



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

Planning and Coordinating Committee (PCC) Meeting Wednesday, October 4, 2023 @ 9:30am

Public Participation Live 438 Main St. Buffalo and Virtual on Facebook Live

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

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

DRAFT AGENDA

Pledge of Allegiance

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (9-6-23) Meeting Minutes

II. ACTION ITEMS

- A) Amendment #6: PIN 5815.65 N. Adam St Bridge over Erie Canal – New Project
- B) AdMod #38: PIN 5111.77 US 20/Cazenovia Creek – Minor Scope Change
- C) AdMod #39: PIN 5045.27 NY 104 @ NY 93 Intersection – Minor Scope Change
- D) AdMod #41: PIN 5568.15 Millersport @ Hopkins Intersection – Minor Scope Change
- E) Adjusted 2020 Urban Area Boundary
- F) Draft Coordinated Human Services Transportation Plan
- G) 2024 Safety Performance Measure Targets

III. DISCUSSION ITEMS

- A) TPS Approved Action Report
- B) Public Review Status
- C) FFY 22 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grants
- D) Public Participation Plan Update/Public Meeting Summary
- E) Regional Bicycle Master Plan Implementation – Call for Projects and Cheektowaga Trails
- F) 2023 TAP/CMAQ/CRP Program Announcement
- G) Bridge Investment Program – Call for Large Bridge Project Applications

IV. STATUS REPORTS/INFORMATION

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

V. MEETING ADJOURNMENT

Next PCC Meeting: November 1, 2023



Greater Buffalo Niagara Regional Transportation Council

438 Main St, Suite 503 | Buffalo, NY 14202 | 716-856-2026 | www.gbnrtc.org

Planning and Coordinating Committee (PCC) Meeting Minutes Wednesday September 6, 2023

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on Wednesday September 6, 2023.

The following GBNRTC-PCC representatives were present:

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

Others present:

- | | |
|--------------------|---------------|
| • A. Hutchins | NITTEC (Zoom) |
| • H. Ismail | NYSDOT (Zoom) |
| • G. Szewczyk | NYSDOT (Zoom) |
| • B. Roth | NFTA |
| • D. Funke | CRT |
| • J. Gordon | CRT |
| • T. Frank | |
| • GBNRTC Staff (9) | |

Public Attendees:

- 5 members of the public viewed through Facebook Live link.

I. PROCEEDINGS

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

A) Roll Call

- All members were present.

B) Public Participation

- Jim Rudnicki – Mr. Rudnicki stated that he is a retired engineer who had spoken at a PCC meeting a few years ago about an alternative to the Skyway. Along the way another alternative was selected who Mr. Rudnicki refers to as “the road to Tesla”. He believes that his submitted plan was never fully investigated. He is therefore submitting a detailed plan (included in handouts to PCC members). Mr. Rudnicki then gave a brief overview of his proposed plan which consists of a 4-lane expressway with shoulders starting just south of Tiff St. Tiff is crossed with a 4-lane bridge. Route continues along railroad tracks, Tiff St railroad yard and Nature Preserve to the blue water tower. At that point the road will cross over to the other side of the main tracks and proceed across the Buffalo River with a 4-lane lift bridge (which is always in down position because no freighters head up the river that far). A similar bridge was constructed across the Genesee River for \$80M. On the other side of the river there is nothing between the roadway and South Park Ave except shrubbery. South Park Ave bridge will need to be modified to allow the new road under it. Destination is the I-190 at the Hamburg St interchange. Land would need to be acquired by the old Tyson foods plant. Mr. Rudnicki would like his plan looked at and compared to the “road to Tesla” plan as his plan may be \$200M cheaper.
- Jim Gordon – Since about 1979, CRT has advocated for a LRRT extension to the Southtowns using high-speed, high-capacity trains. This will give the capacity of a 4-lane superhighway without building a superhighway. This would have a lot of advantages over any of the car-base alternatives that have been proposed. Creating an incentive for people to get out of their cars can reduce the need for parking downtown. In addition, the amount of microplastics would be reduced because there are no rubber tires. Trains would run on existing railroad right-of-way and would be electric. There is federal money available to get a study started. DOT should compare light rail with all of the other alternatives.
- Doug Funke – CRT is disappointed in the plans for the Kensington Expressway – spending a billion dollars to cap less than one mile. This is less than half the distance of the expressway. The other half (south of Best St) gets nothing done to it. \$1B is more that we are spending on the Bills stadium. This money would be enough to extend the light rail to the airport. CRT would like GBNRTC to perform a Region-Central type study to look at all of the options for the Kensington and let the public decide.

C) Approval of Meeting Agenda

- Mr. Guarino noted the late addition of Action Item E – Six New ATC/MEP Transit Projects
- *Motion to approve the agenda as proposed (TWA/DOT). Approved 7-0*

D) Approval of Previous Meeting Minutes

- *Motion to approve the 7-13-23 meeting minutes (CNF/DOT). Approved 7-0*

II. ACTION ITEMS

A. TIP Amendment #6: N. Adam St over Erie Canal (PIN 5815.16) - Guarino

- As numerous public comments continue to be submitted on this project, GBNRTC staff has recommended that this action be tabled.
- Action would be to table this item until the October 2 PCC Meeting
- *Motion to table (DOT/CNF). Approved 7-0.*

B. TIP AdMod # 36: Tonawanda Riverwalk Multi-use Pedestrian Trail (PIN 5764.73) - Guarino

- This is a NYSDOT request to modify an existing project
- Request to move let date from 9/15/24 (FFY24) to 8/15/25 (FFY 25)
- Funding is not changed
- Fiscal constraint is maintained
- Submitted by NYSDOT on 8/29/23
- Action would be to approve this change to as AdMod #36
- *Motion to approve (DOT/EC). Approved 7-0.*

C. Resolution 2013-18 PEF Settlement – GBNRTC Salary Adjustments - Finn

- GBNRTC staff, by practice since the inception of the MPO, follow NYS Public Employee Federation (PEF) salary schedule and job classifications.
- PEF ratified a new contract for its employees to cover April 1, 2023 through March 31, 2026
- The new contract includes the following provisions that apply to GBNRTC employees:
- 3% annual salary increase for each year
- \$3000 contract signing bonus
- New performance award (aka longevity) schedule starting in FY2526
- The increase costs are relatively small in the overall MPO financial picture and are able to be absorbed with no impact.
- Action would be to approve the resolution and authorize NFTA to adjust compensation schedules for GBNRTC staff
- *Motion to approve (CNF/TWA). Approved 7-0.*

D. 2023 Draft Public Participation Plan - Weymouth

- This Plan update includes the following changes:
 - Addition of virtual meeting option via Facebook live.
 - Affordable housing organizations added to the list of MPO stakeholders for direct public engagement.
 - GBNRTC member agencies are given a minimum of 30 calendar days to review draft planning documents and provide comments to GBNRTC staff prior to initiating the public review and comment period.
 - Advance notice of meetings and agendas are distributed no later than one week prior to the meeting to members of the public.

- Engagement metrics revised to align with USDOT new guide, Promising Practices for Meaningful Public Involvement in Transportation Decision-Making released in October 2022.
- The public review and comment period for TIP, MTP and UPWP amendments changed from 20 days to 30 days for consistency with FTA requirements.
- Member agencies 30-day review and comment period completed on August 18, 2023
- All comments received have been incorporated into the draft document
- Public Review and Comment Period (September 7, 2023 – October 21, 2023)
- Two public meetings scheduled:
 - Thursday, September 21, 2023 – Hybrid 10:30-11:30am
 - Join us in-person in the Downtown Central Library – West Room (Main Floor)
 - Join us virtually on Facebook: <http://facebook.com/GBNRTC>
 - Tuesday, September 26, 2023 – Virtual Only 5:30-6:30pm
 - Join us virtually on Facebook: <http://facebook.com/GBNRTC>
- Action would be to initiate the federally required 45-day public review and comment period
- *Motion to approve (NC/DOT). Approved 7-0.*

E. 2020 FHWA Urban Boundary - Smith

- Every ten (10) years, following the US Census, New York State Department of Transportation (NYSDOT) in coordination with Federal Highway Administration (FHWA) and local partners are required to adjust the defined census urbanized area boundary in a process called “smoothing”.
- This smoothing eliminates geographic irregularities, maintains administrative continuity, encompass fringe areas having residential, commercial, industrial, and/or national defense significance and determines capital program funding and eligibility.
- Action would be to initiate a 20-day public review period for the proposed 2020 FHWA Urban Boundary
- *Motion to approve (NFTA/TWA). Approved 7-0.*

F. Six New Transit Projects - Smith

- NFTA has requested to add six new projects to the TIP
 1. PIN 5826.00 - Purchase of Eleven (11) Under 30-Foot Small buses (\$1.29M) - project will support the purchase of eleven (11) under 30-foot gasoline fueled paratransit vehicles that will replace life and mileage expired vehicles
 2. PIN 5826.01 - Purchase of Twelve (12) Under 30-Foot Small buses (\$1.41M) - project will support the purchase of twelve (12) under 30-foot gasoline fueled paratransit vehicles that will replace life and mileage expired vehicles
 3. PIN 5826.02 - Bus Garage Fire Alarm & Methane Detection Upgrades (\$5.14) - project will Install new fire alarm and methane detection systems at all three NFTA-Metro bus garages (Cold Spring, Babcock, and Frontier)
 4. PIN 5826.03 - Purchase and Installation of Fuel Tank Upgrades (\$1.05M) - project will purchase and install fuel tank upgrades at NFTA bus facilities
 5. PIN 5826.04 - Replacement of Metro Bus Wash System (\$2.3M) - project will Replace the Metro Bus Wash system at NFTA’s three bus garages (Cold Spring, Babcock and Frontier)
 6. PIN 5826.05 - Purchase and Installation of Metro Bus Lifts (\$4.9M) - Project will replace bus lifts at NFTA’s three bus garages (Cold Spring, Babcock and Frontier)

- Projects will utilize a combination of NYSDOT Accelerated Transit Capital Program (ATC), NYSDOT Public Transportation Modernization and Enhancement Program (MEP) and NFTA local funds
- Let (obligation) date of all projects will be 4/1/24
- Action would be to initiate a 30-day public review period
- *Motion to approve (NFTA/DOT). Approved 7-0.*

III. DISCUSSION ITEMS

A. TPS Approved Action Report - Guarino

- PIN 5763.57 City of Tonawanda Pedestrian Bridge
 - Project needed additional time for 4(f) review
 - Let delayed from 4/24 (FFY 24) to 4/25 (FFY 25)
 - Fiscal constraint is maintained as funding is unchanged
 - Change approved as AdMod #34
- PIN 5763.17 Allen St Phase 2; Wadsworth St to Delaware Av
 - \$0.243M in matched earmarked federal HPP funds will be added to the project.
 - Construction Phase will increase from \$6.077M to \$6.320M.
 - As HPP funds are unallocated statewide federal funds, fiscal constraint is maintained
 - Change approved as AdMod #35

B. Policy Committee Approved Action Report - Guarino

- Three (3) projects currently on the 2023-2027 TIP were modified
 1. PIN 5900.45 Purchase Revenue Vehicles
 - All FTA 5339 funds from PIN 5900.46 Purchase Paratransit Vehicles and PIN 5900.47
 - Purchase Bus Shelters will be transferred to PIN 5900.45 Purchase Revenue Vehicles.
 - FFY23 FTA 5339 funds in this project will be realigned to published federal apportionments
 - The project total will now be \$1.917 (matched FTA 5339)
 2. PIN 5900.46 Purchase Paratransit Vehicles
 - All FTA 5339 funds will be transferred to PIN 5900.45 Purchase Revenue Vehicles
 - This project will now be funded with FFY23 FTA Section 5337 funds which became available from the FTA 5337 realignment to published federal apportionments.
 - This project title will be changed to “Rail Fastener and Pad Project”
 3. PIN 5900.47 Purchase Bus Shelters
 - All current funding (\$0.633M matched FTA 5339 funds) will be transferred to PIN 5900.45
 - The NFTA has decided to use local funds for the purchase of bus shelters
 - This project will no longer contain any federal funds and will be need to be deleted from the TIP
- Resolution 2023-15 was approved and completed via electronic Policy Committee Ballot on 7/19/23

C. Strengthening Mobility and Revolutionizing Transportation (SMART) - Guarino

- The SMART Grants Program funds projects that focus on using technology interventions to solve real-world challenges facing communities, always with a focus on purpose-driven innovation and supporting technologies that provide clear, near-term benefits
- The Bipartisan Infrastructure Law established SMART Grants Program for smart community technology demonstrations
- USDOT is now accepting applications for the second year of the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program
- SMART will provide funding for approximately 20 to 30 Stage 1 (Planning and Prototyping) projects in FY 2023, up to \$2 million per project.
- SMART welcomes applications from a wide range of diverse eligible applicants regardless of size, location, and experience administering Federal funding awards
- Visit the SMART Grants Program website to access the NOFO and learn about eligibility, application submission processes, and illustrative use cases.
- The application submission deadline is Tuesday, October 10, at 5:00 PM ET on the Valid Eval website.
- If you still have questions after reading the NOFO and the FAQs, contact smart@dot.gov

D. Reconnecting Communities and Neighborhoods (RCN) - Guarino

- For FY23, the NOFO for the Reconnecting Communities Pilot (RCP) and Neighborhood Access & Equity (NAE) grant programs were combined to provide a more efficient application process
 - Reconnecting Communities Pilot Grant Program
 - For restoring community connectivity through the removal, retrofit, mitigation or replacement of highways, roadways, or other infrastructure facilities that create barriers to mobility, access or economic development
 - Neighborhood Access and Equity Grant Program
 - Context-sensitive projects that improve walkability, safety, and affordable access
 - Mitigating or remediating negative impacts on the human or natural environment in disadvantaged communities from a surface transportation facility;
 - Planning and capacity building activities in disadvantaged or underserved communities.

RCN Combined Funding - Availability and Award Amounts		
Statutory Program Elements	RCP FY23	NAE FY23
Community Planning Grants*	\$50M	\$135M
Capital Construction Funds*	\$148M	Up to \$2.57B*
Regional Partnership Challenge Grants*	N/A	Up to \$450M*

Award Amounts:

- RCP Planning: No more than **\$2M**
- RCP Capital Construction: No less than **\$5M**
- NAE: **No Minimums** or **Maximums**

*USDOT reserves the right to not expend all funds in FY23.

- There are three grant types
 - Grant #1: Capital Construction Grants
 - Funds for reconnecting-focused projects
 - Would include funding for projects focused on reducing environmental harm and improving access
 - Grant #2: Community Planning Grants
 - Funds for planning activities to support future construction projects
 - Would allow for innovative community planning to address localized transportation challenges
 - Grant #3: Regional Partnerships Challenge Grants (NAE)
 - Funds for projects to encourage regional collaboration and innovation among partners to address regional challenges (vs. one facility)
- Applications are due September 28th, 2023, at 11:59pm EDT
- Applications may be submitted through Valid Eval
- Customer support for Valid Eval can be reached at support@valideval.com
- Previously recorded webinars and presentation materials are available
- For further inquiries or questions related to the program, please contact the RCN Team at ReconnectingCommunities@dot.gov

E. 2023 Draft Coordinated Human Services Transportation Plan – Dixon

- What is the Coordinated Transportation Plan?
 - Provides the framework for improving transportation services for persons with disabilities, older adults, individuals with lower incomes.
 - Strives for communities to coordinate transportation resources provided through multiple sources.
 - Serves as a mechanism for Section 5310 – Enhanced Mobility for Seniors and Individuals w/Disabilities Grant Program.
 - NYSDOT Public Transit Division in Albany administers this program
- Plan Methodology
 - Information from:
 - Literature Review
 - Demographics Analysis
 - Health and Human Services Transportation Agency Survey
 - Targeted Outreach
 - Identification of Transportation Needs/Gaps and
 - Strategies to Address Needs/Gaps
- Key Sections
 - Chapter 1: Background
 - Coordinated Human Services Transportation Planning
 - Coordinated Transportation Plan Elements Section
 - 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
 - Chapter 2: Mobility Today
 - Demographics Analysis & Maps
 - Transportation Providers
 - Chapter 3: Mobility Needs & Gaps
 - Regional Needs and Gaps
 - Examples of Addressing Needs and Gaps in the Region
 - Chapter 4: Mobility Tomorrow

- Planning for the Future
 - Strategies for Coordination
 - Appendices
- Plan Outreach
 - May 18, 2023 Live Well Erie Taskforce Meeting
 - May 18, 2023 Live Well Erie Older Adult Working Group
 - June 5, 2023 Live Well Erie Mobility Sub-Group Meeting
 - July 20, 2023 Self-Advocacy Association of Western New York
 - July 26, 2023 Live Well Erie Working Families Meeting
 - August 1, 2023 Developmental Disabilities Awareness Day Workshop
 - August 14, 2023 Erie County GIS- Health & Human Services Transp Data Meeting
 - August 14, 2023 Niagara County Office of Aging
 - August 17, 2023 Live Well Erie Taskforce Meeting
 - August 18, 2023 Hearts and Hands Faith in Action
 - August 22, 2023 Shared Mobility, Inc.
 - August 23, 2023 Rural Transit Service
 - August 24, 2023 Westside Community Services
 - August 25, 2023 Erie County Town Hall, Schiller Park Senior Center
 - September 7, 2023 New York State Master Plan for Aging Buffalo Town Hall, Lincoln Memorial Methodist Church (scheduled)
 - October 18, 2023 Coordinated Human Services Transportation Plan Public Meeting (scheduled)
- Transportation Needs and Gaps
 - Post COVID
 - Significant and sustained driver shortages
 - Aging vehicle fleets
 - Fewer transportation providers
 - More bariatric service vehicles needed
 - Low-floor, ambulatory vehicles
 - Geographic Gaps
 - First mile, last mile service partnerships.
 - Develop transportation options for suburban and rural areas.
 - Volunteer Transportation Programs
 - Service Time Gaps
 - Develop transportation options late night and weekend timeframes.
 - TNC and taxi partnerships
 - Infrastructure Gaps
 - Smart Growth and investment in existing communities when it comes to how we use our land and where development occurs
 - Mobility Hubs
 - Universal Design into the Built Environment
 - Pedestrian safety amenities, crosswalks, adjusted crossing times for those with mobility limitations
 - Implement PSAP to help address infrastructure gaps.
 - Information/Awareness Gaps
 - Travel Training
 - Promotion and education on transportation options (public transit, ridesharing, bikesharing, and e-bike libraries, etc.)
 - Mobile technology for navigation, wayfinding and trip planning for individuals with disabilities.

- Capacity/Affordability Resource Gaps
 - Voucher programs
 - Non-traditional funding sources
- Institutional Gaps
 - Group Insurance, joint purchasing, background checks
- Next Steps
 - Please submit any comments by 9/29/23, so that they may be incorporated into the final draft for 30-day public review in early October.
 - Public Meeting for Plan in Mid-October.
 - Final draft presented to Planning and Coordinating Committee for recommendation to Policy Committee.
 - Plan approved at Policy Committee meeting in November 2023.

IV. STATUS REPORTS/INFORMATION

- Member Agency Reports
 - Niagara Falls (Forma) reported
 - Several reconstruction projects which do not use federal funds are underway.
 - Main St Streetscape project is out to bid. This project used DRI funding.
 - Local Waterfront Revitalization Program (LWRP) has kicked off.
 - NYSDOT R5 (Hill) reported that the Announced Bridge NY Projects are progressing toward TIP inclusion.
 - Erie County (Svilokos) reported that they are working on IPPs for their awarded Bridge NY projects and that the County has applied for funding for two bridges through the RURAL discretionary grant program.
 - Buffalo (Skipper) reported that they are focused on pavement and sidewalk construction.
 - NITTEC (Hutchins) reported that the ATCMTD project will be wrapping up in the middle of next year.
 - NFTA (Kempner) reported the completion of the Canalside LRRT station
 - All other agencies (NC and TWA) declined to make a report.
- Director's Report
 - SS4A – Update on progress noting the RFP responses are due today and that MPO staff will reach out to members to finalize the review committee.
 - Marketing and Outreach Coordinator position had been filled. A start date is currently being negotiated but will likely be near the end of the month (September).
 - FTA 5310 Program awards have been announced. Winning projects will be distributed to members after the meeting via email.

V. MEETING ADJOURNMENT

- Next PCC Meeting will be held on Wednesday October 4 at 9:30 am
- *Motion to Adjourn (DOT/TWA). Approved 7-0.*
- The meeting concluded at 10:45 am.

The meeting will begin shortly.



Planning and Coordinating Committee

October 4, 2023



Agenda

I. Proceedings

II. Action Items

III. Discussion Items

IV. Status Reports / Information

Proceedings

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

Action Items



 GBNRTC

A. PIN 5815.16 N. Adams St. Over Erie Canal

- This is a NYSDOT request to add a new project to the TIP which will investigate the North Adam Street bridge over the Erie Canal to determine if the bridge will be repaired, replaced, repurposed or removed
- The project will have a total cost of \$1.5M
 - A total of \$0.060M (federal STBG Flex matched) and \$0.500M State Discretionary Funding (SDF) will be moved from PIN 581477 Bridge MBC & Preservation Program and transferred into the new project.
 - The balance of project cost to be funded by state funding shared by NYSDOT and NYS Canal Corporation
 - Fiscal constraint is maintained
- A public comment period was initiated on 8/16 and closed on 9/6 with 39 comments received (attached to the resolution)
- On 8/28/23, the Interagency Consulting Group (ICG) concurred with the proposed Air Quality Conformity exemption of C3 - Planning and technical studies that do not involve or lead directly to construction
- Today's action would be approve this new project as Amendment #6

B. AdMod #38: PIN 5111.77 US 20/Cazenovia Creek

- This is a NYSDOT request to modify an existing project
- Construction phase will be increased by \$10.508M to \$55M
- Increase related to increase in steel pricing and Erie County water line relocation (additional work item).
- Fiscal constraint maintained as \$10.508M offset comes from matched 100% statewide-funded Bridge Formula Program Main (BFP)
- Let is unchanged at 12/23
- Recommended by TPS on 9/20/23
- **Today's action will be to approve this minor scope change**

C. AdMod #39: PIN 5045.27 NY 104 @ NY 93 Intersection

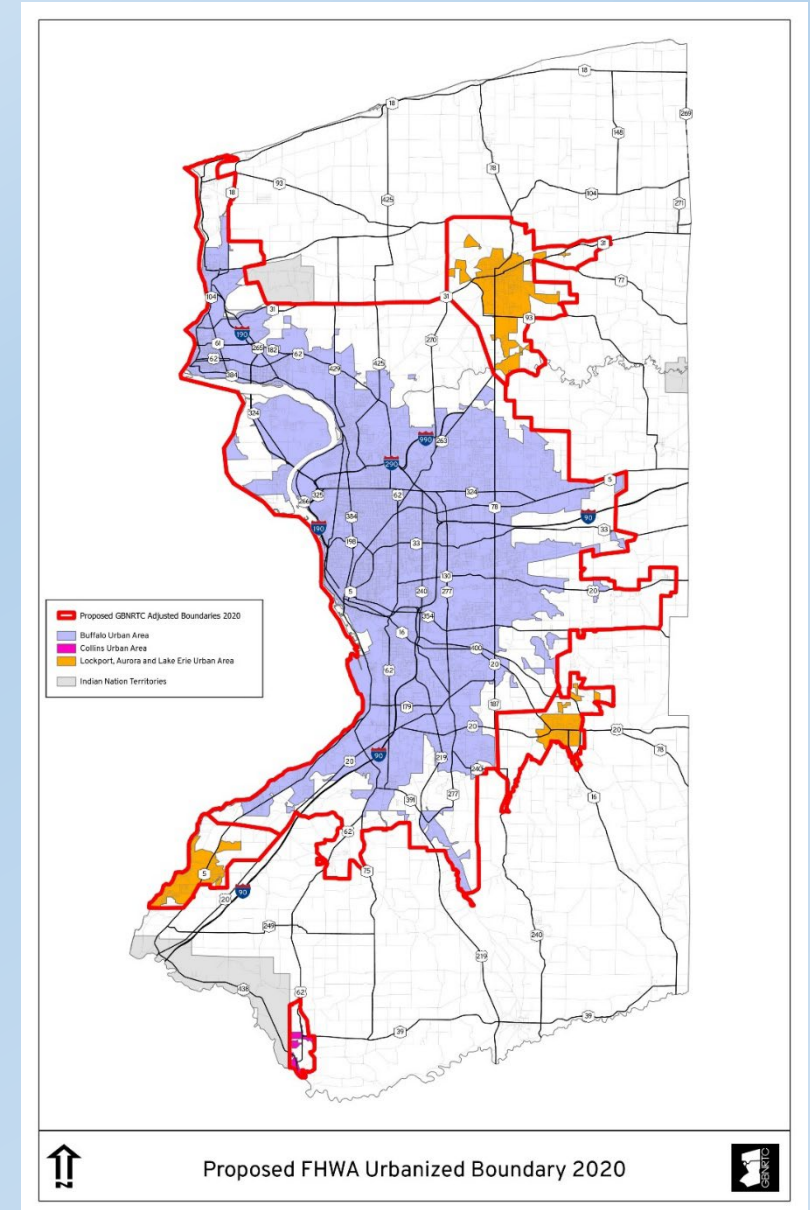
- This is a NYSDOT request to modify an existing project
- The Construction and Construction Inspection phases will be increased by a total of \$1.172M
- Additional funding needed for signalized intersection (additional work item)
- Fiscal constraint is maintained as offset provided from PIN 5B20.06 HSIP/NHPP State Safety Program (Block)
- Let in unchanged at 12/23
- Recommended by TPS on 9/20/23
- **Today's action will be to approve this minor scope change**

D. AdMod #41: PIN 5568.15 Millersport @ Hopkins Intersection

- This is a NYSDOT request to modify an existing project
- The Construction and Construction Inspection phase total cost will be increased by \$1.171M to \$3.166M
- Additional funding needed for roadway realignment, drainage/utilities, signage (additional work items) as well as unit cost increases
- Fiscal constraint maintained as \$1.171M offset provided from PIN 5B20.06 (HSIP/NHPP State Safety Program - Block Fund)
- Let date is unchanged at 11/23
- Recommended by TPS on 9/20/23
- Today's action will be to approve this minor scope change

E. Adjusted 2020 FHWA Urban Boundary

- Every ten (10) years, following the US Census, New York State Department of Transportation (NYSDOT) in coordination with Federal Highway Administration (FHWA) and local partners are required to adjust the defined census urbanized area boundary in a process called “smoothing”.
- This “smoothing” eliminates geographic irregularities, maintains administrative continuity, encompass fringe areas having residential, commercial, industrial, and/or national defense significance and determines capital program funding and eligibility.
- Public review completed on 9/28 with no comments received
- Today’s PCC action would be to recommend the proposed adjusted 2020 FHWA Urban Boundary for approval to the Policy Committee via electronic ballot (due 10/16)



2023 Draft Coordinated Human Services Transportation Plan

GBNRTC PCC Meeting
October 4, 2023



What is the Coordinated Transportation Plan?

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

What is the Coordinated Transportation Plan?

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

Coordinated Transportation Plan - Key Sections

Chapter 1: Background

- Coordinated Human Services Transportation Planning
- Coordinated Transportation Plan Elements Section
- 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

Chapter 2: Mobility Today

- Demographics Analysis & Maps
- Transportation Providers

Coordinated Transportation Plan - Key Sections

Chapter 3: Mobility Needs & Gaps

- Regional Needs and Gaps
- Examples of Addressing Needs and Gaps in the Region

Chapter 4: Mobility Tomorrow

- Planning for the Future
- Strategies for Coordination

Appendices

Plan Outreach



Date	Organization
May 18, 2023	Live Well Erie Taskforce Meeting
May 18, 2023	Live Well Erie Older Adult Working Group
June 5, 2023	Live Well Erie Mobility Sub-Group Meeting
July 20, 2023	Self-Advocacy Association of Western New York
July 26, 2023	Live Well Erie Working Families Meeting
August 1, 2023	Developmental Disabilities Awareness Day Workshop
August 14, 2023	Erie County GIS- Health & Human Services Transportation Data Meeting
August 14, 2023	Niagara County Office of Aging
August 17, 2023	Live Well Erie Taskforce Meeting
August 18, 2023	Hearts and Hands Faith in Action
August 22, 2023	Shared Mobility, Inc.
August 23, 2023	Rural Transit Service
August 24, 2023	Westside Community Services
August 25, 2023	Erie County Town Hall, Schiller Park Senior Center
September 7, 2023	New York State Master Plan for Aging Buffalo Town Hall, Lincoln Memorial Methodist Church
October 17, 2023	Coordinated Human Services Transportation Plan Public Meetings

Today's Action

- Permission to solicit 30-day public review of the Draft Coordinated Human Services Transportation Plan per the Federal Transit Administration requirements.

G. 2024 Updated Safety Performance Measure Targets

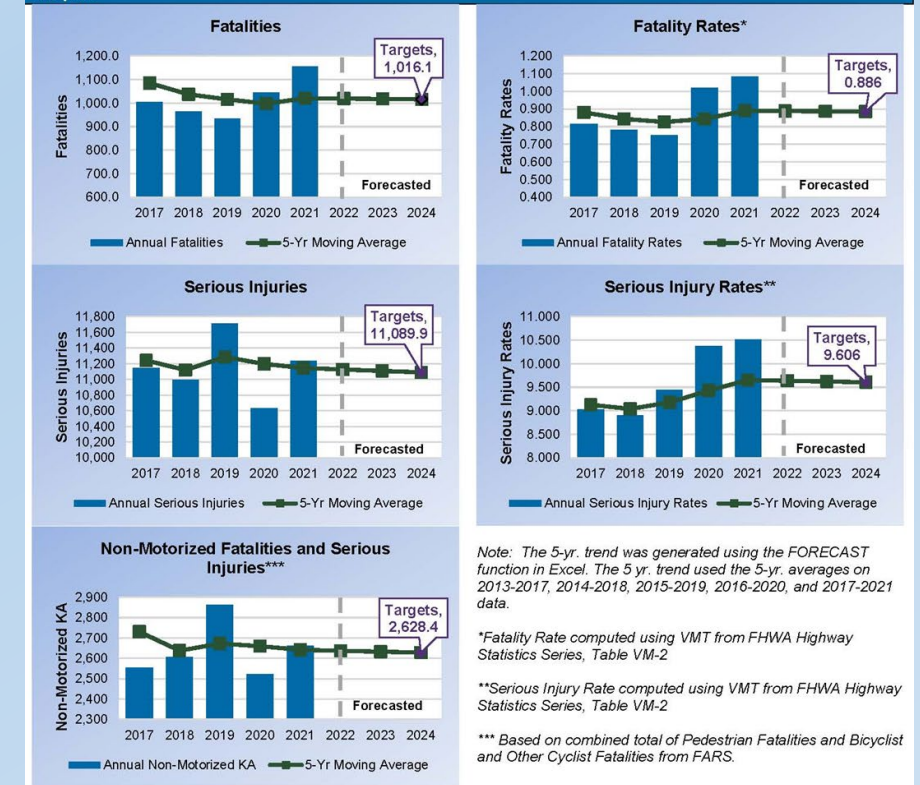
- The Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures by August 31, 2023, and update annually
- New York State Department of Transportation (NYSDOT) has established 2024 targets for five safety performance measures
 - Number of Fatalities – 1,016.1
 - Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) – 0.886
 - Number of Serious Injuries – 11,089.9
 - Rate of Serious Injuries per 100 million VMT – 9.606
 - Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries – 2,628.4

G. 2024 Updated Safety Performance Measure Targets

- The 5-year trend was generated by NYSDOT using the FORECAST function in Excel.
- The 5-year trend used the 5-year averages on 2013-2017, 2014-2018, 2015-2019, 2016-2020, and 2017-2021 data.
- Today's PCC action will be to recommend these updated safety PM targets to the Policy Committee for approval

2024 Targets and Supporting Data						
Measure	Last Annual and 5 yr. baseline		Step 1: Forecast Using 5-Yr Moving Average Trendline		Step 2: Round and apply 0.50% Cap	
	2021 Annual	2021 Baseline 2017-2021 avg.	2024 Forecast	% Change 2020-2024 vs. 2017-2021	Rounded / Capped Percent	NYSDOT Target 2024
Number of Fatalities	1,157	1,021.2	894.9	-12.4%	-0.50%	1,016.1
Fatality Rate	1.083	0.890	0.768	-13.7%	-0.50%	0.886
Number of Serious Injuries	11,238	11,145.6	11,034.1	-1.0%	-0.50%	11,089.9
Serious Injury Rate	10.516	9.654	9.370	-2.9%	-0.50%	9.606
Number of Non-Motorized Fatalities and Serious Injuries	2,663	2,641.6	2,502.9	-5.3%	-0.50%	2,628.4

Graphs



Discussion Items



A. 9/20 TPS - Approved Action Item Report

- AdMod #40: Four Let Delays
 - This is a NYSDOT request to add a modify four (4) existing projects
 - PIN 5045.27 NY 104 @ NY 93 (Lockport Junction-Warrens Crn) Intersection
 - PIN 5111.77 US 20/Cazenovia Creek
 - PIN 5813.18 Bridge JOC; SFY 20/21 21/22 22/23 23/24; Catt, Chau, Erie & Niagara Cos
 - PIN 5813.88 Bridge Cleaning; Erie & Niagara Cos; SFY 23/24
 - This request moved Construction and Construction Inspection phases from FFY 2023 to 2024
 - These were administrative corrections to reflect actual STIP let dates
 - Fiscal constraint is maintained as funding for all projects is unchanged

B. Public Review Status

- Six new transit projects to be added to the TIP
 1. PIN 5826.00 - Purchase of Eleven (11) Under 30-Foot Small buses
 2. PIN 5826.01 - Purchase of Twelve (12) Under 30-Foot Small buses
 3. PIN 5826.02 - Bus Garage Fire Alarm & Methane Detection Upgrades
 4. PIN 5826.03 - Purchase and Installation of Fuel Tank Upgrades
 5. PIN 5826.04 - Replacement of Metro Bus Wash System
 6. PIN 5826.05 - Purchase and Installation of Metro Bus Lifts
- The obligation (let) date for all projects is 4/1/24
- All projects to be funded with NYSDOT Accelerated Transit Capital Program (ATC) and/or NYSDOT Public Transportation Modernization and Enhancement Program (MEP) and NFTA local funds
- Public review ongoing and will complete on 10/6/23

C. Consolidated Rail Infrastructure and Safety Improvements (CRISI)

- The CRISI program addresses a range of rail-mobility related issues, including safety enhancements, bridge rehabilitations, and upgrades to routes carrying hazardous materials
- Over \$1.4B in grants were recently announced that includes 70 rail improvement projects in 35 states and Washington, D.C. This is the largest amount ever awarded for rail safety and rail supply chain upgrades through the CRISI program
- Selected projects include:
 - Track improvements
 - Bridge rehabilitations
 - Fewer highway-rail grade crossings
 - Upgrades on routes carrying hazardous materials
 - Improved connectivity
 - Reduced shipping costs
 - Increase resiliency to extreme weather
 - Reduced emissions
 - Workforce development

C. Consolidated Rail Infrastructure and Safety Improvements (CRISI)

- Nearly two-thirds of CRISI funding went to rural communities.
- New York awarded Projects (5)
 1. **Watkins Glen Rural Track Rehabilitation Project** (Up to \$3,869,945) - Finger Lakes Railway Corp.
 2. **Livonia, Avon & Lakeville Systemwide Tier 3 Clean Locomotive Acquisition Project** (Up to \$12,600,000) - Livonia, Avon & Lakeville Railroad Corp.
 3. **Adirondack Bridge Capacity and Resilience Project** (Up to \$3,360,000) - Mohawk, Adirondack & Northern Railroad Corp. (MHWA)
 4. **Arthur Kill Lift Bridge Capital Rehabilitation Project** (Up to \$17,200,000) - New York City Department of Small Business Services
 5. **NYS&W Railway Syracuse Branch Rehabilitation Project** (Up to \$3,467,348) - The New York, Susquehanna and Western Railway Corp. (NYS&W)

DRAFT

Public Participation Plan

UPDATE

July 2023



Greater Buffalo Niagara Regional Transportation Council

D. Public Participation Plan Update

- 45 Day Public Review and Comment Period from September 7, 2023 to October 21, 2023.
- Two public meetings held on September 21 and 26. No public comments received to date.
- Any public comments received during the Public Review and Comment period will be reviewed, responded to and presented to GBNRTC members.
- PCC recommends draft Plan for Policy approval at November 1, 2023 PCC meeting.
- GBNRTC adopts Plan update at November Policy meeting.

2023 Draft Public Participation Plan Update

<https://www.gbnrtc.org/participation>

E. Regional Bicycle Master Plan Implementation





Regional Bicycle Master Plan Call for Projects Schedule

1. Issue a Call for Projects (10/4/23)
 - Provide notice for the call for projects and online webinar to be sent to local municipalities, planning departments, DPWs, etc.
2. Call for Projects Webinar (10/18/23)
 - Regional Bicycle Master Plan overview
 - Online resources available
 - Eligible projects
 - Project intake request form application (online)
 - Project evaluation criteria
 - Selection process schedule
3. Project intake form applications due (11/8/23)
4. Evaluation period (11/9/23 - 11/23/23)
5. Draft recommendations presented to members (12/2/23)

CHEEKTOWAGA TRAILS FEASIBILITY STUDY





Cheektowaga Trails Feasibility Study

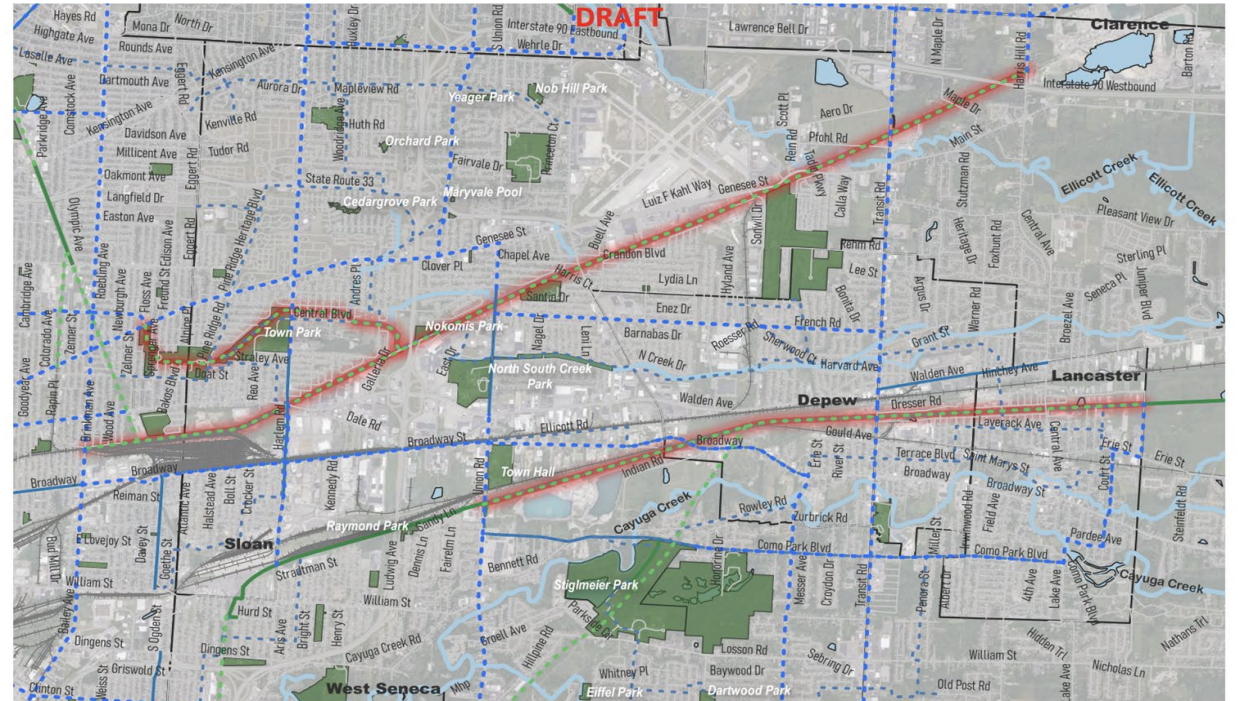
The Cheektowaga Trails Feasibility Study is a multifactorial analysis of three sections of trail located in Western New York.

The trail segments, initially scoped out in the Regional Bike Master Plan (2020), include:

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



Cheektowaga Trails Overview



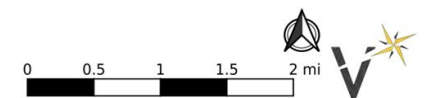
LEGEND

- Proposed Facilities**
- OFF-ROAD
 - ON-ROAD
 - Proposed_Cycle_Routes
- Existing Facilities**
- ON ROAD

- OFF ROAD
- Roadways
- Railroad
- Study Corridors
- City of Buffalo Parks
- Park_Community_Facility

- Surface Waters**
- Creeks
 - Lakes/Ponds
 - Villages
 - Cities_Towns

Existing Bicycle and Pedestrian Destinations



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



Cheektowaga Trails Feasibility Study

- Identify most feasible routes for connecting existing trails
- Incorporate business owner and resident feedback
- Create an implementation plan
- Identify and secure funding for implementation



Community Outreach and Engagement

- Project team has visited 70 businesses along the proposed routes.
- Survey and interactive map open until October 4th.
- Public Meeting held at the Cheektowaga Senior Center on September 27th.
- Two tabling sessions held:
 - Lancaster Fall Festival (9/24)
 - Erie County Fall Festival (9/30)



Feasibility Study Process and Timeline

- Existing Conditions Analysis (Spring 2023)
- Alternatives Analysis (Summer 2023)
- Community Engagement (Fall 2023)
- Maintenance and Implementation Plan (Fall 2023)
- Final Feasibility Study (Late Fall 2023)

F. 2023 TAP/CMAQ and CRP Funding Announced

- On September 29, \$165 million in new funding became available to support community-based investments designed to strengthen the cultural, aesthetic, and environmental aspects of local and regional transportation systems while promoting safety and mobility.
- These funds are made available to the state through the Federal Highway Administration (FHWA) and administered by the New York State Department of Transportation (NYSDOT)
 - Transportation Alternatives Program (TAP)
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - Carbon Reduction Program (CRP)

F. 2023 TAP/CMAQ and CRP Funding Announced

- TAP funds a variety of transportation-related projects which increase options for non-vehicular transportation, including:
 - Planning, design, and construction of infrastructure-related projects to improve non-driver safety and access to public transportation and enhanced mobility.
 - Construction of turnouts, overlooks, and viewing areas.
 - Safe routes to school (enables and encourages children to walk or bike to school).
 - Planning, design, and construction of on-road and off-road facilities for pedestrians, bicyclists, and non-motorized transportation users.
 - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, and non-motorized transportation users.
 - Planning, design, and construction of boulevards and other roadways largely in the right-of-way of former divided highways.
 - Community improvement activities (inventory, control, or removal of outdoor advertising, preserve historic transportation facilities, vegetation management practices, and archeological activities).
 - Environmental mitigation activities.

F. 2023 TAP/CMAQ and CRP Funding Announced

- CMAQ funds transportation-related projects that reduce vehicle emissions or traffic congestion in designated areas that do not meet, or previously did not attain, National Ambient Air Quality Standards.
- CRP funds projects that support the reduction of transportation emissions in small urban and rural areas, including:
 - Pedestrian and bicycle facility improvements.
 - Travel demand management/planning for rideshare programs.
 - Congestion reduction and traffic flow improvements.
 - Transit improvements, including limited operating support for new services.
 - Freight intermodal operational improvements.
 - Development of alternative fuel infrastructure.
 - Replace street lighting and traffic control devices with energy-efficient alternatives (CRP only).

F. 2023 TAP/CMAQ and CRP Funding Announced

- The purpose of the CRP program is to reduce transportation emissions through the development of state carbon reductions strategies and by funding projects designed to reduce transportation emissions
- To be considered for funding under CRP, all projects must be located in a small urban area (population between 5,000 and 49,9999) or rural area (population of less than 5,000) and generate an emissions reduction benefit
- Eligible project types include
 - Congestion Reduction and Traffic Flow Improvements
 - Alternate Fuel and Clean Vehicle
 - Travel Demand Management/Rideshare
 - Transit Improvement
 - Pedestrian/Bicycle
 - Freight Intermodal Projects
 - Energy Efficient Light/Traffic Devices

F. 2023 TAP/CMAQ and CRP Funding Announced

- The following entities are eligible for funding:
 - Local Governments (Counties, Towns, Cities, and Villages)
 - Regional Transportation Authorities
 - Transit Agencies
 - Natural Resources or Public Land Agencies
 - Tribal Governments
 - Local or Regional Governmental Transportation or Recreational Trail Entities
 - New York State Department of Transportation (CMAQ only)
 - ONLY in partnership with entities listed above:
 - Metropolitan Planning Organizations
 - School Districts
 - Non-Governmental Organizations
 - New York State Department of Transportation (only at the request of an eligible entity)

F. 2023 TAP/CMAQ and CRP Funding Announced

- Projects will be selected through a competitive solicitation process and rated based on established criteria that include public benefit, air quality improvements, cost-effectiveness, and partnerships.
- Projects must be related to the surface transportation system and provide full access to the public.
- The TAP-CMAQ-CRP project awards will amount to no less than \$500,000 and no more than \$5 million for any single project.
- NYSDOT will provide up to 80 percent of the total eligible project costs with a minimum 20 percent match provided by the project sponsor.
- Eligible project costs may include planning, design/engineering services, right-of-way acquisition, construction, and construction inspection.

F. 2023 TAP/CMAQ and CRP Funding Announced

- Application PRE-REVIEW requests must be submitted via email to TAP-CMAQ@dot.ny.gov on or before Tuesday, November 28, 2023
- NYSDOT will be accepting applications for this funding opportunity through January 9, 2024 by 5pm
- The application, program guidance, and workshop schedules are located at <https://www.dot.ny.gov/TAP-CMAQ>



G. Bridge Improvement Program – Call for LB Applications

- The Bridge Investment Program is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition.
 - FHWA BIP page: <https://www.fhwa.dot.gov/bridge/bip/>
- On September 27, 2023, the FHWA opened a Notice of Funding Opportunity (NOFO) for up to \$9.62 billion in FYs 2023 through 2026 Large Bridge Project grant applications under the BIP
 - Large Bridge Project Grants are available for bridges with total eligible project costs over \$100 million
 - Minimum grant awards of \$50 million
 - Maximum grant awards of 50% of the total eligible project costs

G. Bridge Improvement Program – Call for LB Applications

- Eligible Applicants
 - A State or a group of States
 - A metropolitan planning organization that serves an urbanized area (as designated by the Bureau of the Census) with a population of over 200,000
 - A unit of local government or a group of local governments
 - A political subdivision of a State or local government
 - A special purpose district or public authority with a transportation function
 - A Federal Land Management Area (FLMA)
 - A Tribal government or a consortium of Tribal governments
 - A multistate or multijurisdictional group of entities described above

G. Bridge Improvement Program – Call for LB Applications

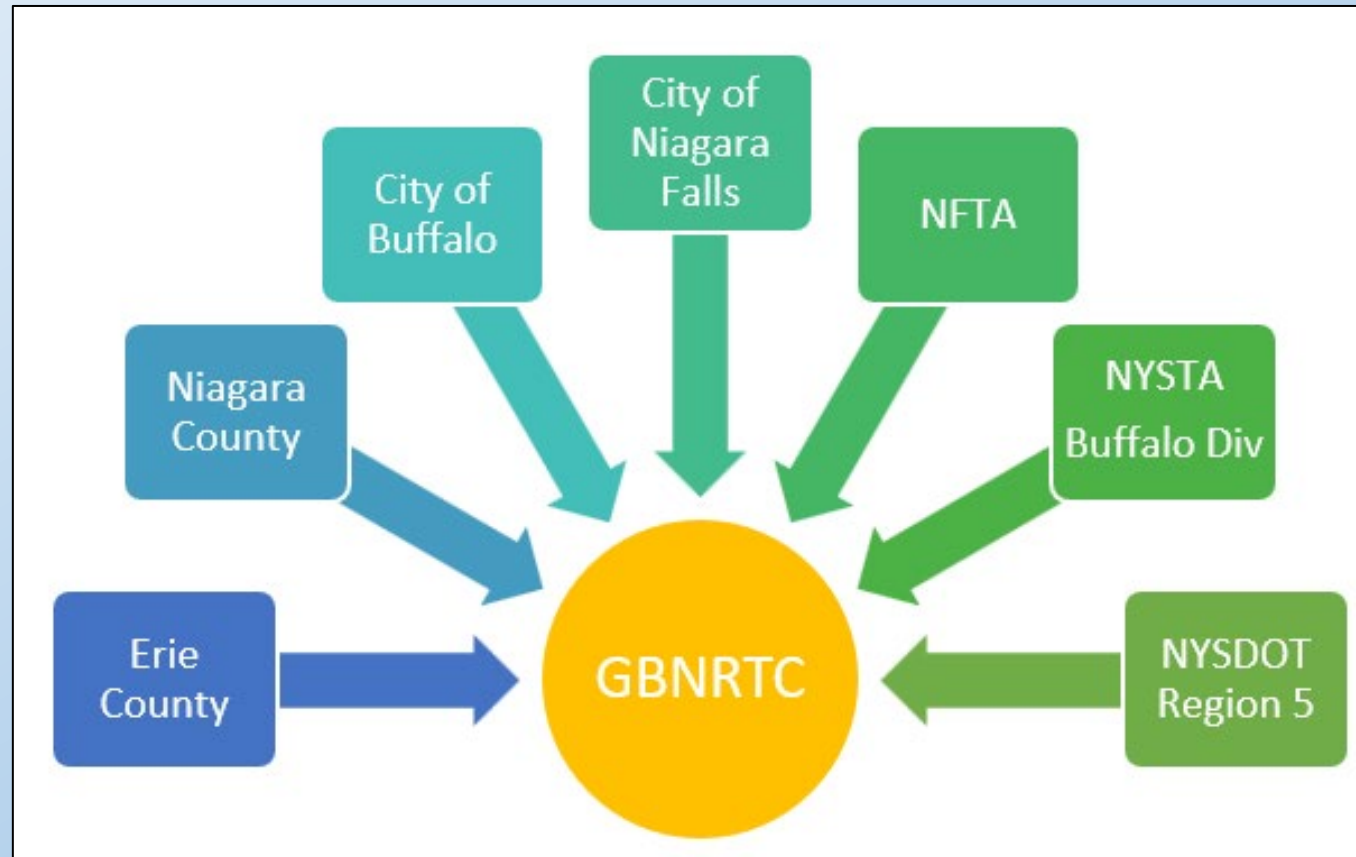
- Requirements for “Large Bridge Projects”
 - USDOT will recommend a “Large Bridge Project” for funding only if the DOT determines that the project will
 - addresses a need to improve the condition of the bridge
 - will generate specified types of benefits (or avoid specified types of costs), and is cost-effective based on an analysis of these benefits and costs
 - is supported by other Federal or non-Federal financial commitments or revenues adequate to fund ongoing maintenance and preservation
 - is consistent with any applicable asset management plan of the project sponsor
- USDOT will rate various aspects of a Large Bridge Project (high to low) and will not recommend a project rated lower than “medium” in any aspect for funding .
- Requires that USDOT ensure diversity among projects based on
 - the amount of the grant requested
 - grants for single bridges vs. bridge-bundling projects

G. Bridge Improvement Program – Call for LB Applications

- USDOT will prioritize applications for projects in States that have in prior years applied multiple times for BIP funding and been awarded few BIP grants
- USDOT required to award not fewer than 1 “Large Bridge Project” or 2 other “Bridge Projects” in each State between FY 2022 and FY 2026 in which justified projects were submitted
- FHWA will issue a separate NOFO for the other two categories of BIP grants (Planning Project Grants and Bridge Project Grants)
- FHWA has developed a Microsoft Excel Benefit-Cost Analysis Tool (BIP BCA Tool) to help applicants summarize project costs and benefits, and to obtain data from the NBI in preparation of the economic analysis required for both Large Bridge Project and Bridge (smaller projects) applications <https://www.fhwa.dot.gov/bridge/bip/bca/>
- The deadlines for applications to be submitted via Grants.gov is **November 27** for consideration of FFYs 23 and 24 funds

Status Reports/Information

Member Agency Reports



Executive Director's Report

- Welcome Angelica Gonzalez!
 - Marketing and Outreach Coordinator
- Safe Streets for All
- APWA Presentation – Safe Systems Approach
- NITTEC Annual Meeting
- Road Scores

Meeting Wrap Up

- Next PCC Meeting will be November 1, 2023
- Adjournment