

GREATER BUFFALO - NIAGARA REGIONAL TRANSPORTATION COUNCIL

POLICY COMMITTEE MEETING

Monday, May 17, 2021 10:00 AM – 12:00 PM

Sunburst Room, 438 Main Street, Buffalo, NY 14202

Public Participation via Facebook Live

Proposed Agenda

1. Roll Call
2. Public Comment on Action Items
3. Approval of Agenda
4. Approval of Previous Meeting Minutes
5. Action Items
 - A) Resolution 2021-3 Deletion of PINs 590040 Purchase Paratransit Vehicles and PIN 590041 Purchase Bus Shelters (approval)
 - B) Resolution 2021-14 PIN 582509 NFTA Transit Capital Projects – LRRT Infrastructure Improvements SFY 20/21 Project split and deletion (approval)
 - C) Administrative Modification #89 – Funding change for PIN 582478 Cold Spring Bus Garage Electrification (approval)
 - D) Resolution 2021-15 Guidelines for Potential TIP Actions modifications (approval)
 - E) GBNRTC Regional Freight Plan (approval)
 - F) GBNRTC System Performance Plan (approval)
 - G) Resolution 2021-12 Congestion Management Process (approval)
 - H) Resolution 2021-13 Unified Planning Work Program Amendment (approval)
6. Discussion Items
 - Plans:**
 - A) 2020 GBNRTC Planning Certification Review
 - B) Bailey Avenue Corridor Study results
 - C) Region Central Planning Status
 - D) MTP-TIP Linkage Work Sessions with FHWA
 - E) Emerging Federal Legislation, Funding and Finance
 - F) Corridor Studies/Analyses in Progress and Upcoming
 - G) GBNRTC Annual Report
 - Projects:**
 - A) Construction Projects – 2021 Season Summary
 - B) Member Agencies Initiatives
7. Other Business
8. Next Meeting/ Adjournment of Policy Meeting

**MINUTES OF THE NOVEMBER 13, 2020 MEETING OF THE GREATER BUFFALO-NIAGARA
REGIONAL TRANSPORTATION COUNCIL**

POLICY COMMITTEE

A meeting of the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) Policy Committee was held on November 13, 2020 via Zoom.

The following GBNRTC Policy representative were present:

Joe Buffamonte	NYSDOT
Bill Geary	Erie County
Michael Finn	City of Buffalo
Tom George	NFTA
Garrett Meal	Niagara County
Tom DeSantis	Niagara Falls
Scott Helser	NYSTA

Other present were:

Nolan Skipper	City of Buffalo
Hal Morse	GBNRTC
Amy Weymouth	GBNRTC
Michael Davis	GBNRTC
Kelly Dixon	GBNRTC
Lisa Kenney	GBNRTC
Athena Hutchins	NITTEC
Jeff Amplement	NFTA
Dave Hill	NYSDOT

POLICY BOARD MEETING

1. Roll Call

The meeting was called to order at 10:00 AM with a quorum present.

2. Public Comment on Action Items

None

3. Approval of Agenda

Joe Buffamonte moved, seconded by Tom George, to approve meeting agenda, all were in favor.

4. Approval of Previous Meeting Minutes

Bill Geary moved to approve the minutes of November 15, 2019, Mike Finn seconded, and all were in favor.

5. Action Items (Resolutions)

- a) Resolution 2020-16 GBNRTC Safety Performance Targets 2021 – All were in favor of a motion by Joe Buffamonte, seconded by Tom George to approve this resolution.
- b) Resolution 2020-18 GBNRTC Transit Safety Performance Targets - All were in favor of a motion by Tom George, seconded by Joe Buffamonte to approve this resolution.
- c) Resolution 2020-21 GBNRTC Annual Memorandum of Understanding - All were in favor of a motion by Joe Buffamonte, seconded by Garrett Meal to approve this resolution.
- d) Resolution 2020-23 NFTA Transit Capital Projects – Tom George explained that this was part of a 5 year \$100M state funding award dedicated to LRT improvements. All were in favor of a motion by Tom George, seconded by Joe Buffamonte to approve this resolution.
- e) Resolution 2020-24 City of Buffalo Project Deletion - All were in favor of a motion by Joe Buffamonte, seconded by Mike Finn to approve this resolution.
- f) Resolution 2020-25 Affirmation of GBNRTC Second Year Work Program - All were in favor of a motion by Joe Buffamonte, seconded by Tom George to approve this resolution.
- g) Resolution 2020-26 Regional Bicycle Master Plan - All were in favor of a motion by Joe Buffamonte, seconded by Bill Geary to approve this resolution.
- h) Election of Policy Committee Officers 2021 - All were in favor of a motion by Joe Buffamonte, seconded by Mike Finn to approve this resolution.

6. Discussion Items: Staff provided updates and status on the following items.

- a) Smart Cities/ICM implementation. Mike Davis and Athena Hutchins (NITTEC) reviewed the completed Integrated Corridor Management project and possible implementation steps.
- b) Statewide Performance Targets – report on results. Statewide performance results against targets were now available and presented.

- c) Planning Studies Status:
 - Region Central
 - Bailey Corridor
 - Route 5 South
 - Twin Cities Memorial Highway
- d) Light Rail Transit Expansion EIS and Transit Oriented Development Phase 2. A brief review of these major public transit initiatives was provided for information.
- e) Transportation Funding – Perspectives on the Federal Program. Morse reviewed where federal funding stood in terms of current year and also longer term prospects.

7. Member Agencies Initiatives

Scott Helser, NYSTA reported cashless tolling will begin tonight.

Tom George reported that the NFTA is nearing completion of the fare collection project and electric buses will be mobilized in late 2021.

Tom DeSantis mentioned the Niagara Falls Tourist Oriented Transportation Study and asked if a presentation could be made at next PCC. Also mentioned was the Niagara Street reconfiguration project and the pending Daly Boulevard extension.

Mike Finn wished to note the fine collaboration of GBNRTC, especially the Bailey Street project and others.

Erie County also thanked all for the collaboration.

8. Other Business

None

9. Next Meeting/ Adjournment of Policy Meeting

All were in favor of a motion by Joe Buffamonte, seconded by Tom DeSantis to adjourn



Policy Committee

Monday, May 17, 2021



Agenda Items

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5. Action Items
6. Discussion Items
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Agenda Items

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5. Action Items





Resolution 2021-3

- The FTA 5339 program appropriation for FFY21 came in lower than anticipated.
- NFTA will transfer all funding from two projects to PIN 5900.39 Purchase of Revenue Vehicles (40-foot large buses).
 - PIN 5900.40 Purchase Paratransit Vehicles (\$1.08M matched FTA 5339)
 - PIN 5900.41 Purchase Bus Shelters (\$0.19M matched FTA 5339)
- This administrative action will also delete both projects (no remaining funds) from the 2020-2024 TIP
- NFTA still intends to purchase paratransit vehicles and shelters with a different funding source.
- The action was recommended by PCC on March 3, 2021.
- **Today's Policy Committee action would be to transfer funding and delete these two projects as Amendment #29.**



Resolution 2021-14

- Per NYSDOT guidance, the NFTA has requested to split PIN 582509 NFTA Transit Capital Projects LRRT Infrastructure Improvements SFY 20/21 into ten (10) projects.
 1. PIN 582520 Yard Track, Catenary & Train Control Rehabilitation (\$9.30M)
 2. PIN 582521 Erie Canal Harbor Station Rehabilitation – Construction (\$4.00M)
 3. PIN 582522 Escalator Replacement - University Year 6 (\$2.10M)
 4. PIN 582523 Station Panel Liner Rehabilitation Design & Construction (\$1.30M)
 5. PIN 582524 Platform Conduit Rehabilitation Design & Construction (\$0.75M)
 6. PIN 582525 Trackbed Replacement - Mohawk St. to Eagle St. Design (\$0.80M)
 7. PIN 582526 Railcar Track Brake Coils (\$0.65M)
 8. PIN 582527 Rail Data Transmission System (DTS) Replacement (\$0.50M)
 9. PIN 582528 Ventilation Damper Replacement Design (\$0.30M)
 10. PIN 582529 Rail Car Video Surveillance Upgrade (\$0.30M)
- The total cost of all ten (10) new projects is \$20M (same as PIN 582509).
- Public review completed 5/7/21.
- On 5/5/21, The Interagency Consultation Group concurred that all 10 new projects are exempt for the purposes of transportation conformity.
- This action was recommended by PCC
- Today's Policy Committee action would be to split this existing project into 10 new projects as Amendment #36.



PIN 582478

Cold Spring Bus Garage Electrification

- NFTA request to increase the project cost by \$1.47M.
- The following funding changes are proposed:
 - NY Truck Voucher Incentive Program funded by VW Settlement Funds **+\$1.53M**
 - NYSDOT 20/21 Modernization and Enhancement Program Funds **+\$0.3M**
 - NFTA Local match - **-\$0.36M**
- Fiscal constraint is maintained
- NYSERDA will apply the funds to the cost of bus garage electrification prior to invoicing.
- Total project cost will be \$8.17M
- **Today's Policy Committee action would be expedite a PCC action and approve this cost increase as Administrative modification #89.**



Resolution 2021-15

Guidelines for Potential TIP Actions

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

Change Control Guidelines for Potential Tip Actions (Proposed 5/21)

	RESPONSIBILITY				
	RPPM ¹	TPS ²	PCC ³	PCC	POLICY
	Administrative Modification (AdMod) ⁴		Amendment ⁵		
I. Cost⁶ or Scope: Existing Project⁷ Phases⁸					
(a) Under \$150K	Approve	INFO ⁹			
(b) \$150K - \$500K	Recommend	Approve	INFO		
(c) Over \$500K	Recommend	Recommend	Approve		
(d) Minor scope change ¹⁰		Recommend	Approve		
(e) Significant scope changes ¹¹		Recommend		Approve	
II. Fund Source Change: Existing Projects					
(a) Change between federal fund sources ¹²	Approve	INFO			
(b) Federal to non-federal fund	Recommend	Approve	INFO		
(c) Non-federal to federal fund (<= \$150K)		Recommend	Approve		
(d) Non-federal to federal fund (>\$150K)		Recommend		Approve	
III. Schedule Change: Existing Project					
(a) Obligation date change of construction and/or construction inspection phase to another Federal Fiscal Year (FFY)	Recommend	Approve	INFO		
(b) Obligation date change of any other project phase to another Federal Fiscal Year (FFY)	Approve	INFO			
IV. Addition or Deletion: Phase or Project					
(a) Addition of a new federally funded phase	Recommend	Approve	INFO		
(b) Deletion of an existing federally funded phase	Recommend	Approve	INFO		
(c) Merger or phasing of existing projects ¹³	Recommend	Approve	INFO		
(d) Addition of a new federally funded project using funds outside of regional funding targets		Recommend		Approve	
(e) Addition of new federally funded project(s) from existing funding block		Recommend		Approve	
(f) Addition of new federally funded project(s) from project split/separation		Recommend		Approve	
(g) Addition of a new regionally funded project		Recommend		Recommend	Approve
(h) Deletion of an existing project		Recommend		Recommend	Approve



GBNRTC Regional Freight Plan Update

- Freight Study Background

- An update to the Niagara Frontier Urban Area Freight Transportation Plan completed in 2010.
- Needed to re-evaluate an industry/economy that has changed dramatically in last decade.
- Look at where we are, where we want to go.
- Increased emphasis on freight planning from regional, state and federal partners.
- Need to align with FAST Act, NYS Freight Plan, REDC Strategic Plan and GBNRTC 2050 MTP goals.
- New funding opportunities available.
- Status of 2010 Plan recommendations
- Develop a set of projects and recommendations to get us there



GBNRTC Regional Freight Plan Update

- Goals of the Update
 - Current System Conditions (where we are)
 - Stakeholder Input (where we are/want to be)
 - Data Analysis (where we are/want to be)
 - Projects/Recommendations (how to get there)



GBNRTC Regional Freight Plan Update

- Deliverables

- Tech Memo #1: Regional Freight and Logistics Status
- Tech Memo #2: Regional Freight Flow Analysis
- Tech Memo #3: Gap Analysis and Project Recommendations
- Final Report featuring detailed project/recommendation sheets
- Steering Committee and Freight Stakeholders Presentations



GBNRTC Regional Freight Plan Update

- All work continuously reviewed by Steering Committee throughout project
 - GBNRTC
 - Erie County Department of Environment and Planning
 - Niagara County Department of Economic Development
 - International Trade Gateway Organization (ITGO)
 - NYSDOT Region 5



Emphasis Areas

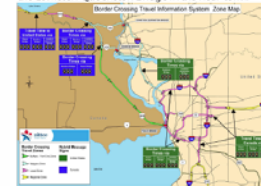
- Impacts/ disruptions caused by COVID-19
- Advance projects from 2010 Plan (7 projects)
- Infrastructure Projects (~40 projects)
 - Enhancing freight and goods movement through efficiency rather than capacity
 - Focus on spot improvements (interchanges, bottlenecks)
 - Prepare for Electrification and Automation
 - Keeping infrastructure in state if good repair
 - Enhance safety
- Policy/ Planning (30+ actions)
 - Long term transportation funding
 - Promoting and facilitating cross-border and international trade
 - Enhance region's connection with PANYNJ and other international ports
 - Targeting freight and logistics economic development/ workforce
 - Regional freight and logistics collaboration and advocacy

Expand Border Crossing Travel Information in the Region

April 2021

PROJECT DESCRIPTION

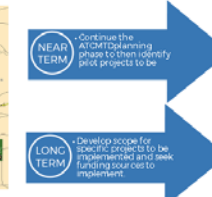
The freight and logistics community has continuously indicated that maneuvering the border is a challenge, whether it be from a congestion standpoint or a clearance standpoint. As discussed previously, technological pre-clearance of all commercial vehicles crossing the Peace Bridge is currently under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



Proposed Locations of Additional Border Crossing VMS Boards. Source: NITTEC.

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

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



PROJECT SUMMARY

Goals Met:

- Federal FAST Act (Progress indicator)
- NYS Freight Plan (Progress indicator)
- WNY REDC Strategic Plan (Progress indicator)
- GBNRTC Moving Forward 2050 (Progress indicator)

Freight Modes Benefited:

Priority: HIGH

Estimated Cost: \$3 M*

*Planning level estimate based on similar projects

AGENCY PARTNERS





GBNRTC Regional Freight Plan Update

- Presentations
 - Steering Committee final presentation (May 3)
 - PCC (May 5)
 - ITGO Executive Board Meeting (May 11)
 - Erie County (May 21)
 - Freight Stakeholders (TBA)
- Implement projects and continue developing recommendations
 - Determine need/funding for additional sub-studies.
 - Further develop projects with detailed engineering cost estimates.
 - Program smaller projects with TIP, UPWP, state and other outside funding sources.
 - Submit/assist with RAISE/INFRA grant applications for larger projects.
 - Provide support/technical assistance for project sponsors.
- **Today's Policy Committee action would be to approve the Regional Freight Study Update.**

National Performance Management

GBNRTC System Performance Plan



Transportation Performance Management

Focusing on Performance for Safe, Reliable Journeys

The Federal Highway Administration defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.



Investment Decisions

Using goals, measures, and data to make better informed decisions about how to invest transportation funding.



Aimed at a Better Performing Transportation System

Setting targets, developing plans, reporting results, and being accountable for performance.



For Connected and Productive Communities

Focusing on the efficient delivery of goods and safe, reliable journeys to work, to school, to shopping, to community activities.

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

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

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

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

Statewide Safety Performance and 2021 Targets

Performance Measure	2016 5-yr Rolling Average (2012-2016)	2017 5-yr Rolling Average (2013- 2017)	2018 5-yr Rolling Average (2014-2018)	2021 Targets
Number of Fatalities	1,120.0	1,085.2	1033.4	1,012.7
Rate of Fatalities per 100 Million VMT	0.880	0.858	0.824	0.824
Number of Serious Injuries	11,444.8	11,241.8	11,170.0	10,896.8
Rate of Serious Injuries per 100 Million VMT	8.964	8.888	8.876	8.865
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	2,841.0	2,737.0	2642.2	2,583.5

Transit Asset Targets

Category	Class	ULB	2018 Performance Target	2019 Performance Target	2020 Performance Target
Rolling Stock	Buses - 40' & 30' Buses	14	20% of fleet exceeds default ULB of 14 years	30% of fleet exceeds default ULB of 14 years	30% of fleet exceeds default ULB of 14 years
	Other Passenger Vehicles - Cutaways	10	0% of fleet exceeds default ULB of 10 years	12% of fleet exceeds default ULB of 10 years	12% of fleet exceeds default ULB of 10 years
	Railcars - Light Rail Vehicles	30	100% of fleet exceeds default ULB of 31 years	100% of fleet exceeds default ULB of 31 years	100% of fleet exceeds default ULB of 31 years
Equipment	Automobile	8-14	56% of non-revenue service vehicles exceeds default ULB of 8 or 14	66% of non-revenue service vehicles exceeds default ULB of 4 to 10	66% of non-revenue service vehicles exceeds default ULB of 4 to 10

Pavement and Bridge Condition (PM2) Performance and Targets

Performance Measures	New York Performance 2017 Baseline	New York 2019 Actual Performance	New York 2-year Target (2019)	New York 4-year Target (2021)
Percent of Interstate pavements in good condition	N/A*	51.1%	N/A*	47.3%
Percent of Interstate pavements in poor condition	N/A*	1.1%	N/A*	4.0%
Percent of non-Interstate NHS pavements in good condition	36.7%	37.2%	14.6%	14.7%
Percent of non-Interstate NHS pavements in poor condition	26.7%	26.3%	12.0%	14.3%
Percent of NHS bridges (by deck area) in good condition	22.8%	26.0%	23.0%	24.0%
Percent of NHS bridges (by deck area) in poor condition	10.6%	9.6%	11.6%	11.7%

*For the first performance period only (January 1, 2018 through December 31, 2021), baseline condition and 2-year targets are not required for the Interstate pavement condition measures.

System Performance and Freight (PM3) Performance and Targets

Performance Measures	New York Performance 2017 Baseline	New York 2019 Actual Performance	New York 2-year Target (2019)	New York 4-year Target (2021)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	83.2%	78.8%	73.1%	73.0%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	77.0%	80.3%	N/A	63.4%
Truck travel time reliability index (TTTR)	1.39	1.47	2.00	2.11

Transit Safety Performance Targets

Performance Measure	Mode	2018	2019	2020	3-year average	2021 Goal	2021 Target
1. Total number of fatalities reported to NTD by mode	Light Rail	1	0	2	1.0	0	0
	Bus	0	0	1	0	0	0
	Paratransit Access Line (PAL)	0	0	0	0	0	0
2. Fatality rate per 1M vehicle revenue miles (VRM) by mode	Light Rail	0.03	0.0	1.94	0.66	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
3. Total number of injuries reported to NTD by mode	Light Rail	24	18	18	20	5% Reduction	19
	Bus	77	97	48	74	5% Reduction	70.3
	Paratransit Access Line (PAL)	2	6	4	4	5% Reduction	3.8
4. Injury rate per 1M VRM by mode	Light Rail	25.6	19.2	17.66	20.82	5% Reduction	19.78
	Bus	7.56	9.47	4.96	7.33	5% Reduction	6.96
	Paratransit Access Line (PAL)	0.84	2.26	2.67	1.92	5% Reduction	1.83
5. Total number of safety events reported to NTD by mode	Light Rail	33	21	24	26	5% Reduction	24.7
	Bus	50	61	42	51	5% Reduction	48.45
	Paratransit Access Line (PAL)	2	6	3	3.67	5% Reduction	3.49
6. Safety event rate per 1M VRM by mode	Light Rail	35.2	22.4	23.55	27.05	5% Reduction	25.69
	Bus	4.91	5.96	4.34	5.07	5% Reduction	4.81
	Paratransit Access Line (PAL)	0.84	2.26	2.0	1.7	5% Reduction	1.61
7. System reliability rate per 1M VRM by mode*	Light Rail	558.00	438.63	331.37	442.45	Maintain Rate	442.45
	Bus	124.81	118.01	105.99	116.27	Maintain Rate	116.27
	Paratransit Access Line (PAL)	13.91	11.29	11.92	12.37	Maintain Rate	12.37

February 25, 2021

System Performance Report

- GBNRTC has agreed via resolutions to support State's performance targets
- GBNRTC is following the NYSAMPO LRTP System Performance Report outline for reporting purposes and meeting the federal requirement
- GBNRTC will continue to support targets through its planning and programming process, i.e.. MTP, TIP
- Today's Policy Committee action would be to approve GBNRTC System Performance Report.



Resolution 2021-12 Congestion Management Process

- Congestion Management Process (CMP) is required in metropolitan areas with population exceeding 200,000, known as Transportation Management Areas
- CMP is a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management
- CMP is intended to move these congestion management strategies into the funding and implementation stages by providing defined strategies
- Recently completed Integrated Corridor Management (ICM) excellent example
- In conjunction with NITTEC partners, GBNRTC has developed a rigorous, on-line continuously updated process to achieve the stated objectives and satisfy requirements
- Action today is to approve the CMP, meeting requirements and initiating use



CONGESTION MANAGEMENT PROCESS



Resolution 2021-13 Work Program Amendment

- GBNRTC Unified Planning Work Program (UPWP) describes work activities of the planning staff and accounts for federal planning funds provided to GBNRTC
- We are starting second year of two year UPWP, budget and work reaffirmed at last Policy meeting via Resolution 2020-25
- FHWA has now awarded GBNRTC an additional \$300k for planning work to develop next generation risk analysis procedures (TMIP-EMAT)
- This requires a UPWP Amendment to include new funds in our Program
- Also, per recent Certification recommendations, the UPWP narrative now includes description of planning priorities and also task level table of work activities and budget
- Action today is to approve the UPWP Amendment for 2021-2022



6. Discussion Items





2020 GBNRTC Certification Review

- Every four years, MPO are subject to comprehensive FTA/FHWA review to certify compliance with federal planning regulations
- GBNRTC three day review held last June, remotely, during height of the COVID pandemic
- Thanks to members, public and staff for making this happen
- Report of Findings issued in February 2021, GBNRTC once again Certified, with conditional approval pending two corrective actions
- The Report notes that overall the planning process meets or exceeds many of the federal requirements
- Report further cites the professionalism of the MPO staff and the products produced as clear examples of what good metropolitan planning processes can achieve



Corrective Actions and Notable Recommendations

Corrective Actions

- Unified Planning Work Program (UPWP) needs discussion of planning priorities for the year and detailed funding by task. Done per today's Resolution 2021-13
- Revise TIP Fiscal Constraint Chart to clarify funding targets in two county MPO versus four county Region 5. Revision in progress

Notable Recommendations

- Recognize Seneca Nation of Indians as a public transit provider of Seneca Transit System and afford access to MPO process
- Clarify process in 3-C decision making at the Policy level regarding Regionally Significant Projects



Some Additional Recommendations to Help Us Strengthen Our Program

- Explore use of Federal Resources related to performance based planning and trade off capabilities
- Develop measureable project selection criteria supporting adopted performance measures
- Collaborate to document planning level information into project NEPA process
- Deepen contact and involvement with tribal nations
- Integrate freight into the Transportation Planning Process
- Upgrade to Congestion Management Process
- Consider further use and development of TMIP-EMAT
- Consider developing a Transportation Infrastructure Vulnerability Assessment

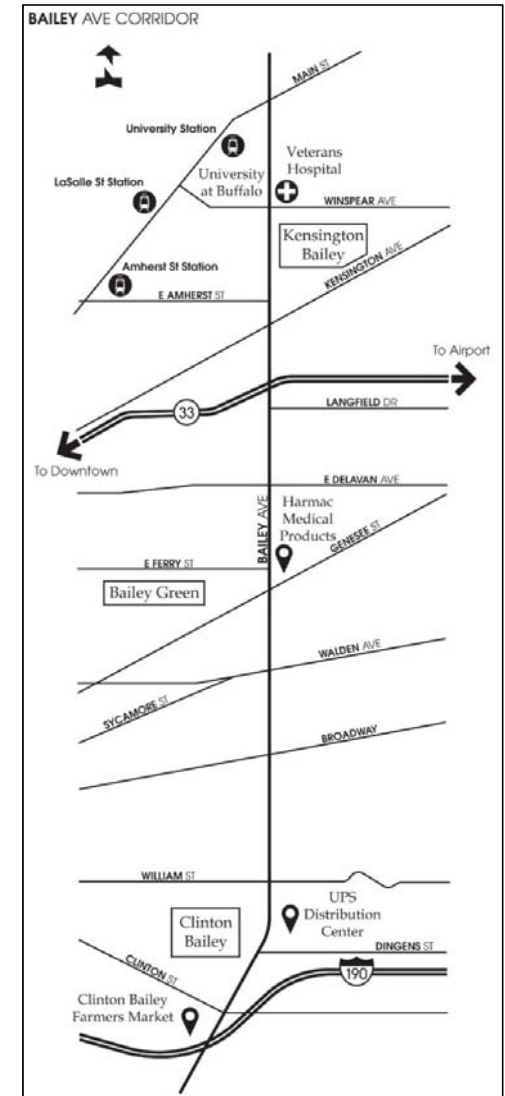
Report Comments from Maria Chau - FHWA

Bailey Ave. Corridor Improvements Feasibility Study

Partners: GBNRTC, NFTA and City of Buffalo DPW and OSP
Consultant Team: Bergmann and WSP

Goals:

1. Enhance transit frequency, reliability, and passenger amenities along the corridor
2. Improve economic and community development opportunities
3. Improve safety for all users
4. Improve mobility along, into and out of the corridor
5. Increase workforce access
6. Integrate creative placemaking where appropriate
7. Improve financial sustainability for both the City of Buffalo and the NFTA



Bailey Ave. Corridor Improvements Feasibility Study Update

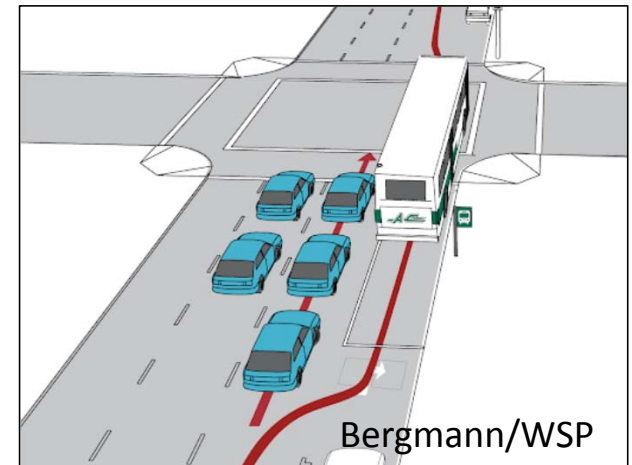
Study Components:

1. Existing Conditions Analysis
2. Corridor Design Alternatives
 - Various levels of transit services
 - Associated roadway design
3. Streetscape Designs
4. Evaluation of Alternatives
5. Costs and Funding Opportunities



Bailey Ave. Corridor Improvements Feasibility Study Update

- Study will help inform future discussions with stakeholders and decision makers
- Prepares NFTA and City of Buffalo for state and federal funding applications



EXISTING CONDITIONS ANALYSIS

This section provides a snapshot of the existing conditions along Bailey Avenue, including:

- » Land Use;
- » Zoning;
- » Property Ownership;
- » Roadway Configuration;
- » Roadway Operational Patterns
- » Streetscape Elements; and
- » Transit Features.



MAP 7: OPERATING SPEEDS (85TH PERCENTILE)

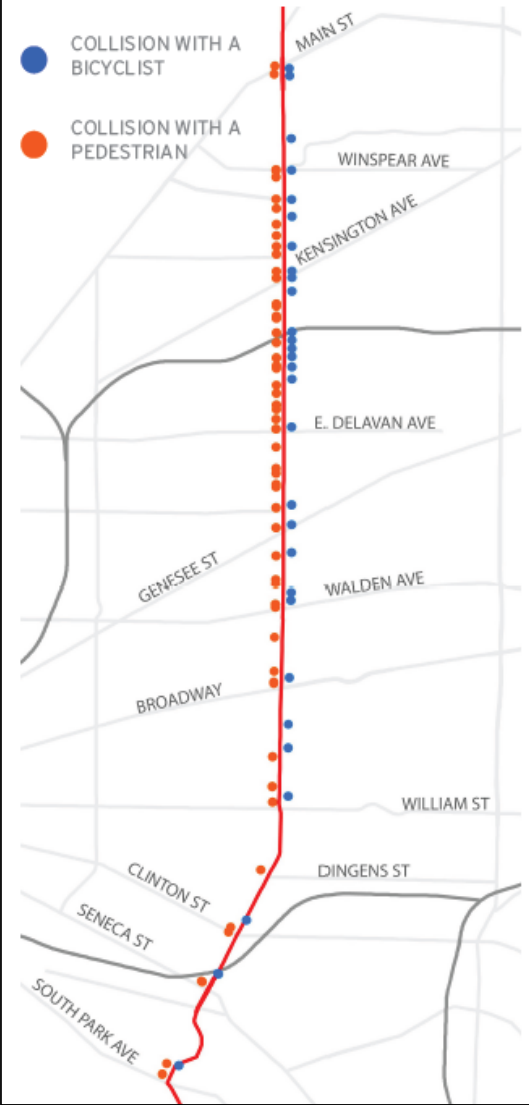
LEGEND

- 30 - 35 MPH
- 36 - 40 MPH
- 40+ MPH
- UNKNOWN



MAP 8: COLLISIONS INVOLVING A COLLISION WITH A PEDESTRIAN OR BICYCLIST

- COLLISION WITH A BICYCLIST
- COLLISION WITH A PEDESTRIAN



CORRIDOR DESIGN ALTERNATIVES

BUSINESS AS USUAL

This scenario provides context on the Bailey Avenue transportation system if no improvements were completed. This allows the project team to analyze base conditions of the corridor against the potential alternatives.

ALTERNATIVE A - ENHANCED LOCAL TRANSIT

Alternative A includes the consolidation of underutilized bus stops to reduce dwell times, transit signal priority (TSP) at key locations, addition of new amenities like shelters and benches at busier stops, and an increase in service frequency throughout the day.

ALTERNATIVE B - ENHANCED LOCAL + LIMITED STOP

Alternative B adds a new frequent-service, limited-stop route and continues local bus service along the corridor. Limited stops are improved with larger shelters and other amenities, new Intelligent Transportation System (ITS) features are added and signal priority is expanded to more locations.

ALTERNATIVE C - ENHANCED LOCAL + BUS RAPID TRANSIT

Alternative C replaces the limited stop route with BRT service including Business Access Transit (BAT lanes), a type of bus lane along some segments, TSP, large custom station shelters, an upgraded fleet of dedicated vehicles, a full set of Intelligent Transportation System (ITS) features, and a more frequent schedule. Local service would also be provided.

ALTERNATIVE	RUNNING WAYS	VEHICLES	STATIONS	SMART CITIES AND ITS
BUSINESS AS USUAL	Mixed traffic	Standard diesel or Compressed Natural Gas (CNG) buses	Standard local bus signage with shelters at key stops.	None

SERVICE	FARE COLLECTION	BRANDING	ROUTING	PEER SERVICES
<p>Service plan: 10 to 15 minute peak headways, 20-minute midday, 30-minute Saturday and Sunday daytime, and 40-minute evenings</p> <p>Stop spacing: No change from average of .15 miles</p>	NFTA standard Metro Bus policies and procedures	None	Same as Bus Route 19	Other NFTA local routes

CORRIDOR DESIGN ALTERNATIVES

Access + Placemaking

To make transit convenient and attractive to use, stops and stations should be treated like important places in their communities. Similarly, easy access by foot and bicycle from surrounding residential and commercial areas is necessary to reduce the time and effort required to use transit. Together they lead to increased ridership and help to invigorate the surrounding neighborhoods.

BRT (Bus Rapid Transit) Stations

BRT stops are referred to as stations to indicate the similarities in terms of shelters, furniture, paving, fare collection equipment, real time information displays, accessibility, and sidewalk paving, to light rail stations.

Business Access Transit (BAT) Lanes

BAT lanes are curb side bus lanes that also allow general traffic to travel for short distances to make right turns into driveways and side streets.

Bus Boarding Bulbs

Bus Boarding Bulbs are curb extensions that are as long as the buses used at that stop. It allows buses to stop in the travel lane and quickly board and alight passengers with a minimum of delay, and don't require the bus to merge back into a travel lane. They also provide additional room for station shelters and furniture.



BRT Station



Bus Boarding Bulbs

Bus Lanes

Bus lanes can only be used by buses either all day or during certain times, typically peak traffic hours. Bus lanes can be in the center of the roadway, or along the curbs. Private vehicles are not permitted in bus lanes to allow for improved travel time for transit users.

Bus Stops

Bus stops serve standard local bus service and include at a minimum a sign, safe and convenient sidewalk paving, and accessibility. They can also include static signage, furniture, and shelters.

Computer Aided Dispatch / Automatic Vehicle Location (CAD/AVL)

CAD/AVL technology collects real-time location data from geo-located vehicles to track buses and provide data for real time information, and transit operators. This technology would be used for several smart technologies, and could eventually also be used to coordinate timing of transfers.

Connected Vehicle (CV) Equipment

Connected vehicle equipment can be utilized to dynamically control traffic lights to adjust for changing conditions. This equipment can also be expanded to improve the timing of transfers so that bus routes at major stop intersection can be coordinated.

Curb Extensions

Curb extensions extend the sidewalk at intersections to shorten the crossing distance for pedestrians. They generally extend into the street as far as the outside edge of the parking lane and are at least as wide as the crosswalk markings.

Fare Collection

NFTA is installing a fare collection system that uses smart cards with fare gates at Metro Rail stations. Local and limited stop routes would use the new standard NFTA system, which uses a fare box that accepts smart cards and cash located at the front door of the bus. BRT services could use the same system or a system similar to the current Metro Rail approach where riders purchase their passes or tickets before they board and are required to show proof of payment if requested.



Bus Lane



Connected Vehicle Equipment



Curb Extensions

Mobility Hubs

Mobility hubs provide physical integration among modes by co-locating carsharing, bikesharing, and other shared-mobility services close to public transit stops and large residential developments. With their physical presence and clear, prominent branding, these spaces offer visibility to and connection between public transit and shared mobility services that in turn support multimodal living and reduced dependence on personal cars and solo driving.



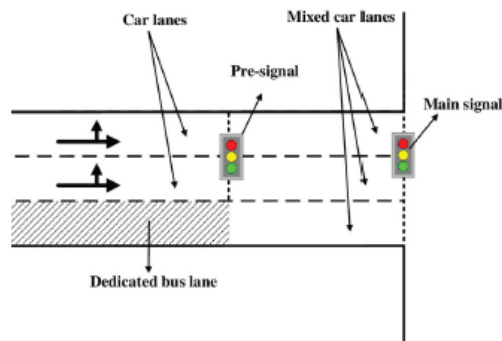
Mobility Hubs

On-Board WiFi

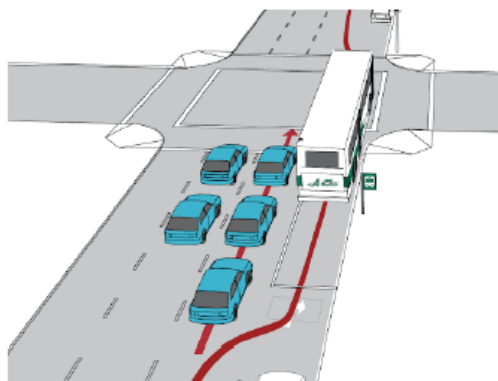
WiFi and internet connection can be wired into vehicles for passenger use. NFTA buses are currently WiFi enabled through a CAD/AVL system.

Pre-Signal Queue Jump

Pre-signal queue jumps are used in concert with queue jump lanes and curb extensions. When curb extensions are used with queue jump lanes, buses would become "trapped" behind the curb extension while traffic queues up next to them in the general travel lane. A pre-signal queue jump stops traffic before the curb extension and provides a bus only green allowing the bus to merge into the travel lane and proceed ahead of general traffic and take advantage of the queue jump lane.



Pre-Signal Queue Jump



Queue Jump Lane

Queue Jump Lanes

Queue jump lanes are short bus-only curbside lanes that allow buses to by-pass general traffic queued up at traffic signals. Right turn lanes can double as queue jump lanes for buses traveling straight through an intersection.

Real Time Data

The use of real time data provided by Intelligent Transportation Systems would be used by NFTA to provide real time arrival data information. This information also has the ability display arrival time and other updates at stations.

Service Plans

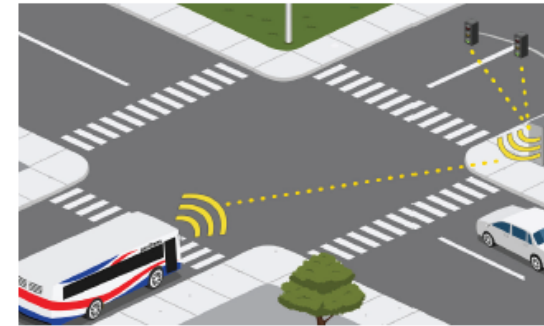
Each alternative includes a service plan that shows the ideal headway for each route at different times of the day. Ideal headways are based on ridership, peer review, and industry standards. Any alternative could be started with longer headways and phased into the ideal headways as long as the initial headway represents an improvement over existing service. If FTA Capital Improvement Program grants are used for funding as some point in the future the minimum headways required by that program would need to be followed.

Transit Signal Priority

TSP is a system that can either lengthen green time when a bus is approaching a traffic signal or shorten red time while a bus is waiting at a signal based on predetermined parameters. It can be used to shorten bus travel time and improve schedule reliability. Parameters include schedule adherence, passenger load, side street traffic volume and others.

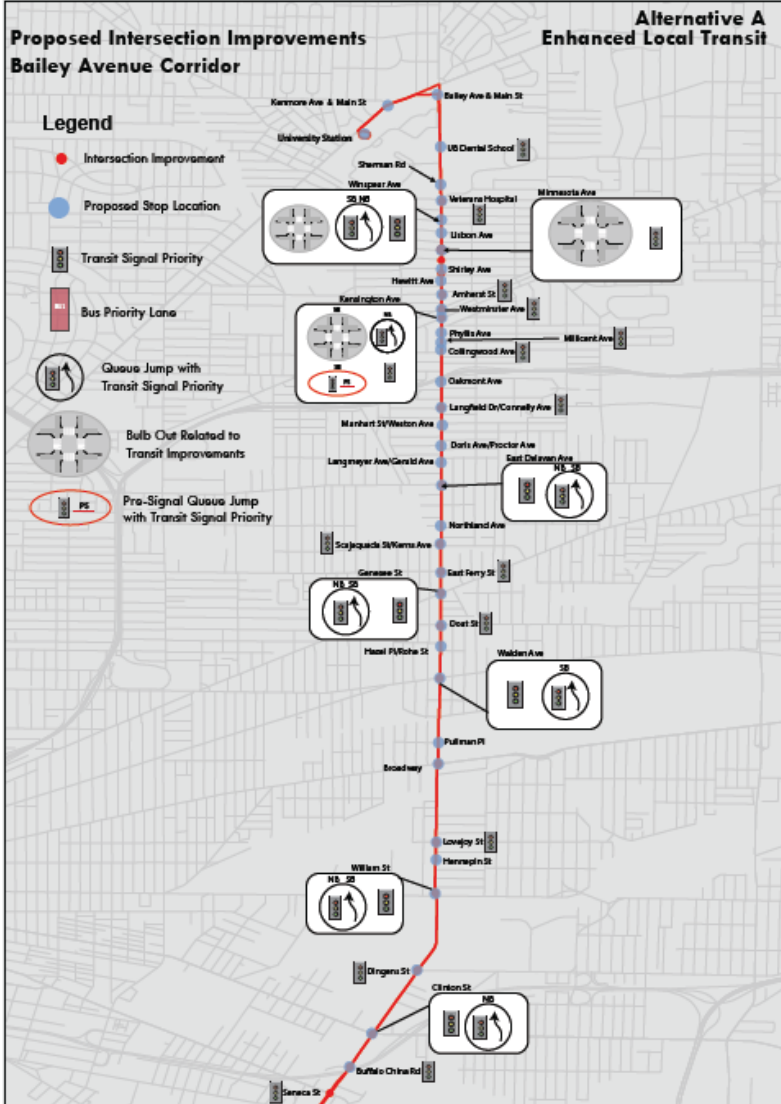
Vehicles

Several different types of buses are proposed to be used on the different routes included in the alternatives. Standard NFTA 40-foot transit buses would be used on the local and limited stop routes and upgraded 40-foot buses with BRT styling, features and branding would be used on the BRT route.

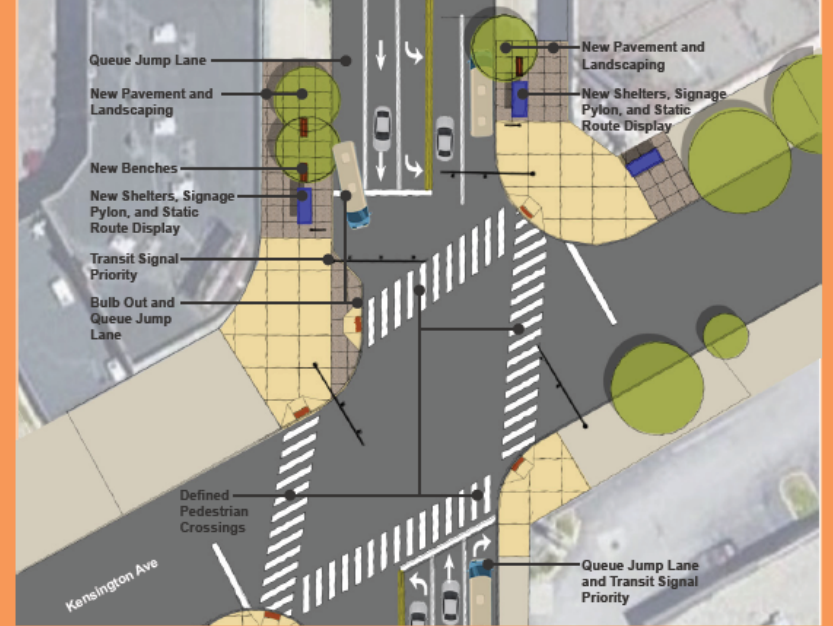


Transit Signal Priority

MAP 19: ALTERNATIVE A IMPROVEMENTS



BAILEY AVENUE AT KENSINGTON AVENUE



Kensington Avenue is representative of a four-way intersection along Bailey Avenue. Enhanced bus shelters and accessibility improvements are anticipated to improve the experience associated with local bus services along Bailey Avenue.

Streetscape Designs

ROADWAY INFRASTRUCTURE

- Vehicle Lane Markings
- Curb-to-Curb Striping
- Sidewalks
- Curb Extensions (Bulb Outs)

PLACEMAKING ELEMENTS

- Public Seating
- Bicycle Amenities
- Trees + Landscaping
- Lighting
- Green Infrastructure
- Public Art



Bicycle-Bus Lane



Representative image of curb extension in association with transit stop

Evaluation of Alternatives: How does each meet the goals?

	Goal	Measures	Alternatives			
			No Build	A – Enhanced Local	B – Enhanced Local + Limited Service	C – Enhanced Local + BRT
1	Enhance transit frequency, reliability, and passenger amenities along the corridor to continue to provide high-quality transit service and increase ridership.	<ul style="list-style-type: none"> Estimated frequency Level of enhanced bus stops/shelters. (High-Med-Low) Other types of amenities Passenger travel time 	PROS <ul style="list-style-type: none"> There is no change to existing bus schedules or stops locations, which provides users with a familiar transit service along the corridor. No change in stop spacing provides users with an easily accessible transit option. 	<ul style="list-style-type: none"> Improved headways over existing local service. Reduces local service travel times by 4 minutes. Improved connections to Routes 14 + 16. 	<ul style="list-style-type: none"> Improves travel times due to TSP integration at key locations. Reduces travel times for local service by 4 minutes during peak hours. Adds a limited service line that provides increased speed, frequency, capacity, and reliability along the corridor. Limited stop travel time is reduced by 12 minutes. Improved connections to Routes 14 + 16. 	<ul style="list-style-type: none"> Reduces travel times for local bus service (4 minutes). Reduces travel times for transit users on BRT (~20 minutes). Significantly enhances mobility hubs along the corridor with technology integration. Significantly increases bus frequency and reliability along the corridor. Provides real-time information and convenience for transit users.
			CONS <ul style="list-style-type: none"> Limited service frequency and transit reliability. No additional amenities available to transit users. No improvements to ITS or smart technology; therefore, 	<ul style="list-style-type: none"> Minimal improvements to bus stop locations. Smaller improvement to travel times than other alternatives. Smaller improvements to headways 	<ul style="list-style-type: none"> Limited stop services do not serve all stops. Improvements are not as extensive as BRT alternative. 	<ul style="list-style-type: none"> BRT stations do not serve all current stops. Limited service to specific locations. May require new fare procedures.

Estimated Costs

ANNUAL OPERATING COSTS

BASELINE COST OF EXISTING SERVICE **\$3,958,000**

ALTERNATIVE A **\$4,645,000**
Increase from Baseline Cost **+ \$687,000**

ALTERNATIVE B **\$4,969,000**
Increase from Baseline Cost **+ \$1,011,000**

ALTERNATIVE C **\$5,308,000**
Increase from Baseline Cost **+ \$1,350,000**

SEGMENT	ESTIMATED COST
Segment 1: Main Street to Winspear Avenue	\$4,000,000
Segment 2: Winspear Avenue to Kensington Avenue	\$8,500,000
Segment 3: Kensington Avenue to E. Delavan Avenue	\$9,500,000
Segment 4: E. Delavan Avenue to Genesee Street	\$5,500,000
Segment 5: Genesee Street to Broadway	\$8,400,000
Segment 6: Broadway to William Street	\$5,800,000
Segment 7: William Street to Clinton Street	\$5,700,000
Segment 8: Clinton Street to South Park Avenue	\$6,000,000



Funding Opportunities

SMART CORRIDOR FUNDING OPPORTUNITY

NITTEC and NYSDOT were recently awarded a \$7.8 million Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program grant from the USDOT Federal Highway Administration. The grant is aimed at reducing traffic at the border crossing and key corridors within the City of Buffalo by deploying new technologies and promoting "Smart Mobility" within the region.

PROGRAM	DESCRIPTION	APPLICANT	USES	TERMS/ CONDITIONS
Accelerated Transit Capital (ATC) program	Provides \$20 million in State capital funding for upstate public transportation sponsors to rehabilitate, restore and modernize public transit assets.	NFTA	<p>Program sponsors may submit a program of eligible capital projects that, in combination, have a minimum service life of no less than ten (10) years.</p> <p>Eligible projects include Federal Transit Administration (FTA) activities, meeting the minimum service life threshold, including vehicle rehabilitation and/or replacement, fleet enhancement, deployment of new technologies, passenger amenities and maintenance facilities.</p>	<p>Sponsors must demonstrate that reassigned capital funds were used directly to enhance operating support of current year services. Project sponsors are required to document all funding sources in addition to describing how funds will be used.</p> <p>Funds must be obligated within three years of an executed grant agreement unless there is written approval from the Department that states otherwise.</p>
State Omnibus and Transit Purpose Appropriations	Omnibus appropriations made by the State Assembly. The Omnibus and Transit Appropriation is authorized every five years as part of the New York State multi-year plan for capital funding for transportation.	Available to transit systems other than the MTA eligible to receive federal funds.	May be used for transit capital projects.	<p>State match provides 50% of the non-federal share (not to exceed 10% of the project cost) of transit capital projects financed in part through apportioned federal-aid programs.</p> <p>Local sponsors are required to provide the remaining 10% share.</p>
Buffalo Billion II East Side Corridor Economic Development Fund	As part of the Buffalo Billion II placemaking strategy, \$65 million was dedicated to revitalization efforts on the City's East Side through investments in stabilizing neighborhoods and ensuring opportunities for homeownership; strengthening commercial corridors by promoting mixed use, walkable districts; improving regionally significant historical and natural assets; expanding opportunities for workforce connections; and supporting and growing entrepreneurship. Bailey Avenue falls within the study area and is one of the corridors of focus, incorporating three distinct investment areas in Kensington/ Bailey, Bailey Green (near Genesee Street), and Clinton/Bailey.	<p>Eligible applicants include:</p> <ul style="list-style-type: none"> • City of Buffalo • NFTA • Community and Neighborhood Services Not-for-Profits • Businesses and for-profit establishments 	<p>Amongst the priorities identified by the community, funding should be directed to projects that address:</p> <ul style="list-style-type: none"> • Road safety for pedestrians and bicyclists • Streetscape enhancements • Housing affordability and diversity • Public safety • Neighborhood businesses • Senior services • Historic preservation 	<p>Preference on projects that are located in focus areas, leverage other investment/ funding, and expand public/ private investment in the community.</p> <p>There are various funds within the East Side Corridor Economic Development Fund for specified uses that are aimed to leverage capital grants.</p>

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

EMPIRE STATE DEVELOPMENT

Next Steps

- City of Buffalo north end restriping
- NFTA continues exploration
- Buffalo Billion II East Side Avenues



NFTA eyes Bailey for enhanced 'bus rapid transit' along critical route

Robert J. McCarthy Feb 7, 2021 Updated Apr 12, 2021 9

THE BUFFALO NEWS

REGION CENTRAL PROJECT OVERVIEW



**REGION
CENTRAL**

A regionally focused planning process grounded in community values and ideas



- Continuous Outreach and Engagement
- Identify future state for the corridor land uses and features
- Summarize Existing Transportation Assets, Trip Patterns and Travel Needs
- Develop Objectives and Performance Metrics for Development and Transportation
- Develop Multimodal System Options and Measure Performance
- Project Development and Implementation

World Class Consultant Team Assembled – Key Staff



David Dixon, FAIA
PRINCIPAL PROJECT DIRECTOR

STANTEC | URBAN PLACES FELLOW



Greg Rodriguez
DEPUTY PROJECT DIRECTOR

STANTEC | SENIOR PRINCIPAL, MOBILITY PLANNER



Dena Belzer
TASK 1: VISIONING, SCENARIOS, + METRICS

STRATEGIC ECONOMICS | PRESIDENT



Heidi Peper
FUNDING STRATEGIES LEAD

STANTEC | URBAN DESIGNER



Frank Armento, AICP, CEP
TASK 1 + 2 ASSIMILATION; PLANNING + MOBILITY

FISHER ASSOCIATES | SENIOR PLANNER



Heath Lagoe, PE
TASK 2: SMART MOBILITY + NEW TECHNOLOGIES

FISHER ASSOCIATES | TRAFFIC ENGINEER



Amy Seek, PLA,
NATURAL FEATURES + VALUE CAPTURE

STANTEC | LANDSCAPE ARCHITECT + PLANNER



Ekua Mends-Adio
TASK 3: COMMUNICATION + ENGAGEMENT

CLEMENTINE GOLD CROUP | SENIOR ENGAGEMENT CONSULTANT



Nancy Raca
TASK 3: COMMUNICATIONS + ENGAGEMENT LEAD

STRATEGIC ECONOMICS | PRESIDENT



Setting the Context

While Region Central has historically supported a diverse range of jobs and people, this diversity is starting to go away. These changes could impact the region's ability to foster inclusive economic growth and industry innovation.

Region Central is Becoming a Higher-End Residential Area

- Existing housing prices are rapidly increasing.
- Median incomes are inching up in neighborhoods that have historically served low- and moderate-income households.
- Future projections show continued household growth primarily in what are now some of Region Central's lowest income neighborhoods.

Region Central is an important employment area for Buffalo and the Region, but the job-mix is changing.

- Historically, Region Central's business mix has been as diverse as its neighborhood residents.
- Future employment projections show this mix as declining while favoring more highly educated workers.
- Changes in the area's job mix could help the regional economy but could also accelerate displacement for low- and moderate-income households.

Infrastructure and "placemaking" improvements will continue pushing up real estate values.

- With appropriate policy interventions and investment strategies, these improvements can be made without accelerating residential displacement or losing future household diversity.
- A focused effort to increase educational opportunities for current Region Central residents will help these people find a place in the area's future economy.
- Without early and proactive interventions, changes driven by current trends could exacerbate "reserve sprawl," forcing lower-income households away from this regionally important employment node.



Previous Plans Review

After an extensive review of previous plans and parallel initiatives addressing an area affecting Region Central, we have developed these primary three findings.

Strong planning foundation to build on.

- There have been dozens of plans and studies conducted over the past couple decades which cover most parts of the corridor.
- Few past plans encompass the full study area and none focused specifically on Region Central.

Diverse perspectives but ample common ground.

- The discourse includes a broad variety of perspectives, ideas, and priorities but our review did not reveal clear conflict or contradiction between voices – instead, values and goals were generally shared or complementary between stakeholders.

Willingness to collaborate.

- Key stakeholders tend to have clear visions but **also publicly state their willingness to collaborate with the GBNRTC and each other toward an outcome that benefits the broader community. None characterize the dialogue as a zero-sum game.**

Opportunities for coordination

Because many of the initiatives and developments captured in this part of the review remain in progress, the team may have the opportunity to interface with the agencies and organizations behind them before outcomes are finalized. Where appropriate and possible, we will pursue collaborative relationships with these entities to promote alignment between their project goals and our planning objectives



Mobility Takeaways



- Reviewed over 40 Plans, Studies and Designs
 - From year 2000 through Present
 - Plans include corridor analysis and design, regional plans and programs, community visions, and adjacent neighborhood/corridor plans
- Key Takeaways
 - There is no consensus on a recommended design
 - No plan recommends increasing or maintaining the existing roadway capacity
 - Several plans state that the Expressway is overbuilt for its current activity and purpose
 - There is not a clear understanding of the balance between the Expressway's importance as a regional connection relative to its localized disruptive impact
- Background - Multimodal
 - Regional and neighborhood plans have become increasingly progressive and visionary
 - Community reinvestment, Sustainability, Quality of Life, Neighborhood re-connection
 - Multimodal connectivity is increasing and is codified in plans and being built on the street
 - Increasing multimodal demands (bicycle lanes, transit priority, parking, wider sidewalks) are being placed on intersecting streets
 - Auto-centric land use undermines adoption and investment in multimodal solutions

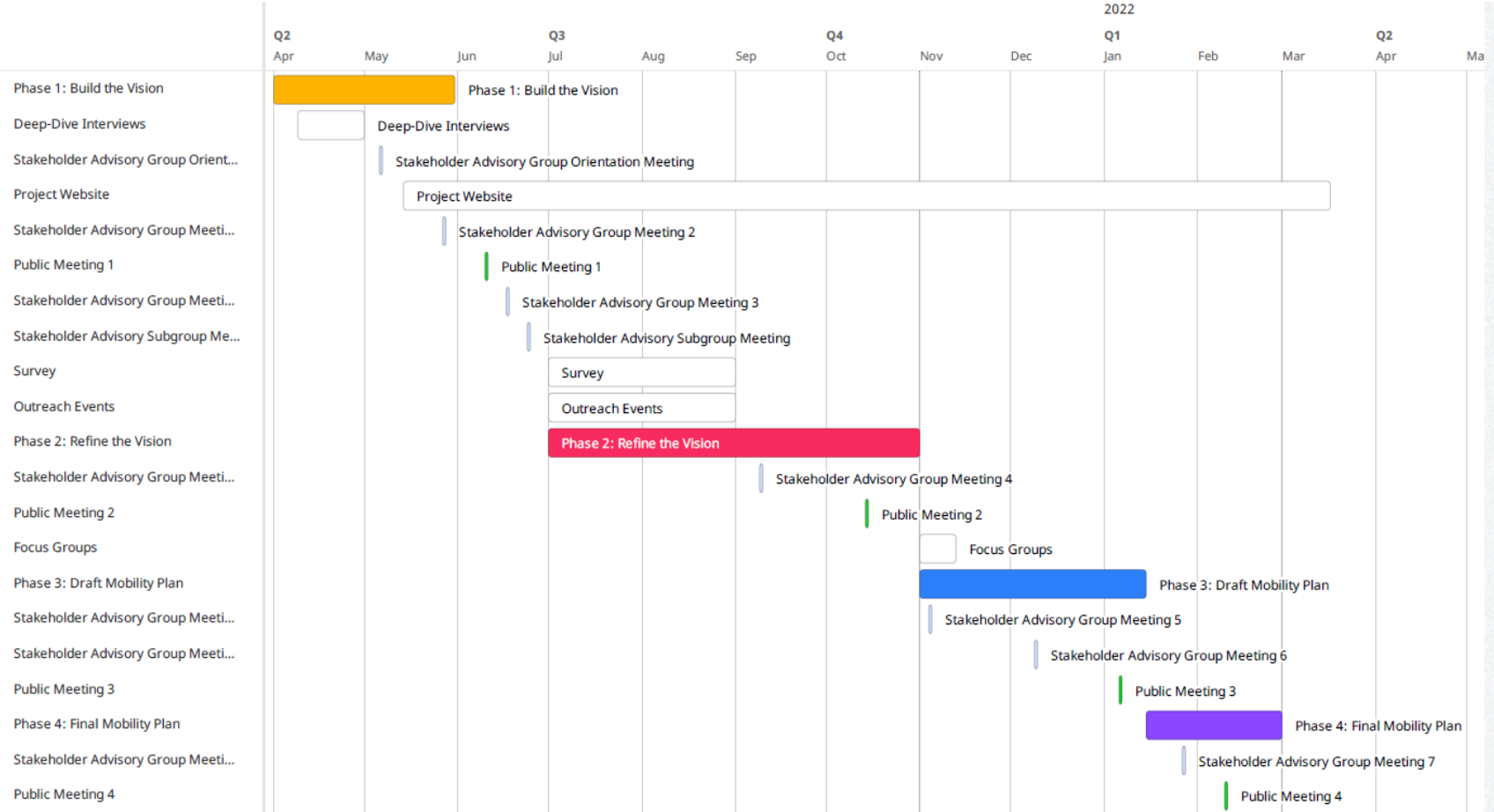


Mobility Takeaways



- Background – Corridor Operations
 - Traffic Volumes (on the Expressway and in Buffalo) have not seen significant growth through the last 20 years
 - Recent reduction in travel speed has:
 - effectively reduced the capacity of and activity on the Expressway
 - shown little noticeable regional effect in travel patterns or volumes
 - provided nominal benefit to local connectivity or character
- Missing Components
 - While the Scajaquada Expressway Corridor receives significant regional attention, other complimentary or parallel corridors are less studied
 - Pedestrian, bicycle and other multimodal data and analysis is largely absent from larger, detailed Scajaquada Expressway Corridor analyses
 - Concept designs (from community and interest groups) focus on the corridor design and history itself, NOT on how it integrates to or connects with the neighborhood, nor any evaluation of impacts from its downsizing
 - An inclusive analysis on the Scajaquada Corridor as a local, neighborhood, area and regional divider across all modes has not been prepared or reviewed, though there is wide-ranging acknowledgement of it

Project Schedule



Engagement Activities

Build the Vision April – June 2021



Deep-Dive Interviews (April)

The project team will conduct up to **40 phone interviews** with key stakeholders to identify elements of a shared vision (e.g., concepts, goals, opportunities, constraints)



Interactive Website (May)

The [project website](#) will feature an “idea wall” to get input on elements of the vision.



Public Meeting (June)

The project team will hold a [public meeting](#) to get input on elements of the vision.



Stakeholder Advisory Group (May – June)

The project team will invite key [stakeholders](#) to a series of [meetings](#):

1. Orientation meeting (virtual)
2. Test elements of vision statement (virtual meeting)
3. Draft vision (in-person meeting)
4. SAG subgroup: Design survey and outreach events (virtual meeting)

Engagement Activities

Refine the Vision July – October 2021



Interactive Website (Ongoing)

The [project website](#) will feature interactive elements including a survey, prioritization exercises, comment fields, and/or a virtual event.



Survey (July – August)

We will conduct an [online survey](#) to get public feedback on the shared vision developed by the SAG and the project team.



Outreach Events (July – August)

We will conduct in-person [outreach events and workshops](#) in various neighborhoods within the study area to educate the public about the project and get feedback on the shared vision.



Stakeholder Advisory Group (September)

The **SAG** will meet to finalize the vision and give input on options for future mobility.



Public Webinar (October)

The project team will hold a **webinar** to review the shared vision with the public and get input on possible ways forward.

Engagement Activities

Draft Mobility Plan November 2021 – January 2022



Interactive Website (Ongoing)

The [project website](#) will continue to provide project updates and accept comments on the process.



Stakeholder Focus Groups (November)

The project team will conduct up to **4 focus groups** to inform specific recommendations for the mobility plan.



Stakeholder Advisory Group (November – December)

The **SAG** will hold two meetings:

1. Give input on options for draft mobility plan (November)
2. Review draft mobility plan (December)



Webinar (January)

The project team will hold a **public meeting** (virtual) to vet draft recommendations.

Engagement Activities

Final Mobility Plan January – February 2022



Stakeholder Advisory Group (January)

The **SAG** will meet to hear and give feedback on final plan recommendations.



Public Meeting (February)

The project team will hold a **public meeting** to present the final plan to the public.



Completion and Implementation Strategy

- Intent is to Bring Focus on Long Term Opportunity in Region Central and how Access/Mobility Improvements will Leverage that Future
- We Are Building a Collaborative Decision Process
- Determine Project Owners and Resource Commitments/Needs
- Build Action Matrix to Implement All Initiatives
- Reconcile Existing Project to NEPA Process and Funding
- Establish Continuing Mechanism to Ensure Delivery
- Measure Results Against Metrics
- This Effort Generally Seen as **Impartial, Methodical and Data Driven**



U.S. Department of Transportation
Federal Highway Administration

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

Overview

Analysis is an essential aspect of effective transportation decision-making. Identifying and applying the appropriate analytical tool, approach or method for the specific transportation need is crucial. Decision-making needs may occur at program, phase or project levels.

Based on customer needs, a flexible suite of learning resources on analysis for effective transportation decision-making is available. These resources will provide a tailored level of awareness building, peer sharing and identification of actionable strategies to implement.





U.S. Department of Transportation
Federal Highway Administration

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

Specific Sessions

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

Please RSVP by May 21, 2021 to
kdixon@gbnrtc.org

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



Emerging Federal Legislation

Several Items Currently in Process

- Approved Fiscal Recovery Act
- Proposed Stimulus (Infrastructure) Bill
 - different approaches and levels, from about \$600-800B to Trillions
 - higher levels include more than traditional “infrastructure”
 - includes some focus on major projects currently in study here
- Working on Next Transportation Authorization
 - one year extension of FAST Act now, new bill needed next FFY
 - proposed 5 Year \$494B measure considered by House panel today (expected)
 - revenue side a significant issue, as always
 - earmarks now (again) in consideration, submitted for this area follow



Coronavirus State and Local Fiscal Recovery Funds

- Support public health expenditures
- Address negative economic impacts caused by the public health emergency
- Replace lost public sector revenue
- Provide premium pay for essential workers
- Invest in water, sewer, and broadband infrastructure
- Transportation infrastructure not a major component

Member Designated Projects: Committee Receives More than 2,000 Submissions for Consideration as Part of Surface Transportation Bill

- Two months after announcing a reformed process for Members of the U.S. House of Representatives to submit projects in their districts for consideration to be included in the upcoming surface transportation reauthorization bill, 318 members have submitted more than 2,000 projects for consideration.
- The Committee intends to move a five-year surface transportation reauthorization bill in the coming weeks to provide critical investments in our nation's roads, bridges, rail, and public transit to help communities in every state and territory in the U.S. move forward on badly-needed infrastructure projects.
- Projects submitted in this Region include:

Higgins	Cars on Main Street	Buffalo	City of Buffalo	\$ 40,000,000
Higgins	Cheektowaga Multi-Use Trails	Cheektowaga	NYSDOT	\$ 2,400,000
Higgins	DL&W Station	Buffalo	Niagara Frontier Transportation Authority	\$ 5,000,000
Higgins	Humboldt Parkway Restoration	Buffalo	NYSDOT	\$ 500,000,000
Higgins	Mill Road Bridge over Cazenovia Creek, West Seneca	West Seneca	Erie County, N.Y.	\$ 2,400,000
Higgins	NFTA Battery Electric Bus Deployment Project	Erie and Niagara Counties	Niagara Frontier Transportation Authority	\$ 5,000,000
Higgins	Niagara Falls Boulevard Pedestrian Enhancements	Amherst and Tonawanda	Town of Amherst	\$ 8,000,000
Higgins	Outer Harbor Multi-Use Trails	Buffalo	Erie Canal Harbor Development Corporation	\$ 2,000,000
Higgins	River Way II Scenic Parkway Interchange	Niagara Falls	City of Niagara Falls, N.Y.	\$ 6,400,000
Higgins	Shoreline Trail	Lackawanna and Hamburg	Erie County, N.Y.	\$ 2,000,000
Higgins	The Riverline	Buffalo	Niagara Frontier Transportation Authority	\$ 10,500,000
Higgins	Twin Cities Highway Complete Streets	Tonawanda and North Tonawanda	The City of North Tonawanda, N.Y.	\$ 500,000

Earmarks Proposed Erie and Niagara Counties

Jacobs	Sharp Road (CR 181) over Spring Brook Bridge Replacement	Concord	Erie County Department of Public Works	\$ 1,460,000
Jacobs	Dennis Road (CR 183) over Little Sister Creek Bridge Replacement	Evans	Erie County Department of Public Works	\$ 1,480,000
Jacobs	Marshfield Road (CR 500) over N. Branch of Clear Creek Bridge Replacement	North Collins	Erie County Department of Public Works	\$ 1,410,000
Jacobs	Rapids Road Highway Improvements	Lockport	Niagara County Department of Public Works	\$ 4,000,000
Jacobs	Raymond Road Highway Improvements	Lockport	Niagara County Department of Public Works	\$ 2,240,000
Jacobs	Carmen Road over Johnson Creek Bridge Replacement	Hartland	Niagara County Department of Public Works	\$ 1,760,000



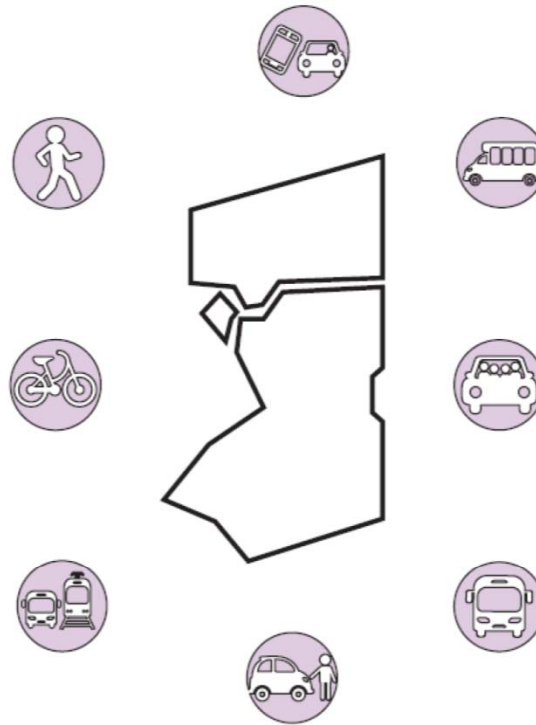
Status of Current Traffic Studies/Analyses

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



Status of Current Traffic Studies/Analyses

- Analyze ramp configuration on westbound I-90 to northbound I-190 (Micro level analysis) - **Ongoing**
- Assessment of traffic for Wehrle bridge crossing alternatives and Cleveland Drive ramps - **Ongoing**
- Support NYSDOT in Skyway/I-190 Alternative Analysis & Assessment – **Ongoing**
- NF Blvd & I-190 multi-intersection reconfiguration analysis (NYSDOT) – **Ongoing**
- French Rd (Union Rd to Transit Rd) Operational/Reconfiguration Assessment - **Ongoing**
- Analyze the reconfiguration of I-190 Niagara/Virginia ramps with Niagara St Operations - **Ongoing**
- Goodell Street-Pearl Street-Tupper Street Planning Study – **Ongoing**
- Support of Transportation Analysis Components – Region Central – **Ongoing**
- Reconfiguration of Twin Cities Highway Rt 425 in the City of North Tonawanda- **Ongoing**
- Perform further analysis on Main Street/I-290 interchange in support of emerging projects - **Ongoing**
- Niagara Falls Downtown Transportation Demand Management Effort - **Ongoing**
- Support Town of Amherst in Opportunity Zone GEIS – **Ongoing**
- Grand Island Blvd-Whitehaven Rd-Baseline Rd Lane Modification Analysis – **Ongoing**
- Real Time Traffic Data Optimization Plan Assessment – **Preliminary**
- Eggert Road Lane Modification Analysis (Amherst, Tonawanda, Erie County) – **Preliminary**



**GBNRTC SFY 2020 - 2022
UPWP Narrative
First Year Work Activities Report**

Report Details Accomplishments in First Year of Two Year Planning Work Program – A Few Examples

- The current Integrated Corridor Management (ICM) project, funded by NYSERDA and NYSDOT is now complete. Implementation activities are underway
- Real-time Traffic Data Deployment, following a successful implementation from the Town of Tonawanda (Brighton Rd) of the Miovision real-time intersection traffic detection system with continuous data acquisition and live signal operational optimization capabilities, additional corridors being developed
- Phase II TOD Study includes development of TOD supportive ordinances at the local level, a TOD finance mechanism and an ongoing TOD Committee for management of the process.
- Goodell Street Reconfiguration, building off of the BNMC CBD North Study findings, elements to improve access and safety along this key arterial that provides direct access to the medial campus, northern portion of Downtown Buffalo and other transportation modes are in development
- Completion of the Regional Bicycle Master Plan is leading to a continuing mechanism to administer the Plan including project prioritization and maintenance deployment

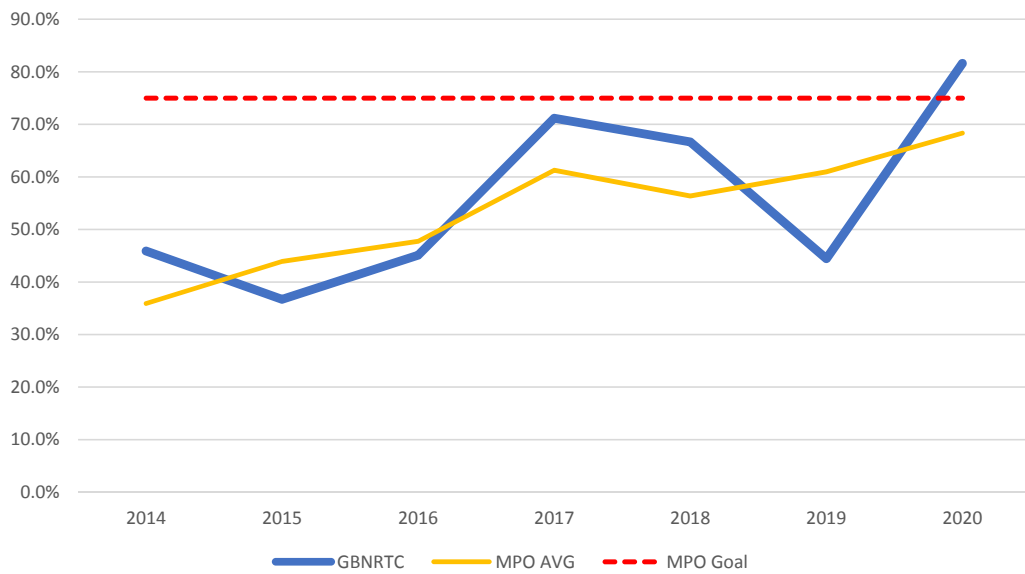
- Proposed Youngs Road Interchange Analysis and potential Youngs Road extension traffic impacts are complete. Facility ownership, configuration and cost was also prepared for the study committee. Next step, committee meeting to determine project viability
- In response to a one year dip in project obligation rates, TIP projects delivery issues were reviewed with members. Project delivery returned to higher level of projects obligated
- The Transportation Management Association (TMA) project is continuing through implementation of multi-year CMAQ supported program in conjunction with NYSDOT 511 program and Upstate TMA Efforts
- The GBNRTC in conjunction with NYSDOT, initiated reporting against FAST Act performance targets. All performance targets have been approved by GBNRTC Policy Committee on time.
- Site impact analyses at the corridor level or as multi-intersection localized efforts have been completed for the City of Buffalo, Erie/Niagara Counties, and at the town/municipality level.
- Analysis of several projects/studies were also conducted to support NYSDOT and NYSTA in project analysis and development
- *Read the Report for a full description of work activities!*

Construction Season Summary

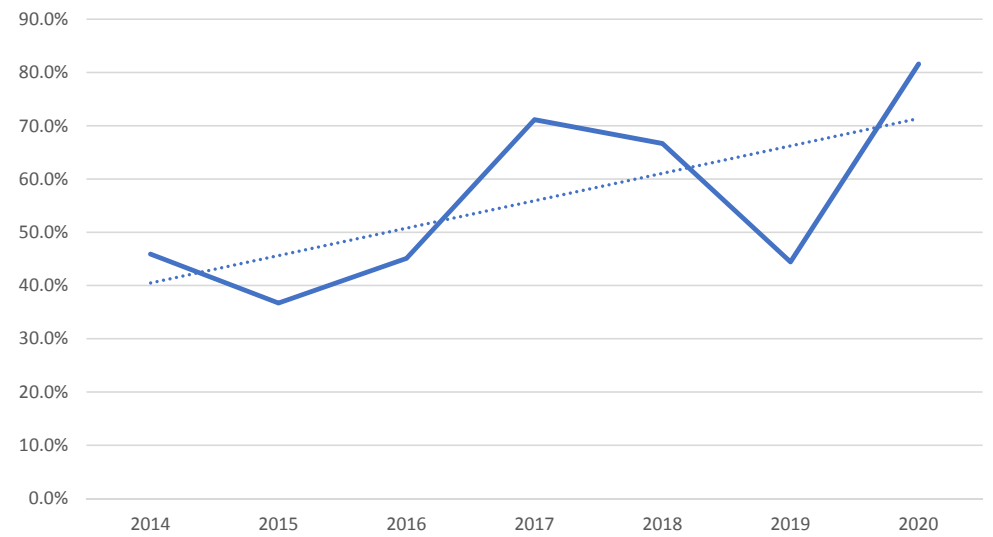


TIP Performance (FFY 2014-2020)

Project Construction Obligation Rates (by FFY)



GBNRTC Construction Obligation Trend



NYS DOT Ongoing Projects (25 - \$104M)

Project Title	Construction Cost
NIAGARA GORGE CORRIDOR-ROBERT MOSES PARKWAY REMOVAL-PHASE 3	18.76
I-290; I-190 - I-90	13.83
RT 354; BUFFALO ECL - TWO ROD RD	8.38
NY 5; BIG TREE RD - KANE ST	6.88
I-190; NY 384 (BUFFALO AVE) - NY 31 (WITMER RD)	6.65
REHABILITATION OF US RTE 219 (NB & SB) / NORFOLK SOUTHERN RR	5.11
PSAP - PHASE IIB; ERIE & NIAGARA COS	4.89
RT 400 / RT 16, PARTIAL SUPERSTRUCTURE REPLACEMENT	4.24
PAVT MARKINGS (LINE-1); SFY 20/21; VARIOUS LOCATIONS - ERIE & NIAGARA COS	3.89
BRIDGE MBC & PRESERVATION PROGRAM; SFY 19/20 - PHASE I	3.65
NY 93 & 425 BRIDGE OVER E. BRANCH 12 MILE CREEK	3.63
REHABILITATION OF 5 BRIDGES IN ERIE & NIAGARA COS	3.31
US 62/950K; KENMORE - ECL	3.29
US 20/NY 78 (TRANSIT RD); FRENCH - NY 130 (BROADWAY)	3.00
NY 952A (GENESEE ST); BUFFALO CL - I-90	2.83
NY 265 (RIVER RD); NY 266 (NIAGARA ST) TO WITMER RD	2.19
BRIDGE PAINTING; ERIE & CATT COS	1.78
PAVT MARKINGS (REQ) SFY 20/21 - SFY 21/22; CATT, CHAUT, ERIE & NIAG COS	1.60
US 62/BIG SISTER CK	1.31
GUIDERAIL REPLACEMENT; VARIOUS LOCATIONS	1.20
BRIDGE CLEANING; ERIE & NIAGARA COS	0.87
STANDBY CONTRACT; SFY 20/21- 21/22; VARIOUS LOCATIONS	0.84
OVERHEAD SIGN STRUCTURES & SIGN PANEL PROGRAM; CHAUTAUQUA, ERIE & NIAGARA	0.78
PMI - DRAINAGE SWEEPING; VARIOUS FEDERAL AID ELIGIBLE STATE ROUTES; ERIE	0.59
HIGHWAY JOC; SFY 20/21, 21/22, 22/23, 23/24	0.46

NYS DOT Upcoming Projects (16 - \$22M)

Project Title	Construction Cost
NIAGARA ST & JOHN B DALY BLVD	6.47
NY 18F (CENTER ST); NSP SB RAMP - SOUTH 4TH ST	2.09
VPP - NY 16; NY 98 - RM 16 5101 3278	1.85
PCC JOINT RE-SEALING & CONC PVMT RESTORATION; ERIE & NIAG CO	1.60
VPP - US 20A; EAST AURORA EVL - ECL	1.54
NY 277 (UNION RD) @ NY 33 RAMPS	1.51
ADA COMPLIANCE & PEDESTRIAN SIGNAL UPGRADES; ERIE & NIAGARA COS	1.19
OVERHEAD SIGN STRUCTURES & SIGN PANEL PROGRAM; VARIOUS LOCATIONS	1.14
VPP - NY 16; BIN 1011790 - ERIE CO LINE	0.96
WRONG WAY DRIVING & LOW CLEARANCE BRIDGE COUNTERMEASURES	0.73
ADA COMPLIANCE (REQ); SFY 21/22 - SFY 22/23; VARIOUS LOCATIONS	0.61
VPP - CRACK SEALING; VARIOUS ROUTES; ALL COUNTIES	0.60
BRIDGE JOC; SFY 20/21 21/22 22/23 23/24; CATT, CHAUT, ERIE & NIAGARA COS	0.55
VPP - NY 93; STONE RD - UPPER MOUNTAIN RD	0.42
VPP - NY 33; NY 952Q (WALDEN) - ECL	0.40
STORM WATER PUMPHOUSE MAINT & SPEDES INSP; CATTARAUGUS, CHAUTAUQUA, ERIE & NIAGARA COS	0.25

Niagara County

Ongoing Projects (5 - \$10.2M)

Waltham Rd; Rt 62 - Lockport Rd \$3.6M

North Canal Rd Rehab, Old Niagara Rd To Erie Canal \$3.1M

Slayton Settlement Rd/Eighteen Mile Ck \$2M

Porter Center Rd/Six Mile Ck Bridge Replacement \$1.1M

Robinson Rd/Erie Canal Painting \$0.4M

Upcoming Projects (1 - \$1.8M)

Akron Rd; Dysinger - Lockport Line \$1.8M

City of Niagara Falls

Ongoing Projects (2 - \$3.1M)

Buffalo Ave; Rainbow Blvd - 450 Ft W Of 24th St \$2.4M

City Of Niagara Falls PSAP \$0.7M

Upcoming Projects (1 - \$4.3M)

Military Road/Cayuga Drive \$4.3M

Erie County

Ongoing Projects (4 - \$8.1M)

Maple Rd; Hopkins Road - Rt 78 \$6.3M

Bridge Painting and Vertical Down \$0.7M

Shoreline Trail Enhancements \$0.8M

Erie Co PSAP \$0.3M

Upcoming Projects (1 - \$0.3M)

Erie Co - New Electric Vehicle Charging Stations – CMAQ \$0.3M

City of Buffalo

Ongoing Projects (18 - \$82.3M)

Ohio St & Michigan Ave Lift Bridges over Buffalo River \$20M

Cars Sharing Main Street: Exchange to Scott \$20M

Niagara St Sustainable Corridor - Phase 4A \$10M

Resurfacing/Streetscape Imp. of Abbott Road; Southside Pkwy to Meriden St \$5.8M

South Ogden St Over Buffalo River \$5.7M

Buffalo Roadway Pavement Rehabs \$5.2M

Allen St - Phase 2; Wadsworth - Delaware (BNMC) \$4.6M

Dewey Ave over CSXT, City of Buffalo \$2.7M

Main St Rehabilitation; Ferry St - Delavan Ave \$1.7M

Rt 5 (Main St) @ Kensington Ave & Humboldt Pkwy and Bailey-Delavan \$1.3M

BNMC, Phase 4 - Complete Street Features Around BNMC \$1.2M

City of Buffalo Safe Routes to School Program and Clinton Street Resurfacing \$1M

Walden Ave: Genesee St to Sycamore St \$0.8M

Curb/Joint Repairs - City of Buffalo \$0.6M

Curb/Joint Repairs - City of Buffalo \$0.5M

Niagara St over Scajaquada Creek Repairs \$0.5M

Cazenovia St over Cazenovia Creek Repairs \$0.5M

Bridge Washing - City of Buffalo \$0.2M

City of Buffalo

Upcoming Projects (3 - \$4.7M)

City of Buffalo PSAP \$1.7M

Bike Master Plan Implementation Phase 1 \$1.6

Busti Ave Traffic Calming – TAP \$1.4M

Miscellaneous

Ongoing Projects (5 - \$1.9M)

Lackawanna Recreational Trail Restoration \$0.2M

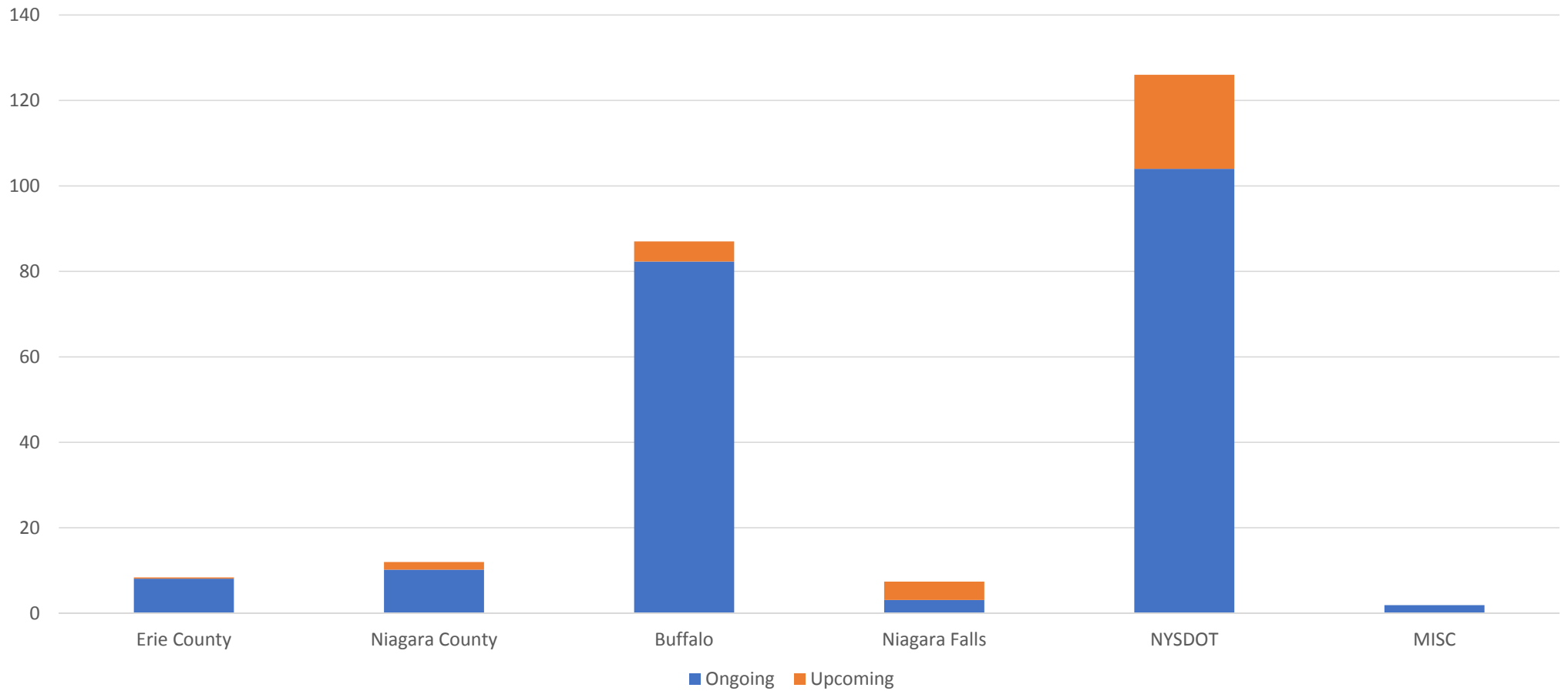
Canalway Trail & Hopkins Road Trail \$0.3M

Amherst PSAP \$0.4M

Tonawanda (Town) PSAP \$0.3M

Aurora Street over Cayuga Creek; Town of Lancaster \$0.7M

Season Summary (Non-Transit) - \$242.7M



NFTA Ongoing Projects

1. Bus and Rail Preventive Maintenance
2. NFTA-Metro Rail Extension
 - Draft EIS has been completed and approved by the NFTA Board of Commissioners
 - NFTA is advancing efforts to complete the NEPA review process in conjunction with the Federal Transit Administration (FTA)
3. NFTA-Metro Rail DL&W Station
 - The terminal development planning process led by Savarino Companies and Project for Public Spaces is scheduled for completion in August 2021
 - Station design is scheduled for completion in September 2021
 - Rail systems and site work construction is scheduled for completion by the end of 2021
4. LRRT Midlife Rebuild
 - 26 rebuilt light rail vehicles have been conditionally accepted for revenue service with the 27th vehicle in the testing process
5. Fare Collection System Upgrade
 - Testing of a limited number of fareboxes on the Metro Bus fleet has been completed with full fleet-wide deployment scheduled to be complete by the end of May 2021
 - Construction of faregates and ticket vending machines has been advanced for testing at both above and below ground Metro Rail stations
 - System startup for revenue service is anticipated to be complete by September 2021

NFTA Upcoming Projects

1. Bus Procurement

- NFTA will take delivery of 10 clean diesel replacement big buses later this year
- NFTA will take delivery of 8 replacement small buses later this year

2. Battery Electric Bus (BEB) Deployment

- In February 2021, the NFTA entered into an agreement with New Flyer of America, Inc., to purchase the NFTA's first series of 10 replacement BEBs
- The NFTA also entered into an agreement with National Grid and the New York Power Authority (NYPA) to design, construct, and install electrical service upgrades and charging infrastructure at the Cold Spring Bus Garage
- The Cold Spring Garage renovations are anticipated to be complete by Spring 2022 to coincide with the arrival of Metro's first BEB order

3. Escalator Replacement (Year 5)

- This project will replace multi-drive escalators at the Humboldt Metro Rail Station with new models
- Engineering work is nearing completion with on-site construction expected to start in September 2021

4. Erie Canal Harbor Station Rehab

- Conceptual designs for the rehabilitation of the station are being advanced
- Construction of the replacement roof, enclosures, and related infrastructure is anticipated to start by the end of 2021



Member Agencies Initiatives





Greater Buffalo Niagara Regional Transportation Council

GBNRTC Policy Committee Meeting

November 12, 2021 10:00 AM – 12:00 PM

Live Option – 438 Main St, Buffalo NY 14202 (Sunburst Room)

Zoom Link: <https://us02web.zoom.us/j/86377395433?pwd=aXM0S0UhLRhqb1BFdjlwUUE5elQvUT09>

Zoom Dial: (929) 205-6099

Meeting ID: 863 7739 5433 Passcode: 252527

Proposed Agenda

1. Roll Call
2. Public Comment on Action Items
3. Approval of Agenda
4. Action Items (Approve) - **RICH**
 - a. Resolution 2021-18 2022 Safety Performance Targets
 - b. Resolution 2021-34 2021 Transit Safety Performance Targets
 - c. Resolution 2021-23 PIN 582484 Rehab of Bus Support Facilities – Delete Project and PIN 582470 Metro Bus Facility Rehabilitation – Add New Project
 - d. Resolution 2021-26 PIN 575557 John B Daly Blvd Ext; Niagara St to Pine Ave – Delete Project and PIN 576377 – New Highway Construction, John B Daly Blvd Ext; Niagara St to Pine Ave – New Project
 - e. Resolution 2021-29 PIN 5051.15 N Grand Island Bridge Underpass OHVD Systems – New Project
 - f. Resolution 2021-30 PIN 5268.55 NY 240; Boston-Colden Rd to Ellicott Rd – New Project (NYSDOT)
 - g. Resolution 2021-31 PIN 5045.28 NY 93 @ NY 104 (Molyneaux Corners); Town of Cambria – New Project
 - h. Resolution 2021-32 PIN 5763.78 Bullis Rd/Buffalo Creek Painting and Vertical Down – New Project
 - i. Resolution 2021-33 PIN 581466 Goodell St; NY 33 (Kensington Expwy) to NY 5 - New Project
 - j. Resolution 2021-27 GBNRTC Annual Memorandum of Understanding
 - k. PIN 581536 Traffic Signal Loops; SFY 22/23; Various Locations; Cattaraugus, Chautauqua, Erie, & Niagara Cos. – Initiate Public Review (NYSDOT)
 - l. Election of Policy Committee Officers 2022
5. Discussion Items
 - a. Infrastructure Investment and Jobs Act (IIJA) Summary – **RICH**
 - b. TIP Construction Projects Update - **RICH**
 - c. Region Central Initiative - **HAL**
 - d. Transit Oriented Development Phase 2 - **HAL**
 - e. Metro Transit Expansion Project - **AMY**
 - f. Regional Bicycle Master Plan Implementation - **AMY**
 - g. GBNRTC Modeling Initiatives - **MIKE**
6. Member Agencies Initiatives
7. Other Business
8. Adjournment

**Minutes of the November 12, 2021 meeting of the
Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) Policy Committee**

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Policy Committee was held on November 12, 2021 at 10 am.

The following GBNRTC-POLICY representatives were present:

- | | |
|-------------------|------------------|
| 1. NFTA | Tom George |
| 2. NYSTA | Matt Latko |
| 3. NYSDOT | Frank Cirillo |
| 4. Buffalo | Michael Finn |
| 5. Niagara Falls | - |
| 6. Erie County | Darlene Svilokos |
| 7. Niagara County | Garret Meal |

Others present were:

- NITTEC Athena Hutchins
- NYSDOT Joe Buffamonte
- NYSDOT Dave Hill
- NFTA Darren Kempner
- NFTA Bryan Roth
- NYSTA Scott Hesler
- Buffalo Nolan Skipper
- SNI Sharon Ray
- ESD Paul Tronolone
- GBNRTC Staff (7)
- 5 members of the public viewing through Facebook Live link

Chairman Cirillo called the meeting to order at 10:05 a.m.

1. Roll Call

- a. All members other than Niagara Falls were present.

2. Public Comments on Action Items

- a. There were no public comments submitted when this item came up. Comments that were submitted after the public comment period included:
 - i. Greg Matthew - My apologies if this isn't the correct GBNRTC committee to address this question to, but is there an update on the Eggert Rd road diet modeling work? Thank you! This item was not on the agenda (as required) and no answer was provided.
 - ii. Fr. Jud Weiksnar - I appreciate this process for Region Central and commend you all for going back to the drawing board. It seems such a contrast to the Outer Harbor process, where reportedly 97% of respondents at public meetings opposed the amphitheater, but they are going ahead with it anyway. *Morse replied to the comment on 11/16 "Thanks for attending our Policy Committee meeting recently and your comment on Region Central process. Yes, we are "back to the drawing board" and are using a new process to invoke a deep and continuing public and stakeholder involvement. We have changed the focus to build a greater understanding of what we all want our communities be in the future and how we can deploy mobility improvements to get us there. Appreciate your involvement, we are working toward a positive and mutually acceptable outcome. Nice seeing you at the Peace House event recently, excellent group and initiative."*

3. Approval of Meeting Agenda

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

4. ACTION ITEMS

A. Resolution 2021-18 2022 Safety Performance Targets

- The Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures and update annually.
 - Number of Fatalities (1,005.4)
 - Rate of Fatalities per 100 million Vehicle Miles Traveled (0.818)
 - Number of Serious Injuries (11,173.9)
 - Rate of Serious Injuries per 100 million VMT (9.084)
 - Number of Non-Motorized Fatalities and Non-motorized Serious Injuries (2,644.1)
- The NYSDOT safety program goal is to continue to reduce crashes despite the impacts of COVID-19.
- A conservative target of a 1% decrease between 2019 and 2022 was selected due to the impacts of COVID on crashes and vehicle miles of travel.
- The GBNRTC will agree to support NYSDOT's established 2022 targets for the five identified safety performance targets.
- This action was recommended by PCC on August 4.
- *Motion to approve and accept the 2022 Safety Performance Targets (NFTA/COB). Approved*

B. Resolution 2021-34 2021 Transit Safety Performance Targets

- Federal regulations require covered public transportation providers and State Departments of Transportation (DOT) to establish safety performance targets to address the safety performance measures identified in the National Public Transportation Safety Plan (49 CFR § 673.11(a)(3)).
- The NFTA has established 2021 Target for the following established Transit Safety Performance measures.
 - Total number of fatalities
 - Fatality rate per total vehicle revenue miles (VRM) by mode
 - Total number of injuries
 - Injury rate per total VRM by mode
 - Total number of safety events
 - Safety event rate per total VRM by mode
 - System reliability rate by mode
- The GBNRTC will agree to support NFTA's established 2021 targets (follows) for the identified transit safety performance measures.
- *Motion to approve the 2021 Transit Safety Performance targets (NFTA/EC). Approved.*

Performance Measure	Mode	2018	2019	2020	3-year Avg	2021 Goal	2021 Target
1. Total number of fatalities reported to NTD by mode	Light Rail	1	0	2	1	0	0
	Bus	0	0	1	0	0	0
	Paratransit Access Line (PAL)	0	0	0	0	0	0
2. Fatality rate per 1M vehicle revenue miles (VRM) by mode	Light Rail	1.07	0	1.94	1	0	0
	Bus	0	0	.1	.03	0	0
	Paratransit Access Line (PAL)	0	0	0	0	0	0
3. Total number of injuries reported to NTD by mode	Light Rail	24	18	18	20	5% Reduction	19
	Bus	77	97	48	74	5% Reduction	70.3
	Paratransit Access Line (PAL)	2	6	4	4	5% Reduction	3.8
4. Injury rate per 1M VRM by mode	Light Rail	25.6	19.2	17.66	20.82	5% Reduction	19.78
	Bus	7.56	9.47	4.96	7.33	5% Reduction	6.96
	Paratransit Access Line (PAL)	.84	2.26	2.67	1.92	5% Reduction	1.83
5. Total number of safety events reported to NTD by mode	Light Rail	33	21	24	26	5% Reduction	24.7
	Bus	50	61	42	51	5% Reduction	48.45
	Paratransit Access Line (PAL)	2	6	3	3.67	5% Reduction	3.49
6. Safety event rate per 1M VRM by mode	Light Rail	35.2	22.4	23.55	27.05	5% Reduction	25.69
	Bus	4.91	5.96	4.34	5.07	5% Reduction	4.81
	Paratransit Access Line (PAL)	.84	2.26	2	1.7	5% Reduction	1.61
7. System reliability rate per 1M VRM by mode*	Light Rail	558	438.63	331.37	442.45	Maintain Rate	442.45
	Bus	124.81	118.01	105.99	116.27	Maintain Rate	116.27
	Paratransit Access Line (PAL)	13.91	11.29	11.92	12.37	Maintain Rate	12.37
8. Authority Specific Goals	Metro Training Rates	75%	90%	98%	87.67%	5% Improvement	92%
	Metro Bus Reportable Injury Rates	6.1	7.2	5.2	6.2	5% Improvement	5.9
	Metro Rail Reportable Injury Rates	4.5	3.6	10.5	6.2	5% Improvement	5.9
	Metro Bus Hazard Resolution Rates	80%					
	Metro Rail Hazard Resolution Rates		54%	76%	70%	5% Improvement	73.5%
	Metro Bus Accident Preventability Rates (per 100,000)	64%	78%	80%	74%	5% Improvement	77.7%

C. Resolution 2021-23

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

D. Resolution 2021-26

- PIN 575557 New Highway Construction, John B Daly Blvd Extension from Niagara St to Pine Ave; City Of Niagara Falls; Niagara Co

- This existing project, PIN 575557, did not reach the ROW Acq. phase within 10 years of preliminary design funds being authorized by FHWA. Therefore, FHWA is closing the existing project.
 - A new PIN is needed to progress the project up to and through construction.
 - The City of Niagara Fall therefore requests to:
 - Add a new project to the TIP: PIN 576377 – New Highway Construction, John B Daly Blvd Extension from Niagara St to Pine Ave; City of Niagara Falls; Niagara Co (\$6.16M)
 - Delete PIN 575557 - New Highway Construction, John B Daly Blvd Extension from Niagara St To Pine Ave; City Of Niagara Falls; Niagara Co (\$6.03M) from the TIP and move the ROW Acq, Construction and Inspection funding to the new project. The City is funding final design with 100% local funds.
 - All defined and approved public outreach procedures have been completed.
 - This action was recommended by PCC on October 5.
 - On September 3, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that “The project was classified non-exempt for conformity purposes. There is no change to design concept and scope. The only change for conformity purposes is the STIP PIN. This action does not trigger the need for a new TIP/Plan conformity determination.”
 - *Motion to approve these actions as Amendment # 43 (NC/COB). Approved.*
- E. Resolution 2021-29
- This is a NYSDOT request to add PIN 5051.16 N Grand Island Bridge Underpass OHVD Systems to the TIP as a new project.
 - This project will install three (3) Over-Height Vehicle Detection Systems (OHVD) on 3 approaches to the North Grand Island Bridge underpass including:
 - Niagara Scenic Parkway eastbound
 - LaSalle Expressway westbound and
 - I-190 northbound (exit 21) in CNF
 - Total project cost is \$1.931M
 - Fiscal constraint is maintained as \$1.931M (matched HSIP) offset will come from Statewide Safety Initiative.
 - Let is scheduled for 8/22.
 - All defined and approved public outreach procedures have been followed.
 - On 11/9/21, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt from air quality conformity determination using code A6 - HSIP Implementation.
 - *Motion to approve as TIP Amendment #45 (NYSTA/DOT). Approved.*
- F. Resolution 2021-30
- This is a NYSDOT request to add PIN 5268.55 NY 240; Boston-Colden Rd to Ellicott Rd to the TIP as a new project.
 - This pavement restoration project will include a 1.5" Single Course Mill and Overlay, with updated ADA Curb Ramp Upgrades, necessary Drainage Repairs, and Small Culverts work along NYS Route 240 in the Towns of Aurora and Colden in Erie County.
 - Total project cost \$4.142M
 - Fiscal constraint is maintained as \$4.142M (matched STBG Flex) offset will be transferred from
 - \$3.261M from PIN 5B1555; PAVT MAINT.
 - \$0.881M from PIN 581384 Large Culvert Program SFY 23/24
 - Let will be 7/23.
 - All defined and approved public outreach procedures have been followed.
 - On 11/9/21, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt from air quality conformity determination using code A10 - Pavement resurfacing and/or rehabilitation.
 - *Motion to approve as TIP Amendment #46 (NYSTA/EC). Approved.*
- G. Resolution 2021-31
- This is a NYSDOT request to add PIN 5045.28 NY 240; NY 93 @ NY 104 (Molyneaux Corners) to the TIP a new project.
 - This project will implement safety improvements such as installing a flashing beacon and pavement repairs at the intersection of NY 93 at NY 104 (Molyneaux Corners) in the Town of Cambria, Niagara County.
 - Total project cost is \$0.500M.
 - Fiscal constraint is maintained as \$0.500M (100% HSIP) offset is provided from Statewide Safety Program.

- Let is 9/24.
- All defined and approved public outreach procedures have been followed.
- On 11/9/21, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt from air quality conformity determination using code A6 - HSIP Implementation.
- *Motion to approve as TIP Amendment #47 (NC/DOT). Approved.*

H. Resolution 2021-32

- This is an Erie County request to add PIN 5763.78 Bullis Rd/Buffalo Creek Painting and Vertical Down to the TIP as a new project.
- This request will create a new project for the painting and vertical down repairs on BIN 3327260 (Bullis Road over Buffalo Creek).
- Total project cost is \$0.820M.
- \$0.820M in funds (matched STBG OSB + local) will be transferred from PIN 5B6146 Local Bridge Maintenance Program; Cattaraugus, Chautauqua, Erie, & Niagara.
- Fiscal constraint is maintained.
- Let date will be 4/15/22.
- All defined and approved public outreach procedures have been followed.
- On 11/9/21, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt from air quality conformity determination using code A19 - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- *Motion to approve as TIP Amendment #48 (EC/DOT). Approved.*

I. Resolution 2021-33

- This is a NYSDOT request to add PIN 5814.66 Goodell St; NY 33 (Kensington Expwy) to NY 5 to the TIP as a new project.
- The objectives of this project are to provide safety enhancements and also to enhance pedestrian safety on Goodell Street from NY 33 (Kensington Expressway terminus) to NY 5 (Main Street) in the City of Buffalo, Erie County.
- Total project cost is \$6M
- Fiscal constraint is maintained as \$6.000M offset (100% federal HSIP) is from Statewide Safety Initiative.
- Let date will be 6/24
- All defined and approved public outreach procedures have been followed.
- On 11/9/21, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt from air quality conformity determination using code A6 - HSIP Implementation.
- *Motion to approve as TIP Amendment #49 (NYSTA/COB). Approved.*

J. Resolution 2021-27

- This Memorandum of Understanding is a formal annual reaffirmation of the continuing transportation policy, planning and programming process and to set forth MPO responsibilities, in accordance with the most current federal and state regulations.
- Members agree to continue working together to:
 - Encourage and promote development of transportation systems embracing various transportation modes
 - Ensure that cooperative planning and coordination shall be a normal and continuing process for all transportation modes.
 - Development of transportation plans and programs vital to the economic, social and civic well-being of the metropolitan area of Erie and Niagara Counties.
 - Perform an air quality conformity determination analysis for transportation plans and programs.
 - No changes are needed this year and this MOU reflects all required language.
 - Recommended by PCC on 10/6/21.
 - *Motion to approve (DOT/NFTA). Approved.*

K. PIN 5815.36 Traffic Signal Loops; SFY 22/23; Various Locations

- This is a NYSDOT request to initiate a 20-day public review period to add a new project to the TIP.

- This project will address required traffic signal loops replacements at various locations in Cattaraugus, Chautauqua, Erie, & Niagara Counties.
- Total project cost is \$1.376M.
- Fiscal constraint will be maintained as \$1.376M will be transferred from PIN 5B1555 PAVT MAINT block fund.
- Let date is scheduled for 3/22.
- *Motion to initiate a 20-day public review period (DOT/NYSTA). Approved.*

L. Election of 2022 Policy Committee Officers

- Policy Committee Officers are Chair and Vice Chair
- Elected Annually for coming year
- Current Officers are:
 - Chair – NYSDOT Regional Director
 - Vice Chair – NYSTA Division Director
- *Motion to maintain current officers for calendar year 2022 (NYSTA/COB). Approved.*

5. DISCUSSION ITEMS

A. Infrastructure Investment and Jobs Act (Guarino).

- IIA Highlights
 - Covers \$110 billion for roads, bridges, and major projects, and reauthorize the surface transportation program for the next five years.
 - \$40 billion of new funding for bridge repair, replacement, and rehabilitation
 - \$16 billion for major projects that are too large or complex for traditional funding programs but will deliver significant economic benefits to communities.
 - \$89.9 billion in guaranteed funding for public transit over the next five years.
 - \$39 billion of new investment to modernize transit, and improve accessibility for the elderly and people with disabilities.
 - \$5.75 billion to replace thousands of transit vehicles, including buses, with clean, zero emission vehicles
 - \$66 billion to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic.
 - \$17 billion in port infrastructure and \$25 billion in airports to address repair and maintenance backlogs, reduce congestion and emissions near ports and airports, and drive electrification and other low-carbon technologies.
 - \$11 billion in transportation safety programs
 - \$7.5 billion to build out the first-ever national network of EV chargers in the United States
 - \$1 billion of dedicated funding to reconnect communities divided by transportation infrastructure.
 - \$1 billion per year for five years (\$5 billion total) to establish a National Electric Vehicle Formula Program at DOT to provide additional funding to states to deploy EV charging infrastructure.
- Notable Changes to existing programs
 - Surface Transportation Block Grant Program - Adds new eligibilities
 - Transportation Alternatives Program (TA) - Increases the amount of STBG funding set aside
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ) - Adds eligibility
 - Highway Safety Improvement Program (HSIP) – Now allows additional flexibility
 - INFRA program renamed to “Nationally Significant Freight and Highway Projects” and raises the cap on multimodal (rail/port) projects from 10 percent to 30 percent of the grants for each year.
- New Programs
 - Carbon reduction program to reduce transportation emissions
 - PROTECT competitive set-aside grants (over five years) for resilience improvements at the state and municipal levels.
 - Healthy Streets Program to provide grants to eligible entities to mitigate urban heat islands, improve air quality and reduce the extent of impervious surfaces, storm water runoff and flood risks and heat impacts to infrastructure and road users.
 - Alternative Fuel Corridors grant program.
 - Clean School Bus program to implement a school bus change out program at the DOE to reduce greenhouse gas (GHG) emissions and improve air quality.
 - Reconnecting Communities Pilot Program

B. TIP Construction Season summary (Guarino)

- Review of Local projects by Agency that have
 - Recently completed construction
 - Are currently under construction
 - Will soon begin construction
- Status of NFTA TIP projects
- GBNRTC unamended TIP performance for FFY 21 was an 88.5% unamended obligation rate.

C. Region Central Study Update (Morse)

- Recent Outreach
- Project process overview
- Mobility Experiential Guide
 - Region Central Mobility Experience
 - Expressway Corridor Experience
 - Neighborhood Mobility Experience
 - Regional Destinations
 - Selective Analysis
- Next steps

D. Transit Oriented Development (Morse)

- Why TOD for the Buffalo-Niagara Region?
- TOD Fiscal Benefits
- Building Support through Outreach & Engagement
- Land Use and Zoning
- Housing Assessment
- How Tod Can Be Implemented
- Proposed Regional TOD Committee Benefits
- Construct Considerations
- Implications

E. Metro Transit Expansion Project (Weymouth)

- Transit expansion project to continue high frequency and reliable service into Tonawanda and Amherst
- The transit expansion would be approximately 7 miles with 10 stations and 2 park-n-rides
- A goal of the project is to improve job access
- The project would improve sustainability and reliability
- Federal Transit Administration (FTA) will be Lead Agency with NFTA as Co-Lead Agency
- Utilizing the State Environmental Quality Review Act (SEQR) DEIS, a National Environmental Policy Act (NEPA) EIS will be prepared
- An additional Build Alternative will be considered in the EIS:
 - Bus Rapid Transit (BRT), along with
 - Light Rail Transit (LRT)
- An anticipated EIS schedule was presented that starts 8/21 and concludes in winter 2023.

F. Regional Bicycle Master Plan Implementation (Weymouth)

- Summary of Regional Bicycle Master Plan
 - One step in the overarching goal to make the region's bicycle network safer and more accessible for residents and visitors
 - Developed in consultation with local, county, state representatives, public organizations and institutions, advocacy groups, and private citizens
 - Builds upon previous planning efforts and identifies deficiencies/gaps and opportunities moving forward
 - Incorporates new research and advances in bicycle facility design best practices
- Network Overview
- Procedures for Implementing Bicycle Lanes on Erie County Roadways
- Implementation Support

G GBNRTC Modeling initiatives (Davis)

- 15 Studies Completed
- 19 studies ongoing
- 1 study in preliminary phase

6. Member Agency Reports

- NFTA
 - AT the September NFTA board meeting, approval was granted to the Bus Enhancement Program recommendations.
 - City of Niagara Falls service changes will be implemented first
 - Erie County service changes to downtown corridor will be implemented in March 22.
 - Service changes to Express service will take place in June 22.
- Erie County
 - Completing construction season work
 - Preparing for winter
- Niagara County
 - Completing construction season work
 - Preparing for winter
- Buffalo
 - Buffalo has lots of needs – looking forward to the new funding program.
- Thruway
 - All electronic tolling project finishing up.
- NITTEC
 - ATCMTD consultant selection in progress.
- NYSDOT
 - Anticipating new funding amounts and priorities from new federal funding bill.

7. Other Business

- Guarino noted several additional items including:
 - NYSDOT UPWP Guidance from Albany was expected last week. I would assume that with the new transportation bill about to be signed, the planning priorities and PL/MPP apportionments will need to be updated.
 - Same holds true for the TIP/STIP guidance. Numbers will be changing and new programs will be integrated. We will continue our project development for the next TIP as much as we can until TIP/STIP guidance is received from NYSDOT Albany
 - Staff working with NYSDOT R5 to review and score TAP/CMAQ applications.
 - Pavement conditions have been updated for 2021 via windshield survey and scores have been distributed to member agencies. This is done every 2 years and will probably be done electronically in 2023 via contract.
 - Signed an agreement with TRANSPRO to provide model updates/support/assistance for the next 2 years.
 - Goodell St and Regional Bike Master Plan Implementation RFPs proposals are currently being reviewed and evaluated. We are trying to make the December NFTA board meeting for consultant approval.
 - 10-year MPO host agreement with the NFTA is up for renewal and the GBNRTC and NFTA are in the process of reviewing the new agreement created by NYSDOT Albany.

8. Adjournment

- *A motion was made to adjourn (NFTA/NC). Approved.*



POLICY COMMITTEE MEETING

Friday, November 12, 2021



1. Roll Call
2. Public Comment on Action Items
3. Approval of Agenda



4. Action Items

a. Resolution 2021-18 2022 Safety Performance Targets

- The Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures and update annually.
 - Number of Fatalities,
 - Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
 - Number of Serious Injuries,
 - Rate of Serious Injuries per 100 million VMT, and
 - Number of Non-Motorized Fatalities and Non-motorized Serious Injuries
- The NYSDOT safety program goal is to continue to reduce crashes despite the impacts of COVID-19.
- A conservative target of a 1% decrease between 2019 and 2022 was selected due to the impacts of COVID on crashes and vehicle miles of travel.
- The GBNRTC will agree to support NYSDOT's established 2022 targets for the five identified safety performance targets.
- This action was recommended by PCC on August 4.
- **Today's action would be to approve these targets.**

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

b. Resolution 2021-34 2021 Transit Safety Performance Targets (1/2)

- Federal regulations require covered public transportation providers and State Departments of Transportation (DOT) to establish safety performance targets to address the safety performance measures identified in the National Public Transportation Safety Plan (49 CFR § 673.11(a)(3)).
- The NFTA has established 2021 Target for the following established Transit Safety Performance measures.
 - Total number of fatalities
 - Fatality rate per total vehicle revenue miles (VRM) by mode
 - Total number of injuries
 - Injury rate per total VRM by mode
 - Total number of safety events
 - Safety event rate per total VRM by mode
 - System reliability rate by mode

b. Resolution 2021-34 2021 Transit Safety Performance Targets (2/2)

- The GBNRTC will agree to support NFTA's established 2021 targets for the identified transit safety performance measures.
- Today's action would be to approve these targets.

Performance Measure	Mode	2018	2019	2020	3-year Avg	2021 Goal	2021 Target
1. Total number of fatalities reported to NTD by mode	Light Rail	1	0	2	1	0	0
	Bus	0	0	1	0	0	0
	Paratransit Access Line (PAL)	0	0	0	0	0	0
2. Fatality rate per 1M vehicle revenue miles (VRM) by mode	Light Rail	1.07	0	1.94	1	0	0
	Bus	0	0	.1	.03	0	0
	Paratransit Access Line (PAL)	0	0	0	0	0	0
3. Total number of injuries reported to NTD by mode	Light Rail	24	18	18	20	5% Reduction	19
	Bus	77	97	48	74	5% Reduction	70.3
	Paratransit Access Line (PAL)	2	6	4	4	5% Reduction	3.8
4. Injury rate per 1M VRM by mode	Light Rail	25.6	19.2	17.66	20.82	5% Reduction	19.78
	Bus	7.56	9.47	4.96	7.33	5% Reduction	6.96
	Paratransit Access Line (PAL)	.84	2.26	2.67	1.92	5% Reduction	1.83
5. Total number of safety events reported to NTD by mode	Light Rail	33	21	24	26	5% Reduction	24.7
	Bus	50	61	42	51	5% Reduction	48.45
	Paratransit Access Line (PAL)	2	6	3	3.67	5% Reduction	3.49
6. Safety event rate per 1M VRM by mode	Light Rail	35.2	22.4	23.55	27.05	5% Reduction	25.69
	Bus	4.91	5.96	4.34	5.07	5% Reduction	4.81
	Paratransit Access Line (PAL)	.84	2.26	2	1.7	5% Reduction	1.61
7. System reliability rate per 1M VRM by mode*	Light Rail	558	438.63	331.37	442.45	Maintain Rate	442.45
	Bus	124.81	118.01	105.99	116.27	Maintain Rate	116.27
	Paratransit Access Line (PAL)	13.91	11.29	11.92	12.37	Maintain Rate	12.37
8. Authority Specific Goals	Metro Training Rates	75%	90%	98%	87.67%	5% Improvement	92%
	Metro Bus Reportable Injury Rates	6.1	7.2	5.2	6.2	5% Improvement	5.9
	Metro Rail Reportable Injury Rates	4.5	3.6	10.5	6.2	5% Improvement	5.9
	Metro Bus Hazard Resolution Rates	80%					
	Metro Rail Hazard Resolution Rates		54%	76%	70%	5% Improvement	73.5%
	Metro Bus Accident Preventability Rates (per 100,000)	64%	78%	80%	74%	5% Improvement	77.7%

c. Resolution 2021-23 (TIP Amendment #42)

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

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

- PIN 575557 New Highway Construction, John B Daly Blvd Extension From Niagara St To Pine Ave; City Of Niagara Falls; Niagara Co
- This existing project, PIN 575557, did not reach the ROW Acq phase within 10 years of preliminary design funds being authorized by FHWA. Therefore, FHWA is closing the existing project.
- A new PIN is needed to progress the project up to and through construction.
- The City of Niagara Fall therefore requests to:
 - Add a new project to the TIP: PIN 576377 – New Highway Construction, John B Daly Blvd Extension From Niagara St To Pine Ave; City Of Niagara Falls; Niagara Co (\$6.16M)
 - Delete PIN 575557 - New Highway Construction, John B Daly Blvd Extension From Niagara St To Pine Ave; City Of Niagara Falls; Niagara Co (\$6.03M) from the TIP and move the ROW Acq, Construction and Inspection funding to the new project. The City is funding final design with 100% local funds.
- All defined and approved public outreach procedures have been completed.
- This action was recommended by PCC on October 5.
- On September 3, 2021, the Interagency Consultation Group (ICG) for air quality conformity concurred that “The project was classified non-exempt for conformity purposes. There is no change to design concept and scope. The only change for conformity purposes is the STIP PIN. This action does not trigger the need for a new TIP/Plan conformity determination.”
- Today’s action would be to approve this project.

e. Resolution 2021-29 N Grand Island Bridge Underpass OHVD Systems

- This is a NYSDOT request to add a new project (PIN 5051.16) to the TIP.
- This project will install three (3) Over-Height Vehicle Detection Systems (OHVD) on 3 approaches to the North Grand Island Bridge underpass including:
 - Niagara Scenic Parkway eastbound
 - LaSalle Expressway westbound and
 - I-190 northbound (exit 21) in CNF
- Total project cost is \$1.931M
- Fiscal constraint is maintained as \$1.931M (matched HSIP) offset will come from Statewide Safety Initiative.
- Let is scheduled for 8/22.
- All defined and approved public outreach procedures have been followed.
- On 11/9/21, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt from air quality conformity determination using code A6 - HSIP Implementation.
- **Today's action would be to approve as TIP Amendment #45.**

f. Resolution 2021-30 NY 240; Boston-Colden Rd to Ellicott Rd

- This is a NYSDOT request to add a new project (PIN 5268.55) to the TIP.
- This pavement restoration project will include a 1.5" Single Course Mill and Overlay, with updated ADA Curb Ramp Upgrades, necessary Drainage Repairs, and Small Culverts work along NYS Route 240 in the Towns of Aurora and Colden in Erie County.
- Total project cost \$4.142M
- Fiscal constraint is maintained as \$4.142M (matched STBG Flex) offset will be transferred from
 - \$3.261M from PIN 5B1555; PAVT MAINT.
 - \$0.881M from PIN 581384 Large Culvert Program SFY 23/24
- Let will be 7/23.
- All defined and approved public outreach procedures have been followed.
- On 11/9/21, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt from air quality conformity determination using code A10 - Pavement resurfacing and/or rehabilitation.
- **Today's action would be to approve as TIP Amendment #46.**

g. Resolution 2021-31 NY 240; NY 93 @ NY 104 (Molyneaux Corners)

- This is a NYSDOT request to add a new project (PIN 5045.28) to the TIP.
- This project will implement safety improvements such as installing a flashing beacon and pavement repairs at the intersection of NY 93 at NY 104 (Molyneaux Corners) in the Town of Cambria, Niagara County.
- Total project cost is \$0.500M.
- Fiscal constraint is maintained as \$0.500M (100% HSIP) offset is provided from Statewide Safety Program.
- Let is 9/24.
- All defined and approved public outreach procedures have been followed.
- On 11/9/21, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt from air quality conformity determination using code A6 - HSIP Implementation.
- **Today's action would be to approve as TIP Amendment #47.**

h. Resolution 2021-32 Bullis Rd/Buffalo Creek Painting and Vertical Down

- This is an Erie County request to add a new project (PIN 5763.78) to the TIP.
- This request will create a new project for the painting and vertical down repairs on BIN 3327260 (Bullis Road over Buffalo Creek).
- Total project cost is \$0.820M.
- \$0.820M in funds (matched STBG OSB + local) will be transferred from PIN 5B6146 Local Bridge Maintenance Program; Cattaraugus, Chautauqua, Erie, & Niagara.
- Fiscal constraint is maintained.
- Let date will be 4/15/22.
- All defined and approved public outreach procedures have been followed.
- On 11/9/21, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt from air quality conformity determination using code A19 - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- **Today's action would be to approve as TIP Amendment #48.**

i. Resolution 2021-33 Goodell St; NY 33 (Kensington Expwy) to NY 5

- This is a NYSDOT request to add a new project (PIN 5814.66) to the TIP.
- The objectives of this project are to provide safety enhancements and also to enhance pedestrian safety on Goodell Street from NY 33 (Kensington Expressway terminus) to NY 5 (Main Street) in the City of Buffalo, Erie County.
- Total project cost is \$6M
- Fiscal constraint is maintained as \$6.000M offset (100% federal HSIP) is from Statewide Safety Initiative.
- Let date will be 6/24
- All defined and approved public outreach procedures have been followed.
- On 11/9/21, the Interagency Consultation Group (ICG) for air quality conformity concurred that this project is exempt from air quality conformity determination using code A6 - HSIP Implementation.
- **Today's action would be to approve as TIP Amendment #49.**

j. Resolution 2021-27 Annual Memorandum of Understanding

- Formal annual reaffirmation of the continuing transportation policy, planning and programming process and to set forth MPO responsibilities, in accordance with the most current federal and state regulations.
- Members agree to continue working together to:
 - Encourage and promote development of transportation systems embracing various transportation modes
 - Ensure that cooperative planning and coordination shall be a normal and continuing process for all transportation modes.
 - Development of transportation plans and programs vital to the economic, social and civic well-being of the metropolitan area of Erie and Niagara Counties.
 - Perform an air quality conformity determination analysis for transportation plans and programs.
- No changes are needed this year and this MOU reflects all required language.
- **Today's action would be to approve the MOU.**

k. PIN 5815.36 Traffic Signal Loops; SFY 22/23; Various Locations

- This is a NYSDOT request to add a new project to the TIP.
- This project will address required traffic signal loops replacements at various locations in Cattaraugus, Chautauqua, Erie, & Niagara Counties.
- Total project cost is \$1.376M.
- Fiscal constraint will be maintained as \$1.376M will be transferred from PIN 5B1555 PAVT MAINT block fund.
- Let date is scheduled for 3/22.
- Today's action would be initiate a 20-day public review period.

I. Election of 2022 Policy Committee Officers

- Policy Committee Officers are Chair and Vice Chair
- Elected Annually for coming year
- Current Officers are:
 - Chair – NYSDOT Regional Director
 - Vice Chair – NYSTA Division Director



5. Discussion Items

FFY 22 – 26 Infrastructure Investment and Jobs Act - Funding Highlights

- Covers \$110 billion for roads, bridges, and major projects, and reauthorize the surface transportation program for the next five years.
 - \$40 billion of new funding for bridge repair, replacement, and rehabilitation
 - \$16 billion for major projects that are too large or complex for traditional funding programs but will deliver significant economic benefits to communities.
- \$89.9 billion in guaranteed funding for public transit over the next five years.
 - \$39 billion of new investment to modernize transit, and improve accessibility for the elderly and people with disabilities.
 - \$5.75 billion to replace thousands of transit vehicles, including buses, with clean, zero emission vehicles
- \$66 billion to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic.
- \$17 billion in port infrastructure and \$25 billion in airports to address repair and maintenance backlogs, reduce congestion and emissions near ports and airports, and drive electrification and other low-carbon technologies.
- \$11 billion in transportation safety programs
- \$7.5 billion to build out the first-ever national network of EV chargers in the United States
- \$1 billion of dedicated funding to reconnect communities divided by transportation infrastructure.
- \$1 billion per year for five years (\$5 billion total) to establish a National Electric Vehicle Formula Program at DOT to provide additional funding to states to deploy EV charging infrastructure.

Infrastructure Investment and Jobs Act Summary - Notable Changes

- Surface Transportation Block Grant Program - Adds new eligibilities.
 - EV charging infrastructure and vehicle-to-grid infrastructure
 - Installation and deployment of intelligent transportation technologies
 - Projects that facilitate intermodal connections between emerging transportation technologies, resilience features, cybersecurity protections, waterfront infrastructure projects and projects to enhance travel and tourism.
- Transportation Alternatives Program (TA) - Increases the amount of STBG funding set aside.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) - Adds eligibility for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to be used on shared micro-mobility, including bike share and shared scooter systems, as well as for the purchase of medium- or heavy-duty zero emission vehicles and related charging equipment.
- Highway Safety Improvement Program (HSIP) – Now allows flexibility for non-infrastructure activities and behavioral safety projects.
- INFRA program renamed to “Nationally Significant Freight and Highway Projects” and raises the cap on multimodal (rail/port) projects from 10 percent to 30 percent of the grants for each year.

Infrastructure Investment and Jobs Act Summary - New Programs

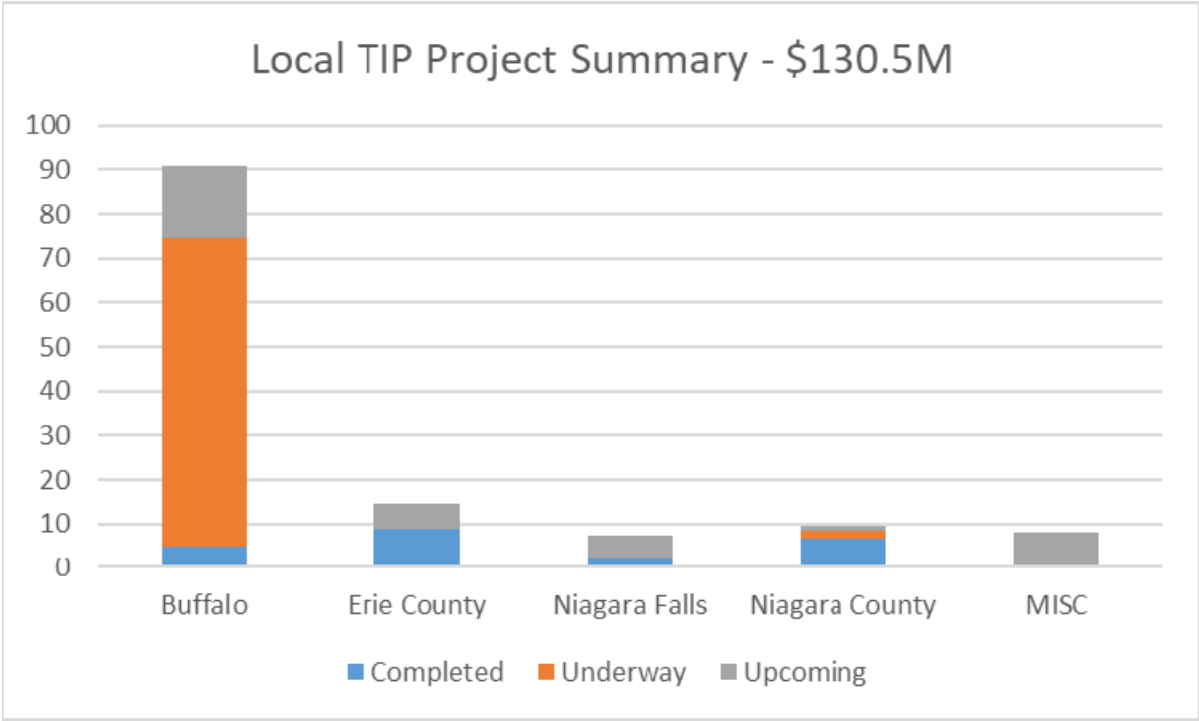
- Carbon reduction program to reduce transportation emissions
- PROTECT competitive set-aside grants (over five years) for resilience improvements at the state and municipal levels.
- Healthy Streets Program to provide grants to eligible entities to mitigate urban heat islands, improve air quality and reduce the extent of impervious surfaces, storm water runoff and flood risks and heat impacts to infrastructure and road users.
- Alternative Fuel Corridors grant program .
- Clean School Bus program to implement a school bus change out program at the DOE to reduce greenhouse gas (GHG) emissions and improve air quality.
- Reconnecting Communities Pilot Program
 - Study the feasibility and impacts of removing, retrofitting or mitigating existing transportation facilities that create barriers to mobility, access or economic development and
 - Construction funds to carry out a project to remove, retrofit or mitigate an eligible facility and, if appropriate, to replace it.



Construction Season Project Update



TIP Project Construction Update – Local Project Summary



TIP Project Construction Update – Buffalo (\$90.7M)

Construction Recently Completed (\$5M)

- 5763.44 Main St Rehabilitation; Ferry St - Delavan Ave (\$1.7M)
- 5762.65 BNMC Phase 4 Complete Streets (Virginia & Burton) (\$1.2M)
- 5761.91 Fillmore Ave; East Ferry St To Glenny Dr Rehab (\$0.8M)
- 5761.59 Walden Ave: Genesee St To Sycamore St Rehab (\$0.8M)
- 5762.52 Curb/Joint Bridge Repairs (\$0.5M)

Underway/Ongoing Projects (\$69.7M)

- 5761.21 Cars Sharing Main Street: Lower Main (\$22.5M)
- 5758.25 Ohio Street Lift Bridge (\$20M)
- 5760.81 Niagara St Phase 3 (\$11.7M)
- 5761.67 Abbott Rd Resurfacing & Streetscape Improvements (\$5.8M)
- 5761.58 Buffalo Roadway Rehabilitations (\$5.2M)
- 5762.39 Niagara St Sustainable Corridor Phase 4A (\$1.7M)
- 5762.38 Rt 5 (Main St) @ Kensington Ave & Humboldt Pkwy (\$1.3M)
- 5760.67 Buffalo Safe Routes To School Clinton Street (\$1M)
- 5762.54 Cazenovia St/Cazenovia Creek Repairs (\$0.5M)

Upcoming Projects (\$16M)

- 5763.17 Allen St - Phase 2; Wadsworth - Delaware (BNMC) (\$6.5M)
- 5758.23 South Ogden/Buffalo River Bridge Replacement (\$5.7M)
- 5762.13 Dewey Ave. over CSX Bridge Replacement (\$2.7M)
- 5762.58 Curb/Joint Bridge Repairs (\$0.6M)
- 5762.53 Niagara St/Scajaquada Creek Bridge Repairs (\$0.5M)

TIP Project Construction Update – Erie County (\$14.6M)

Construction Recently Completed (\$8.8M)

- PIN 5761.76 Maple Rd; Hopkins Road - Rt 78 Resurfacing (\$6.3M)
- PIN 5762.30 Elmwood Ave - Pedestrian/Bicycle Imp Ph2 (\$1.5M)
- 5762.07 Bridge Painting And Vertical Down (\$0.7M)
- PIN 5762.70 Erie County PSAP (\$0.3M)

Underway/Ongoing Projects

- None

Upcoming Projects (\$5.8M)

- PIN 5763.31 Wehrle Dr; Harlem (Rt 240) – Aero Resurface (\$3.6M)
- 5763.38 Erie County Bridge Painting/Vertical Down; SFY 2021 (\$1.3M)
- 5763.39 Erie County Deck Sealing (\$0.5M)
- 5763.40 Erie County Bridge Washing (\$0.4M)

TIP Project Construction Update – Niagara Falls (\$7.4M)

Construction Recently Completed (\$2.4M)

- PIN 5761.81 Buffalo Avenue (Ph. IV) - Rainbow Blvd to 400' West of 24th Street (\$2.4M)

Underway/Ongoing Projects

- None

Upcoming Projects (\$5M)

- 5761.89 RT 265 (Military Rd) Reconstruction & Cayuga Dr Resurfacing (\$4.3M)
- 5762.67 City of Niagara Falls PSAP (\$0.7M)

TIP Project Construction Update – Niagara County (\$9.6M)

Construction Recently Completed (\$6.7M)

- PIN 576179 Walmore Rd: Rt 62 to Lockport Rd. Resurfacing (\$3.6M)
- PIN 576296 Slayton Settlement Rd/18 Mile Creek Br. Replace (\$2M)
- PIN 576293 Porter Center Rd/6 Mile Creek. Br. Replace (\$1.1M)

Underway/Ongoing Projects (\$1.8M)

- PIN 576313 Akron Rd: Dysinger Rd to Rapids Rd Rehab (\$1.8M)

Upcoming Projects (\$1.1M)

- PIN 576371 Wilson-Burt / 18-Mile Creek Vertical Down (\$0.8M)
- PIN 576370 Bridge Deck Overlays (\$0.3M)

TIP Project Construction Update – MISC (\$8.2M)

Construction Recently Completed

- None

Underway/Ongoing Projects (\$0.4M)

- 5762.68 Amherst PSAP (\$0.4M)

Upcoming Projects (7.8M)

- 5763.45 Village of Lancaster Roundabout (\$3.8M)
- 55763.47 Tonawanda Parker Blvd Complete Streets (\$1.2M)
- 5763.50 Village of Hamburg Healthy Neighborhood/SRTS 2 (\$1.1M)
- 763.51 N Tonawanda Trail Connection to Empire Trail (\$0.7M)
- 5763.46 Grand Island Baseline Road Sidewalks (\$0.4M)
- 5763.49 Erie Co New Electric Vehicle Charging Stations (Akron Falls Pk, Ellicott Creek Pk, Chestnut Ridge Pk (\$0.3M)
- 5762.69 Cheektowaga PSAP (\$0.3M)



Transit Project Update

TIP Project Construction Update – NFTA

Ongoing Work

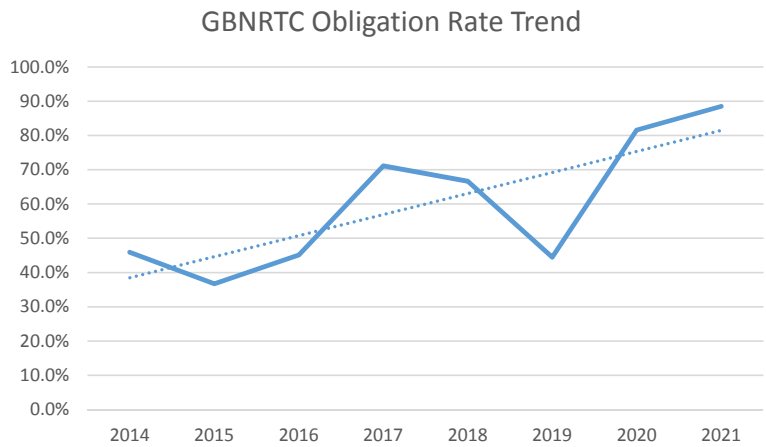
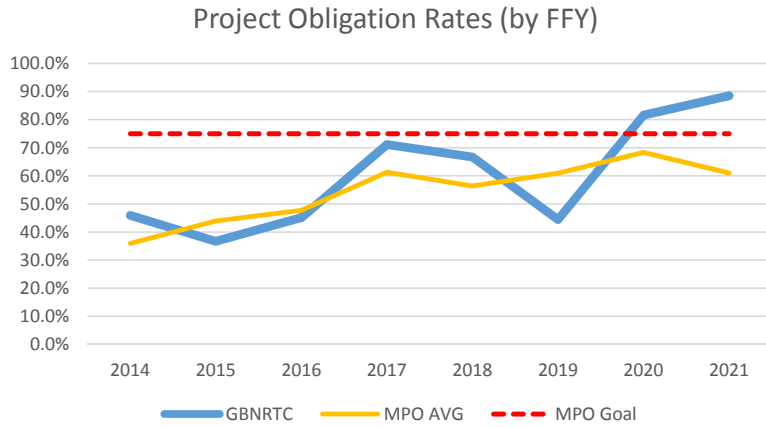
- Preventive Maintenance
 - Bus and rail preventive maintenance activities continue.
- Metro Transit Expansion Project
 - In August 2021, the Federal Transit Administration (FTA), as Lead Federal Agency, issued a Notice of Intent (NOI) to prepare an environmental impact statement (EIS) for the project in accordance with the National Environmental Policy Act (NEPA).
 - The NEPA review process is currently underway and anticipated to continue through 2022. A bus rapid transit (BRT) system will be fully evaluated as a build alternative in conjunction with the Locally Preferred light rail transit (LRT) build alternative.
- NFTA-Metro Rail DL&W Station
 - Rail systems and site work construction for the project is ongoing with completion scheduled for March 2022.
 - NFTA Board of Commissioners awarded a contract for the 2nd and final phase of station construction.
- LRRT Midlife Rebuild
 - NFTA has 27 rebuilt light rail vehicles, 26 are currently in service.
- Fare Collection System Upgrade
 - Testing of a limited number of fareboxes on the Metro Bus fleet has been ongoing, 40 more big buses are awaiting installation of fareboxes after testing is complete.
 - Construction of faregates and ticket vending machines installation is ongoing for above and below ground Metro Rail stations.
- Battery Electric Bus (BEB) Deployment
 - In February 2021, the NFTA entered into an agreement to purchase the NFTA's first series of 10 replacement BEBs. Delivery anticipated Spring 2022.
 - The NFTA also entered into an agreement with National Grid and the New York Power Authority (NYPA) to design, construct, and install electrical service upgrades and charging infrastructure at the Cold Spring Bus Garage.
 - The Cold Spring Garage renovations are anticipated to be complete by Spring 2022 to coincide with the arrival of Metro's first BEB order.
- Escalator Replacement (Year 5)
 - This project will replace multi-drive escalators at the Humboldt Metro Rail Station with new models.

TIP Project Construction Update – NFTA

Upcoming Work

- Bus Procurement
 - NFTA will take delivery of 10 clean diesel replacement big buses anticipated Spring of 2022.
 - NFTA will take delivery of 8 replacement small buses anticipated early next year.
- Erie Canal Harbor Station Rehab
 - Conceptual designs for the rehabilitation of the station were advanced and close to completion.
 - Construction of the replacement roof, enclosures, and related infrastructure is anticipated to start by December 2021.

FFY 2021 GBNRTC TIP Performance





**REGION
CENTRAL**

GBNRTC POLICY COMMITTEE

November 12, 2021



- Recent Outreach
- Project process overview
- Mobility Experiential Guide
- Next steps



RECENT OUTREACH



Interviews
31 interviews with 35
stakeholders



**Stakeholder Advisory
Group**
2 meetings



Virtual Public Meetings
2 meetings with hundreds
of attendees



Pop-Up Events
7 pop-up events engaging
300 community members



Presentations
Numerous presentations to
stakeholder groups



Website
Numerous online comments
through the project website
portal



MOVING FORWARD

- Experiential guide to mobility – Oct 2021
- Land use framework – Oct/Nov 2021
- Mobility scenario development – Oct/Nov 2021
- Mobility scenario evaluation – Dec/Jan 2022
- Final mobility plan and supporting policies – Mar 2022
- Interfacing with Advisory Group and the community at each milestone along the way



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

Multimodal system recommendations

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

Overall Considerations:

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



EFFECTIVE LOCAL AND REGIONAL MOBILITY

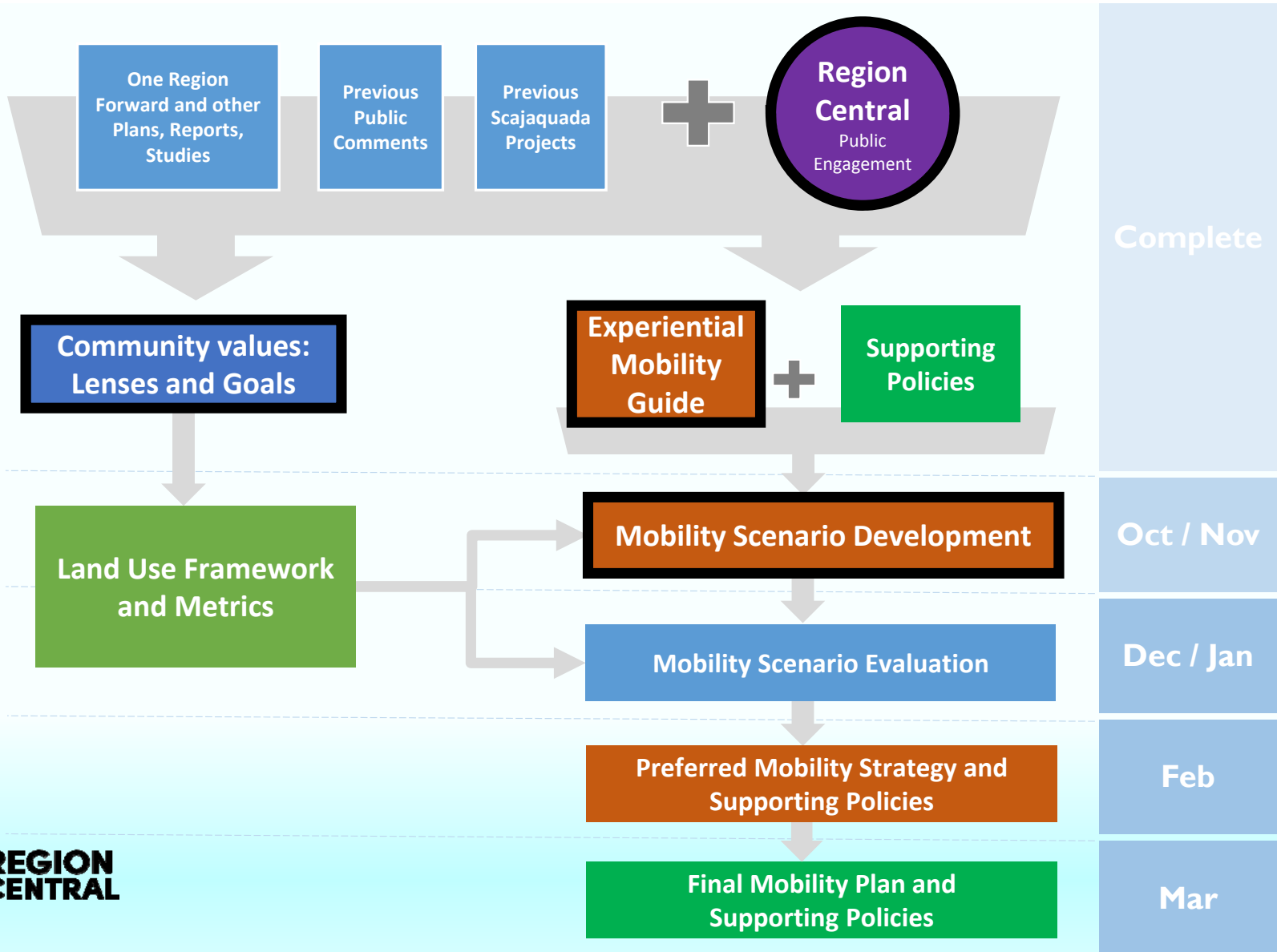
- Improve connectivity between Region Central neighborhoods and the Region
- Support travel by alternative modes such as walking, transit and bicycles
- Encourage transit-oriented and walkable development
- Support next generation mobility (i.e. micro mobility, AV, etc.)
- Ensure “first-last mile” connections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



EFFECTIVE LOCAL AND REGIONAL MOBILITY

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





EXPERIENTIAL GUIDE TO MOBILITY

The following slides are an abbreviated version of the Mobility Experiential Guide to Region Central.



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REGION CENTRAL

Mobility Experiential Guide



**REGION
CENTRAL**

What is Region Central?

The Region Central study area was conceptualized to capture the neighborhoods most immediately adjacent to the Scajaquada Expressway.

The 8 sub-neighborhoods are customized by data availability and informed by existing political boundaries, such as Council Districts. The eight areas include four to the north of the Expressway and four to the south.

The Guide looks at three different primary geographic levels:

- Region Central as a whole
- The Scajaquada Expressway
- And 8 sub-neighborhoods within Region Central

Region Central is the area outlined in **brown** in the map below. It includes an area one-half to one mile north and south of the Scajaquada Expressway and divided into 8 sub-neighborhoods.



Purpose of Experiential Guide to the Corridor

This guides is intended to provide a much broader perspective on all forms of mobility in and around Region Central, including the Scajaquada Expressway. It is meant to inform a deeper understanding of how travelers behave so that potential solutions can comprehensively address the full range of mobility needs.

By merging new data sources with traditional modeling data, this guide provides a complete view of transportation using all modes and all times of day and new insights into how people move around in Region Central.

Structure of the Guide:

- *Region Central Mobility Experience*
- *Expressway Corridor Experience*
- *Expressway Performance and Use*
- *Crossing the Expressway*
- *Neighborhood Mobility Experience*
- *Regional Destinations*
- *Transit Experience*
- *Access to the Park and Creek*
- *Commercial Vehicles*

Methodology

This document pulls together traditional and emerging data sources to take a holistic and multimodal look at mobility in Region Central.

Traditional Data Sources

- *Traffic counts*
- *Crash Data*
- *Transit ridership and surveying*
- *Aerial imagery*
- *Archival research*
- *GIS Data*

Emerging Data Sources

- *Streetlight Data*
- *Replica*

All data analyzed for the Guide has established guardrails around privacy. This includes following best practices around deanonymization and aggregation so that no personal identifiable information is included with any data analyzed.

Emerging Data Sources

Replica and Streetlight Data

Emerging data sources were used to expand the reach of this guide and understand mobility at broader more multimodal level than was possible in the past.

What are these data sources?

- *Anonymized and aggregated smartphone location data from millions of travelers to understand travel flows*
- *Available as far back as 2018*
- *Includes more details than traditional data sources!*
 - How many people are traveling, by time of day, day of week, and mode (drive, freight, walk, bike)?
 - How many people travel to/from trip origin and destinations?
 - What routes do travelers use to access destinations?
 - Why are people traveling? For work? Or for some other reason?
 - How long to trips take?
 - What is the traveler demographic profile for income, race, family status, etc.?

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Region Central Mobility Experience

Region Central Mobility Experience

This section illuminates the mobility experience of the Region Central study area, as a whole.

The Region Central study area was conceptualized to capture the neighborhoods adjacent to the Scajquada Expressway. It includes an area one-half to one miles north and south of the Expressway. This section provides a basis for understanding Region Central, and subsequent sections dive into sub-areas of Region Central.



The following pages examine:








- *How people travel in Region Central*
- *Where people travel in Region Central*
- *How vehicle volumes have changed over time in Region Central*
- *When people travel in Region Central*



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

Looking at all trips (rather than just work trips as was done in past studies), 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%

Other includes Taxi, TNC, Private Shuttles, paratransit, scooters.

Replica:

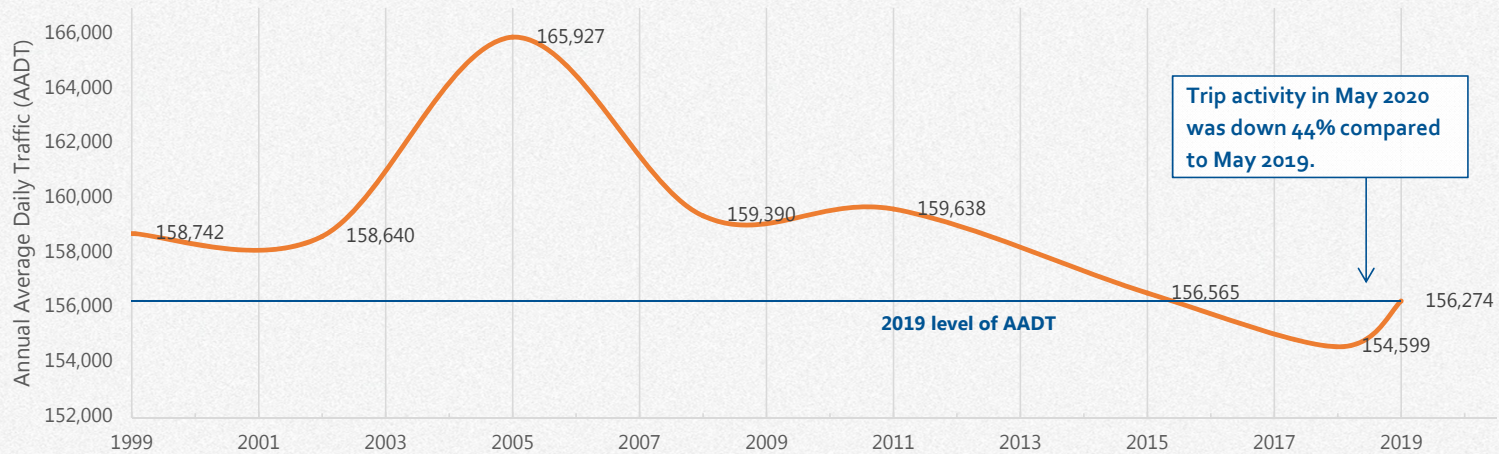
- Multimodal trips
- Based on Census Tracts comprising the study area
- Thursdays
- September-November 2019



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.

Aggregate Daily Vehicle Counts on the Expressway and Key Roads in Region Central



Roads included:

- NYS Route 198 (Scajquada Expressway)
- Grant St, Elmwood Ave, Delaware Ave, Parkside Ave, Main St, Delavan Ave, Forest Ave, Amherst St

Source: NYS DOT & GBNRTC Historic Traffic Data



Key Takeaways

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.



**Expressway
Corridor
Experience**

Expressway Corridor Experience

This section assesses the mobility experience for people using and crossing the Expressway.

The Scajaquada Expressway was constructed in the 1960s and has served as both a connection and a barrier throughout its history. With new data sources available, this section takes a fresh look at how the Expressway both serves and inhibits mobility today.



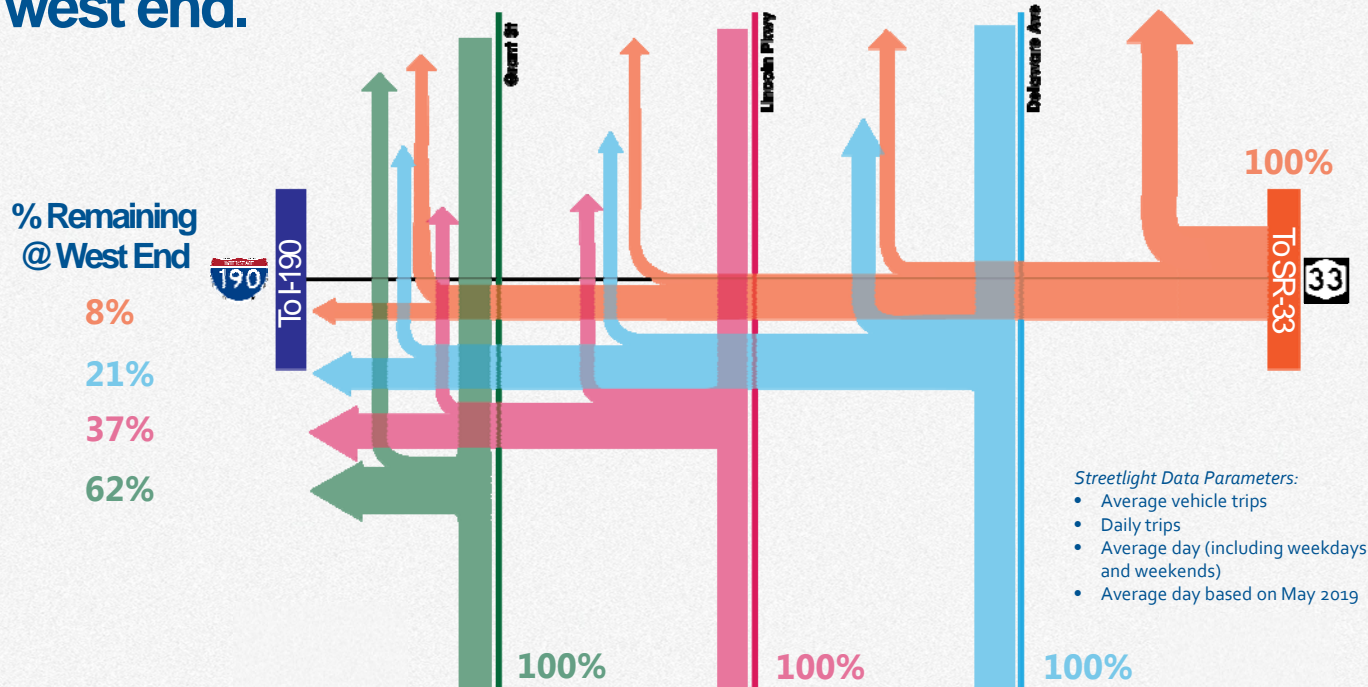
The following sections examine:

- *Trips on the Expressway*
- *Expressway Integrity and Use*
- *Crossing the Expressway*

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

Westbound

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

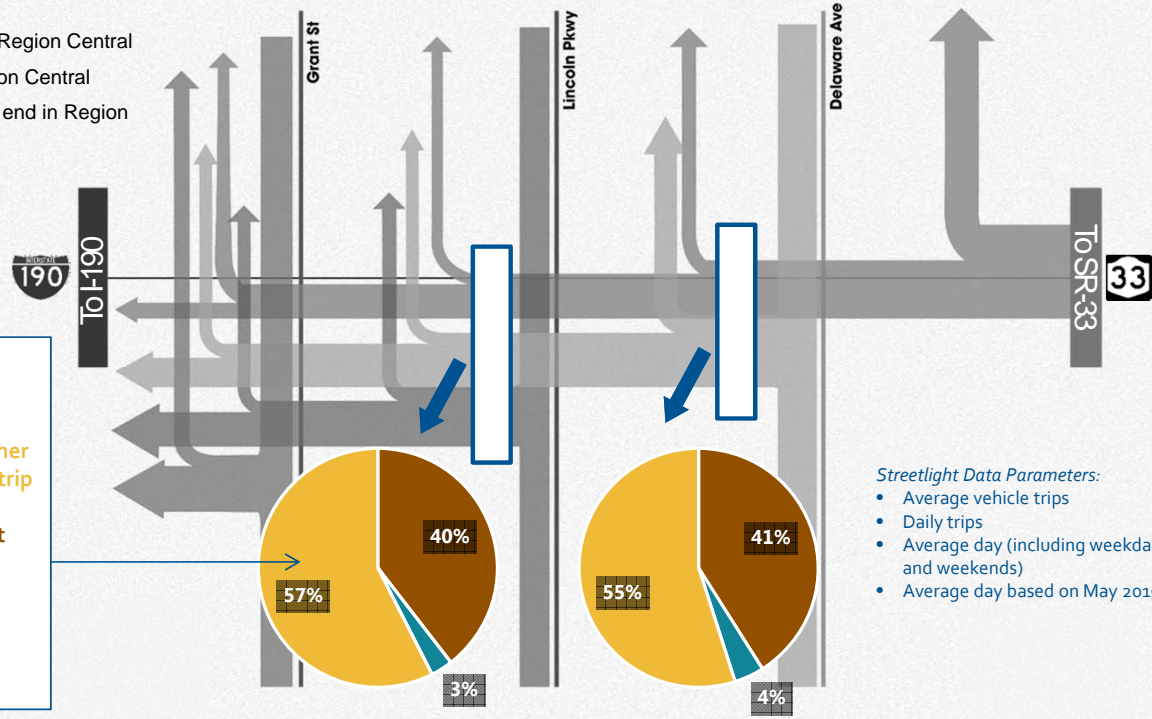


Most travel on the Expressway is to places outside Region Central.

Westbound

Although most Expressway trips use on/off ramps in Region Central (82%), many of these trips neither start nor end in Region Central (57% @Lincoln Pkwy).

- Start OR end in Region Central
- Stay within Region Central
- Neither start nor end in Region Central



On the Expressway @Lincoln Pkwy:

- 57% of people neither start nor end their trip in Region Central
- 40% of people start OR end their trip in Region Central
- Only 3% of people start AND end in Region Central

- Streetlight Data Parameters:*
- Average vehicle trips
 - Daily trips
 - Average day (including weekdays and weekends)
 - Average day based on May 2019

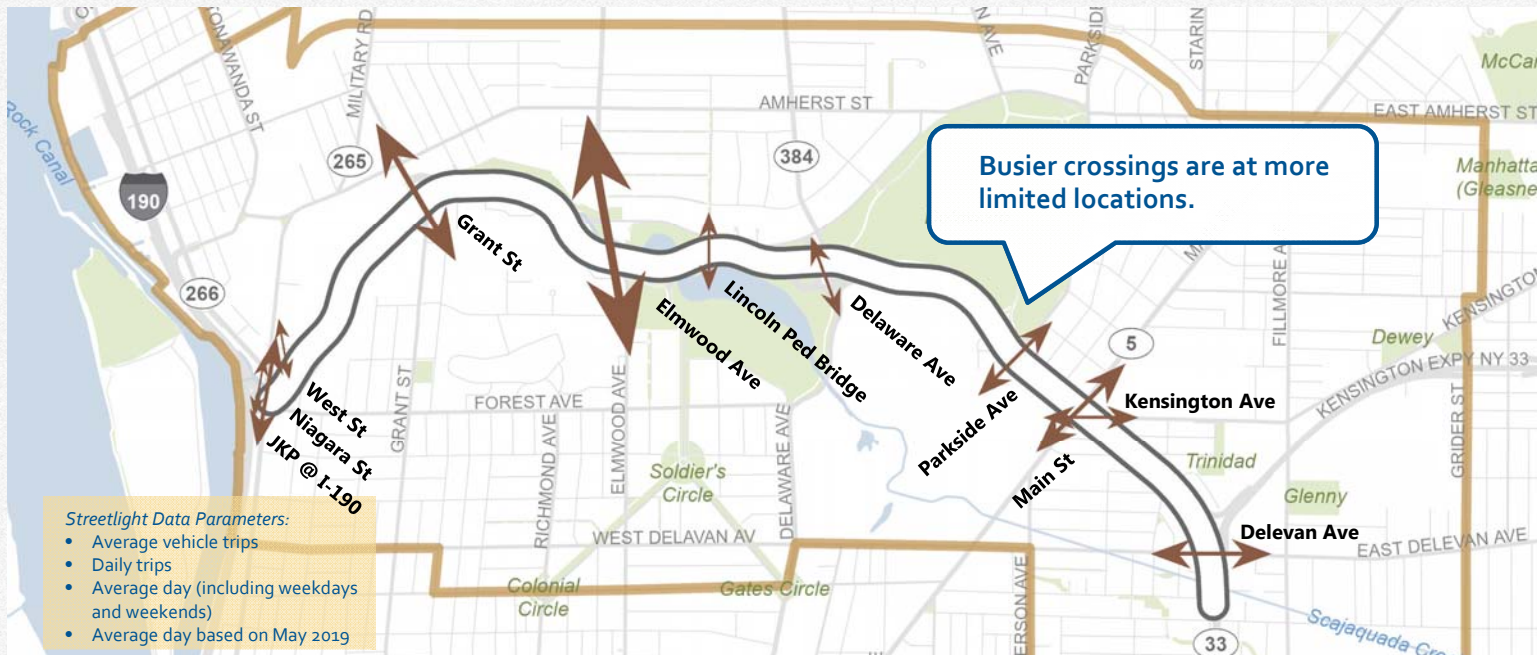
Elmwood Ave is the most used crossing for people walking and biking.

Top Multi-Modal Crossings



1. Elmwood Ave
2. Grant St
3. Delavan Ave

1. Elmwood Ave
2. Grant St
3. Niagara St

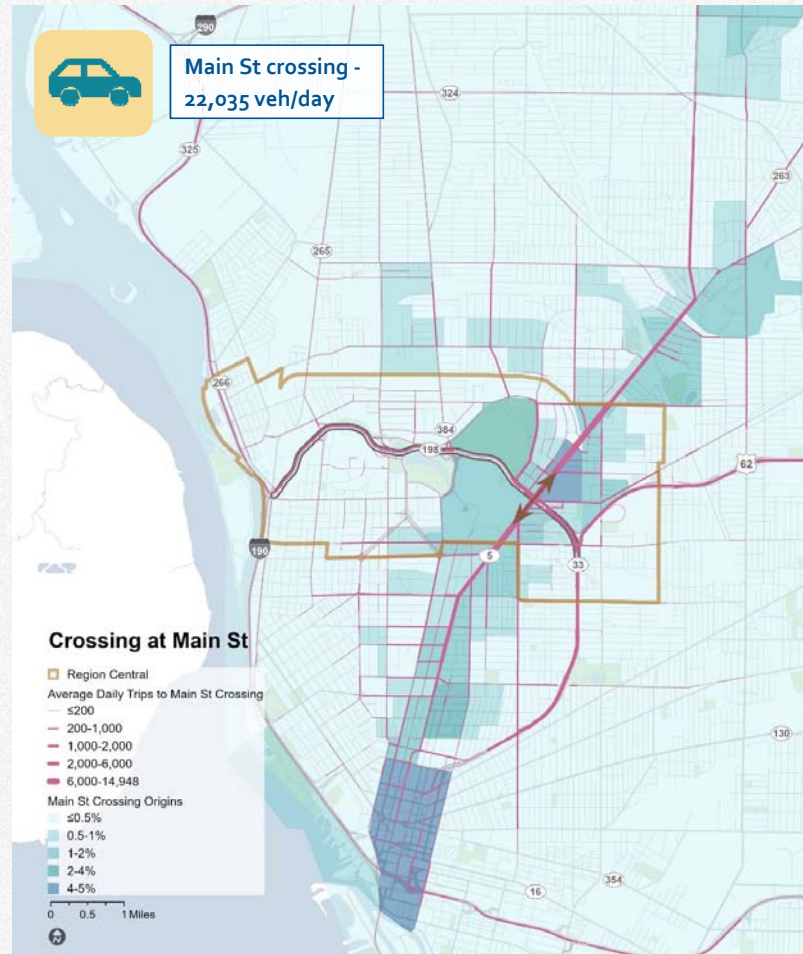


Only 21% of driving trips that cross the Expressway at Main St. start their trip within Region Central.

Main Street is as much a regional roadway as the Scajaquada Expressway.

Streetlight Data Parameters:

- Average vehicle trips
- Daily trips
- Average day (including weekdays and weekends)
- Average day based on May 2019





Key Takeaways

Less than 20% of vehicles travel the entire length of the Expressway.

The Scajaquada Expressway primarily serves as a long on/off ramp from Region Central to I-190 and SR-33.

Almost 60% of vehicles that access Expressway in the Study Area are from outside of Region Central.

Limited crossings and non-standard access creates issues for all users.

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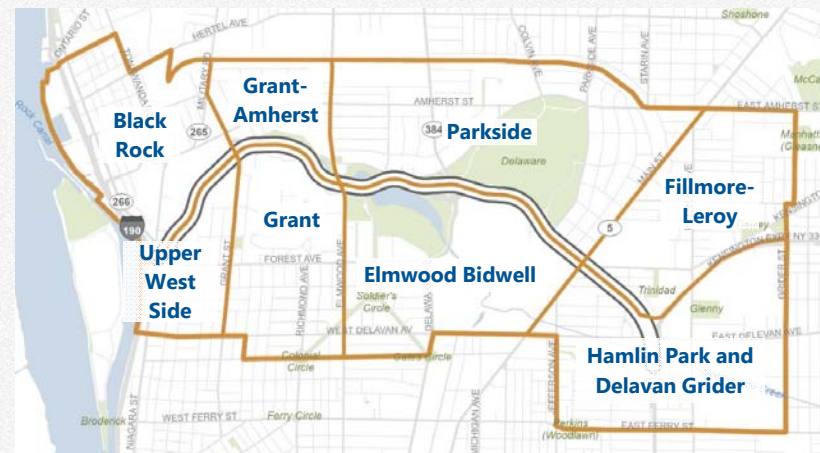
Neighborhood Mobility Experience



Neighborhood Mobility Experience

This section dives deeper into the Region Central mobility experience through mobility patterns in sub-neighborhoods within Region Central.

The neighborhoods used to understand Region Central mobility are customized by data availability and informed by existing political boundaries, such as Council Districts. The eight areas include four to the north of the Expressway and four to the south.



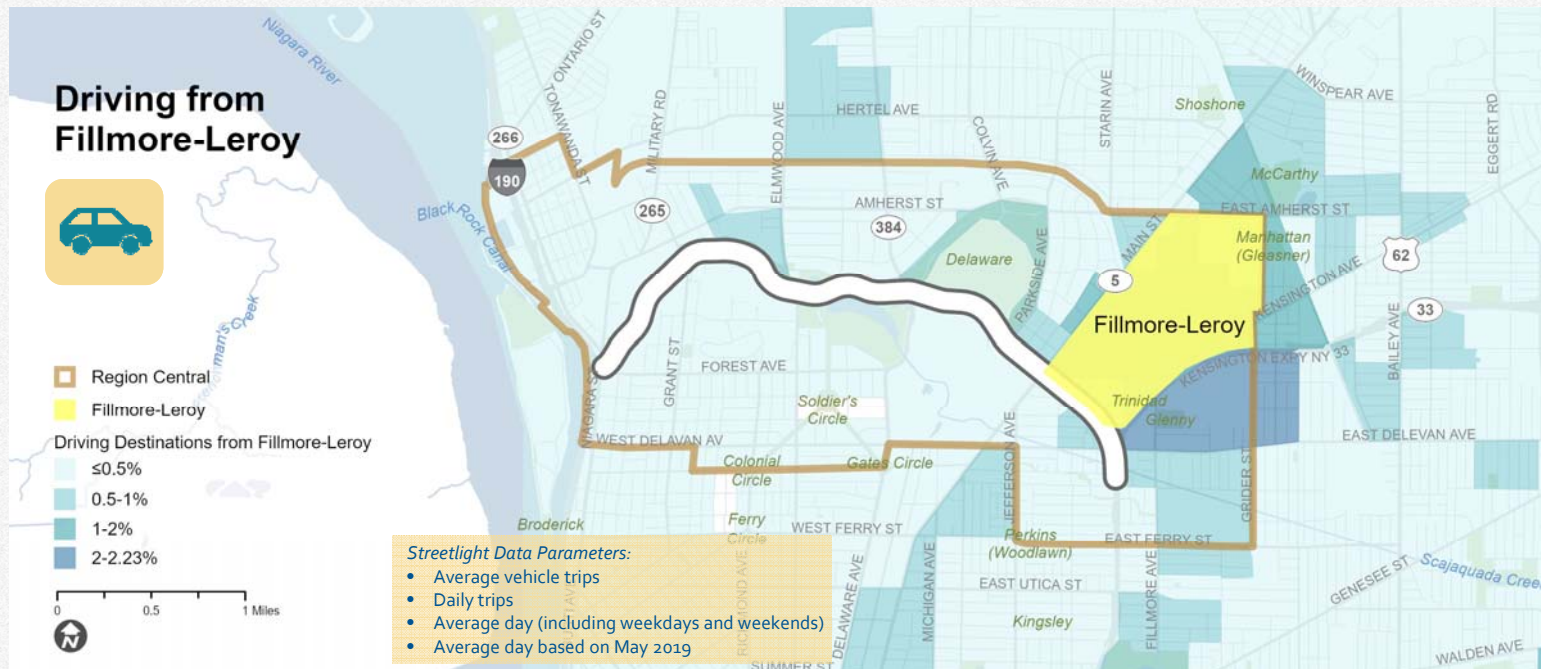
The following pages examine:

- Neighborhood connectivity and context
- Neighborhood travel patterns
- Neighborhood travel modes



People starting their trip in Fillmore-Leroy rarely travel to destinations in Region Central south of the Expressway.

With easier access, Fillmore-Leroy travelers might go to other Region Central destinations south of the Expressway.





Key Takeaways

Even most driving trips stay on one side of the Expressway.

Non-work trips are 75%+ of trips in each neighborhood.

The limited connectivity between neighborhoods hinders interaction and isolates areas.

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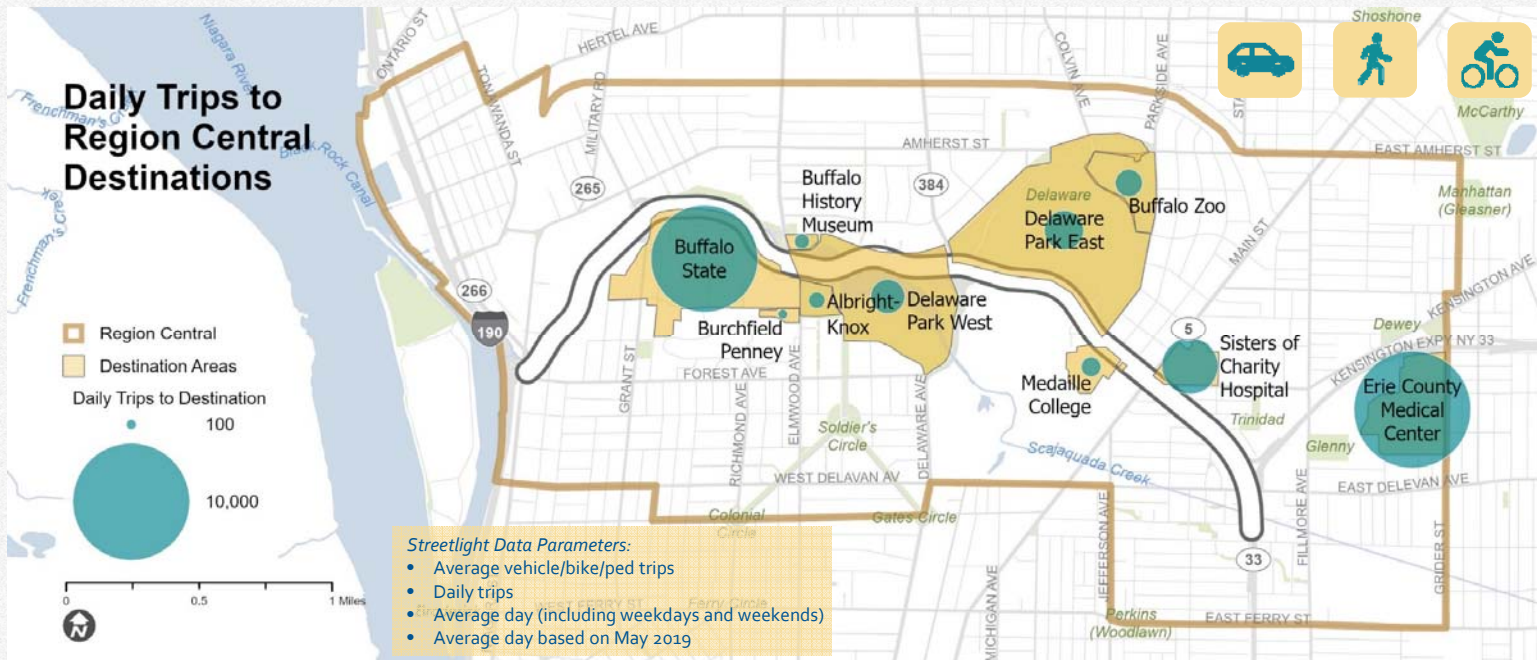
Regional Destinations

Erie County Medical Center and Buffalo State are the top destinations in Region Central.

10 regional institutional, educational, and cultural destinations were identified in Region Central.

This maps shows how many trips of all types go to each destination on a typical day.

The top destinations in Region Central are medical and educational rather than cultural.

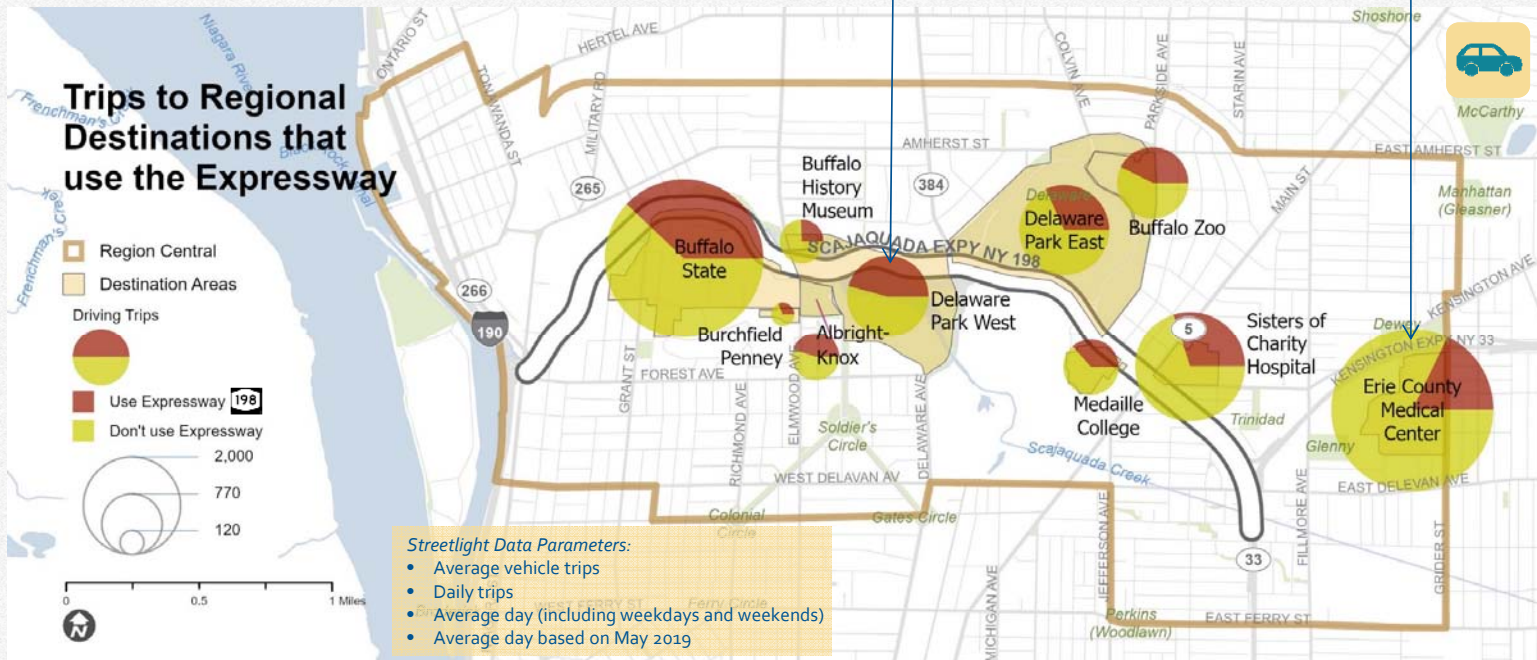


Most drivers do not use the Expressway to visit Region Central destinations.

People travelling to top destinations in Region Central get there without using the Expressway.

Delaware Park West has the largest share (45%) of trips using the Expressway.

Erie County Medical Center, the top destination in Region Central, has the smallest share (18%) of trips using the Expressway.



Key Takeaways

There are significant regional destinations in Region Central.

However, most drivers do not use the Scajaquada Expressway to reach them.

Driving trips from Region Central are relatively equally distributed around the Buffalo region, but Downtown is a top destination.

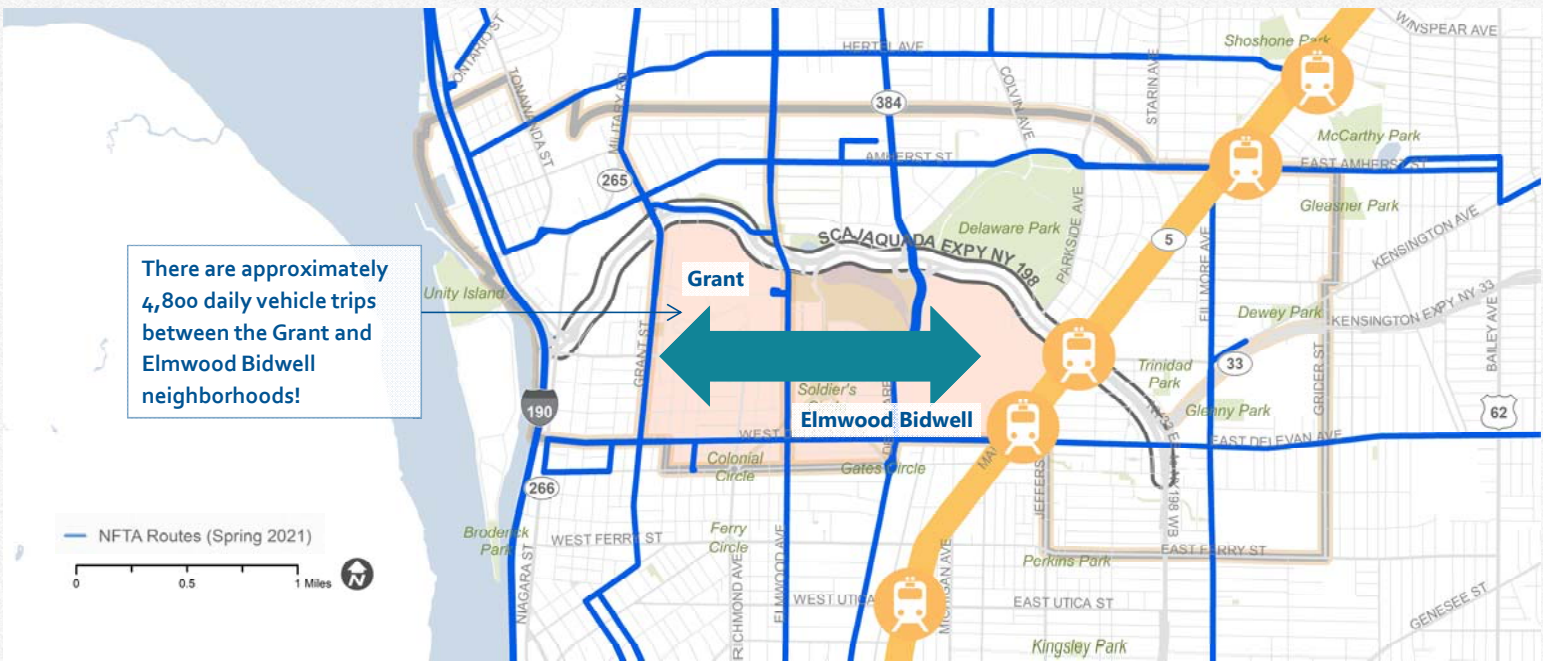
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Selective Analysis

East-west transit connectivity is limited.

Despite the high number of trips between neighborhoods on the same side of the Expressway, transit options are limited for east/west travel, especially south of the Expressway.



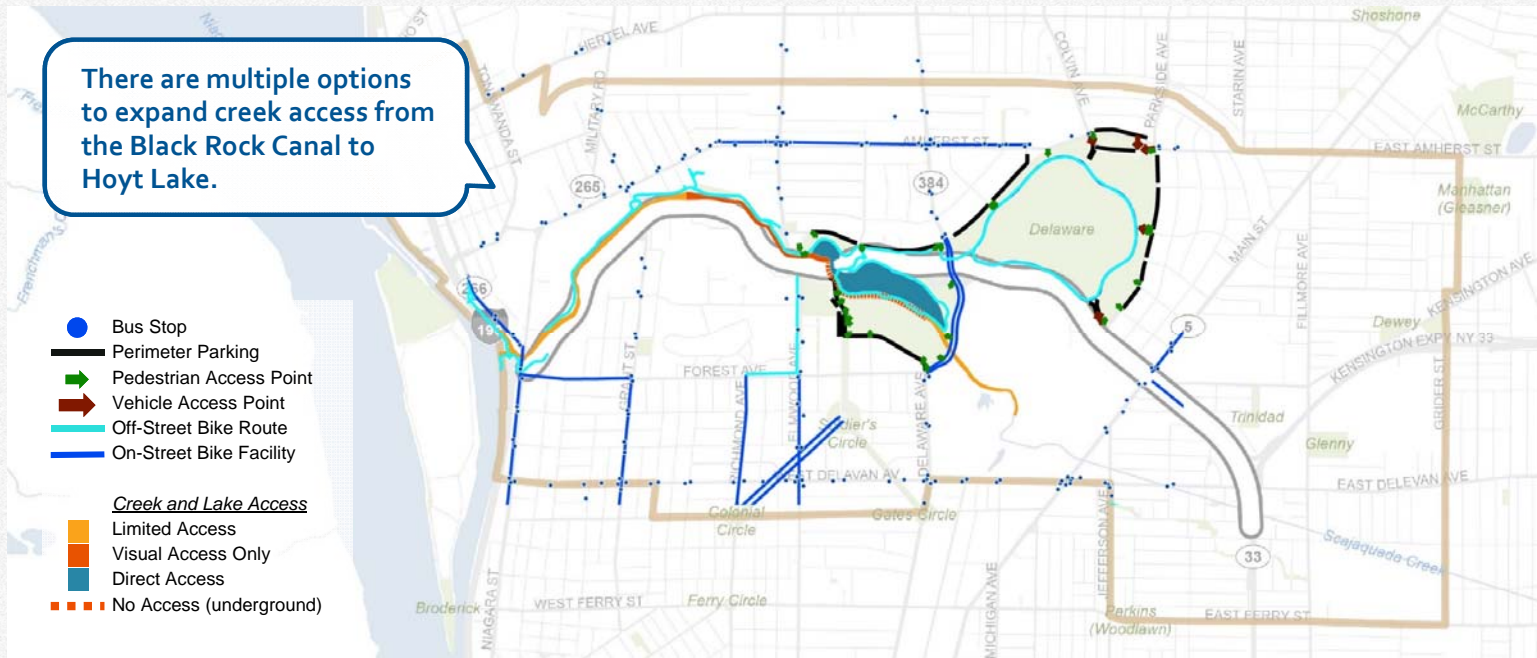
Slide 67

MC2 Ralph: this would benefit from a slide before showing frequency by corridor
Meyer, Catrina, 10/26/2021



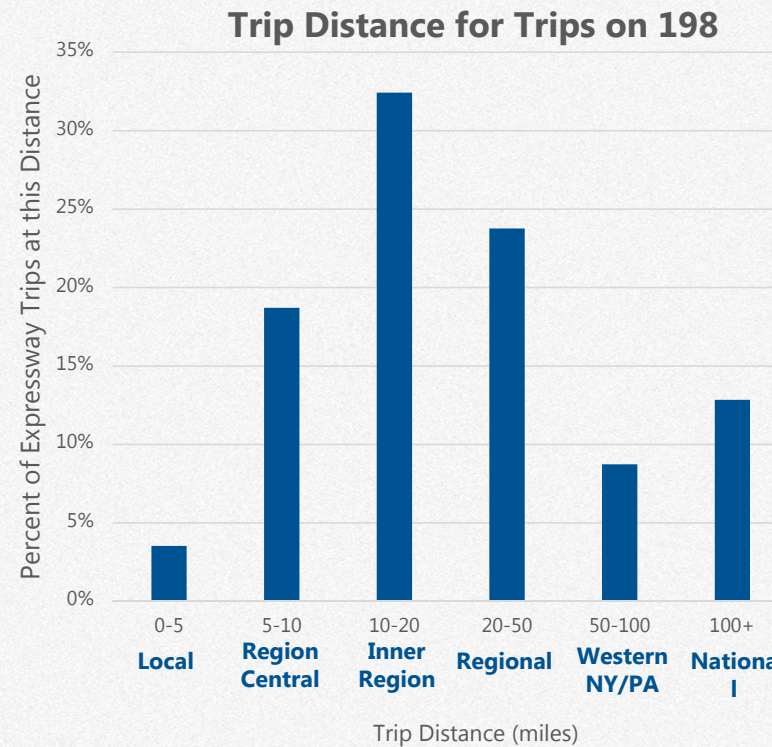
Today there are more ways to get to the Delaware Park than at any other point in its history.

Plans for Region Central should continue to maintain and improve ways for people using all modes to access Delaware Park.



Almost half (45%) of truck trips on the Expressway are traveling over 20 miles.

Regional and longer truck trips have multiple roadway options that could avoid the three (3.4) miles of the Scajuquada Expressway.



Streetlight Data Parameters:

- Vehicle and Truck trips
- Daily trips
- Average day (including weekdays and weekends)
- Average day based on May 2019



Key Takeaways

Transit does not provide competitive access for trips within Region Central.

Access to the Scajaquada Creek and Delaware Park has been significantly limited by the Expressway.

Commercial traffic on the Expressway is significantly more regional than passenger vehicle traffic.

Preview of scenario Framework

<i>Example scenarios:</i>	1	2	3
<p>Corridor <i>ROW and elements within 50 ft (ramps, bridges)</i></p>	<ul style="list-style-type: none"> • Defines the new alignment and operation of the Expressway Corridor. • High-level map with cross-sections • Details on ramps, interchanges, and crossings • Parallel open space/trails/ped-bike/etc. 		
<p>Supporting Elements <i>Mobility and non-mobility interventions beyond the Expressway in Region Central</i></p>	<ul style="list-style-type: none"> • Varies by scenario • May include already planned but not committed projects. • Mobility Elements <ul style="list-style-type: none"> • Changes to other Region Central roadways • Ped and Bike networks • Transit • Non-Mobility Elements may vary by scenario <ul style="list-style-type: none"> • Emerging Mobility • Policy Changes • Freight 		
<p>Already Planned <i>Projects already programmed and funded</i></p>	<ul style="list-style-type: none"> • Same for all scenarios 		

UPCOMING OUTREACH

- Public Meeting (Webinar):
Tuesday, November 9th, 6:00 pm (*Done*)
Topic: Experiential Guide
- Advisory Group Meeting (Virtual):
Wednesday, November 17th, 10:00 am
Topic: Land Use/Planning Framework
- Advisory Group Meeting (Virtual):
Thursday, December 2nd, 1:00 pm
Topic: Draft Mobility Scenarios
- Mobility Workshop/Public Meeting (in-person)
Early December
Topic: Planning Framework and Draft Mobility Scenarios



HOW DOES THIS END?

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



TRANSIT ORIENTED DEVELOPMENT

PROJECT UPDATE

WHY TOD FOR THE BUFFALO-NIAGARA REGION?

1. ENHANCE REGIONAL MOBILITY, CONNECTING PEOPLE WITH JOBS, EDUCATION, HEALTH CARE, AND REGIONAL DESTINATIONS
2. PROMOTE EQUITABLE, AFFORDABLE LIVING FOR RESIDENTS OF WNY
3. ALIGN SUSTAINABLE GROWTH WITH INVESTMENTS IN TRANSPORTATION
4. KEEP PACE WITH OUR PEERS FOR ECONOMIC DEVELOPMENT AND LIVABILITY
5. IMPROVE WNY'S CHANCES OF OBTAINING FEDERAL FTA FUNDING FOR METRO RAIL EXPANSION
6. CREATE A LIFESTYLE TO MAKE THE REGION MORE COMPETITIVE IN ATTRACTING YOUNG TALENT AND THE BUSINESSES THAT EMPLOY THEM



TOD FISCAL BENEFITS

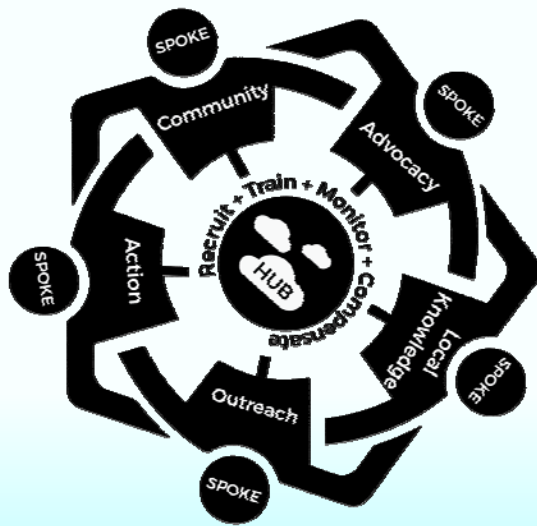
- Slow population growth but **young adult population increased 8.3%**.
- By 2040, **28% of regional jobs** will be located in the Metro Rail corridor.
- Future development expected to add **8.4 million square feet of development**.
- This development has an assessed value of at least **\$1.7 billion**.



BUILDING SUPPORT THROUGH OUTREACH & ENGAGEMENT

HUB & SPOKE APPROACH

- GObike and LISC will conduct outreach to community and build coalition



• Outreach & Engagement Pillars



EQUITABLE HOUSING & REINVESTMENT

Prioritize investments that bridge socio-economic gaps in underinvested communities and identify opportunities to create and retain mixed-income housing



PLACEMAKING & COMMUNITY Identify approaches to maintain and invest in the social and culturally significant elements of a neighborhood



HEALTHY & ACTIVE LIFESTYLES

Encourage a more active and healthier lifestyle and reduce the amount households spend on transportation costs



FIRST & LAST MILE / CONNECTIVITY

Improve mobility across region and enhance pedestrian experience within TOD corridor

LAND USE & ZONING

COMPREHENSIVE PLANS

- Recommended Comprehensive Plan language sent to municipalities

Zoning

- Buffalo – recommendations on N2-C district
- Amherst – recommendations for Boulevard Central, Mixed Use, and New Community District to make them more transit-supportive
- Tonawanda – recommendations for Niagara Falls Boulevard frontage sent for inclusion into town-wide zoning update

- Recommendations on Amherst Mixed Use District Design Guidelines
- Developed TOD Public Realm Placemaking guidance for municipalities



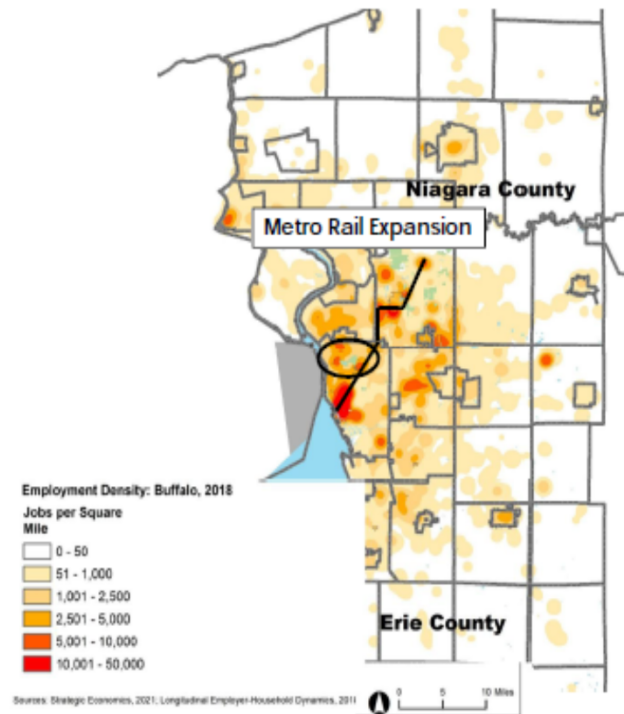
HOUSING ASSESSMENT

- LISC prepared Regional Housing Needs Report; the findings of which align with the findings that Strategic Economics has developed.
- Internal workshops to discuss technical aspects of TOD Housing Fund (how to capitalize, when and how it should be used, who should manage, etc.)
- Input from Community Outreach will influence.



Just a
Reminder:
Why Focus on
Affordable
Housing So
Early in the
Rail Expansion
Process?

- Even without the Metro Rail Expansion, the regional economy is evolving, and more Jobs are or will be concentrating in the Corridor or its vicinity
- Strong affordable housing tools and policies will make the region's New Starts application more competitive.



REGIONAL TOD COMMITTEE
APPROACH
HOW TOD CAN BE IMPLEMENTED

PROPOSED REGIONAL TOD COMMITTEE BENEFITS

- ✓ **Focused Advocacy for TOD**
- ✓ **Single Point of Contact to Optimize TOD Resources**
- ✓ **Collaborative Process to Meet Regional Equity Goals**
- ✓ **Predictable Developer Intake Process; Consistent Protocols**
- ✓ **Transparency in Project Finance Structures**
- ✓ **Regional Collaboration Increases Potential for FTA Funding**

CONSTRUCT CONSIDERATIONS

- A Regional TOD Committee will work to collaborate on facilitating and promoting TOD. This is not a decision-making body but a body to encourage regional TOD collaboration.
- TOD resources can assist with promoting and navigating TOD; and can assist in staffing the Regional TOD Committee and with complex projects and value capture strategies. Local jurisdictions would still have control of their own development projects.
- The Regional TOD Committee would collaborate to make recommendations to decision-making bodies. TOD resources would support the Regional TOD Committee and municipalities in navigating and promoting TOD projects
- Infrastructure projects to improve access to transit as well as developments would be identified and funding sought for implementation.

IMPLICATIONS

- The TOD project is focused on strengthening transit ridership and supporting focused development in the corridor
- A key component in the proposed transit expansion project, but could be applicable in other situations
- Revenue generation capability can leverage opportunities previously discussed
- Regional cooperation and cooperative planning demonstrates the continuing success of One Region Forward

Metro Transit Expansion Project

The Metro Transit Expansion Project would expand high quality transit service in Buffalo, New York to Tonawanda and Amherst, New York.



Metro Transit Expansion

- Transit expansion project to continue high frequency and reliable service into Tonawanda and Amherst
- The transit expansion would be approximately 7 miles with 10 stations and 2 park-n-rides
- A goal of the project is to improve job access
- The project would improve sustainability and reliability

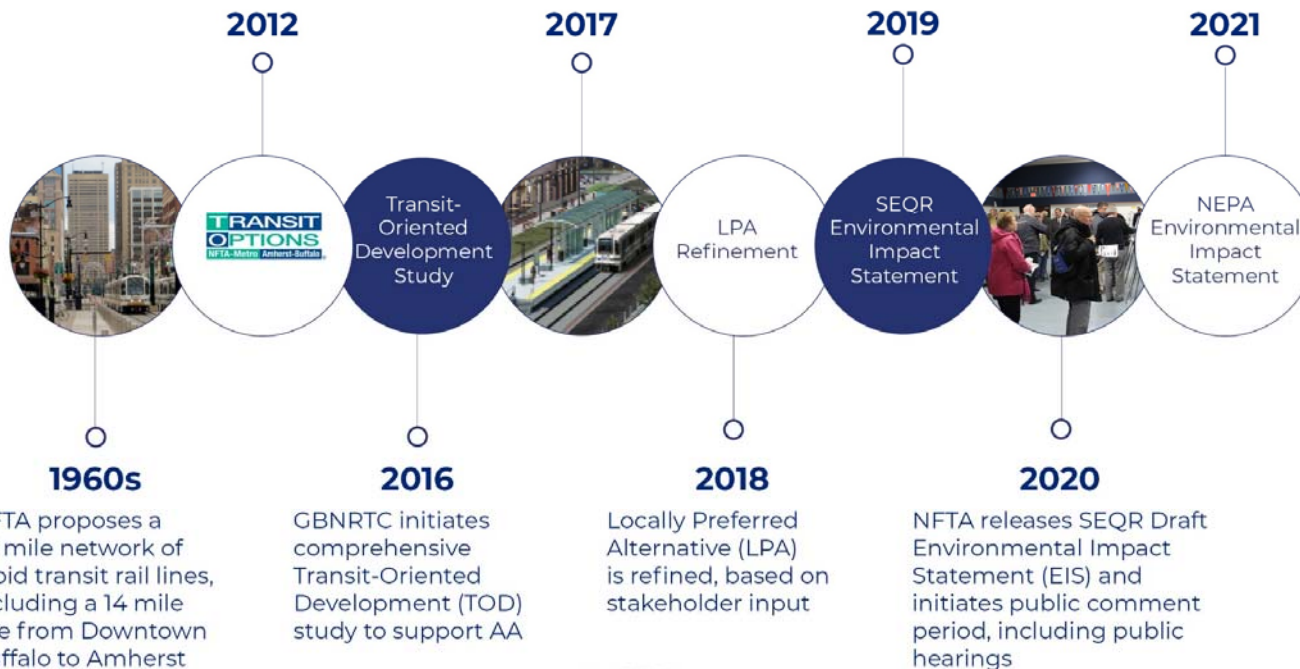
METRO RAIL HISTORY

NFTA initiates Transit Options Amherst-Buffalo Alternatives Analysis (AA) for Amherst corridor

NFTA completes 3-tier screening evaluation to identify Locally Preferred Alternative Light rail ranks highest

NFTA designated as Lead Agency to conduct an environmental review process under the State Environmental Quality Review Act (SEQR)

FTA designated as Lead Agency to conduct environmental review under the National Environmental Policy Act (NEPA)



What's Changed

Building upon previous technical work and public outreach:

- Federal Transit Administration (FTA) will be Lead Agency with NFTA as Co-Lead Agency
- Utilizing the State Environmental Quality Review Act (SEQR) DEIS, a National Environmental Policy Act (NEPA) EIS will be prepared
- An additional Build Alternative will be considered in the EIS:
 - Bus Rapid Transit (BRT), along with
 - Light Rail Transit (LRT)

Environmental Review Process

- Assess potential effects of the build alternative(s) and develop mitigation measures for adverse effects
- Provide meaningful opportunities for public participation during the environmental process

**NOTICE OF
INTENT**

SCOPING

PREPARE DEIS

**RELEASE DEIS FOR
PUBLIC COMMENT**

PUBLIC HEARING

**PREPARE AND ISSUE FEIS AND
RECORD OF DECISION**

Scoping

- Scoping is an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action
- Affords an opportunity for agencies and the public to provide input on:
 - Purpose and Need
 - Build Alternatives
 - Environmental Analysis Methodology
 - Potential Environmental and Social Impacts
- August 31, 2021 to October 14, 2021, scoping meetings held on September 15, 2021
- 82 comment submissions during the public scoping period

Anticipated Schedule

2021					2022		2023
AUGUST	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER -->	SUMMER	FALL	WINTER
Notice of Intent to prepare an EIS	Scoping Comment Period Begins	Scoping Meeting	Scoping Comment Period Ends October 14, 2021 at 4:00 PM	Finalize Scoping Document to Address Public Comments Prepare DEIS for Build Alternatives	Release DEIS Public Comment Period Begins	Public Hearing DEIS Public Comment Period Ends	Release FEIS and Record of Decision

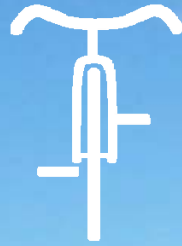
PUBLIC INVOLVEMENT



ACRONYMS

DEIS Draft Environmental Impact Statement

FEIS Final Environmental Impact Statement



BIKE BUFFALO NIAGARA

Regional Bicycle Master Plan

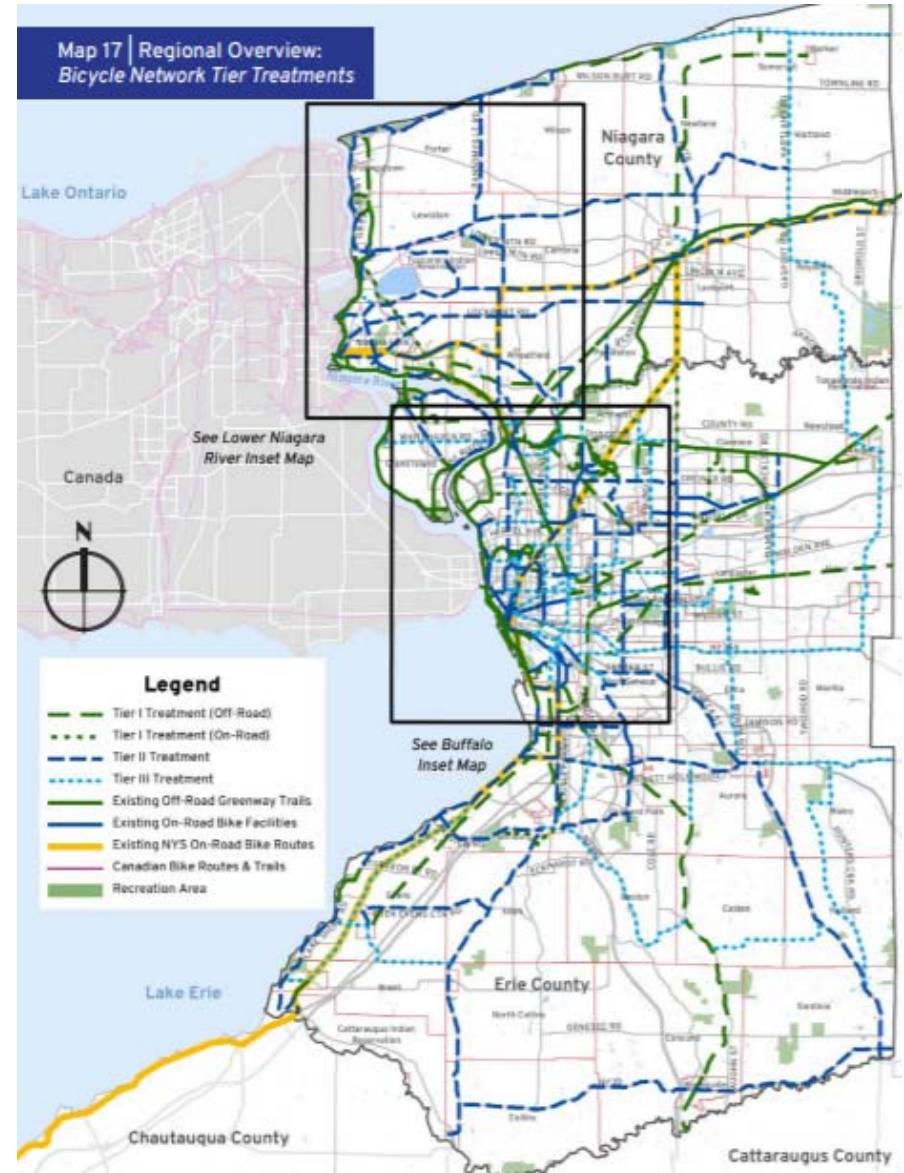




- One step in the overarching goal to make the region's bicycle network safer and more accessible for residents and visitors
- Developed in consultation with local, county, state representatives, public organizations and institutions, advocacy groups, and private citizens
- Builds upon previous planning efforts and identifies deficiencies/gaps and opportunities moving forward
- Incorporates new research and advances in bicycle facility design best practices

The Network

- 182 Recommendations - a collection of off-road and on-road corridors that connect communities and regional destinations
- A high priority for the Regional Bicycle Network development is to fill gaps in the Greenway Trail Network
- Supplemented by an on-road network of bike lanes and enhanced road shoulders, the network will improve safety and promote economic development opportunities
- It is important to note that many of the recommended corridors cross jurisdictional boundaries





BIKE BUFFALO NIAGARA

Regional Bicycle Master Plan

WEBINAR

Topics

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





Guidance for Municipalities

**Procedures for Implementing
Bicycle Lanes on Erie County Roadways**

1

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

2

Contact GBNRTC to set up initial project meeting

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

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

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

3

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

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

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

Regional Bicycle Plan Implementation Support



- Assist with outreach to municipalities, community groups and stakeholders to advance bicycle infrastructure projects.
- Identify and recommend specific projects that will serve as candidates for grant applications and funding.
- Assist state, county, and local municipalities with trail project development and develop on-road and intersection treatment recommendations.
- Develop maintenance deployment strategy including such elements as who will perform maintenance activities, how contracts will be arranged and oversight of work activities

Status of Current Traffic Studies/Analyses

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

Status of Current Traffic Studies/Analyses (cont.)

- Analyze ramp configuration on westbound I-90 to northbound I-190 (Micro level analysis) - **Ongoing**
- Assessment of traffic for Wehrle bridge crossing alternatives and Cleveland Drive ramps – **Ongoing**
- NF Blvd & I-190 multi-intersection reconfiguration analysis – **Ongoing**
- French Rd (Union Rd to Transit Rd) Operational/Reconfiguration Assessment – **Ongoing**
- Analyze the reconfiguration of I-190 Niagara/Virginia ramps with Niagara St Operations – **Ongoing**
- Goodell Street-Pearl Street-Tupper Street Planning Study – **Ongoing**
- Region Central – Support of Transportation Analysis Components **Ongoing**
- Reconfiguration of Twin Cities Highway Rt 425 in the City of North Tonawanda- **Ongoing**
- Perform further analysis on Main Street/I-290 interchange in support of emerging projects – **Ongoing**
- Eggert Road Lane Modification Analysis (Amherst, Tonawanda, Erie County) – **Ongoing**
- Miovision Smart Traffic Signal Deployment – Town of Amherst – GBNRTC as Partner Agency – **Ongoing**
- Support NITTEC in ATCMTD Implementation Phase II – **Ongoing**
- Pegula Sports Event Traffic Planning (COB) – **Ongoing**
- Canalside General Project Plan Traffic Forecast Modelling (ESD / ECHDC) – **Ongoing**
- Amherst – South Campus Street Configuration Analysis – **Ongoing**
- Jefferson Ave Lane Modification Analysis (COB) – **Ongoing**
- Kensington Expressway Traffic Analysis – **Preliminary**



6. Member Agencies Initiatives
7. Other Business
8. Adjournment