



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 March 1, 2023 @ 9:30am

Public Participation Live or via Facebook Live

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

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

DRAFT AGENDA

Pledge of Allegiance

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (2-1-23) Meeting Minutes

II. ACTION ITEMS

- A) AdMod #10: PIN 5580.53 I-290 @ Main St Interchange Reconfiguration
- B) AdMod #11: PIN 5762.90 Niagara St Phase 4B
- C) AdMod #15: PIN 5825.68 BEB Deployment Charging Stations Infrastructure
- D) Resolution 2023-4: SFY 22-24 Unified Planning Work Program Second Year Endorsement with Amendments
- E) Resolution 2023-5: PEF Settlement – GBNRTC Increments
- F) Resolution 2023-6: Updated Performance Measure Targets for Pavement and Bridge Conditions; NHS Performance and Freight Movement
- G) Resolution 2023-7: Updated Performance Measure Targets for Transit Asset Management
- H) Resolution 2023-8: Updated Performance Measure Targets for Transit Safety

III. DISCUSSION ITEMS

- A) February TPS Action Item Approvals
- B) BRIDGE NY Update
- C) Reconnecting Communities FY22 Awards
- D) Traffic Modeling Project Status

IV. STATUS REPORTS/INFORMATION

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

V. EXECUTIVE SESSION

VI. MEETING ADJOURNMENT



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Planning and Coordinating Committee (PCC) Meeting Minutes February 1, 2023

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on February 1, 2023 at 9:32 am.

The following GBNRTC-PCC representatives were present:

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

Others present:

- Athena Hutchins NITTEC
- John Boser NYSTA
- Bryan Roth NFTA (Zoom)
- Mike Lydecker BNP
- Angie Hernandez JMT
- Kim Amplement Amherst (Zoom)
- Sharon Ray Seneca Nation of Indians (Zoom)
- Nicole McGrath Federal Highway Administration (Zoom)
- Emily Maciejak Federal Transit Administration (Zoom)
- Robyn Sinquefield Federal Transit Administration (Zoom)
- GBNRTC Staff (7)

Public Attendees:

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

2023 ELECTIONS

- A) Chairperson (Mr. Latko from TWA) called the meeting to order at 9:32 a.m.
- B) Elections were held to select the 2023 Chairman of the PCC and TPS. Chairmanship is offered to all members on a rotating schedule and members are permitted to decline. This position is good for one (1) calendar year (Jan 1 to Dec 31).
 - NFTA was next on the PCC rotation and was nominated to serve as 2023 PCC Chairman. *Motion to elect NFTA as 2023 PCC Chairman (TWA/NC). Approved 7-0.*
 - The previous PCC Chairman traditionally serves as the TPC Chairman. *Motion to elect TWA as 2023 TPS Chairman (EC/NFTA). Approved 7-0.*

I. PROCEEDINGS

- The newly elected Chairperson (Mr. Kempner from NFTA) led the pledge of allegiance.

B) Roll Call

- All members were present.

C) Public Participation

- The following comment was received:
 - i. Jim Gordon - The process for Region Central should be applied to the Kensington Expressway 33. The process was inclusive and considered more than just traffic flow. Governor Hochul should be apprised that there is demand for GBNRTC to oversee a project similar to Region Central for the Kensington Expressway cap project.
- The following comments were received after the public participation period ended:
 - i. Fr. Jud Weiksnar - Are there any updates on the Louisiana Street corridor, or did I perhaps miss it?
 - ii. Douglas Funke - Very impressive system (ATCMTD)! Glad NFTA is integrated.
 - iii. Fr. Jud Weiksnar - I don't see NITTEC in the glossary of terms. Can you please add it to the glossary? I just Googled it, but it would still be good to include it in the glossary.
 - iv. Jim Gordon - FB seems to be a minute or two behind real-time.
 - v. Douglas Funke - The NY CLCPA Scoping Plan and Erie County Climate Action Plan both call for reducing vehicle miles traveled and providing multimodal alternatives to driving, especially through improvements in public transit. This is not the time to double-down on the Kensington! Stop funneling traffic onto the Kensington and help Erie County meet the goal of reducing VMT. Spend a small fraction of the \$1B to fill the Kensington trench, restore Humboldt Parkway with CO2 absorbing trees, connect Humboldt to the reimagined Region Central, and invest \$1B to extend Buffalo Metro through the East Side and airport providing an effective alternative to driving.

D) Approval of Meeting Agenda

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

E) Approval of Previous Meeting Minutes

- All present were in favor of a motion to approve the 1-4-22 meeting minutes (NFTA/EC). *Approved.*

II. ACTION ITEMS

A) Resolution 2023-2: Four New Transit Projects - Guarino

- NFTA has requested to add four new projects to the TIP:
 - PIN 5825.94 – Purchase of 40-foot Battery Electric Buses
 - In conjunction with PIN 5825.72, this project will support the purchase of thirteen (13) 40-foot Battery Electric Buses that will replace life and mileage expired vehicles.
 - Total Project Cost - \$9.6M
 - Fiscal constraint will be maintained as offset will come from
 - \$4.4M SFY 22-23 NYSDOT Public Transportation Modernization and Enhancement Program (MEP)
 - \$5.2M SFY 21-22 NYSDOT Accelerated Transit Capital Program (ATC))
 - Let (obligation) date is 6/1/23
 - Proposed AQ Conformity Exemption: B10 (Purchase of new buses and rail cars to replace existing vehicles or for minor expansions)
 - PIN 5825.95 - Cold Spring Garage Electric Bus Infrastructure
 - Project will install the necessary infrastructure needed to support the battery electric bus charging operations for NFTA's Cold Spring Bus Maintenance Facility.
 - Total Project Cost - \$2.5M
 - Fiscal constraint will be maintained as offset will come from
 - \$2.5M SFY 22-23 NYSDOT Public Transportation Modernization and Enhancement Program (MEP)
 - Let (obligation) date is 6/1/23
 - Proposed AQ Conformity Exemption: B6 (Construction or renovation of power, signal, and communications systems)
 - PIN 5825.96 - DL&W Station Access Improvements – Riverwalk
 - Project will design and construct bicycle and pedestrian infrastructure improvements along various public spaces near the NFTA-Metro Rail DL&W Station and the recently reconstructed Ohio Street Corridor to enhance connectivity between facility's surrounding multi-use trail network.
 - Total Project Cost - \$1.25M
 - Fiscal constraint will be maintained as offset will come from
 - \$1M FY22 FTA Earmark (Transit Infrastructure Project)
 - \$0.250M NFTA (Local Match)
 - Let (obligation) date is 3/1/23
 - Proposed AQ Conformity Exemption: C2 (Bicycle and pedestrian facilities)
 - PIN 5825.97 - DL&W Station Access Improvements - Key Bank Center Facilities
 - Project will design and construct an ADA accessible access point from the NFTA-Metro Rail DL&W Station and Key Bank Arena
 - Total Project Cost - \$2.5M
 - Fiscal constraint will be maintained as offset will come from

- \$2M FY22 FTA Earmark (Transit Infrastructure Project)
 - \$0.5M NFTA (Local Match)
 - Let (obligation) date is 3/1/23
 - Proposed AQ Conformity Exemption: C2 (Bicycle and pedestrian facilities)
 - The Interagency Consultation Group for Air Quality (ICG) concurred with the proposed Air Quality Conformity exemptions on 1/11/23
 - A 30-day public review will complete on 2/3/23
 - *Motion to conditionally approve the proposed new projects as TIP Amendment #2 (NFTA/NC). Approved 7-0.*
- C) TIP Administrative Modification #6: PIN 505115 N Grand Island Bridge Underpass OHVD Systems – Guarino
- This is a NYSDOT request to modify an existing project
 - \$0.643M of increased funding is required to cover additional construction cost required by a more extensive OHVD design.
 - The Construction phase will be increased by \$0.570M
 - The Construction Inspection phase will be increased by \$0.064M
 - Fiscal constraint is maintained as a \$0.643M of 100% state funds (SDF) will be transferred to the project
 - This change was recommended for approval by TPS on 1/18/23
 - *Motion to approve this change as Administrative Modification #6 (TWA/CNF). Approved 7-0.*
- D) TIP Administrative Modification #9: PIN 5825.73 NFTA Division Street Bus Stop Canopy Project – Guarino
- This is an NFTA request to modify an existing project
 - The project was entered into the STIP with only a Miscellaneous phase (\$4.8M) as is traditionally done with transit projects. As this is a TAP/CMAQ awarded project, traditional FHWA phases are needed.
 - Preliminary Design, Detailed Design, Construction and Construction Inspection phases will be created
 - All funds from the current MISC phase will be transferred to the newly created phases
 - Preliminary Design – \$0.188M
 - Detailed Design – \$0.189M
 - Construction – \$3.767M
 - Construction Inspection - \$0.682M
 - MISC phase will no longer contain any funds and will be removed
 - Fiscal constraint is maintained as overall project cost is unchanged
 - *Motion to approve these changes as Administrative Modification #9 (NFTA/TWA). Approved 7-0.*
- E) Resolution 2023-3 Region Central Study Schedule and Budget Modification – Finn/Morse
- The GBNRTC wishes to modify the current consultant schedule and cost baseline based on desire to avoid conflict with the Kensington Expressway Project outreach and public engagements scheduled in the same period
 - Current project scope is not anticipated to change, however the project budget baseline is amended to reflect additional ongoing project management, team and client meetings

- This schedule and cost modification will provide support necessary for timely and successful completion of the project
- \$77,200 will be added to the current Stantec contract and the contract end date will be amended to March 31, 2023
- Sufficient budget is available in the current year work program
- *Motion to approve modification via Resolution 2023-3 (EC/TWA). Approved 7-0.*

III. DISCUSSION ITEMS

A. 22-24 UPWP – 23-24 Reaffirm & Amendment - Finn

- 22-24 UPWP approved in March 2022
- Biannual UPWPs are required to be reaffirmed for year 2
- Member status update today
- PCC Recommendation & Policy Ballet on March 1
- 22-23 Work accomplished/to be complete by 3/31
 - 23-27 TIP Completed
 - 10-year Host Agreement w DOT/NFTA Completed
 - Goodell Street Planning Study
 - Eggert Road Traffic Calming Analysis
 - Region Central*
 - Niagara Falls Blvd/I-190 Divergent Diamond
 - BRIDGENY
- Work on-going to carry into 23-24
 - TIP Monitoring & Maintenance
 - MTP Plan Update – complete by May 2023
 - Regional Bike Master Plan Implementation
 - Traffic Counts
 - Region Central*
 - ITS4US – Complete Trip Deployment
 - NITTEC & ATCMTD Support
 - Metro Rail Expansion Support
 - Member traffic analysis support
 - Bailey Ave BRT/Streetscape
 - Passenger rail
- Work to start in 23-24
 - MPO Governance Doc Review
 - IT Conversion to Cloud Based
 - Public Participation Plan Update
 - Human Services Transportation Update
 - New initiatives
 - SS4A
 - Regional Signal Communications Study – SMART grant
- BIL Requirement – Sec 11206: Increasing Safe and Accessible Transportation Options
 - MPO requirement to spend at least 2.5% of its PL funds on Complete Streets planning

- Multiple options to comply incl waiver when Complete Streets standards and plans are in place
- GBNRTC has been a leader in Complete Streets planning
- Members have Complete Streets Policies in place where applicable
- Complete Streets projects in the TIP

B. NITTEC ATCMTD Project Implementation – Hutchins

- Project Team
 - Parsons is prime contractor providing
 - Overall project management
 - Task leadership (Tasks 1-7)
 - Client interface
 - Project schedule
 - Subcontractor management
 - System design, software development, integration, deployment, and testing
 - Operational support
 - ATMS Modules
 - Subcontractors include
 - Aimsun
 - E2 Engineering
 - DTn
- Project Scope
 - NITTEC's Mission - "Improve mobility, reliability and safety on the regional bi-national multimodal transportation network through information sharing and coordinated management of operations."
 - Project Objective - The project is intended to deploy a multi-agency, technology enabled, integrated regional mobility management system that will enhance safety and mobility across the region.
 - Benefits - A centralized platform which interfaces with other subsystems to provide a single point of information to all users of the roads in the greater Niagara/Buffalo region including for the 3 border crossings. Traffic prediction based on past patterns and events including weather.
- Key Project Goals
 - Balance Border Crossing Demand at the 3 border crossings
 - Improving Freight Operations
 - Improving truck traveler information
 - Improving truck parking management systems
 - Improve Regional Mobility
 - Expanding ICM activities
 - Improved Weather Information Dissemination
 - Improve Incident Management
 - Provide for Operational Integration within NFTA and with Regional Smart Mobility
 - Increase Interagency Information Sharing and Collaboration
 - Improving multi-agency cooperation

- Enhanced Data Collection, Fusion Distribution and Archiving (DATA)
- Project Tasks
 1. Project Management
 2. Requirement Analysis
 3. System Design
 4. Implementation/Agile
 5. Field Implementation
 6. System Acceptance Testing
 7. Training and Operational Support/Warranty
- Overview of System Architecture
- Project Schedule and Implementation Timeline
 - Project began 3/9/22 and is scheduled to be completed on 7/9/25

C. USDOT MEGA Grant Program Awards - Guarino

- National Infrastructure Project Assistance (MEGA) discretionary grant program
- Competitive grant program created by the IIJA/BIL infrastructure law
- Will invest \$1 billion/year through 2026 to bring massive economic benefits to communities across the nation
- FFY22 applications (totaling \$30B) were evaluated based on:
 - Safety
 - Ability to return transportation infrastructure to a state of good repair
 - Economic benefits like the creation of quality jobs
 - Supply chain resiliency
 - Environmental sustainability and climate resiliency
 - Equity
 - Innovation
 - Project readiness and cost-effectiveness
- Nearly \$1.2 billion was allotted to nine projects across the country.
 - Hudson Yards Concrete Casing – Section 3 (HYCC-3): NY \$292M
 - Brent Spence Bridge Corridor Project: KY and OH \$250M
 - I-10 Calcasieu River Bridge Replacement Project: LA \$150M
 - Strengthening Transportation Evacuation Resilient Lifeline by Improving the Network's Grid (STERLING): NC \$110M
 - Metra UP North RR Rebuild: Fullerton to Addison: IL \$117M
 - I-44 & US-75 Corridor Improvements Project: OK \$85M
 - Roosevelt Boulevard Multimodal Project: PA \$78M
 - Improvements to the I-10 Freight Corridor: MS \$60M
 - Watsonville-Cruz Multimodal Corridor Program: CA \$30M

IV. STATUS REPORTS/INFORMATION

- Member Agency Reports
 - Erie County (Svilokos) reported that they are preparing to start early construction on scheduled projects if the weather is favorable.

- Niagara County (Meal) echoed Erie County’s comments about trying to get scheduled construction projects started early if the weather is favorable.
 - CNF (Forma) reported that Niagara Falls is currently working with the MPO, FHWA and NYSDOT on the Diverging Diamond project at I-190/US62.
 - All other members and regional stakeholders stated that they did not have anything to report at this time.
- Director’s Report - Finn
 - BRIDGE NY Process Status
 - Erie County – 12 applications for \$36.1M total (\$21.2M programmed)
 - Niagara County – 6 applications for \$13.9M total (\$5.7M programmed)
 - Cornell Local Roads – Safety Planning Liability Webinar, Feb 16 “How plans (and management) can increase and decrease local liability”
 - Go Buffalo Niagara Bike Rack Grants
 - Air & Waste Management Seminar Presentation
 - GBNRTC Safe Streets for All (SS4A) Planning Grant Award Announcement

V. MEETING ADJOURNMENT

- The next PCC meeting will be held on Wednesday March 1, 2023 at 9:30 am.
- *Motion to adjourn the meeting (TWA/EC). Approved 7-0.*
- The meeting ended at approx. 10:40 am

Planning and Coordinating Committee

March 1, 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 5580.53 I-290 @ Main St Interchange Reconfiguration

- This is a NYSDOT request to modify an existing project
- Preliminary design will be increased by \$0.810M for outside consultant design
- Fiscal constraint is maintained as \$0.810M will be transferred from the Construction phase
- Let date remains at 10/25
- Recommended for approval by TPS on 2/15/23
- Today's TPS action would be approve as AdMod #10

B) PIN 5762.90 Niagara St Phase 4B

- This is a Buffalo request to modify an existing project
- \$2.85M of local (Buffalo) funds will be added to the project due to increased estimated cost and utility betterment
 - \$2.60M to Construction phase
 - \$0.25M to Construction Inspection phase
- Fiscal constraint is maintained as all additional funds are local
- Let date is unchanged at 4/14/23
- Recommended for approval by TPS on 2/15/23
- Today's TPS action would be to approve as AdMod #11

C) PIN 5825.68 BEB Deployment Charging Stations Infrastructure

- This is an NFTA request to modify an existing project
- \$2.2M of FTA FFY 22 Transit Infrastructure Grants – Community Project Funding (Earmark) will be added to project
 - Project total increases from \$0.716M to \$2.916M
 - Fiscal constraint is maintained as extra funding is new to the region
- In addition, an administrative correction will be made as the non-federal share was incorrectly entered into eSTIP as a state match and will be switched to a local match
- Recommended for approval by TPS on 2/15/23
- Today's action would be to approve as AdMod #15

D) SFY 22-24 UPWP Second-Year Endorsement w/ Amendments

- GBNRTC approved a two year 2022-2024 Unified Planning Work Program for Erie and Niagara Counties on March 4, 2022
- MPO staff recommend minor modifications to the UPWP as noted

Planning Emphasis Areas - Each UPWP subtask was noted with the PEAs that are applicable to it. (22-24 UPWP had PEAs being tasks in and of themselves)

Funding Tables - Updated with most up to date funding projections and backlog estimate provided by NYSDOT Main Office

44.21.00 – Program Support and Administration

- Added MPO Governance Document Review and Update as specific project (was previously included under UPWP Administration and Governance)
- Added GBNRTC Public Participation Plan Update as specific project (was previously included under Community Outreach/Public Participation)
- Added Tribal Nation Coordination to 44.21.00 (was previously included in 44.23.01)

44.22.00 – General Development and Comprehensive Planning Project - No changes

44.23.01 – Long Range Transportation Planning – Systems Level - Moved Tribal Nations Coordination to 44.21.00

44.23.02 – Long Range Transportation Planning – Project Level - Added Regional Signal Communications Study to Smart Cities Task

44.24.00 – Short Range Transportation Planning – Project Level

- Added Lancaster Heritage Trail as a subtask to Regional Bike Master Plan per Jan 2023 approved UPWP Amendment
- Added Safe Streets for All – Regional Comprehensive Safety Plan per grant award in Feb 2023.

44.25.00 – Transportation Improvement Program - No Changes

44.27.00 – Other Activities - Moved Infrastructure Vulnerability Assessment to its own project (previously under Incorporate Safety and Security in Transportation Planning)

D) SFY 22-24 UPWP Second-Year Endorsement w/ Amendments

- Financial tables have been prepared as required by FHWA and FTA
- Today's action would be to recommend endorsement of the second year of the program with amendments as referenced to Policy Committee as Resolution 2023-4

E) PEF Settlement and GBNRTC Increments

- GBNRTC staff, by procedure, follows the job classifications and contract agreements of the New York State Public Employees Federation (PEF)
- The PEF Executive Board and the Governor's team previously negotiated the second, third and fourth year of a successor agreement including a 2 percent raise increment for each year, as noted in approved Resolution 2021-25

E) PEF Settlement and GBNRTC Increments

- The current PEF Contract will expire on March 31, 2023, indicating no action to increment annual increases for GBNRTC staff salaries for SFY 2023-2024 except for step increases for eligible employees
- Today's PCC action would be to authorize NFTA to process only step increases for eligible employees upon receipt of personnel change notices for SFY 2023-2024 via Resolution 2023-5

F) 2023 Highway, Bridge and Freight Performance Measures

- FHWA published the Pavement and Bridge Condition Performance Measures Final Rule in January 2017.
- This rule, which is also referred to as the PM2 rule, establishes six performance measures for pavement and bridge condition on Interstate and non-Interstate National Highway System (NHS) roads.
- NYSDOT has established statewide performance targets for the National Highway System (NHS), with effective dates of December 16, 2022, for the following categories:
 - Bridge Performance on the NHS
 - Pavement Performance on the NHS (by Interstate and Non-Interstate)
 - System Performance on the NHS (by Interstate and Non-Interstate)
 - Freight Performance on the NHS (for Interstate Only)

F) 2023 Highway, Bridge and Freight Performance Measures

Summary of Performance Measures and Targets

Performance Measure	Base Line 2022	2-Year Target 2024	4-Year Target 2026
Percentage of Pavements of the Interstate System in Good Condition	45.3%	53.2%	54.3%
Percentage of Pavements of the Interstate System in Poor Condition	1.1%	1.4%	1.7%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	18.9%	22.3%	20.7%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	7.6%	9.3%	10.9%
Percentage of NHS Bridges Classified as in Good Condition	25.3%	24.1%	21.1%
Percentage of NHS Bridges Classified as in Poor Condition	11.3%	12.5%	12.8%
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	82.2%*	75.0%	75.0%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	85.7%	70.0%	70.0%
Truck Travel Time Reliability (TTTR) Index	1.38*	2.00	2.00

* FHWA will be adjusting several baselines for reporting:
Percent of the Person-Miles Traveled on the Interstate that are reliable will be adjusted to 81.6%
Truck Travel Time Reliability (TTTR) will be adjusted to 1.39

- Today's action would be to recommend the updated Highway, Bridge and Freight Performance Measure targets to Policy Committee via Resolution 2023-6

G) 2023 Transit Asset Management Performance Measures

- The Federal Transit Administration (FTA) published a final Transit Asset Management (TAM) rule on July 26, 2016.
- The rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets.
- The rule defines the term “state of good repair,” requires that public transportation providers develop and implement TAM plans, and establishes State of Good Repair (SGR) standards and performance measures for four transit asset categories:
 - Rolling Stock
 - Transit Equipment
 - Transit Infrastructure
 - Facilities

G) 2023 Transit Asset Management Performance Measures

- Public transportation providers set transit asset targets annually and must provide the targets to each MPO in which the transit provider's projects and services are programmed in the MPO's Transportation Improvement Program (TIP).
- Today's action would be to recommend the updated 2023 Transit Asset Management Performance Measure targets to Policy Committee via Resolution 2023-7

TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURE TARGETS (A-90)

1. ROLLING STOCK - PERCENT OF REVENUE VEHICLES THAT HAVE MET OR EXCEEDED THEIR USEFUL LIFE BENCHMARK

PERFORMANCE MEASURE	2022 TARGET (%)	2022 PERFORMANCE (%)	2022 DIFFERENCE	2023 TARGET (%)
AB - ARTICULATED BUS	N/A	N/A	N/A	N/A
AO - AUTOMOBILE	N/A	N/A	N/A	N/A
BR - OVER-THE-ROAD BUS	N/A	N/A	N/A	N/A
BU - BUS	28.00	21.77	6.23	22.00
CU - CUTAWAY	20.00	35.29	-15.29	25.00
DB - DOUBLE DECKER BUS	N/A	N/A	N/A	N/A
LR - LIGHT RAIL VEHICLE	100.00	100.00	0.00	100.00
MV - MINIVAN	0.00	100.00	-100.00	100.00
OR - OTHER	N/A	N/A	N/A	N/A
SB - SCHOOL BUS	N/A	N/A	N/A	N/A
SV - SPORT UTILITY VEHICLE	N/A	N/A	N/A	N/A
VN - VAN	N/A	N/A	N/A	N/A
VT - VINTAGE TROLLEY	N/A	N/A	N/A	N/A

2. EQUIPMENT - PERCENT OF SERVICE VEHICLES THAT HAVE MET OR EXCEEDED THEIR USEFUL LIFE BENCHMARK

PERFORMANCE MEASURE	2022 TARGET (%)	2022 PERFORMANCE (%)	2022 DIFFERENCE	2023 TARGET (%)
AUTOMOBILES	100.00	100.00	0.00	100.00
TRUCKS AND OTHER RUBBER TIRE VEHICLES	60.00	62.26	-2.26	60.00
STEEL WHEEL VEHICLES	N/A	N/A	N/A	N/A

3. FACILITY - PERCENT OF FACILITIES RATED BELOW ON THE CONDITION SCALE

PERFORMANCE MEASURE	2022 TARGET (%)	2022 PERFORMANCE (%)	2022 DIFFERENCE	2023 TARGET (%)
PASSENGER/PARKING FACILITIES	3.00	9.38	-6.38	8.00
ADMINISTRATIVE/MAINTENANCE FACILITIES	16.00	16.67	-0.67	16.00

4. INFRASTRUCTURE - PERCENT OF TRACK SEGMENTS WITH PERFORMANCE RESTRICTIONS

PERFORMANCE MEASURE	2022 TARGET (%)	2022 PERFORMANCE (%)	2022 DIFFERENCE	2023 TARGET (%)
LR - LIGHT RAIL	6.00	11.25	-5.25	8.00

H) 2023 Transit Safety Performance Measures

- FTA requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems
- The Niagara Frontier Transportation Authority (NFTA) Executive Safety Committee has officially adopted updated safety targets for the established transit safety categories in the NFTA Metro Agency Safety Plan dated February 27, 2023.

H) 2023 Transit Safety Performance Measures

Transit Safety Performance Measures and 2023 Targets

NFTA 2023 PERFORMANCE MEASURE	MODE	2020	2021	2022	3-YEAR AVERAGE	2023 GOAL	2023 TARGET
1. Total number of fatalities reported to NTD by mode	Light Rail	2	0	2	1.33	0	0
	Bus	0	1	1	0.66	0	0
	Paratransit Access Line (PAL)	0	0	0	0.00	0	0
2. Fatality rate per 1M vehicle revenue miles (VRM) by mode	Light Rail	1.94	0.00	4.79	2.24	0.00	0.00
	Bus	0.00	0.10	0.11	0.07	0.00	0.00
	Paratransit Access Line (PAL)	0.00	0.00	0.00	0.00	0.00	0.00
3. Total number of injuries reported to NTD by mode	Light Rail	18	16	1	11.66	5% Reduction	11.08
	Bus	48	60	25	44.33	5% Reduction	42.11
	Paratransit Access Line (PAL)	4	3	4	3.66	5% Reduction	3.48
4. Injury rate per 1M VRM by mode	Light Rail	17.66	18.96	2.39	13.00	5% Reduction	12.35
	Bus	4.96	6.62	2.98	4.85	5% Reduction	4.61
	Paratransit Access Line (PAL)	2.67	1.50	1.87	2.01	5% Reduction	1.91
5. Total number of safety events reported to NTD by mode	Light Rail	24	16	5	15	5% Reduction	14.25
	Bus	42	48	15	35	5% Reduction	33.25
	Paratransit Access Line (PAL)	3	3	3	3	5% Reduction	2.85
6. Safety event rate per 1M VRM by mode	Light Rail	23.55	18.96	11.98	18.16	5% Reduction	17.25
	Bus	4.34	5.30	1.79	3.81	5% Reduction	3.61
	Paratransit Access Line (PAL)	2.00	1.50	1.40	1.63	5% Reduction	1.55
7. System reliability rate per 1M VRM by mode*	Light Rail	331.37	347.23	963.52	547.37	Maintain Rate	547.37
	Bus	105.99	122.80	109.53	112.77	Maintain Rate	112.77
	Paratransit Access Line (PAL)	11.92	11.50	14.56	12.66	Maintain Rate	12.66
8. Authority Specific Goals	Metro Training Rates	98.0%	N/A	81.0%	89.0%	5% Improvement	93.0%
	Metro Bus Recordable Injury Rates	5.20	7.00	4.46	5.55	5% Improvement	5.27
	Metro Rail Recordable Injury Rates	10.50	6.60	2.76	6.62	5% Improvement	6.28
	Metro Bus Hazard Resolution Rates	76.0%	83.0%	77.5%	78.0%	5% Improvement	82.0%
	Metro Rail Hazard Resolution Rates	80.0%	58.0%	86.1%	74.0%	5% Improvement	78.0%
	Metro Bus Accident Preventability Rates (per 100,000)	1.90	1.40	1.91	1.73	5% Improvement	1.64

- Today's action would be to recommend the updated Transit Safety Performance Measure targets to Policy Committee via Resolution 2023-8

Discussion Items



A) February TPS Action Item Approvals

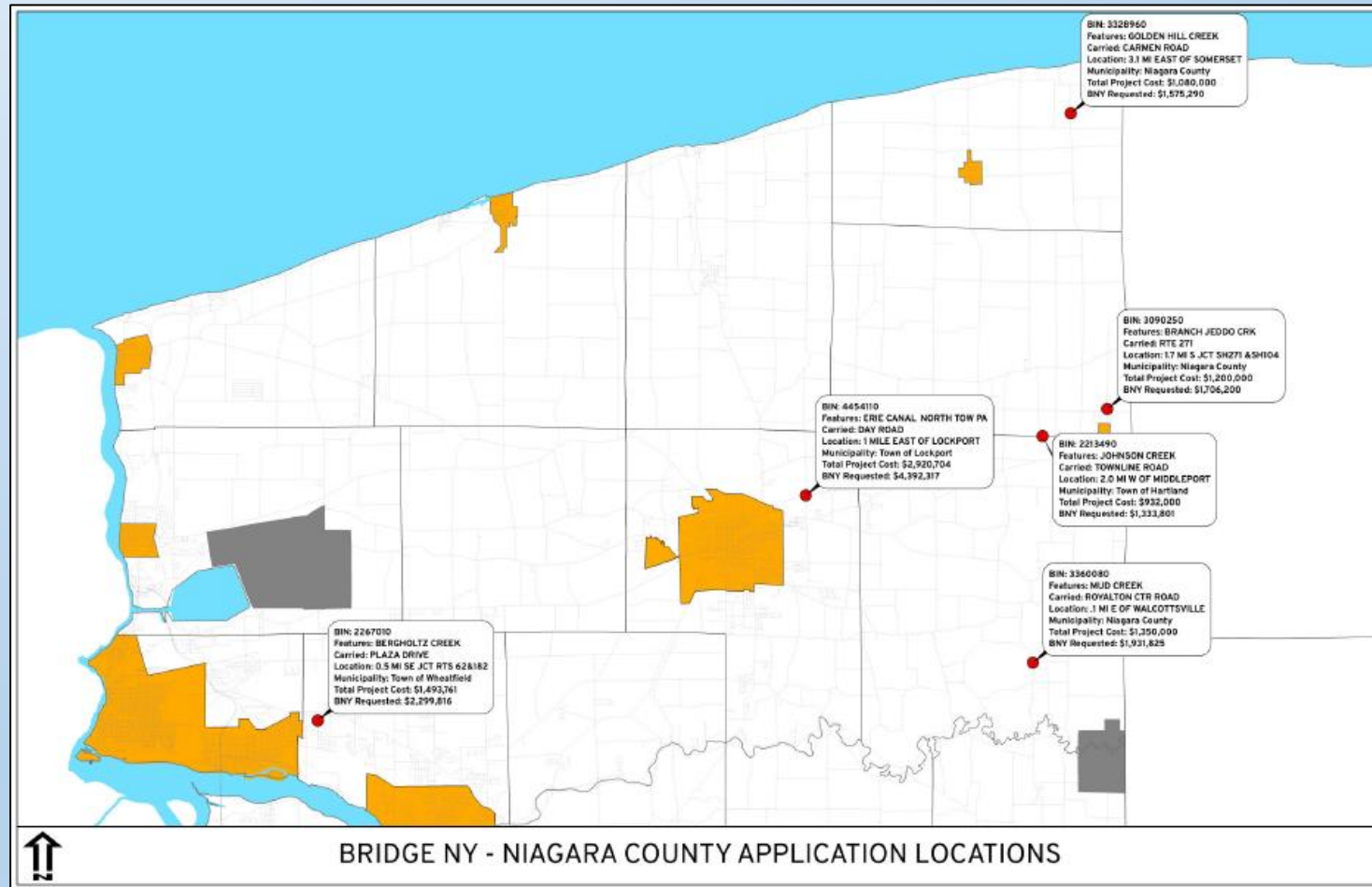
- **PIN 5763.74 Jacques Rd/Eighteenmile Creek Rehabilitation**
 - Request to increase the project cost by \$0.286M to reflect an unexpected increase in the Construction Phase estimate.
 - Fiscal constraint will be maintained as the \$0.286M offset will be transferred from PIN 5764.28 Hartland Rd Over Golden Hill Creek.
 - **Approved as Administrative Modification #12**
- **PIN 5825.72 Battery Electric Buses**
 - Request to advance project from 10/2023 (FFY 24) to 9/2023 (FFY 23)
 - **Approved as Administrative Modification #13**
- **PIN 5825.88 Replace Station Panel Liners (LRRT)**
 - The existing project used NYSDOT State Metro Rail Capital for two different years SFY21/22 and SFY22/23.
 - All NYSDOT State Metro Rail Capital funding will now be taken from the SFY21/22 allocation.
 - **Approved as Administrative Modification #14**

B) Bridge NY Update

- The BRIDGE NY program provides enhanced assistance for local governments to rehabilitate and replace bridges and culverts.
- Particular emphasis will be provided for projects that address
 - Poor structural conditions
 - Mitigate weight restrictions or detours
 - Facilitate economic development or increase competitiveness
 - Improve resiliency and/or reduce the risk of flooding
- NYSDOT will provide up to 95 percent of the originally authorized project costs

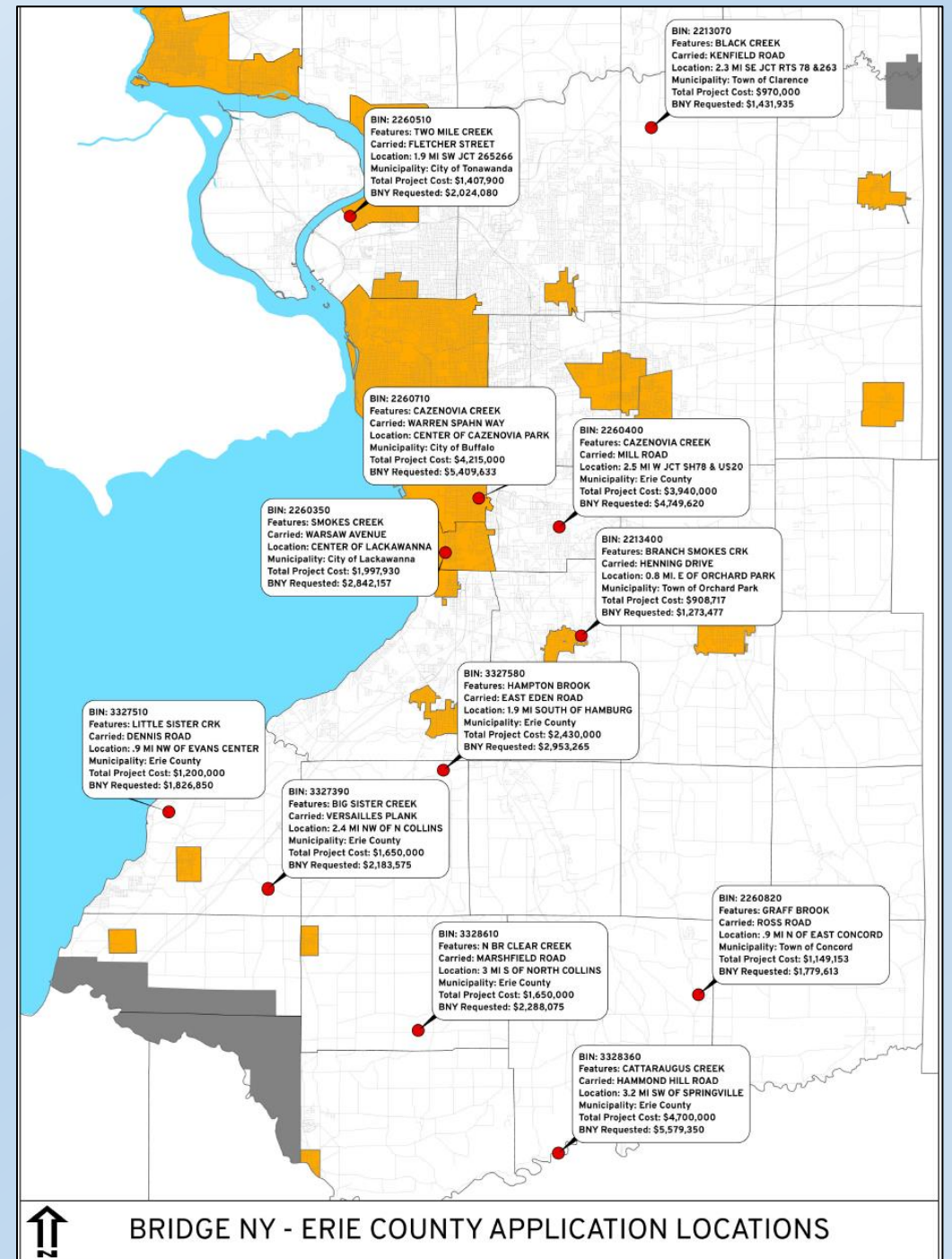
B) Bridge NY Update

- Project Applications
 - Niagara County
 - 6 projects totaling \$13.9M were received with \$5.7M available



B) Bridge NY Update

- Project Applications
 - Erie County
 - 12 projects totaling \$36.2M were received with \$21.2M available



B) Bridge NY Update

- GBNRTC tasked with evaluating applications in MPO area
 - EC & NC review teams evaluating applications in MPO area
 - Step 1 – Local Bridge Priority Index (LBPI)
 - Step 2 – Review of Unique & Qualitative Factors
- GBNRTC PCC to approve recommendations to NYSDOT
- Final selection made by NYSDOT MO

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

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

C) Reconnecting Communities Program - FY22 Awards



C) Reconnecting Communities Program - FY22 Awards

- The Bipartisan Infrastructure Law established the new RCP discretionary grant program, funded with \$1 billion over the next 5 years.
- The purpose of the RCP Program is to reconnect communities by removing, retrofitting, or mitigating transportation facilities, like highways or rail lines, that create barriers to community connectivity, including to mobility, access, or economic development.
- The program funds planning and capital construction to address infrastructure barriers, reconnect communities, and improve peoples' lives.

C) Reconnecting Communities Program - FY22 Awards

- FY22 Funding was \$195M
 - Planning Grants - \$50M
 - Capital Grants - \$145M
- NYS Awards
 - Planning
 - Reconnecting a Post I-81 Viaduct Syracuse
 - City of Syracuse, New York
 - Address inequities on the south side of Syracuse created by a raised highway and elevated railroad that inhibit access to jobs, education, healthcare, and recreation.
 - Planning RCP Award: \$500K/\$630K total cost
 - Capital
 - NYS Route 33 (Kensington Expressway) Project
 - New York State Department of Transportation
 - The project will cap approximately 4,100 feet of the Kensington Expressway to provide continuous greenspace and reestablish community character and cohesiveness.
 - Capital RCP Award: \$55.6M/\$1,054M total cost (largest grant awarded)

D) Status of Current Traffic Studies/Analyses

- Completed
 - French Rd (Union Rd to Transit Rd) Operational/Reconfiguration Assessment (EC)
 - Pegula Sports Event Traffic Planning (COB)
 - South Campus Roadway Configuration Analysis (Amherst)
 - Analysis of Streetlight Event-Based Data for New Bills Stadium (Erie County)
 - Analysis Support Middle Main Project (COB)
 - I-90 Work Zone Analysis
 - Entertainment District Lane Reconfiguration Analysis (COB)
 - Bailey Ave – Potential Lane Reconfig Analysis – Kensington to E. Amherst (COB)
 - Region Central – Regional Modeling/Traffic Analysis of Potential Alternatives
 - Kensington Expressway Traffic Analysis Support (NYSDOT)
 - Jefferson Ave Lane Modification Analysis (COB)
 - Beaver Island Pkwy (RT 324) Bridge Construction Traffic Analysis
 - Evans Rd - Operational Analysis of Current and Forecasted Traffic (Williamsville)

D) Status of Current Traffic Studies/Analyses

- Ongoing

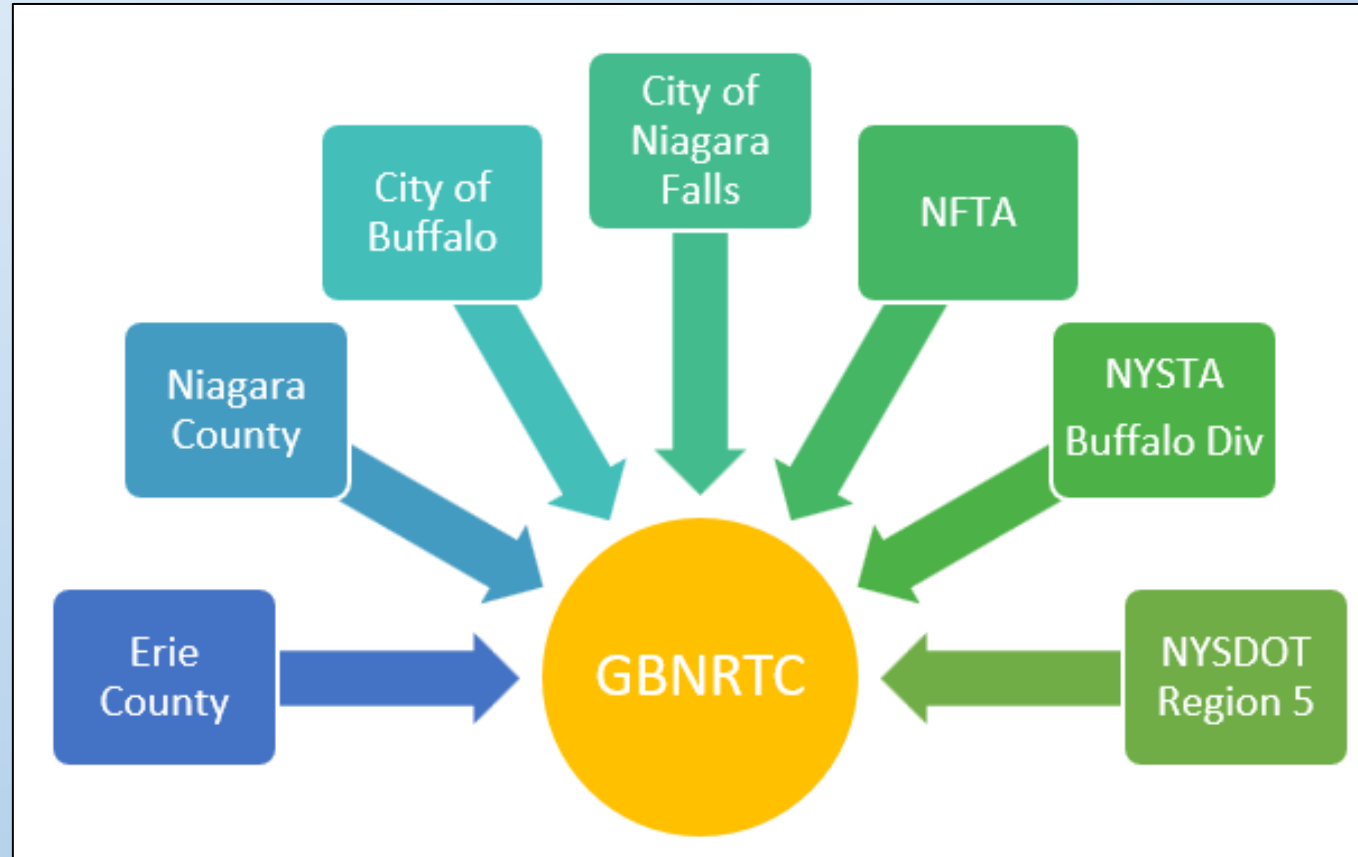
- Goodell St-Pearl St-Tupper St Planning Study - *Expected Complete 3/31*
- Gunnville Rd Interchange Analysis - *Expected Complete 3/31*
- River Road Lane Reconfiguration Analysis (NYSDOT) – *Expected Complete by 3/31*
- Eggert Rd Lane Modification Analysis (Amherst, Tonawanda, COB, Cheektowaga)
- Analyze Ramp Reconfiguration of WB I-90 to NB I-190
- Exit 50 - Assessment of Wehrle Dr Bridge Alternatives and Cleveland Drive Ramps
- Region Central – Operational Modeling/Traffic Analysis of Preferred Scenario
- Support NFTA in LRT EIS
- NF Blvd & I-190 Multi-intersection Reconfiguration Analysis
- Parkside & Linden Streetlight Analysis (COB)
- Reconfiguration of Twin Cities Hwy in the City of North Tonawanda
- Miovision Smart Traffic Signal Deployment Support (Amherst)
- Support NITTEC in ATCMTD Implementation Phase II
- Exit 50 - Main Street/I-290 Interchange Alternative Assessment
- Potential Reconfig of I-190 Niagara/Virginia Ramps with Niagara St Operations - on hold
- Operational Analysis - 179 & 62 with 179 & I-90 Ramps – on hold
- Youngs Rd Interchange Analysis – on hold

D) Status of Current Traffic Studies/Analyses

- Preliminary
 - Monteagle & Chasm Streetlight Analysis (City of NF)
 - TMIP/EMAT – on hold
 - Town of Amherst/Tonawanda NF Blvd SEMA Corridor – on hold
 - Pine Avenue Complete Street Analysis – on hold
 - Rainbow Avenue Lane Reconfiguration Analysis – on hold
 - NF Main Street Lane Reconfiguration Analysis – on hold

Status Reports/Information

Member Agency Reports



Executive Director's Report

- Safe Streets for All (SS4A) Planning Grant Matching Funds
- TAP/CMAQ Solicitation anticipated Summer 2023

Executive Session

Meeting Wrap Up

- Next PCC Meeting Date is April 5, 2023 @ 9:30 am
- Adjournment