations to connect with nature and with each other.



THE DEL REFUGE

The Del Refuge provides an immersive and accessible experience in nature, while enhancing privacy for neighbors.



MACKINAW STREET PLAY GARDEN

The Mackinaw Play Garden provides kids and families a unique structured but natural play space.



THE JUNCTURES NEIGHBORHOOD CONNECTOR

As the trail approaches the Junctures, a soaring bridge provides an inspiring new perspective and connection to the Buffalo River waterfront.



SMITH STREET GATEWAY

Approaching The Riverline from Smith Street, users will choose from a variety of pathways and experiences within and above this important natural habitat.



HALF BRIDGE OVERLOOK

The terminus of The Riverline soars over the Buffalo River, anchoring The Riverline to its industrial heritage and its bright future.



Project stakeholders

1. NFTA
2. City of Buffalo
3. Erie County
4. NYSDEC
5. CSX
6. Old First Ward Community Association
7. Valley Community Center
8. Buffalo Municipal Housing Authority

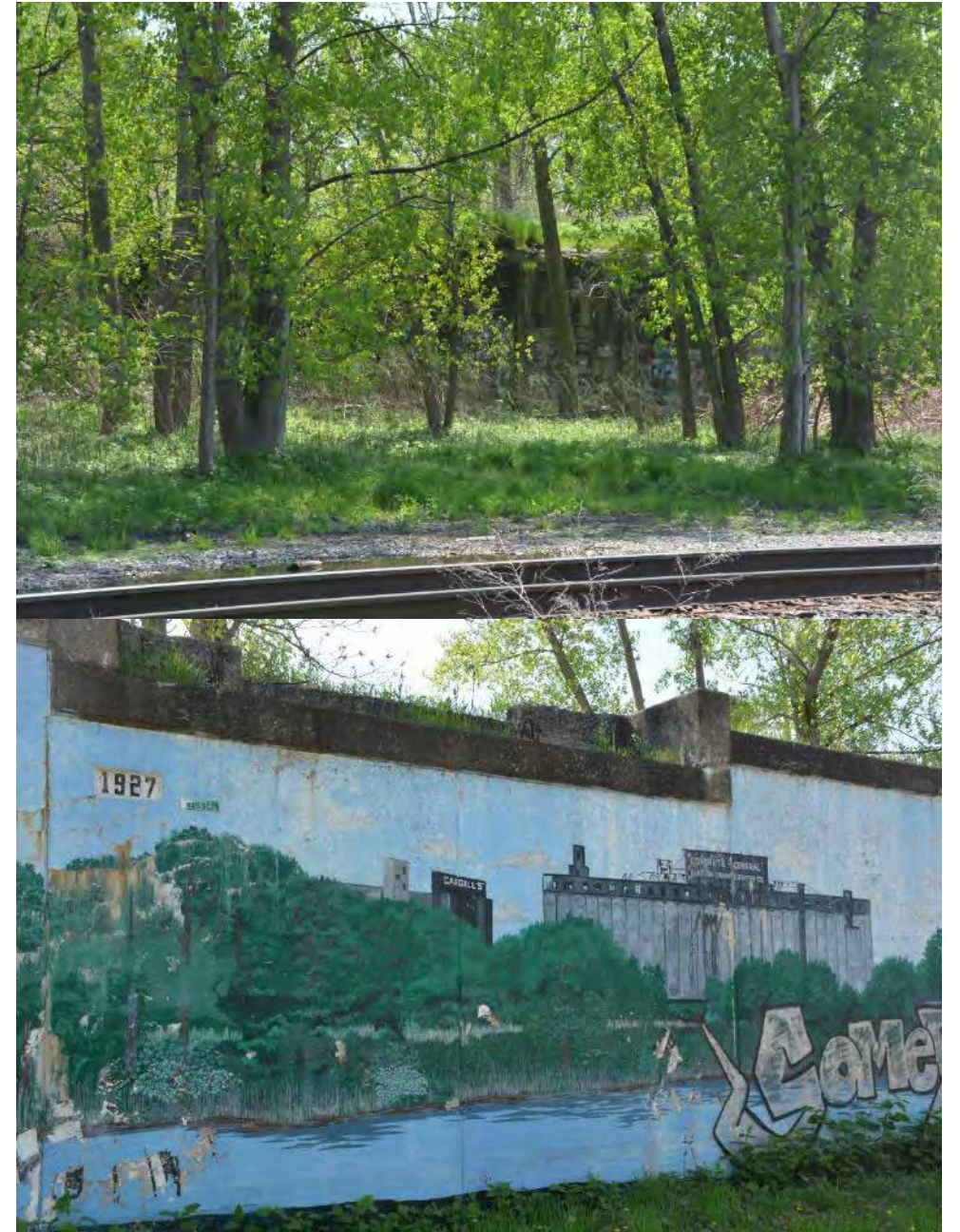
Scope of proposed work

1. Environmental Classification
– Assume Categorical Exclusion
2. Public Engagement
3. Design Approval Document



Cost of proposed work

1. Environmental Activities \$400k
2. Public Engagement \$100k
3. Cost Estimating \$ 50k
4. Design Approval Document \$250k



Thank you!
Questions?



B. PIN 5763.38 Bridge Painting and Vertical Down (Erie County)

- This Erie County action will add funding to this existing project
- Low bids were over current project budget
- \$310K in local funding (Erie County) will be added to the Construction phase
- No change in federal or state funding
- Fiscal constraint is maintained
- Let date remains 7/22
- Today's action would be to approve this cost increase as AdMod # 130

C. Draft FFY 23-27 Transportation Improvement Program (TIP)

Transportation Improvement Program (TIP)

Federal Fiscal Years 2023 – 2027

October 1, 2022 – September 30, 2027



DRAFT

FOR PUBLIC AND INTERAGENCY REVIEW FROM
7/19/22 TO 8/17/22

C. Draft FFY 23-27 Transportation Improvement Program (TIP)

Agency Highlights:

- Niagara Falls – 9 projects @ \$18.1M
- Niagara County – 24 projects @ \$28.7M
- MISC – 26 Projects @ \$32.8M
- Erie County – 24 projects @ \$71.6M
- Buffalo – 39 projects @ \$234M (\$115M SW)
- NYSDOT – 145 projects @ \$1.87B (\$1.28B SW)
- NFTA – 89 projects @ \$346.6M

\$2.602 Billion over 5 years!

- Roads/Bridges/Bike/Ped/Safety \$2.252B
- Transit \$346.6M

Where does the money come from?

- FHWA regional allocations
- FHWA statewide allocations
- FTA regional allocations
- Federal discretionary grant programs
- State discretionary funds
- State transportation funding programs
- Earmarks
- State Marcheselli funds
- Local agency funding

C. Draft FFY 23-27 Transportation Improvement Program (TIP)

Large Project (>\$20M) Highlights:

PIN	Agency	Year	Total Cost (M)	Project
• 551252	DOT	FFY 25	\$1,079.16	KENSINGTON CORRIDOR PROJECT
• 547022	DOT	FFY 27	\$107.46	ROUTE 198 SCAJAQUADA EXPRESSWAY
• 5B1555	DOT	NON FFY	\$44.80	PAVT MAINT - BLOCK FUND
• 511177	DOT	FFY 23	\$42.70	US 20/CAZENOVIA CREEK
• 576393	BUF	FFY 24	\$27.50	CARS SHARING ON MAIN ST; EXCHANGE TO CHURCH
• 576394	BUF	FFY 24	\$27.50	CARS SHARING ON MAIN ST; MOHAWK TO EXCHANGE
• 576160	BUF	FFY 23	\$25.52	MAIN ST; GOODELL TO FERRY
• 576395	BUF	FFY 24	\$25.00	TIFFT ST; FURHMANN TO MCKINLEY
• 576396	BUF	FFY 26	\$25.00	LOUISIANA ST; SENECA ST TO OHIO
• 582532	NFTA	FFY 26	\$21.86	BUS PREVENTATIVE MAINTENANCE (5307)
• 582530	NFTA	FFY 25	\$21.43	BUS PREVENTATIVE MAINTENANCE (5307)
• 590029	NFTA	FFY 24	\$21.01	BUS PREVENTATIVE MAINTENANCE (5307)
• 590027	NFTA	FFY 23	\$20.60	BUS PREVENTATIVE MAINTENANCE (5307)
• 5LC111	DOT	FFY 26	\$20.38	LG CULVERT PROGRAM (CONSULTANT DESIGN SFY 2025)
• 590025	NFTA	FFY 23	\$20.20	BUS PREVENTATIVE MAINTENANCE (5307)
• 582570	NFTA	FFY 24	\$20.00	METRO TRANSIT EXPANSION

C. Draft FFY 23-27 Transportation Improvement Program (TIP)

- TPS recommended the constrained project listing to PCC on 7/29.
- A 30-day public review period is required.
- During this 30-day period:
 - At least one public meeting must be held.
 - Interagency Consultation is required.
 - FHWA, FTA and NYSDOT (Albany) review.
- **Today's action would be to initiate a 30-day review period of the Draft FFY 23-27 GBNRTC TIP.**

Tribal Nations

- Seneca Nation of Indians
- Tonawanda Seneca Nation
- Tuscarora Nation

Environmental/Cultural/Historical Agencies

- Buffalo Niagara Waterkeeper
- Buffalo Sewer Authority
- City of Buffalo Strategic Planning
- Empire State Development
- Environmental Protection Agency
- Erie County Department of Environment and Planning
- National Marine Fisheries
- National Park Service
- New York State Department of Health
- Niagara County Center for Economic Development
- NYS Department of Agriculture
- NYS Department of Environmental Conservation
- NYS Historic Preservation Office
- NYS Office of Parks, Recreation, and Historic Preservation
- Preservation Buffalo Niagara
- U.S. Army Corps of Engineers
- University at Buffalo (UB) - Historic Preservation
- US Department of Agriculture/Natural Resource Conservation Service
- US Fish and Wildlife Service

D. Draft Transportation/Air Quality Conformity Determination

- As part of its transportation planning process, the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) completed a new transportation conformity determination for the GBNRTC 2023-2027 Transportation Improvement Program (TIP) and 2050 Long-Range Transportation Plan (LRTP).
- 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.

D. Draft Transportation/Air Quality Conformity Determination

- Interagency consultation was conducted with the NYSDEC, NYSDOT, FHWA, FTA and USEPA.
- Representatives of these agencies comprise the Interagency Consultation Group (ICG) for air quality conformity in New York State.
- The vast majority of TIP projects have been classified as “exempt”
- Six (6) projects have been classified as “non-exempt”
- **Today’s action would be to initiate a 30-day public review of the Draft Transportation/Air Quality Conformity Determination**

551252	Kensington Corridor Project	Reconnecting neighborhoods on east and west sides of 1.3-mile section of NY RT 33 Kensington Expressway.
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Discussion Items



A. Items in Public Review

- TAP/CMAQ TIP Project Additions
 - Results of a statewide project solicitation/review process
 - This request adds 13 new projects to the current GBNRTC TIP
 1. PIN 576467 City of Buffalo Scajaquada Trail \$3.732M (TAP)
 2. PIN 576468 City of Buffalo Forest Avenue Multi-Use Pathway \$0.990M (TAP)
 3. PIN 582573 NFTA Division Street Bus Canopy Project \$4.826M (TAP)
 4. PIN 582572 NFTA Battery Electric Bus (BEB) Deployment \$9.9M (CMAQ)
 5. PIN 505118 NYSDOT Diverging Diamond Interchange at the I-190 and NFB \$9M (CMAQ)
 6. PIN 551256 NYSDOT Route 33-Genesee Street at Harris Hill Intersection \$2.96M (CMAQ)
 7. PIN 576466 MISC Amherst Casey Road Bike/Ped Imp. Project \$2.01M (TAP)
 8. PIN 576469 MISC Evans Shoreline Trail along Lake Shore Road Ph. 4 \$2.944M (TAP)
 9. PIN 576471 MISC Orchard Park Pedestrian Walkability Project \$2M (TAP)
 10. PIN 576473 MISC Tonawanda Riverwalk Multi-use Pedestrian Trail \$2.12M (TAP)
 11. PIN 576474 MISC North Tonawanda Erie Canal Bike Path Extension \$2.077M (CMAQ)
 12. PIN 576475 MISC Clarence Sheridan Drive Sidewalks \$3.448M (CMAQ)
 13. PIN 576476 MISC Williamsville Main St Sidewalk Gap Project \$1M (TAP)
 - Public review will continue until 8/19/22

B. 2023-2027 TIP Development Update

- Updated schedule looks like this:
 - Members have developed and recommended a constrained project listing from submitted candidate projects based on published planning target totals available to region.
 - Exemption recommendations of preliminary new project list being reviewed by Interagency Consultation Group (ICG)
 - Draft AQ conformity document has been developed
 - 30-day review for draft TIP and conformity document approved today
 - September PCC recommendation for draft TIP and draft conformity document.
 - September Policy approval for TIP and conformity document.
 - TIP transmittal to NYSDOT for inclusion in STIP.
 - 30-day public review of STIP
 - November 1 – new TIP is live.

2023 – 2027 TIP Development Schedule

<i>Activity</i>	<i>Sub-Activity/Milestone</i>	<i>Date</i>
Project Development and Review	Call for new projects	<i>April 21 to May 22</i>
	Review current system conditions	
	Review FFY 23-24 projects and candidates from last TIP cycle	
	Complete and prioritize agency project candidate forms	
	Project proposal summary distributed to members to review	
	Agency Project proposal presentations at TPS	
	Project (with MTP linkage) evaluation completed	
Receive TIP Guidance and Funding targets from NYSDOT MO		
Fiscal Constraint and Air Quality Conformity	Develop draft fiscally constrained project listing	<i>May 22 to July 22</i>
	TPS meeting(s) to discuss draft project list	
	Develop final project listing	
	Propose suggested air quality conformity exemption codes to ICG	
	TPS recommends final project list to PCC	
	Begin entering projects into eSTIP	
	Complete draft air quality conformity determination document	
PCC approval of draft fiscally constrained project list		
Complete fiscal constraint tables per FHWA/FTA requirements		
Public Review and Agency Consultation	Initiate AQ conformity determination 30-day public review	<i>July to August 22</i>
	Initiate Draft TIP 30-day Public Review	
	FHWA, FTA and NYSDOT MO review	
	Conduct TIP Public Meeting	
	Interagency consultation	
	Respond to all comments	
	Final document assembled and completed	
PCC recommends TIP and conformity doc to Policy Committee		
TIP/STIP Approval	Policy Committee approves conformity doc and TIP	<i>August 22 to Nov 22</i>
	Final document printed and posted to Internet	
	TIP incorporated into STIP	
	STIP goes out for public review	
	NYSDOT Main Office STIP approval	
	FHWA and FTA approval	
Final document distributed to members and posted online		

Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Next PCC Meeting Date is September 7, 2022 @ 9:30 am
- Adjournment



Planning and Coordinating Committee (PCC) Meeting

Wednesday September 7, 2022 9:30AM

Public Participation via Facebook Live

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

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

DRAFT AGENDA

Pledge of Allegiance

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (8-3-22) Meeting Minutes

II. ACTION ITEMS

- A) Resolution 2022-8 Transportation/Air Quality Conformity Determination
- B) Resolution 2022-9 FFY 23-27 Transportation Improvement Program
- C) Resolution 2022-10 2023 Safety Performance Measure Targets
- D) Resolution 2022-11: GBNRTC Host Agency Agreement
- E) Resolution 2022-12 Safe Streets for All Regional Planning Grant Application
- F) Resolution 2022-13: Memorandum of Understanding

III. DISCUSSION ITEMS

- A) TPS Approved Action Items
- B) August 22 TIP Public Meetings Summary
- C) TIP Development Update

IV. STATUS REPORTS/INFORMATION

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

V. MEETING ADJOURNMENT (Policy Committee meeting will follow after a short break)

NEXT MEETING October 5, 2022

Greater Buffalo-Niagara Regional Transportation Council (GBNRTC)
Minutes of the September 7, 2022 Planning and Coordinating Committee (PCC) Meeting

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on September 7, 2022 at 9:35 am.

The following GBNRTC-PCC representatives were present:

- | | |
|-------------------|------------------|
| 1. NFTA | Robert Jones |
| 2. NYSTA | Matt Latko |
| 3. NYSDOT | Dave Hill |
| 4. Buffalo | Nolan Skipper |
| 5. Niagara Falls | Kevin Forma |
| 6. Erie County | Darlene Svilokos |
| 7. Niagara County | Garret Meal |

Others present were:

- Athena Hutchins NITTEC
- Jeff Amplement NFTA
- Bryan Roth NFTA
- Frank Cirillo NYSDOT
- Mike Lydecker Wendel
- Justin Booth GoBike Buffalo
- GBNRTC Staff (10)
- 6 members of the public viewing through Facebook Live link

I. PROCEEDINGS

Chairperson (Mr. Latko from TWA) called the meeting to order at 9:35 a.m. and led in the pledge of allegiance.

A) Roll Call

- All members were present with the exception of Niagara Falls (arrived after roll call).

B) Public Participation (received after the public participation period completed):

- **Douglas Funke:** Public Comment: This Saturday, September 10th at 10:00am, Citizens for Regional Transit will be honoring and remembering former Citizens for Regional Transit Board Member Elizabeth “Betsy” Giles by dedicating a bench and plaque at the Amherst Metro Station, which was Betsy’s station. We thank the NFTA for providing the bench and installing the plaque. If you knew Betsy please join us in remembering and honoring her. The event will also be available virtually. The link for joining is being posted on our website, www.citizenstransit.org.
- **Jim Gordon:** Public Comment: CRT extends congratulations to Michael Finn on his new role of Executive Director of GBNRTC. Leading an MPO is a privilege. Leading the GBNRTC is a special privilege. GBNRTC is a groundbreaking organization that can point to a vision and many accomplishments. GBNRTC is one of the most influential organizations in WNY. It brings together planners, transportation specialists, community organizations such as UBRI and activist organizations. Being chosen to lead this organization is great accomplishment in itself and we look forward to seeing more great things from GBNRTC under your administration.

C) Approval of Meeting Agenda

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

D) Approval of Previous Meeting Minutes

- All present were in favor of a motion to approve the 8-3-22 meeting minutes (*NC/EC*). *Approved.*

II. ACTION ITEMS

A) Resolution 2022-8 Transportation Conformity Determination - Guarino

- As part of its transportation planning process, the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) completed a new transportation conformity determination for the GBNRTC 2023-2027 Transportation Improvement Program (TIP) and 2050 Long-Range Transportation Plan (LRTP).
- 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).
 - EPA’s transportation conformity rules establish the criteria and procedures for determining whether the TIP conforms to the 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.
- Interagency consultation was conducted with the NYSDEC, NYSDOT, FHWA, FTA and USEPA for air quality conformity in New York State.
- The vast majority of TIP projects have been classified as “exempt” from air quality conformity determination.
- Six (6) projects have been classified as “non-exempt” from air quality conformity determination but are not required to be modeled for air quality impacts at this time.
- The Interagency Consultation Group (ICG) concurred with the proposed conformity classification for all TIP projects on 8/25.
- Public review of the draft conformity document completed on 9/1.
- *Motion to recommend the Draft Transportation/Air Quality Conformity Determination to Policy Committee for approval (BUF/DOT). Approved.*

B) Resolution 2022-9 FFY 23-27 Transportation Improvement Program (TIP) - Guarino

- Title 23, United States Code, Section 134, and Title 49, United States Code, Section 5303, require each MPO to develop and approve a Transportation Improvement Program (TIP).
- GBNRTC in cooperation with NYSDOT, has reviewed and documented compliance of the GBNRTC planning process with all existing federal rules and regulations, including Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) requirements.
- Extended consultation efforts have been made with appropriate state and local agencies to increase involvement in the planning process and development of the TIP.
- The TIP continues to be fiscally constrained in accordance with federal regulations.
- On 8/25, the ICG concurred that transportation plans and programs within the Buffalo-Niagara Falls, NY Non-Attainment Area, including the GBNRTC 2023-2027 TIP, are in conformity with the State Implementation Plan.
- Two public meetings were held on 8/22.
- Public review completed on 9/1.
- *Motion to recommend the FFY 23-27 Transportation Improvement Program to Policy Committee for approval (DOT/NFTA). Approved.*

- C) Resolution 2022-10 2023 Safety Performance Measure Targets - Guarino
- The Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures and update annually.
 - NYSDOT has established targets for five performance measures based on five year rolling averages for:
 - A) Number of fatalities – 988.2
 - B) Rate of fatalities per 100 million vehicle miles traveled (VMT) – 0.836
 - C) Number of serious injuries – 11,086.2
 - D) Rate of serious injuries per 100 million VMT – 9.337
 - E) Number of non-motorized fatalities and non-motorized serious injuries – 2,633.4
 - Federal regulations state that MPOs have the option to support defined state safety targets or set their own.
 - The GBNRTC supports the NYSDOT 2023 safety targets and agrees to plan and program projects that contribute toward the accomplishment of the aforementioned targets.
 - *Motion to recommend the 2023 NYSDOT Safety Performance Measure Targets to Policy Committee for approval (EC/TWA). Approved*
- D) Resolution 2022-11 GBNRTC Host Agency Renewal - Guarino
- All MPOs within New York State are required to have a Host Agency in order to provide administrative, legal and contractual support.
 - The Host Agency for GBNRTC since 1973 has been the Niagara Frontier Transportation Authority (NFTA).
 - The agreement that enables NFTA to act as GBNRTC's Host Agency expired on March 31, 2022.
 - A new Host Agency Project Agreement was executed between NFTA and NYSDOT on July 11, 2022 for the period April 1, 2022 through March 31, 2032
 - *Motion to recommend the Host Agency Project Agreement to Policy Committee for approval (NFTA/NC). Approved.*
- E) Resolution 2022-12 Safe Streets for All Action Plan – Guarino
- The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program to fund regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.
 - A comprehensive safety action plan (Action Plan) is required before an implementation grant is requested from the USDOT.
 - Metropolitan Planning Organizations are eligible to apply for a planning grant that can be used to develop an Action Plan.
 - The GBNRTC will submit a regional SS4A Action Plan planning grant application by September 15 to fund the development of an SS4A Action Plan.
 - The GBNRTC SS4A Action Plan will conduct a safety analysis of all roads in Erie and Niagara Counties to identify safety improvements, programs and strategies that will eliminate fatal crashes and reduce serious injury crashes fifty percent (50%) by 2050.
 - This regional Safety Plan will eliminate the need/duplication of local municipalities within the GBNRTC planning to develop additional Action Plans.
 - *Motion to recommend a commitment to the stated GBNRTC SS4A goals and assistance in developing projects to achieve these stated goals to Policy Committee (TWA/DOT). Approved.*
- F) Res. 2022-13 Memorandum of Understanding – Guarino
- The purpose of the Memorandum of Understanding (MOU) to formally affirm the transportation planning process and to set forth the MPO responsibilities of the Council and its members, in accordance with the most current federal and state regulations.

- The MOU is subject to amendment and/or reaffirmation by the Council on an annual basis
- This was most recently affirmed and set forth in the MOU adopted by the Council on November 12, 2021 via Resolution 2021–27.
- The Counties of Erie and Niagara; the Cities of Buffalo and Niagara Falls; the New York State Thruway Authority; the Niagara Frontier Transportation Authority; and the New York State Department of Transportation will continue the cooperative transportation planning and programming process in Erie and Niagara Counties that is required for Federal and State funding.
- Projects will be developed based on the continuing, comprehensive and coordinated transportation planning process.
- Transportation systems embracing various transportation modes will be developed, so as to efficiently maximize mobility of people and goods.
- Plans and programs will be developed that are vital to the economic, social and civic well-being of the metropolitan area.
- Air quality conformity determination analysis will be performed by the MPO for transportation plans and programs.
- An open planning and programming process will be conducted to reach out to stakeholders, interest groups, and the general public, especially under-represented and under-served populations, as well as to the media.
- *Motion to recommend the reaffirmation of the current MOU to Policy Committee for approval (EC/NC). Approved.*

G) Resolution 2022-14 TAP/CMAQ Awards (2021) - Guarino

- Projects that promote environmentally friendly modes of travel and make it easier and safer to walk, bike or hike.
- The funding provides up to 80 percent of total project costs, is made available through the Federal Highway Administration and administered by the New York State Department of Transportation.
- Projects were selected through a competitive solicitation process that required awardees to demonstrate how proposed activities would contribute to increasing the use of non-vehicular transportation alternatives, reduce vehicle emissions and/or mitigate traffic congestion.
- Combined with project sponsor contributions, these awards will leverage nearly \$550 million in additional community investments.
- \$178.8 million has been awarded to 75 communities across New York State
- \$38.8M in Western NY
- This is new funding to region – fiscal constraint is maintained.
- Public review completed on August 19.
- ICG concurred with the proposed transportation conformity codes on 8/25.
- *Motion to approve the addition of 13 new TAP/CMAQ projects to the TIP (BUF/TWA). Approved.*

III. DISCUSSION ITEMS

A. TPS Action Item Approvals - Guarino

- PIN 5763.37 Four Rod Road Bridge Over Little Buffalo Creek
 - Erie County requested to modify an existing project.
 - Request was to create a ROW Phase (Incidentals and Acquisition).
 - \$45K of matched STBGP OSB was transferred from Detailed Design to fund the new ROW Phases.
 - ROW-I now contains \$30K and ROW-A now contains \$15K.
 - Let date remains 4/23.
 - Approved as Administrative Modification #131
- PIN 5019.24 NY 265; Kenmore Av to Tonawanda SCL & NY 324; Delaware Rd to Floradale Av

- NYSDOT requested to modify an existing project.
- Request was to increase Construction & Construction Inspection costs by \$0.422M due to increases in work zone traffic control costs and also additional curb ramp, sidewalk & pedestrian signal work at various locations.
- Fiscal constraint is maintained as \$0.422M (matched HSIP) was transferred from PIN 5B20.03 State Infrastructure (Block Fund).
- Let date remains 10/22
- Approve as Administrative Modification #132

B. August 22 TIP Public Meeting Summary - Guarino

- GBNRTC staff conducted a required public meeting for the TIP.
- Information presented included:
 - GBNRTC role and organization
 - Metropolitan planning process
 - Historical TIP performance
 - Federal funding programs and grant opportunities
 - Fiscal constraint
 - Air quality conformity
 - Social justice and equity
 - Project development
 - TIP linkage to MTP
 - Project summaries by work type
 - Program highlights by member agency
- An opportunity for questions and answers was provided after the 40-minute presentation.
- Overall, 79 members of the public attended the public meeting either live or virtually.
- This was a dramatic increase over the previous TIP public outreach effort in 2020.
- The video of the two meeting remains on the GBNRTC Facebook page and can be viewed at any time.

C. TIP Development Update – Guarino

- PCC just recommended conformity document and TIP to Policy Committee for approval.
- Interactive TIP project location map is live on GBNRTC website.
- Updated schedule looks like this:
 - Policy approval for conformity document and TIP.
 - TIP transmittal to NYSDOT MO for inclusion in STIP.
 - 30-day public review of STIP
 - NYSDOT MO approval of STIP
 - FHWA and FTA approval of TIP/STIP
 - Mid November – new TIP is live.

IV. STATUS REPORTS/INFORMATION

A. Member Agency Reports

- NFTA (Kempner) reported that
 - Upcoming service changes will begin this Sunday. Info is available on the NFTA website. Significant system changes will be in place to accommodate the opening of schools and the Amazon Service Center in Lancaster
 - Buffalo Bills game service will resume
 - An open house for recruiting new mechanics will take place on September 17
- Buffalo (Skipper) reported that there will be various closures taking place.

B. Director's Report.

- Finn noted several additional items including:
 - Goodell Street Corridor Study - Following project kick-off and first public outreach meetings, GBNRTC Staff and C&S have developed project objective based/data-driven roadway configurations for each of the specified alternatives. A stakeholder team meeting that included NYSDOT and City of Buffalo was conducted where roadway geometrics, access specifications, and multi-modal enhancements were thoroughly explored. Next steps include a meeting on September 12th with BNMC for additional input/feedback, and scheduling a second public meeting following stakeholder concurrence of presented materials.
 - Reconnecting Communities Program - The City of North Tonawanda will be submitting a planning grant application for the Twin Cities Highway. The project will seek to reconnect the community, improve safety and increase mobility options. GBNRTC has offered to assist in the development of the plan by providing data and modeling support.
 - The Federal Railroad Administration recently announced the Corridor Identification and Development Program, funded by the Bipartisan Infrastructure Law (BIL). MPOs are eligible to pursue money through this program to develop a comprehensive passenger rail plan for the region. An updated passenger rail plan is necessary to move forward. Staff will be hosting a working group meeting with interested parties on September 8 to discuss goals and objectives, past efforts, additional funding opportunities and next steps.
 - World Trade Center Buffalo Niagara 2022 World Trade Celebration will be at the Wurlitzer Event Center in North Tonawanda on September 15 from 3-7pm. GBNRTC staff will participate in the "EVs and the Future of Freight Shipping" panel.
 - Mr. Finn will be reaching out to members to discuss their needs and how the GBNRTC can assist them.

V. Chairperson Latko made a motion to adjourn the meeting (*DOT/BUF*). *Approved.*

- The next PCC meeting will be held on Wednesday October 5 at 9:30 am.

Planning and Coordinating Committee

September 7, 2022





Proceedings

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

Agenda

I. Proceedings

II. Action Items

III. Discussion Items

IV. Status Reports / Information

Action Items



A. Res. 2022-8 Transportation Conformity Determination

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- Public review of the draft conformity document completed on 9/1.
- **Today’s action would be recommend the Draft Transportation/Air Quality Conformity Determination to Policy Committee for approval.**

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B. Res. 2022-9 FFY 23-27 Transportation Improvement Program (TIP)

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- GBNRTC in cooperation with NYSDOT, has reviewed and documented compliance of the GBNRTC planning process with all existing federal rules and regulations, including Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) requirements.
- Extended consultation efforts have been made with appropriate state and local agencies to increase involvement in the planning process and development of the TIP.



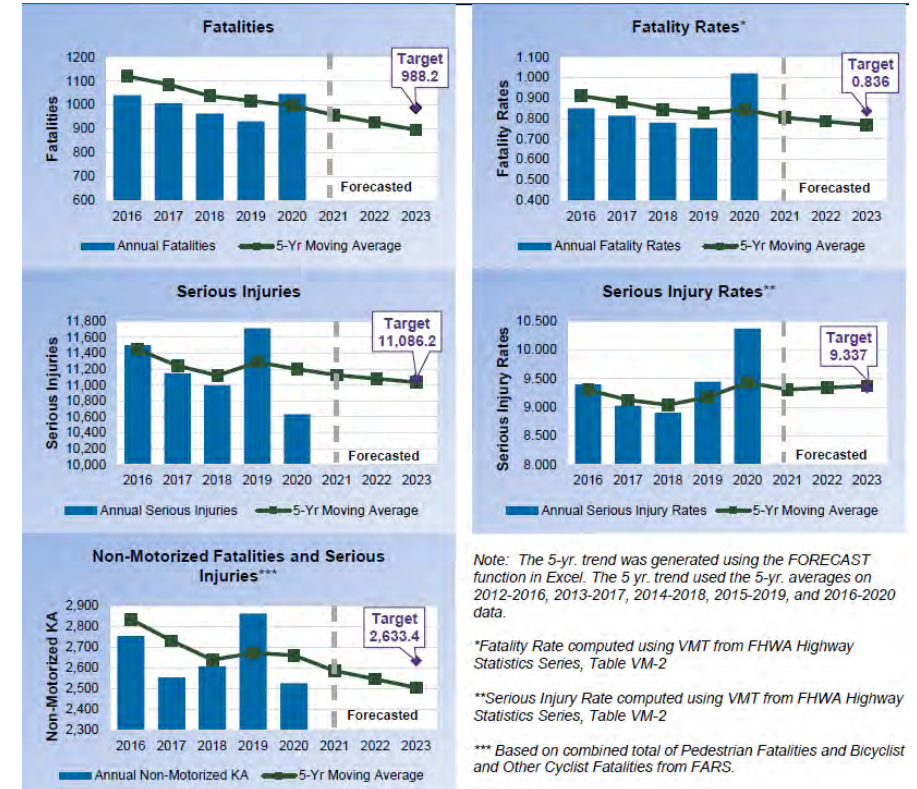
B. Res. 2022-9 FFY 23-27 Transportation Improvement Program (TIP)

- The TIP continue to be fiscally constrained in accordance with federal regulations.
- On 8/25, the ICG concurred that transportation plans and programs within the Buffalo-Niagara Falls, NY Non-Attainment Area, including the GBNRTC 2023-2027 TIP, are in conformity with the State Implementation Plan.
- Two public meetings were held on 8/22.
- Public review completed on 9/1.
- **Today's action would be recommend the FFY 23-27 Transportation Improvement Program to Policy Committee for approval.**



C. Res. 2022-10 2023 Safety Performance Measure Targets

- The Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures and update annually.
- NYSDOT has established targets for five performance measures based on five year rolling averages for:
 1. Number of fatalities
 2. Rate of fatalities per 100 million vehicle miles traveled (VMT)
 3. Number of serious injuries
 4. Rate of serious injuries per 100 million VMT
 5. Number of non-motorized fatalities and non-motorized serious injuries



C. Res. 2022-10 2023 Safety Performance Measure Targets

Measure	Target
Number of Fatalities	988.2
Fatality Rate	0.836
Number of Serious Injuries	11,086.2
Serious Injury Rate	9.337
Number of Non-Motorized Fatalities and Serious Injuries	2,633.4

- Federal regulations state that MPOs have the option to support defined state safety targets or set their own.
- The GBNRTC supports the NYS DOT 2023 safety targets and agrees to plan and program projects that contribute toward the accomplishment of the aforementioned targets.
- Today's action would be recommend the 2023 NYS DOT Safety Performance Measure Targets to Policy Committee for approval.

D. Res. 2022-11 GBNRTC Host Agency Renewal

- All MPOs within New York State are required to have a Host Agency in order to provide administrative, legal and contractual support.
- The Host Agency for GBNRTC since 1973 has been the Niagara Frontier Transportation Authority (NFTA).
- The agreement that enables NFTA to act as GBNRTC's Host Agency expired on March 31, 2022.
- A new Host Agency Project Agreement was executed between NFTA and NYSDOT on July 11, 2022 for the period April 1, 2022 through March 31, 2032
- Today's action would be recommend the Host Agency Project Agreement to Policy Committee for approval.



E. Res 2022-12 Safe Streets for All Action Plan

- The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program to fund regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.
- A comprehensive safety action plan (Action Plan) is required before an implementation grant is requested from the USDOT.
- Metropolitan Planning Organizations are eligible to apply for a planning grant that can be used to develop an Action Plan.



E. Res 2022-12 Safe Streets for All Action Plan

- The GBNRTC will submit a regional SS4A Action Plan planning grant application by September 15 to fund the development of an SS4A Action Plan.
- The GBNRTC SS4A Action Plan will conduct a safety analysis of all roads in Erie and Niagara Counties to identify safety improvements, programs and strategies that will eliminate fatal crashes and reduce serious injury crashes fifty percent (50%) by 2050.
- This regional Safety Plan will eliminate the need/duplication of local municipalities within the GBNRTC planning to develop additional Action Plans.
- **Today's action would be to recommend a commitment to the stated GBNRTC SS4A goals and assistance in developing projects to achieve these stated goals to Policy Committee.**



F. Res. 2022-13 Memorandum of Understanding

- The purpose of the Memorandum of Understanding (MOU) to formally affirm the transportation planning process and to set forth the MPO responsibilities of the Council and its members, in accordance with the most current federal and state regulations.
- The MOU is subject to amendment and/or reaffirmation by the Council on an annual basis
- This was most recently affirmed and set forth in the MOU adopted by the Council on November 12, 2021 via Resolution 2021–27.
- The Counties of Erie and Niagara; the Cities of Buffalo and Niagara Falls; the New York State Thruway Authority; the Niagara Frontier Transportation Authority; and the New York State Department of Transportation will continue the cooperative transportation planning and programming process in Erie and Niagara Counties that is required for Federal and State funding.

F. Res. 2022-13 Memorandum of Understanding

- Projects will be developed based on the continuing, comprehensive and coordinated transportation planning process.
- Transportation systems embracing various transportation modes will be developed, so as to efficiently maximize mobility of people and goods.
- Plans and programs will be developed that are vital to the economic, social and civic well-being of the metropolitan area.
- Air quality conformity determination analysis will be performed by the MPO for transportation plans and programs.
- An open planning and programming process will be conducted to reach out to stakeholders, interest groups, and the general public, especially under-represented and under-served populations, as well as to the media.
- **Today's action would be to recommend the reaffirmation of the current MOU to Policy Committee for approval.**

G. Resolution 2022-14 TAP/CMAQ Awards (2021)

- Projects that promote environmentally friendly modes of travel and make it easier and safer to walk, bike or hike.
- The funding provides up to 80 percent of total project costs, is made available through the Federal Highway Administration and administered by the New York State Department of Transportation.
- Projects were selected through a competitive solicitation process that required awardees to demonstrate how proposed activities would contribute to increasing the use of non-vehicular transportation alternatives, reduce vehicle emissions and/or mitigate traffic congestion.
- Combined with project sponsor contributions, these awards will leverage nearly \$550 million in additional community investments.
- \$178.8 million has been awarded to 75 communities across New York State
- \$38.8M in Western NY
- New funding to region – fiscal constraint is maintained.

G. Resolution 2022-14 TAP/CMAW Awards (2021)

PIN	SPONSOR	AQ	PROJECT TITLE	FUNDING SOURCE	FFY	PROJECT TOTAL	LOCAL FUNDS	THIRD PARTY FUNDS	AMOUNT AWARDED
582572	NFTA	B10	BATTERY ELECTRIC BUSES	CMAQ	FFY 24	\$9,900,000	\$1,250,000	\$3,650,000	\$5,000,000
582573	NFTA	B7	DIVISION STREET CANOPY	TAP ANYWHERE	FFY 24	\$4,826,703	\$965,341	-	\$3,861,362
576469	TN OF EVANS (MISC)	C2	TOWN OF EVANS - THE SHORELINE TRAIL: BEACHES SECTION (PHASE 4)	TAP ANYWHERE	FFY 24	\$2,943,610	\$588,723	-	\$2,354,887
576466	TN OF AMHERST (MISC)	C2	CASEY RD: PARADISE PARK TO TRANSIT RD (BICYCLE & PEDESTRIAN IMPROVEMENT PROJECT)	TAP LARGE URBAN - BUFFALO	FFY 24	\$2,013,000	\$372,600	\$150,000	\$1,490,400
576476	VIL OF WILLIAMSVILLE (MISC)	C2	VILLAGE OF WILLIAMSVILLE - MAIN ST SIDEWALK GAP PROJECT	TAP ANYWHERE	FFY 24	\$1,003,384	\$200,677	-	\$802,707
576471	TN OF ORCHARD PARK (MISC)	C2	TOWN OF ORCHARD PARK PEDESTRIAN WALKABILITY PROJECT	TAP ANYWHERE	FFY 24	\$2,000,000	\$400,000	-	\$1,600,000
576473	TN OF TONAWANDA (MISC)	C2	TOWN OF TONAWANDA RIVERWALK MULTIUSE PEDESTRIAN TRAIL	TAP ANYWHERE	FFY 24	\$2,120,000	\$424,000	-	\$1,696,000
576467	BUFFALO (C)	C2	CITY OF BUFFALO SCAJAQUADA TRAIL REHABILITATION: MAIN ST TO FILLMORE AVE	TAP ANYWHERE	FFY 24	\$3,732,000	\$746,400	-	\$2,985,600
576468	BUFFALO (C)	C2	CITY OF BUFFALO FOREST AVE MULTIUSE PATHWAY CONTINUATION	TAP ANYWHERE	FFY 24	\$989,600	\$197,920	-	\$791,680
576475	TN OF CLARENCE (MISC)	C2	TOWN OF CLARENCE - SHERIDAN DR SIDEWALKS: MAIN ST TO TRANSIT RD PEDESTRIAN IMPROVEMENTS	CMAQ	FFY 24	\$4,310,035	\$862,007	-	\$3,448,028
551256	NYS DOT	D1	RT 33 GENESEE ST AT HARRIS HILL INTERSECTION	CMAQ	FFY 26	\$2,960,000	\$592,000	-	\$2,368,000
576474	CITY OF NORTH TONAWANDA (MISC)	C2	CITY OF NORTH TONAWANDA ERIE CANAL BIKE PATH EXTENSION	CMAQ	FFY 24	\$2,077,000	\$262,500	\$764,500	\$1,050,000
505118	NYS DOT	D3	DIVERGING DIAMOND INTERCHANGE AT NIAGARA FALLS BLVD	CMAQ	FFY 27	\$9,000,000	\$1,250,000	\$2,750,000	\$5,000,000
TOTALS:						\$47,875,332	\$8,112,168	\$7,314,500	\$32,448,664

- Public review completed on August 19.
- ICG concurred with the proposed transportation conformity codes on 8/25.
- **Today's action would be to approve the addition of 13 new projects to the TIP.**

Discussion Items

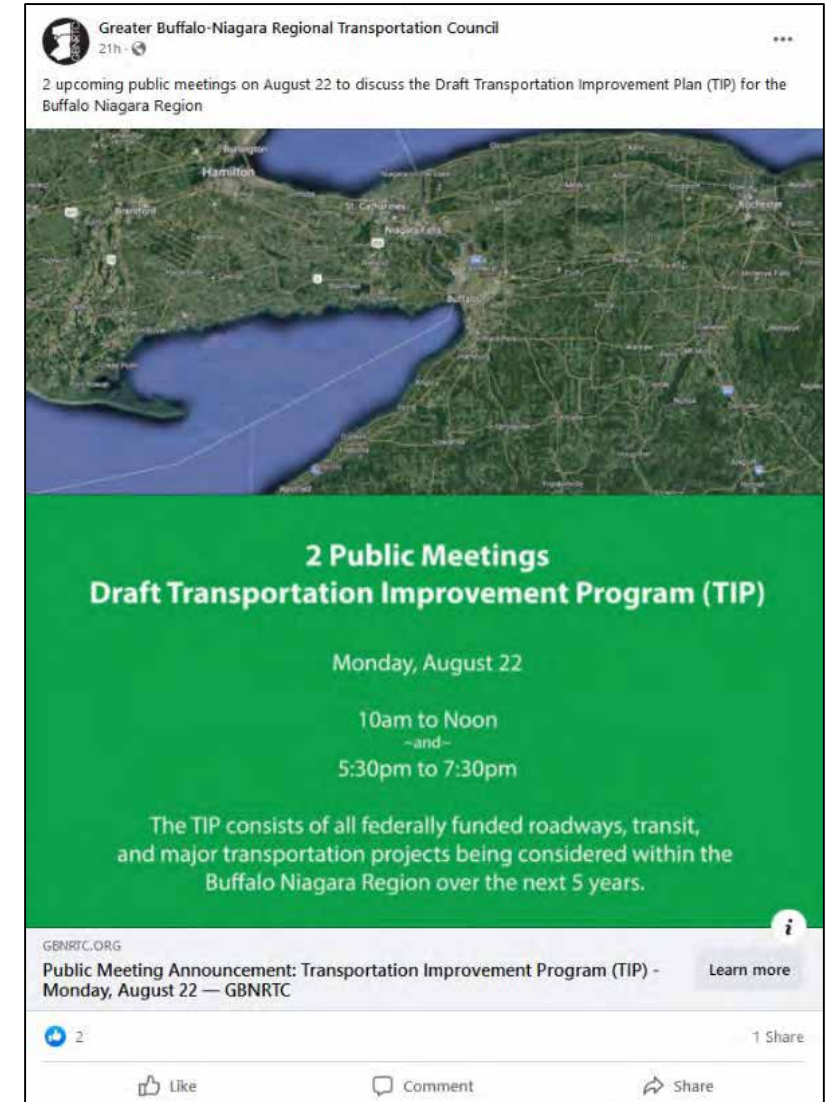


A. TPS Action Item Approvals

- PIN 5763.37 Four Rod Road Bridge Over Little Buffalo Creek
 - Erie County requested to modify an existing project.
 - Request was to create a ROW Phase (Incidentals and Acquisition).
 - \$45K of matched STBGP OSB was transferred from Detailed Design to fund the new ROW Phases.
 - ROW-I now contains \$30K and ROW-A now contains \$15K.
 - Let date remains 4/23.
 - **Approved as Administrative Modification #131**
- PIN 5019.24 NY 265; Kenmore Av to Tonawanda SCL & NY 324; Delaware Rd to Floradale Av
 - NYSDOT requested to modify an existing project.
 - Request was to increase Construction & Construction Inspection costs by \$0.422M due to increases in work zone traffic control costs and also additional curb ramp, sidewalk & pedestrian signal work at various locations.
 - Fiscal constraint is maintained as \$0.422M (matched HSIP) was transferred from PIN 5B20.03 State Infrastructure (Block Fund).
 - Let date remains 10/22
 - **Approve as Administrative Modification #132**


B. August 22 TIP Public Meeting Summary

- GBNRTC staff conducted a required public meeting for the TIP.
- Information presented included:
 - GBNRTC role and organization
 - Metropolitan planning process
 - Historical TIP performance
 - Federal funding programs and grant opportunities
 - Fiscal constraint
 - Air quality conformity
 - Social justice and equity
 - Project development
 - TIP linkage to MTP
 - Project summaries by work type
 - Program highlights by member agency
- An opportunity for questions and answers was provided after the 40-minute presentation.
- Overall, 79 members of the public attended the public meeting either live or virtually.
- This was a dramatic increase over the previous TIP public outreach effort in 2020.
- The video of the two meeting remains on the GBNRTC Facebook page and can be viewed at any time.



Greater Buffalo-Niagara Regional Transportation Council
21h · 🌐

2 upcoming public meetings on August 22 to discuss the Draft Transportation Improvement Plan (TIP) for the Buffalo Niagara Region



2 Public Meetings
Draft Transportation Improvement Program (TIP)

Monday, August 22

10am to Noon
-and-
5:30pm to 7:30pm

The TIP consists of all federally funded roadways, transit, and major transportation projects being considered within the Buffalo Niagara Region over the next 5 years.

GBNRTC.ORG
Public Meeting Announcement: Transportation Improvement Program (TIP) - Monday, August 22 — GBNRTC [Learn more](#)

👍 2 1 Share

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C. 2023-2027 TIP Development Update

- PCC just recommended conformity document and TIP to Policy Committee for approval.
- Interactive TIP project location map is live on GBNRTC website.
- Updated schedule looks like this:
 - Policy approval for conformity document and TIP.
 - TIP transmittal to NYSDOT MO for inclusion in STIP.
 - 30-day public review of STIP
 - NYSDOT MO approval of STIP
 - FHWA and FTA approval of TIP/STIP
 - Mid November – new TIP is live.

2023 – 2027 TIP Development Schedule

<i>Activity</i>	<i>Sub-Activity/Milestone</i>	<i>Date</i>
Project Development and Review	Call for new projects	<i>April 21 to May 22</i>
	Review current system conditions	
	Review FFY 23-24 projects and candidates from last TIP cycle	
	Complete and prioritize agency project candidate forms	
	Project proposal summary distributed to members to review	
	Agency Project proposal presentations at TPS	
	Project (with MTP linkage) evaluation completed	
Receive TIP Guidance and Funding targets from NYSDOT MO		
Fiscal Constraint and Air Quality Conformity	Develop draft fiscally constrained project listing	<i>May 22 to July 22</i>
	TPS meeting(s) to discuss draft project list	
	Develop final project listing	
	Propose suggested air quality conformity exemption codes to ICG	
	TPS recommends final project list to PCC	
	Begin entering projects into eSTIP	
	Complete draft air quality conformity determination document	
	PCC approval of draft fiscally constrained project list	
Complete fiscal constraint tables per FHWA/FTA requirements		
Public Review and Agency Consultation	Initiate AQ conformity determination 30-day public review	<i>July to August 22</i>
	Initiate Draft TIP 30-day Public Review	
	FHWA, FTA and NYSDOT MO review	
	Conduct TIP Public Meeting	
	Interagency consultation	
	Respond to all comments	
Final document assembled and completed	<i>August 22 to Nov 22</i>	
PCC recommends TIP and conformity doc to Policy Committee		
TIP/STIP Approval	Policy Committee approves conformity doc and TIP	<i>August 22 to Nov 22</i>
	Final document printed and posted to Internet	
	TIP incorporated into STIP	
	STIP goes out for public review	
	NYSDOT Main Office STIP approval	
	FHWA and FTA approval	
	Final document distributed to members and posted online	

Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Next PCC Meeting Date is October 5, 2022 @ 9:30 am
- Adjournment

OCTOBER 2022

PCC MEETING

CANCELED



Planning and Coordinating Committee (PCC) Meeting

Wednesday November 2, 2022 9:30AM

Public Participation via Facebook Live

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

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

DRAFT AGENDA

Pledge of Allegiance

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (9-7-22) Meeting Minutes

II. ACTION ITEMS

- A) PIN 5763.73 Bridge Deck Overlay & 5-7 Program (Minor Scope Change - Niagara County)
- B) PIN 5763.42 Erie County Bridge Deck Overlay/Joint Replacements (Fed Fund Source Change - Erie County)
- C) Eight (8) New Transit Projects (Initiate Public Review – NFTA)
- D) Resolution 2022-16: 2022 Transit Safety Performance Measure Targets (Recommend to Policy Committee)

III. DISCUSSION ITEMS

- A) Upcoming BRIDGE NY Project Solicitation
- B) INFRA Grant Award Summary
- C) Port Infrastructure Development Grant Award Summary
- D) Competitive Grants for Rail Vehicle Replacement Program NOFO

IV. STATUS REPORTS/INFORMATION

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

V. MEETING ADJOURNMENT

NEXT MEETING December 7, 2022

**Greater Buffalo-Niagara Regional Transportation Council (GBNRTC)
Minutes of the November 2, 2022 Planning and Coordinating Committee (PCC) Meeting**

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on November 2, 2022 at 9:35 am.

The following GBNRTC-PCC representatives were present:

- NFTA Samantha Koelemeyer (via Zoom)
- NYSTA Matt Latko
- NYSDOT Dave Hill
- Buffalo Nolan Skipper
- Niagara Falls Kevin Forma
- Erie County Darlene Svilkos
- Niagara County Garret Meal

Others present were:

- Athena Hutchins NITTEC
- Mike Lydecker Wendel (via Zoom)
- Nathan Marton City of Buffalo
- GBNRTC Staff (6)

Public Attendees:

- Eight (8) members of the public in attendance (all viewing through Facebook Live link).

I. PROCEEDINGS

Chairperson (Mr. Latko from TWA) called the meeting to order at 9:35 a.m. and led in the pledge of allegiance.

A) Roll Call

- All members were present.

B) Public Participation

- Due to technical issues, no comments were received/reported at the time of this agenda item.
- The following public comments were received after the meeting completed:
 - **Douglas Funke:** The Erie County draft equity focused Community Climate Action Plan calls for reducing car traffic and encouraging alternative modes, including transit and expanding Buffalo's light rail. Citizens for Regional Transit (CRT) encourages GBNRTC to review and support implementation of this plan. Here's a link to the Erie County Climate Action Plan website: <https://www3.erie.gov/climateaction/what-ecca>

- **Jim Gordon:** CRT urges GBNRTC to undertake a parallel study to Region Central for the remainder of the Humboldt Parkway Corridor. NY DOT has offered narrow objectives that center on LOS for motorists, which disregard all other constituencies. GBNRTC should set study objectives to include the idea of restoring the Humboldt Parkway to pre-expressway condition and consider alternatives to high-speed travel within the region. Today CRT posted a new video on this topic. We ask that you view this video and consider its message. <https://youtu.be/l93-bLU9Zic>

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 9-7-22 meeting minutes *(EC/DOT)*. *Approved.*

II. ACTION ITEMS

A) PIN 5763.73 Bridge Deck Overlay & 5-7 Program - Guarino

- This is a Niagara County request to make a minor scope change to an existing project.
- This action will:
 1. Delete the 5-7 Program work on BIN 3329380 Minnick Rd / Mud Creek and BIN 3329470 Quaker Rd / 18 Mile Creek.
 2. Add bridge deck overlay work to BIN 3060430 Quaker Rd / Golden Hill Creek, BIN 3329360 Mapleton Rd / Bull Creek and BIN 3329430 Pearson Rd / Jeddo Creek.
 3. Replace \$80K STBGP Flex with \$80K of STBGP OSB.
- Project totals are unchanged. Fiscal constraint is maintained.
- Let is unchanged at 4/30/23.
- This action was recommended by TPS on 10/19/22.
- *Motion to approve as Administrative Modification # 136. (NC/TWA). Approved.*

B) PIN 5763.42 Erie County Bridge Deck Overlay/Joint Replacements - Guarino

- This is an Erie County Request to modify an existing project.
- This action will rebalance the STBGP Flex and STBGP OSB funding as the proportion/cost of work has changed between the bridges on the Federal Aid System and off of it.
- \$126K of STBGP Flex will be replaced with \$126K STBGP OSB.
- Total project cost remains unchanged.
- Let date is unchanged at 12/15/22.
- *Motion to approve as Administrative Modification # 137. (EC/CNF). Approved.*

C) Eight (8) New Transit Projects – Guarino

- This is an NFTA request to add 8 new projects to the FFY 23-27 TIP.
 1. PIN 5825.84 - Track Bed Replacement
 - Replace all rail systems and rail infrastructure within the 400 Block of Main Street

- Total Project Cost - \$20,171,000 (\$12.95M SFY 21-22 NYSDOT State Metro Rail Capital + \$7.221M SFY 22-23 NYSDOT State Metro Rail Capital)
2. PIN 5825.85 - Ventilation Damper Replacement
 - Replace life-expired ventilation dampers at the subsurface Metro Rail stations
 - Total Project Cost - \$4M (\$2M SFY 21-22 NYSDOT State Metro Rail Capital + \$2M SFY 22-23 NYSDOT State Metro Rail Capital)
 3. PIN 5825.86 - SCADA Replacement
 - Replace the computer hardware and software associated with the train control and SCADA (Supervisory Control and Data Acquisition) system.
 - Total Project Cost - \$1M (SFY 21-22 NYSDOT State Metro Rail Capital)
 4. PIN 5825.87 - Platform Conduit Rehab
 - Replace electrical conduit and wiring throughout the underground Metro Rail station areas.
 - Total Project Cost - \$1.2M (SFY 21-22 NYSDOT State Metro Rail Capital)
 5. PIN 5825.88 - Station Panel Liner Rehab
 - Replace life-expired station panel liners at Metro Rail Station.
 - Total Project Cost - \$1.2M (\$0.1M SFY 21-22 NYSDOT State Metro Rail Capital + \$1.1M SFY 22-23 NYSDOT State Metro Rail Capital)
 6. PIN 5825.89 - Church Street Station Design
 - Rehabilitate the existing inbound and outbound Church Street Metro Rail Station structures.
 - Total Project Cost - \$0.4M (SFY 21-22 NYSDOT State Metro Rail Capital)
 7. PIN 5825.90 - Fastener & Pad Replacement Phase II
 - Replace deteriorated Fasteners & Pads for Phase 11 of project.
 - Total Project Cost - \$0.25M (SFY 21-22 NYSDOT State Metro Rail Capital)
 8. PIN 5825.91 - Rail Pantographs
 - Replace the pantographs on the NFTA's twenty-seven Light Rail Vehicles (LRV).
 - Total Project Cost - \$1M (SFY 21-22 NYSDOT State Metro Rail Capital)
- All projects are funded with 100% NYSDOT State Metro Rail capital funds.
 - Fiscal constraint is maintained.
 - All projects have a let date of 12/22.
 - *Motion to initiate a 30-day public review period. (EC/TWA). Approved.*

D) Resolution 2022-10 2023 Safety Performance Measure Targets - Guarino

- The Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures and update annually.
- NYSDOT has established targets for five performance measures based on five year rolling averages for:
 - A) Number of fatalities – 988.2
 - B) Rate of fatalities per 100 million vehicle miles traveled (VMT) – 0.836
 - C) Number of serious injuries – 11,086.2
 - D) Rate of serious injuries per 100 million VMT – 9.337
 - E) Number of non-motorized fatalities and non-motorized serious injuries – 2,633.4

- Federal regulations state that MPOs have the option to support defined state safety targets or set their own.
- The GBNRTC supports the NYSDOT 2023 safety targets and agrees to plan and program projects that contribute toward the accomplishment of the aforementioned targets.
- *Motion to recommend the 2023 NYSDOT Safety Performance Measure Targets to Policy Committee for approval (CNF/EC). Approved*

III. DISCUSSION ITEMS

A. Upcoming BRIDGE NY Project Solicitation - Finn

- The program was discussed by NYSDOT MO at the NYS Bridge conference last week
- Program will contain 2 ½ years of funding
- Application is more involved than just submitting a bridge condition score, but is not burdensome
- MPO will establish a committee and select winners
- GBNRTC will hold meetings with Erie and Niagara counties to discuss program administration in near future
- D. Hill added that NYSDOT Region 5 will be sending out a project solicitation to the locals
- MPO staff offered to send NYSDOT R5 updated local contact list to assist in this effort.

B. 2022 INFRA Grant Award Summary - Guarino

- Competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
- During the next five years, the IJA will provide about \$8 billion for the INFRA program
- INFRA is not a new program but was updated to include new eligibilities, set-asides, and other programming changes in the Bipartisan Infrastructure Law (BIL)
- For 2022, the INFRA grant program funding was made available under the Multimodal Project Discretionary Grant Opportunity (MPDG) combined Notice of Funding Opportunity allowing applicants to use one application to apply for up to three separate discretionary grant opportunities:
 - Mega Grants
 - INFRA Grants
 - Rural Surface Transportation Grant
- 26 projects awarded totaling \$1.5 Billion
- WNY Region – no awards
- NYS – one award
 - Hunts Point Terminal Produce Market Intermodal Facility (NYC) - Project will redevelop the Hunts Point Terminal Produce Market intermodal facility with expanded refrigerated warehouse space and electric vehicle charging stations for trucks and cars. The new Produce Market will be an approximately 1,000,000-square-foot state-of-the-art intermodal facility with approximately 824,600 square feet of refrigerated warehouse space with solar panels or a green roof. INFRA Award: \$110,000,000.
- MEGA and RURAL MPDG awards to be announced soon

C. Port Infrastructure Development Grant Program Award Summary – Guarino

- Discretionary grant program administered by the U.S. Maritime Administration to help improve supply-chain reliability through increased port capacity and resilience, more efficient operations, reduced emissions and new workforce opportunities.
 - Fed share is capped at 80% unless project is located in a rural area.
 - More than 60 percent of the awards to benefit ports in historically disadvantaged communities and several of the projects will help reduce emissions and improve air quality at the ports through electrification.
- For FFY 2022, \$703M was awarded to 41 projects in 22 states and one territory.
 - \$100 million awarded to port projects that will advance offshore wind deployment.
- Noteworthy awards:
 - Arthur Kill Offshore Wind Terminal Project (\$48,008,231) in Staten Island, New York
 - Cleveland-Cuyahoga County Port Authority (\$27,223,711) in Cleveland, Ohio
 - Port of Green Bay Site Development Project (\$10,134,800) in Green Bay, Wisconsin
 - Rail Access and Port Capacity Improvements Project (\$16,030,000) in Detroit, Michigan
- Program will make another \$450M available for FFY 2023

D. Competitive Grants for Rail Vehicle Replacement Program – Guarino

- On October 12, 2022, FTA announced \$600 million is available for FFY 22 and FFY 23 for this competitive program to help fund capital projects to replace rail rolling stock.
- Older railcars contribute to service delays and increased costs while lacking newer amenities, such as digital signage and audio tools, that improve the riding experience and accessibility for persons with disabilities.
- Eligible transit agencies and states can apply for funds to replace vehicles on subway systems, commuter rail and light rail systems.
- The maximum share of the grant funding cannot exceed 50 percent of the net project cost and total federal share is not to exceed 80 percent.
- FTA will be hosting a webinar on November 3 to discuss the NOFO and how to apply.
- <https://www.transit.dot.gov/grant-programs/competitive-grants-rail-vehicle-replacement-program>

IV. STATUS REPORTS/INFORMATION

A. Member Agency Reports

- Buffalo (Skipper) introduced Nate Marton as the new DPW Commissioner
- Niagara Falls (Forma) introduced himself (Kevin Forma) as the new CNF Planning Director
- NITTEC (Hutchins) reported that the interface for the ATCMTD project was demonstrated at the NITTEC annual meeting. Ms. Hutchins offered to do a similar demonstration at an upcoming PGBNRTC PCC meeting.
- All other members stated that they had nothing new to report on.

B. Director's Report.

- Finn noted several additional items including:

- Safe Streets 4 All Grant – GBNRTC has applied for a planning grant. If unsuccessful, rollover funds may be used to fund the planning study. An RFP for the planning study is currently being worked on with the goal of having a report ready for the expected next round of SS4A funding in August 2023. A committee will need to be formed to select consultant and review deliverables.
- SMART Grant – Town of Tonawanda is looking to build off of their current Miovision implementation with a pilot study to determine what works and what does not. The focus of the grant will be to study communications between signals in the region and communications with NITTEC. Signal preemption will also be analyzed. The Town of Tonawanda are currently in the process of writing the grant application. The expectation is for GBNRTC to lead the analysis of regional communications with piloting to take place on the Brighton/Maple corridor.
- MTP Update – Development of a constrained project listing is continuing. Members with projects should that they would like included in the MTP should provide them to GBNRTC staff.
- UPWP – MPO is currently looking to spend down backlog funds and are looking for additional work items from members. UPWP modifications will require an approved Amendment.

IV. Meeting Adjournment

- The next PCC meeting will be held on Wednesday December 7 at 9:30 am.
- *Chairperson Latko made a motion to adjourn the meeting (DOT/BUF). Approved.*
- The meeting ended at 10:15 am

Planning and Coordinating Committee

November 2, 2022





Proceedings

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

Agenda

I. Proceedings

II. Action Items

III. Discussion Items

IV. Status Reports / Information

Action Items



A. PIN 5763.73 Bridge Deck Overlay & 5-7 Program

- This is a Niagara County request to make a minor scope change to an existing project.
- This action will:
 1. Delete the 5-7 Program work on BIN 3329380 Minnick Rd / Mud Creek and BIN 3329470 Quaker Rd / 18 Mile Creek.
 2. Add bridge deck overlay work to BIN 3060430 Quaker Rd / Golden Hill Creek, BIN 3329360 Mapleton Rd / Bull Creek and BIN 3329430 Pearson Rd / Jeddo Creek.
 3. Replace \$80K STBGP Flex with \$80K of STBGP OSB.
- Project totals are unchanged. Fiscal constraint is maintained.
- Let is unchanged at 4/30/23.
- This action was recommended by TPS on 10/19/22.
- **Today's action would be to approve as AdMod # 136.**

B. PIN 5763.42 Erie County Bridge Deck Overlay/Joint Replacements

- This is an Erie County Request to modify an existing project.
- This action will rebalance the STBGP Flex and STBGP OSB funding as the proportion/cost of work has changed between the bridges on the Federal Aid System and off of it.
- \$126K of STBGP Flex will be replaced with \$126K STBGP OSB.
- Total project cost remains unchanged.
- Let date is unchanged at 12/15/22.
- **Today's action would be to approve as AdMod # 137.**

C. Eight (8) New Transit Projects

- This is an NFTA request to add 8 new projects to the FFY 23-27 TIP.
- All projects are funded with 100% NYSDOT State Metro Rail capital funds.
- Fiscal constraint is maintained.
- All projects have a let date of 12/22.
- Today's action would be to initiate a 30-day public review period.

- 1. PIN 5825.84 - Track Bed Replacement**
 - Replace all rail systems and rail infrastructure within the 400 Block of Main Street
 - Total Project Cost - \$20,171,000 (\$12.95M SFY 21-22 NYSDOT State Metro Rail Capital + \$7.221M SFY 22-23 NYSDOT State Metro Rail Capital)
- 2. PIN 5825.85 - Ventilation Damper Replacement**
 - Replace life-expired ventilation dampers at the subsurface Metro Rail stations
 - Total Project Cost - \$4M (\$2M SFY 21-22 NYSDOT State Metro Rail Capital + \$2M SFY 22-23 NYSDOT State Metro Rail Capital)
- 3. PIN 5825.86 - SCADA Replacement**
 - Replace the computer hardware and software associated with the train control and SCADA (Supervisory Control and Data Acquisition) system.
 - Total Project Cost - \$1M (SFY 21-22 NYSDOT State Metro Rail Capital)
- 4. PIN 5825.87 - Platform Conduit Rehab**
 - Replace electrical conduit and wiring throughout the underground Metro Rail station areas.
 - Total Project Cost - \$1.2M (SFY 21-22 NYSDOT State Metro Rail Capital)
- 5. PIN 5825.88 - Station Panel Liner Rehab**
 - Replace life-expired station panel liners at Metro Rail Station.
 - Total Project Cost - \$1.2M (\$0.1M SFY 21-22 NYSDOT State Metro Rail Capital + \$1.1M SFY 22-23 NYSDOT State Metro Rail Capital)
- 6. PIN 5825.89 - Church Street Station Design**
 - Rehabilitate the existing inbound and outbound Church Street Metro Rail Station structures.
 - Total Project Cost - \$0.4M (SFY 21-22 NYSDOT State Metro Rail Capital)
- 7. PIN 5825.90 - Fastener & Pad Replacement Phase II**
 - Replace deteriorated Fasteners & Pads for Phase 11 of project.
 - Total Project Cost - \$0.25M (SFY 21-22 NYSDOT State Metro Rail Capital)
- 8. PIN 5825.91 - Rail Pantographs**
 - Replace the pantographs on the NFTA's twenty-seven Light Rail Vehicles (LRV).
 - Total Project Cost - \$1M (SFY 21-22 NYSDOT State Metro Rail Capital)

D. 2022 Transit Safety Performance Measure Targets

- 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 24, 2022.
- Today's action would be to recommend NFTA's updated 2022 targets to Policy Committee for approval.

Performance Measure	Mode	2019	2020	2021	3-year average	2022 Goal	2022 Target
Total number of fatalities reported to NTD by mode	Light Rail	0	2	0	0.67	0	0
	Bus	0	0	1	0.67	0	0
	Paratransit Access Line (PAL)	0	0	0	0	0	0
Fatality rate per 1M vehicle revenue miles (VRM) by mode	Light Rail	0.0	1.94	0.0	0.65	0	0
	Bus	0.0	0.0	0.1	0.03	0	0
	Paratransit Access Line (PAL)	0.0	0.0	0.0	0.0	0	0
Total number of injuries reported to NTD by mode	Light Rail	18	18	16	17.33	5% Reduction	16.46
	Bus	97	48	60	68.33	5% Reduction	64.91
	Paratransit Access Line (PAL)	6	4	3	4.33	5% Reduction	4.11
Injury rate per 1M VRM by mode	Light Rail	19.2	17.66	18.96	18.60	5% Reduction	17.68
	Bus	9.47	4.96	6.62	7.02	5% Reduction	6.67
	Paratransit Access Line (PAL)	2.26	2.67	1.5	2.14	5% Reduction	2.04
Total number of safety events reported to NTD by mode	Light Rail	21	24	16	20.33	5% Reduction	19.31
	Bus	61	42	48	50.33	5% Reduction	47.81
	Paratransit Access Line (PAL)	6	3	3	4	5% Reduction	3.80
Safety event rate per 1M VRM by mode	Light Rail	22.4	23.55	18.96	21.64	5% Reduction	20.55
	Bus	5.96	4.34	5.30	5.20	5% Reduction	4.94
	Paratransit Access Line (PAL)	2.26	2.0	1.5	1.92	5% Reduction	1.82
System reliability rate per 1M VRM by mode*	Light Rail	438.63	331.37	347.23	372.41	Maintain Rate	372.41
	Bus	118.01	105.99	122.8	115.6	Maintain Rate	115.6
	Paratransit Access Line (PAL)	11.29	11.92	11.5	11.57	Maintain Rate	11.57
Authority Specific Goals	Metro Training Rates	90%	98%	n/a	94%	5% Improvement	98%
	Metro Bus Reportable Injury Rates	7.2	5.2	7.0	6.5	5% Improvement	6.1
	Metro Rail Reportable Injury Rates	3.6	10.5	6.6	6.9	5% Improvement	6.6
	Metro Bus Hazard Resolution Rates	54%	76%	83%	71%	5% Improvement	74%
	Metro Rail Hazard Resolution Rates	78%	80%	58%	72%	5% Improvement	75%
	Metro Bus Accident Preventability Rates (per 100,000).	2.4	1.9	1.4	1.9	5% Improvement	1.8

Discussion Items



A. Upcoming BRIDGE NY Project Solicitation

B. 2022 INFRA Grant Award Summary

- Competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
- During the next five years, the IJA will provide about \$8 billion for the INFRA program
- INFRA is not a new program but was updated to include new eligibilities, set-asides, and other programming changes in the Bipartisan Infrastructure Law (BIL)
- For 2022, the INFRA grant program funding was be made available under the Multimodal Project Discretionary Grant Opportunity (MPDG) combined Notice of Funding Opportunity allowing applicants to use one application to apply for up to three separate discretionary grant opportunities:
 - **Mega Grants**
 - **INFRA Grants**
 - **Rural Surface Transportation Grant**



B. 2022 INFRA Grant Award Summary

- National
 - 26 projects awarded totaling \$1.5 Billion
- WNY Region – no awards
- NYS – one award
 - Hunts Point Terminal Produce Market Intermodal Facility (NYC)
 - Project will redevelop the Hunts Point Terminal Produce Market intermodal facility with expanded refrigerated warehouse space and electric vehicle charging stations for trucks and cars.
 - The new Produce Market will be an approximately 1,000,000-square-foot state-of-the-art intermodal facility with approximately 824,600 square feet of refrigerated warehouse space with solar panels or a green roof.
 - INFRA Award: \$110,000,000.
- MEGA and RURAL awards to be announced soon



C. Port Infrastructure Development Grant Program Award Summary

- A discretionary grant program administered by the U.S. Maritime Administration to help improve supply-chain reliability through increased port capacity and resilience, more efficient operations, reduced emissions and new workforce opportunities.
 - Fed share is capped at 80% unless project is located in a rural area.
 - More than 60 percent of the awards to benefit ports in historically disadvantaged communities and several of the projects will help reduce emissions and improve air quality at the ports through electrification.
- For FFY 2022, \$703M was awarded to 41 projects in 22 states and one territory.
 - \$100 million awarded to port projects that will advance offshore wind deployment.

C. Port Infrastructure Development Grant Program Award Summary

- Noteworthy awards:
 - Arthur Kill Offshore Wind Terminal Project (\$48,008,231) in Staten Island, New York
 - Project will fund the dredging of approximately 740,000 cubic yards to create a thirty-five-foot-deep ship basin to support further development of the adjacent 32-acre site as a purpose-built offshore wind staging and assembly facility.
 - Cleveland-Cuyahoga County Port Authority (\$27,223,711) in Cleveland, Ohio
 - Project will modernize a 144,000-square-foot warehouse; expand stormwater collection and treatment infrastructure; construct a modernized maintenance and repowering facility for terminal equipment; and install electric infrastructure to meet the power requirements of ship cold ironing and electrified cargo handling equipment.
 - Port of Green Bay Site Development Project (\$10,134,800) in Green Bay, Wisconsin
 - Project funds the first phase of redevelopment of a former power plant site into a new port terminal.
 - Rail Access and Port Capacity Improvements Project (\$16,030,000) in Detroit, Michigan
 - Project will rehabilitate existing port infrastructure as well as construct new port infrastructure at the Port of Detroit. The specific components of the Project include creating a new port/rail connection; adding dry bulk cargo handling platforms and a covered warehouse; reconstructing a dock; installing 2 bulk-liquid storage tanks; and constructing an additional berth to facilitate fueling of cargo vessels.
- Program will make another \$450M available for FFY 2023.

D. Competitive Grants for Rail Vehicle Replacement Program

- On October 12, 2022, FTA announced \$600 million is available for FFY 22 and FFY 23 for this competitive program to help fund capital projects to replace rail rolling stock.
- Older railcars contribute to service delays and increased costs while lacking newer amenities, such as digital signage and audio tools, that improve the riding experience and accessibility for persons with disabilities.
- Eligible transit agencies and states can apply for funds to replace vehicles on subway systems, commuter rail and light rail systems.
- The maximum share of the grant funding cannot exceed 50 percent of the net project cost and total federal share is not to exceed 80 percent.
- FTA will be hosting a webinar on November 3 to discuss the NOFO and how to apply.
 - <https://www.transit.dot.gov/grant-programs/competitive-grants-rail-vehicle-replacement-program>

Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Next PCC Meeting Date is December 7, 2022 @ 9:30 am
- Adjournment



Planning and Coordinating Committee (PCC) Meeting

Wednesday December 7, 2022 9:30AM

Public Participation via Facebook Live

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

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

DRAFT AGENDA

Pledge of Allegiance

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (11-2-22) Meeting Minutes

II. ACTION ITEMS

- A) FFY 23-27 TIP Amendment #1 – Eight New Transit Projects (NFTA)
- B) FFY 23-27 TIP Administrative Modification #3 - PIN 576371 Wilson-Burt/18 Mi Crk Vertical Down (*Niagara County*)
- C) FHWA Professional Development Program (PDP)

III. DISCUSSION ITEMS

- A) TPS Approved Project Changes
- B) FFY 23-27 TIP/STIP Status
- C) FFY 22 Transit-Oriented Development (TOD) Planning Project Award Summary
- D) BRIDGE NY Update
- E) Traffic Modeling for Local Initiatives

IV. STATUS REPORTS/INFORMATION

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

V. MEETING ADJOURNMENT

NEXT MEETING January 4, 2022

**Greater Buffalo-Niagara Regional Transportation Council (GBNRTC)
Minutes of the December 7, 2022 Planning and Coordinating Committee (PCC) Meeting**

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on December 7, 2022 at 9:35 am.

The following GBNRTC-PCC representatives were present:

- NFTA Darren Kempner
- NYSTA Matt Latko
- NYSDOT Dave Hill
- Buffalo Nolan Skipper
- Niagara Falls Kevin Forma
- Erie County Darlene Svilkos
- Niagara County Garret Meal

Others present were:

- Athena Hutchins NITTEC
- Mike Leydecker Wendel
- Sharon Ray SNI
- Nicole McGrath FHWA
- James Goveia FTA
- Emily Maciejak FTA
- GBNRTC Staff (7)

Public Attendees:

- 5 members of the public in attendance (all viewing through Facebook Live link).

I. PROCEEDINGS

Chairperson (Mr. Latko from NYSTA) called the meeting to order at 9:35 a.m. and led in the pledge of allegiance.

A) Roll Call

- All members were present.

B) Public Participation

- No comments were received/reported at the time of this agenda item.

C) Approval of Meeting Agenda

- There was a request to move up action item C (FHWA Professional Development Program) to accommodate FHWA's schedule.

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

D) Approval of Previous Meeting Minutes

- All present were in favor of a motion to approve the 11-2-22 meeting minutes (*NC/BUF*). *Approved.*

II. ACTION ITEMS

A) Resolution 2022-17 FHWA Professional Development Program (PDP) - Finn

- FHWA offered GBNRTC to participate in its PDP by hosting an FHWA Community Planner
- FHWA employee would work out of GBNRTC's office for a 5-6 month assignment starting in the late winter/early spring of 2023
 - All costs for employee would be paid by FHWA
 - FHWA employee would remain as an FHWA employee for liability purposes
- GBNRTC responsibility:
 - Provide a workspace and internet access
 - Provide meaningful assignment, coaching and oversight
 - Complete a post assignment report
- GBNRTC has reviewed the opportunity and finds it to be a win-win for both agencies.
- *Motion to authorize the ED to execute and agreement with FHWA to enter into the 2022 PDP assignment (NFTA/NYSTA). Approved.*

B) Resolution 2022-16 Eight (8) New Transit Projects – Guarino

- This is an NFTA request to add 8 new projects to the FFY 23-27 TIP.
 1. PIN 5825.84 - Track Bed Replacement
 - Replace all rail systems and rail infrastructure within the 400 Block of Main Street
 - Total Project Cost - \$20,171,000 (\$12.95M SFY 21-22 NYSDOT State Metro Rail Capital + \$7.221M SFY 22-23 NYSDOT State Metro Rail Capital)
 2. PIN 5825.85 - Ventilation Damper Replacement
 - Replace life-expired ventilation dampers at the subsurface Metro Rail stations
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 - Replace the computer hardware and software associated with the train control and SCADA (Supervisory Control and Data Acquisition) system.
 - Total Project Cost - \$1M (SFY 21-22 NYSDOT State Metro Rail Capital)
 4. PIN 5825.87 - Platform Conduit Rehab
 - Replace electrical conduit and wiring throughout the underground Metro Rail station areas.
 - Total Project Cost - \$1.2M (SFY 21-22 NYSDOT State Metro Rail Capital)
 5. PIN 5825.88 - Station Panel Liner Rehab
 - Replace life-expired station panel liners at Metro Rail Station.

- Total Project Cost - \$1.2M (\$0.1M SFY 21-22 NYSDOT State Metro Rail Capital + \$1.1M SFY 22-23 NYSDOT State Metro Rail Capital)

6. PIN 5825.89 - Church Street Station Design

- Rehabilitate the existing inbound and outbound Church Street Metro Rail Station structures.
- Total Project Cost - \$0.4M (SFY 21-22 NYSDOT State Metro Rail Capital)

7. PIN 5825.90 - Fastener & Pad Replacement Phase II

- Replace deteriorated Fasteners & Pads for Phase 11 of project.
- Total Project Cost - \$0.25M (SFY 21-22 NYSDOT State Metro Rail Capital)

8. PIN 5825.91 - Rail Pantographs

- Replace the pantographs on the NFTA's twenty-seven Light Rail Vehicles (LRV).
- Total Project Cost - \$1M (SFY 21-22 NYSDOT State Metro Rail Capital)

- Fiscal constraint is maintained as all projects are funded (100%) by NY State Metro Rail Capital funds.
- All projects are all scheduled to begin construction in December of 2022
- 30-day public review completed on December 2 with no public comments received.
- All projects have been classified as exempt from air quality conformity determination requirements by the Interagency Consulting Group (ICG) on 11/25/22.
- *Motion to approve these eight (8) new projects as FFY 23-27 TIP Amendment #1. (NFTA/DOT). Approved.*

C) Administrative Modification #3 - PIN 576371 Wilson-Burt/18 Mi Crk Vertical Down – Guarino

- This is a request by Niagara County to modify an existing project.
- Advance let date from 10/19/23 (FFY 24) to 2/1/23 (FFY 23)
- Increase construction cost by \$76K
- As all additional funding is local (Niagara County), fiscal constraint is maintained.
- This is a TPS action that will be expedited by PCC.
- *Motion to approve the changes as Administrative Modification #3 (DOT/NYSTA). Approved.*

III. DISCUSSION ITEMS

A. Approved Project Changes from 11/16/22 TPS – Guarino

- PIN 5825.10 METRO Rail Extension and PIN 5825.70 METRO Rail Extension – Project Merger (NFTA)
 - Per NYSDOT MO request, the NFTA requested to merge two (2) existing TIP projects
 - PIN 5825.70 Metro Rail Extension (\$20M)
 - PIN 5825.10 Metro Rail Extension (\$6M)
 - Projects were merged under PIN 582510 which will now total \$26M and will be let 10/22 (FFY23)
 - Approved as FFY 23-27 TIP Administrative Modification #1
- PIN 5762.28 Implementation of Ph1 of Buffalo Bicycle Master Plan – Remove ROW Phase
 - Buffalo requested to remove the ROW phase from this project (not needed)

- All \$5K from ROW-A (Matched CMAQ) will be transferred to the construction phase
- All \$5K from ROW-I (Matched CMAQ) will be transferred to the construction phase
- Construction phase increased by a total of \$10K
- Let advanced from 6/15/23 to 3/1/23 (remains in FFY23)
- ROW phase was deleted from project
- Approved as FFY 23-27 TIP Administrative Modification #2

B. FFY 23-27 TIP/STIP Status – Guarino

- GBNRTC AQ Conformity Determination and Draft TIP approved by Policy Committee on 9/7
- Draft STIP public review completed on Nov 4
- Awaiting FTA/FHWA approval of STIP
- GBNRTC waiting for draft projects to become activated in eSTIP
- NYSDOT MO estimates that TIP/STIP will be live mid-December

C. FFY 22 Transit-Oriented Development (TOD) Planning Project Awards – Guarino

- FTA announced 19 awards totaling approximately \$13.1 million from the Bipartisan Infrastructure Law to help boost local economies, fight climate change, and provide more transportation options through development near new or expanded transit project corridors.
- These grants will support local strategies to increase transit access and encourage ridership through mixed-use and mixed-income development near public transportation projects.
- The program helps communities plan for opportunities created by new transit stations, such as affordable housing, economic development, and better connections to schools, hospitals, stores, and restaurants.
- Planning projects were selected for funding based on criteria described in NOFO, which also marked the first time that applicants were asked to prioritize TOD in areas with high incidence rates of homelessness.

State	Sponsor	Planning Project Description	Amount (M)
AL	Birmingham-Jefferson County Transit Authority	TOD at the eastern end of the new Birmingham Xpress bus rapid transit line	\$1.60
AZ	City of Phoenix	TOD along the proposed South Central Extension/Downtown Hub light rail line	\$1.00
CA	Los Angeles County Metropolitan Transportation Authority	TOD along the proposed West Santa Ana Branch Transit Corridor	\$1.00
CA	Los Angeles County Metropolitan Transportation Authority	TOD at the Union Station/Civic Center Transit District	\$1.00
CA	North County Transit District	TOD at the Escondido Transit Center	\$0.24
CA	Peninsula Corridor Joint Powers Board	TOD at 20-acre 4th and King railyard	\$0.65
FL	Miami-Dade Department of Transportation and Public Works (DTPW)	TOD for the NE Corridor of the Strategic Miami Area Rapid Transit (SMART) Program	\$0.84
FL	City of Homestead	TOD around three new bus rapid transit stations in Homestead, Florida	\$0.53
MA	Massachusetts Bay Transportation Authority	TOD along the Red Line subway	\$0.57
MD	Maryland Department of Transportation/Maryland Transit Administration	TOD along the Purple Line light rail line	\$1.50
NJ	New Jersey Transit Corporation	TOD along the proposed nine-mile Northern Branch light rail extension	\$0.59
NV	Regional Transportation Commission of Southern Nevada	TOD in the city of Henderson for a new bus rapid transit line	\$0.56
NY	Suffolk County	TOD for proposed bus rapid transit line to run along New York State Route 110	\$0.40
OH	Greater Cleveland Regional Transit Authority	TOD along the proposed Broadway Avenue Corridor project	\$0.43
OR	Tri-County Metropolitan Transportation District	TOD at two park-and-ride locations	\$0.32
PA	Southeastern Pennsylvania Transportation Authority (SEPTA)	TOD of Route 11 and 13 trolley services in the Darby and Yeadon boroughs	\$0.30
TX	Metropolitan Transit Authority of Harris County (METRO)	TOD at the Tidwell Transit Center in Houston's Eastex/Jensen neighborhood	\$0.38
TX	Capital Metropolitan Transportation Authority	TOD along proposed Orange and Blue light rail lines and green regional line	\$0.90
UT	Utah Transit Authority (UTA)	TOD along the proposed seven-mile Midvalley Connector bus rapid transit project	\$0.36

D. BRIDGE-NY Program Update – Guarino/Finn

- The BRIDGE NY Program continues to provide enhanced assistance for local governments to rehabilitate and replace bridges and culverts.
- NYSDOT is implementing the BRIDGE NY Program through the annual capital program planning process and not the stand-alone statewide competitive solicitation used previously
- Particular emphasis is placed on projects that will:
 - Address poor structural conditions
 - Mitigate weight restrictions or detours
 - Facilitate economic development or increase competitiveness
 - Improve resiliency and/or reduce the risk of flooding
- The federal aid (bridge projects only) portion of this program will comply with Metropolitan Planning Organization (MPO) planning processes for projects in urban areas
- This program is intended to focus on locally owned structures - eligible Sponsors include any city, county, town, village, or other political subdivision, including tribal nations/governments
- Eligible bridge projects must be on a public roadway that carries vehicular traffic; be eligible for Federal aid; and shall follow the federal aid process
- Multi use (Pedestrian/Bicycle) and bridges carrying railroads are not eligible
- Bridge projects in this program are expected to be funded largely through Bridge Formula Program federal aid.
- The NYSDOT 5-year capital plan for State Fiscal Years (SFYs) 22-23 through 26-27 includes \$200M per year for the program
- At least two thirds of the available funding in the Upstate zone must fund Off-System Bridges (bridges on roads that are not part of the federal aid system)
- NYSDOT will provide up to 95 percent of the originally authorized project costs
- Awarded municipalities will be responsible for the 5% match
- All selected projects should have funding authorized for construction 24 months from the execution of the State-Local Agreement (SLA); and be completed within 30 months of commencing construction
- Project sponsors will be asked to submit an application (very similar to what has been used in past) for candidate bridge and culvert projects detailing the scope, schedule, and costs of the proposal
- The project cost for each individual bridge shall be no less than \$500K and generally should not exceed \$5M - NYSDOT reserves the right to modify the maximum project threshold based upon the quantity and quality of the submission.
- Application scoring will use a an equally weighted two-step (max 100 points each) system
 - Step 1 – Local Bridge Priority Index (LBPI)
 - Step 2 – Review of Unique & Qualitative Factors
- Outreach
 - GBNRTC call letter to go out to Erie and Niagara municipalities via USPS and email by end of this week
 - Zoom webinar to be held 12/15/22 for locals to get a briefing on the program
- GBNRTC Assistance
 - GBNRTC staff will be assisting by providing data that it has access to and guidance on completing the application

- Review Process
 - Committee of 3 per County – County rep, Town Hwy Supt rep, GBNRTC rep
 - Grades all applications in the Step 2 process
 - Recommends final list to PCC based on LBPI, Step 2 grade and fiscal constraint
 - PCC approves a recommendation to NYSDOT who will give final approval

IV. STATUS REPORTS/INFORMATION

- Member Agency Reports
 - NFTA (Kempner) reported that
 - METRO bus schedules had changed and updated schedules were available
 - University Station is undergoing construction and a closing schedule is available
 - Single LRRT tracking will be taking place but will not be taking place until after business hours
 - NITTEC (Hutchins) reported that the interface for the ATCMTD project was demonstrated at the NITTEC annual meeting. Ms. Hutchins offered to do a similar demonstration at an upcoming GBNRTC PCC meeting.
 - All other members stated that they did not have anything to report at this time.
- Director's Report - Finn
 - Successful public outreach took place for the Goodell Study
 - In-person NYSAMPO Director Meeting scheduled for Friday in Syracuse
 - 2022 Transit Safety Performance targets were recommended by PCC for Policy Committee approval in November. As Policy Committee will not meet until spring, an electronic ballot will be sent out to get the updated targets approved.
 - Director Finn will be participating in a recorded interview for Judge Penny Wolfgang's "On Target" radio program. The program is broadcast on local radio station early Saturday (12/10) and Sunday (12/11) and will also be available at <https://www.audacy.com/podcasts/on-target-with-penny-wolfgang-20474>.

IV. Meeting Adjournment

- The next PCC meeting will be held on Wednesday Jan 4, 2023 at 9:30 am.
- Chairperson Latko made a motion to adjourn the meeting (EC/NFTA). Approved.
- The meeting ended at approx. 10:30 am

Planning and Coordinating Committee

December 7, 2022





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



A. TIP Amendment #1 – Eight New Transit Projects

- This is an NFTA request to add eight (8) new projects to the FFY 23-27 TIP
 1. PIN 5825.84 - Track Bed Replacement
 - Replace all rail systems and rail infrastructure within the 400 Block of Main Street
 - Total Project Cost - \$20,171,000 (\$12.95M SFY 21-22 NYSDOT State Metro Rail Capital + \$7.221M SFY 22-23 NYSDOT State Metro Rail Capital)
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 - Total Project Cost - \$0.25M (SFY 21-22 NYSDOT State Metro Rail Capital)
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 - Replace the pantographs on the NFTA's twenty-seven Light Rail Vehicles (LRV).
 - Total Project Cost - \$1M (SFY 21-22 NYSDOT State Metro Rail Capital)

A. Resolution 2022-16 – Eight New Transit Projects

- Fiscal constraint is maintained as all projects are funded (100%) by NY State Metro Rail Capital funds.
- All projects are all scheduled to begin construction in December of 2022
- 30-day public review completed on December 2 with no public comments received.
- All projects have been classified as exempt from air quality conformity determination requirements by the Interagency Consulting Group (ICG) on 11/25/22.
- Today's action would be to approve these eight (8) new projects as FFY 23-27 TIP Amendment #1.

B. Administrative Modification #3 - PIN 576371 Wilson-Burt/18 Mi Crk Vertical Down

- This is a request by Niagara County to modify an existing project.
 - Advance let date from 10/19/23 (FFY 24) to 2/1/23 (FFY 23)
 - Increase construction cost by \$76K
- As all additional funding is local (Niagara County), fiscal constraint is maintained.
- This is a TPS action that will be expedited by PCC.
- **Today's action would be to approve the changes as Administrative Modification #3.**

C. Resolution 2022-17 FHWA Professional Development Program (PDP)

- FHWA offered GBNRTC to participate in its PDP by hosting an FHWA Community Planner
- FHWA employee would work out of GBNRTC's office for a 5-6 month assignment starting in the late winter/early spring or 2023
 - All costs for employee would be paid by FHWA
 - FHWA employee would remain as an FHWA employee for liability purposes
- GBNRTC responsibility:
 - Provide a workspace and internet access
 - Provide meaningful assignment, coaching and oversight
 - Complete a post assignment report
- GBNRTC has reviewed the opportunity and finds it to be a win-win for both agencies.
- Today's action would be to authorize the ED to execute and agreement with FHWA to enter into the 2022 PDP assignment.

Discussion Items




A. Approved Project Changes from 11/16/22 TPS

1. PIN 5825.10 METRO Rail Extension and PIN 5825.70 METRO Rail Extension – Project Merger (NFTA)
 - Per NYSDOT MO request, the NFTA requested to merge two (2) existing TIP projects
 - PIN 5825.70 Metro Rail Extension (\$20M)
 - PIN 5825.10 Metro Rail Extension (\$6M)
 - Projects were merged under PIN 582510 which will now total \$26M and will be let 10/22 (FFY23)
 - **Approved as FFY 23-27 TIP Administrative Modification #1**
2. PIN 5762.28 Implementation of Ph1 of Buffalo Bicycle Master Plan – Remove ROW Phase
 - Buffalo requested to remove the ROW phase from this project (not needed)
 - All \$5K from ROW-A (Matched CMAQ) will be transferred to the construction phase
 - All \$5K from ROW-I (Matched CMAQ) will be transferred to the construction phase
 - Construction phase increased by a total of \$10K
 - Let advanced from 6/15/23 to 3/1/23 (remains in FFY23)
 - ROW phase was deleted from project
 - **Approved as FFY 23-27 TIP Administrative Modification #2**

B. FFY 23-27 TIP/STIP Status

- GBNRTC AQ Conformity Determination and Draft TIP approved by Policy Committee on 9/7
- Draft STIP public review completed on Nov 4
- Awaiting FTA/FHWA approval of STIP
- GBNRTC waiting for draft projects to become activated in eSTIP
- NYSDOT MO estimates that TIP/STIP will be live mid December



Greater Buffalo Niagara Regional Transportation Council
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RESOLUTION 2022-9
Action Level: GBNRTC Policy Committee

FFY 2023-2027 Transportation Improvement Program (TIP)

WHEREAS, the Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) has been designated by the Governor as the Metropolitan Planning Organization (MPO) for the Greater Buffalo-Niagara region, and

WHEREAS, Title 23, United States Code, Section 134, and Title 49, United States Code, Section 5303, require each MPO to develop and approve a Transportation Improvement Program (TIP), and

WHEREAS, GBNRTC in cooperation with the New York State Department of Transportation, has reviewed and documented compliance of the GBNRTC planning process with all existing federal rules and regulations, including Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) requirements, and

WHEREAS, GBNRTC, in accordance with all federal requirements for a TIP has developed a staged five-year integrated program of federally funded highway, transit and other transportation projects for the Greater Buffalo-Niagara region, that:

- Includes a priority listing of projects and project segments to be carried out within the time frame of the TIP,
- Is financially constrained with realistic estimates of total project cost and revenues expected for the program periods,
- Includes projects which are consistent with the 2050 Long Range Transportation Plan,
- Includes projects identified based on the priority merit and certainty of financing developed through a program development process,
- Includes a listing of illustrative projects that could be programmed should regional funding targets be increased or new funding sources become available,
- Includes consideration of elderly and disabled transportation services and the mandates of the Americans with Disabilities Act, and

WHEREAS, extended consultation efforts have been made with appropriate state and local agencies to increase involvement in the planning process and development of the TIP, and

WHEREAS, an air quality conformity determination was approved by the GBNRTC Policy Committee on September 7, 2022 as Resolution 2022-8 concluded that all transportation plans and programs within the Buffalo-Niagara Falls, NY Non-Attainment Area, including the GBNRTC 2023-2027 TIP, are in conformity with the State Implementation Plan in accordance with transportation conformity rules published by the United State Environmental Protection Agency and the New York State Department of Environmental Conservation.

C. FFY 22 Transit-Oriented Development (TOD) Planning Project Awards

- FTA announced 19 awards totaling approximately \$13.1 million from the Bipartisan Infrastructure Law to help boost local economies, fight climate change, and provide more transportation options through development near new or expanded transit project corridors.
- These grants will support local strategies to increase transit access and encourage ridership through mixed-use and mixed-income development near public transportation projects.
- The program helps communities plan for opportunities created by new transit stations, such as affordable housing, economic development, and better connections to schools, hospitals, stores, and restaurants.
- Planning projects were selected for funding based on criteria described in NOFO, which also marked the first time that applicants were asked to prioritize TOD in areas with high incidence rates of homelessness.

C. FFY 22 Transit-Oriented Development (TOD) Planning Project Awards

<https://www.transit.dot.gov/funding/grants/grant-programs/fiscal-year-2022-transit-oriented-development-tod-planning-projects>

State	Sponsor	Planning Project Description	Amount (M)
AL	Birmingham-Jefferson County Transit Authority	TOD at the eastern end of the new Birmingham Xpress bus rapid transit line	\$1.60
AZ	City of Phoenix	TOD along the proposed South Central Extension/Downtown Hub light rail line	\$1.00
CA	Los Angeles County Metropolitan Transportation Authority	TOD along the proposed West Santa Ana Branch Transit Corridor	\$1.00
CA	Los Angeles County Metropolitan Transportation Authority	TOD at the Union Station/Civic Center Transit District	\$1.00
CA	North County Transit District	TOD at the Escondido Transit Center	\$0.24
CA	Peninsula Corridor Joint Powers Board	TOD at 20-acre 4th and King railyard	\$0.65
FL	Miami-Dade Department of Transportation and Public Works (DTPW)	TOD for the NE Corridor of the Strategic Miami Area Rapid Transit (SMART) Program	\$0.84
FL	City of Homestead	TOD around three new bus rapid transit stations in Homestead, Florida	\$0.53
MA	Massachusetts Bay Transportation Authority	TOD along the Red Line subway	\$0.57
MD	Maryland Department of Transportation/Maryland Transit Administration	TOD along the Purple Line light rail line	\$1.50
NJ	New Jersey Transit Corporation	TOD along the proposed nine-mile Northern Branch light rail extension	\$0.59
NV	Regional Transportation Commission of Southern Nevada	TOD in the city of Henderson for a new bus rapid transit line	\$0.56
NY	Suffolk County	TOD for proposed bus rapid transit line to run along New York State Route 110	\$0.40
OH	Greater Cleveland Regional Transit Authority	TOD along the proposed Broadway Avenue Corridor project	\$0.43
OR	Tri-County Metropolitan Transportation District	TOD at two park-and-ride locations	\$0.32
PA	Southeastern Pennsylvania Transportation Authority (SEPTA)	TOD of Route 11 and 13 trolley services in the Darby and Yeadon boroughs	\$0.30
TX	Metropolitan Transit Authority of Harris County (METRO)	TOD at the Tidwell Transit Center in Houston's Eastex/Jensen neighborhood	\$0.38
TX	Capital Metropolitan Transportation Authority	TOD along proposed Orange and Blue light rail lines and green regional line	\$0.90
UT	Utah Transit Authority (UTA)	TOD along the proposed seven-mile Midvalley Connector bus rapid transit project	\$0.36

Total Awarded Planning Funds: \$13,131,094

D. BRIDGE-NY Program

- The BRIDGE NY Program continues to provide enhanced assistance for local governments to rehabilitate and replace bridges and culverts.
- NYSDOT is implementing the BRIDGE NY Program through the annual capital program planning process and not the stand-alone statewide competitive solicitation used previously
- Particular emphasis is placed on projects that will:
 - Address poor structural conditions
 - Mitigate weight restrictions or detours
 - Facilitate economic development or increase competitiveness
 - Improve resiliency and/or reduce the risk of flooding

D. BRIDGE-NY Program

- The federal aid (bridge projects only) portion of this program will comply with Metropolitan Planning Organization (MPO) planning processes for projects in urban areas
- This program is intended to focus on locally owned structures - eligible Sponsors include any city, county, town, village, or other political subdivision, including tribal nations/governments
- Eligible bridge projects must be on a public roadway that carries vehicular traffic; be eligible for Federal aid; and shall follow the federal aid process
- Multi use (Pedestrian/Bicycle) and railroad bridges are not eligible

D. BRIDGE-NY Program

- Bridge projects in this program are expected to be funded largely through Bridge Formula Program federal aid.
- The NYSDOT 5-year capital plan for State Fiscal Years (SFYs) 22-23 through 26-27 includes \$200M per year for the program

Annual Availability of Funds by Region
\$ in millions

	Bridges	Culverts
Upstate	\$90.6	—
Long Island	\$13.8	—
New York City	\$29.4	—
Hudson Valley	\$16.2	—
Statewide	—	\$50.0
Total	\$150.0	\$50.0

- At least two thirds of the available funding in the Upstate zone must fund Off-System Bridges (bridges on roads that are not part of the federal aid system)
- NYSDOT will provide up to 95 percent of the originally authorized project costs

D. BRIDGE-NY Program

- All selected projects should have funding authorized for construction 24 months from the execution of the State-Local Agreement (SLA); and be completed within 30 months of commencing construction
- Project sponsors will be asked to submit an application (very similar to what has been used in past) for candidate bridge **and culvert** projects detailing the scope, schedule, and costs of the proposal
- The project cost for each individual bridge shall be no less than \$500K and generally should not exceed \$5M - NYSDOT reserves the right to modify the maximum project threshold based upon the quantity and quality of the areas submissions

D. BRIDGE-NY Program

- Scoring

- Two part evaluation – equally weighted
- Step 1 – Local Bridge Priority Index (LBPI)
 - Calculated metric for all bridges

LOCAL BRIDGE PRIORITY INDEX (0 to 100)			
CATEGORY	CATEGORY POINTS	INDIVIDUAL PARAMETER	PARAMETER POINTS
CAPITAL NEED	47.5	General Recommendation	27.5
		Structural Deficiency	5
		Model Recommendation	15
FACILITY IMPORTANCE	27.5		
		AADT	7
		% Trucks	7
		Detour Length	13.5
RESTRICTIONS	5	Postings	5
RISK/RESILIENCY	20	Fracture Critical	5
		Material Type	5
		Design Type	5
		Hydraulic Vulnerability	5
TOTAL			100

- Step 2 – Review of Unique & Qualitative Factors

Category	Bridges Scoring Range	Culverts Scoring Range
PE QA Review of Application	0 or 10	NA
Delivery Risk	0 to 25	0 to 30
Infrastructure Need	0 to 55	0 to 60
Economic Competitiveness	0 to 10	0 to 10
TOTAL MAX POINTS	100	100

D. BRIDGE-NY Program

- Outreach

- GBNRTC call letter to go out by end of this week
- Webinar to be held before Christmas for locals to get a briefing on the program

- GBNRTC Assistance

- GBNRTC staff will be assisting by providing data that it has access to a guidance on completing the application

- Review Process

- Committee of 3 per County – County rep, Town Hwy Supt rep, GBNRTC rep
- Grades all applications in the Step 2 process
- Recommends final list to PCC based on LBPI, Step 2 grade and fiscal constraint
- PCC approves a recommendation to NYSDOT who will give final approval

E. Traffic Modeling for Local Initiatives

Background

- GBNRTC Staff has been and will continue to support member and non-member agencies with traffic modeling as much as possible but capacity/resources are finite, and we want to ensure the ability to deliver the most important initiatives to members.
- Recently, there has been an increase in the quantity of requests. Previously approved requests are also growing, as additional alternatives are added to a project.

E. Traffic Modeling for Local Initiatives

Current Protocol

- All modeling requests of more than 2 weeks effort are added to UPWP or brought to PCC for a vote.
- Currently, all member agency requests that are anticipated to take under 2 weeks are generally honored and carried out by GBNRTC Staff.
- In addition, requests to expand the scope of an approved project are honored.

Need for updated protocol

- GBNRTC wants to continue to deliver and stay focused on the member's top priority analyses
- Some requests that come in may not be suited for GBNRTC, e.g. traffic impacts of single proposed development

Requesting member feedback on how it would like to see priorities progressed and communicated. Feedback will be developed into future resolution.

Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Next PCC Meeting Date is January 4, 2023 @ 9:30 am
- Adjournment