



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

Friday, May 5, 2023 @ 1pm

Public Participation Live 438 Main St. Buffalo (Sunburst Room on First Floor) 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 (4-5-23) Meeting Minutes

II. ACTION ITEMS

- A) Administrative Modification #22: PIN 576189 Rt. 265 (Military Rd) Reconstruction & Cayuga Dr Resurfacing - Cost Increase
- B) Resolution 2023-11: Transportation/Air Quality Conformity Determination
- C) Resolution 2023-12: 2050 Metropolitan Transportation Plan Update
- D) Resolution 2023-13: Goodell Street Corridor Planning Study Schedule and Budget Modification
- E) Resolution 2023-14: TIP Change Control Guidelines

III. DISCUSSION ITEMS

- A) April TPS Action Item Approvals
- B) PROTECT Discretionary Grant Program
- C) ITS4US Buffalo All Access Update

IV. STATUS REPORTS/INFORMATION

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

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

Next Meeting: June 7, 2023



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Planning and Coordinating Committee (PCC) Meeting Minutes April 5, 2023

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held April 5, 2023.

The following GBNRTC-PCC representatives were present:

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

Others present:

- Athena Hutchins NITTEC (Zoom)
- Thomas Desantis Citizens for Regional Transit
- Doug Funke Citizens for Regional Transit
- James Cuozzo NYSDOT (Zoom)
- Haris Ismail NYSDOT (Zoom)
- GBNRTC Staff (8)

Public Attendees:

- Four (4) members of the public viewed through Facebook Live link.

I. PROCEEDINGS

The Chairperson (Mr. Roth from NFTA) called the meeting to order at 9:32 a.m. and led the pledge of allegiance.

A) Roll Call

- All members were present.

B) Public Participation

- The following comment was received:
 - i. *Doug Funke, Citizens for Regional Transit*
 - We understand that the Kensington cap decision is a “done deal” and will go forward. We are disappointed because instead of spending \$1B (yes, billion) to cap and rebuild the Kensington as a tunnel, the expressway could be in-filled restoring the Humboldt as surface parkway using just the \$55M (yes, million) from the Feds. The very similar Rochester in-fill project was accomplished for \$30M!
 - Most importantly, we are pleased that there is support for extending Buffalo Metro to Amherst and hopefully eventually the East Side, airport, and Bills Stadium. These high-capacity transit projects are key to achieving the ambitious goals of the CLCPA law and associated Scoping Plan.
 - ii. *Thomas DeSantis*
 - The recent passenger rail stakeholder meetings held by GBNRTC have been encouraging. Mr. DeSantis noted two significant passenger rail projects in WNY that need to be advanced with the recent introduction of additional federal funding for passenger rail improvements:
 - Niagara Falls AMTRAK maintenance facility
 - Track improvements between Buffalo and Niagara Falls

C) Approval of Meeting Agenda

- Mr. Finn requested to add item III.E. “Safe Streets for All Update” to the agenda .
- *Motion to approve the revised agenda as proposed (NC/EC). Approved 7-0*

D) Approval of Previous Meeting Minutes

- *Motion to approve the 3-1-23 meeting minutes (CNF/EC). Approved 7-0.*

II. ACTION ITEMS

- A) **PIN 5763.57 City of Tonawanda Pedestrian Bridge - Guarino**
- This is a request to modify an existing MISC project
 - Let will be delayed from 6/23 (FFY 23) to 4/24 (FFY 24)
 - Additional review was needed for the historic structure
 - Funding is not being changed – fiscal constraint is maintained
 - This is a TPS action being expedited by PCC
 - *Motion to approve as Administrative Modification #19 (EC/NFTA). Approved 7-0.*
- B) **PIN 5763.82 Hartland Rd @ Fish Creek – Guarino**
- This is a request to modify an existing MISC project
 - Let will be delayed from 8/23 (FFY 23) to 12/23 (FFY 24)
 - The Town didn't hire a consultant until Fall 2022, and the project requires property acquisition (ROW)
 - Funding is unchanged - fiscal constraint is maintained
 - *Motion to approve as Administrative Modification #20 (NC/EC). Approved 7-0.*
- C) **PIN 5764.37 Quaker Road / Golden Hill Creek Concrete Repairs – Guarino**
- This is a Niagara County request to modify an existing project
 - Bridge overlay work on BIN 3060430 from PIN 5763.73 Bridge Deck Overlays will be transferred to PIN 5764.37 (Minor Scope Change)
 - \$65K from PIN 576373 Bridge Deck Overlays will also be transferred to PIN 5764.37
 - PIN 5763.73 Bridge Deck Overlays total project cost will be reduced from \$365K to \$300K
 - Let date is unchanged (4/23)
 - *Motion to approve these changes as Administrative Modification #21 (NC/NFTA). Approved 7-0.*
- D) **FFY22 FTA 5310 Solicitation Awards – Guarino**
- This is a request to modify ten existing FTA 5310 funded projects
 - There was a delay in getting an FTA Grant Approval for the FFY22 solicitation for the 5310 Enhanced Mobility for Seniors and Individuals with Disability
 - NYSDOT has requested that the following projects be moved to FFY23 so the grants can be approved.
 1. PIN 5825.56 Catholic Health – Purchase 1 new vehicle, \$72K
 2. PIN 5825.57 Community Services – Purchase 6 new vehicles, \$458K
 3. PIN 5825.58 Aspire of WNY – Purchase 3 new vehicles, \$185K
 4. PIN 5825.59 People, Inc – Purchase 6 new vehicles, \$369K
 5. PIN 5825.60 United Cerebral Pals – Purchase 2 new vehicles, \$169K
 6. PIN 5825.61 Erie Senior Services – Hire supervisor/expand program, \$250K
 7. PIN 5825.62 Erie County – Purchase of 4 new vehicles, \$246K
 8. PIN 5825.63 Hearts and Hands – Operator assistance, \$476K
 9. PIN 5825.64 Erie Senior Services – Expanded program hours, \$890K
 10. PIN 5825.65 Center for Self Adv – Hire supervisor/expand program, \$115K
 - NYSDOT has also requested that PIN 5825.62 Erie County – 4 new vehicles will make a slight funding change

- Previous - \$197K FTA 5310 + \$49K local match = \$246K
- New - \$198K FTA 5310 + \$50K local match = \$248K
- *Motion to approve changes as Administrative Modification #22 (EC/TWA). Approved 7-0.*

E) **PIN 5051.15 N Grand Island Bridge Underpass OHVD Systems – Guarino**

- This is an NYSDOT request to modify an existing project
- A total of \$639K C & CI of State Discretionary Funds (SDF) will be replaced with \$639K HSIP
- As the federal HSIP funds are new statewide allocations to the region, fiscal constraint is maintained
- C/CI totals and let date are unchanged
- Public review completed on 4/4 with no comments received
- This project remains exempt pursuant for the purposes of regional transportation conformity and does not trigger the need for a new TIP or Plan conformity determination
- *Motion to approve Resolution 2023-10 as Amendment #3 (DOT/TWA). Approved 7-0.*

F) **2050 Metropolitan Transportation Plan – Weymouth**

- The update maintains the 2050 planning horizon, reaffirming key elements and concepts of the 2018 Plan.
- The impacts of the Covid-19 pandemic on regional travel patterns.
- Demographic, land use and transportation conditions to reflect the most current data available, including the 2020 U.S. Census data.
- The 2021 Bipartisan Infrastructure Law (BIL) which brings the largest increase in a generation to upgrade the nation’s transportation infra-structure.
- For the Buffalo Niagara region, the available funding out to year 2050 is now projected to be \$21 billion (up from the \$13B projected in the 2018 MTP).
- New Planning Emphasis Areas (PEAs) to bring added focus to advancing equity and social justice goals, tackling climate change, enhancing public engagement and interagency coordination, and improving safety and mobility options through complete streets initiatives.
- Performance measures to better align with federal performance measures and a Transportation System Performance Report.
- Key Dates
 - April 5, 2023: Request to initiate 30-day public review and comment period.
 - April 5 - May 4, 2023: Public comment period and agency consultation (to include public meeting(s))
 - April 25, 2023: Public meetings (In-person and virtual)
 - May 5, 2023: PCC/GBNRTC Policy approval of MTP update
- *Motion to initiate a 30-day public review of the 2050 MTP Update (EC/NFTA). Approved 7-0.*

G) **Draft Air Quality Conformity Determination for 2050 MTP Update – Grabau**

- GBNRTC completed a new transportation conformity determination for the 2050 Metropolitan Transportation Plan Update.
 - At the time of our last MTP, Erie and Niagara counties were designated as “attainment” for 2008 ozone NAAQS.
 - As a result of South Coast vs USEPA II ruling (Feb 2018), Erie and Niagara counties are now designated as “orphan non-attainment areas.”

- Must demonstrate conformity but not required to perform an emissions analysis.
- Conformity determination also includes GBNRTC's 2023-2027 Transportation Improvement Program (TIP).
- The Clean Air Act requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP).
- Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones.
- EPA's transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP.
- MTP and TIP projects are identified as either exempt or non-exempt from conformity analysis.
- Non-exempt projects are those deemed to have an impact on travel patterns / more likely to have an impact on regional emissions.
- Six (6) projects in the new MTP are identified as "non-exempt".
 - Metro Transit Expansion
 - Bailey Avenue High-Capacity Transit Enhancements
 - NFTA Bus System-wide High-Capacity Transit Enhancements
 - NY Route 33, Kensington Expressway Project
 - Regional Traffic Signal Enhancement
 - Region Central Infrastructure Re-Envisioning
- Interagency Consultation Group (ICG) consists of representatives from NYSDOT, NYSDEC, FHWA, FTA and USEPA
 - Reviewed and concurred with all project air quality classifications.
 - Approved on April 4th, 2023
 - No comments received
- *Motion to initiate a 30-day public review of the Draft Transportation/Air Quality Conformity Determination (CNF/NFTA). Approved 7-0.*

III. DISCUSSION ITEMS

A. March TPS Action Item Approvals - Guarino

- PIN 5268.54 NY 240 (Orchard Park Rd) @ Fisher Rd Intersection Improvements
 - Additional \$446K needed for outside design
 - \$446K to be transferred from PIN 5B2006 HSIP/NHPP State Safety Block Program and added to the Preliminary Design phase
 - Approved as Administrative Modification #16
- PIN 5763.36 William St; Transit to Bowen
 - Delayed the Construction and Construction Inspection phases from 12/24 (FFY 25) to 4/26 (FFY 26)
 - Approved as Administrative Modification #17
- PIN 5764.27 Hunt St Bridge/Bergholtz Creek
 - Total project cost increases by \$113K to reflect NC local Design contribution (now \$1.223M)
 - Federal funds original programmed for this work were transferred to C/CI phases
 - Approved as Administrative Modification #18

B. Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program Awards – Guarino

- Established under the IIJA/BIL the grant program
- Provides State, local, and Tribal governments \$500 million (\$100 million annually) to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.
- The program funds projects that are focused on using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector.
- For the 2022 round of funding
 - The maximum award per project was \$2,000,000
 - 59 projects across 33 states awarded
 - 4 projects in NY
 - 2 projects to GBNRTC members (Buffalo 1.92M and NYSTA \$1.5M)
- The next funding opportunity of \$100 million is expected to be released Fall, 2023

C. Charging and Fueling Infrastructure Discretionary Grant Program - Dixon

- Program Overview
 - The CFI Program was established by the Bipartisan Infrastructure Law (BIL)
 - The CFI Program will accelerate an electrified and alternative fuel transportation system that is convenient, affordable, reliable, equitable, accessible, and safe. The CFI Program will also help put the U.S. on a path to a nationwide network of at least 500,000 EV chargers by 2030 and improve networks for vehicles using hydrogen, propane, and natural gas.
 - Authorized to strategically deploy publicly accessible electric vehicle charging and other alternative fueling infrastructure in communities and along designated Alternative Fuel Corridors (AFCs)
 - BIL established two distinct funding categories within CFI: Community Grants +and Corridor Grants
 - Both Community and Corridor Grants are included in the current Notice of Funding Opportunity for Fiscal Year FY22 and FY23 offering up to \$700M
 - BIL authorized funding for FY22 through FY26 for this program (\$2.58 total)
- EV Charging and Other Alternative Fueling Infrastructure
 - Electric Vehicle (EV) Charging

- Hydrogen Fueling
- Natural Gas Fueling
 - Compressed Natural Gas
 - Liquefied Natural Gas
- Propane Fueling
- Program Goals:
 - Supplement, not supplant, necessary private sector investment
 - Complement existing Federal programs
 - Facilitate broad public access to a national infrastructure network to accelerate adoption of zero emission vehicles
 - Implement Justice40 objectives, lower transportation costs, and increase economic opportunity
 - Advance job quality, workforce development, and workforce equity
 - Reduce greenhouse gas and vehicle-related emissions
- Two programs are available
 1. Community Grant Program - reduce greenhouse gas emissions and to expand or fill gaps in access to charging or alternative fueling infrastructure.
 - Minimum anticipated award of \$500,000
 - Maximum award of \$15M
 - \$350 million available (FY22 & FY23)
 2. Corridor Grant Program - supports buildout of charging or other alternative fueling infrastructure along designated AFCs. DOT designates national AFCs that identify near- and long-term needs for, and location of, charging and other fueling infrastructure at strategic locations along major national highways across the United States.
 - Minimum anticipated award of \$1M
 - No maximum award size
 - \$350 million available (FY22 & FY23)
- Cost Share
 - For both grant programs, the Federal share shall not exceed 80 percent of the total project cost
 - Awardees must provide at least 20 percent of the total project cost (not 20 percent of the Federal share) as a matching share
- All GBNRTC members are eligible applicants
- Community Program Eligible Projects
 - Any project that is expected to reduce greenhouse gas emissions and to expand or fill gaps in access to infrastructure.
 - Infrastructure is publicly accessible charging and fueling infrastructure.
 - Projects may be located on any public road or in other publicly accessible locations, such as parking facilities at public buildings, public schools, and public parks, or in publicly accessible parking facilities owned or managed by a private entity.
- Corridor Program Eligible Projects
 - Projects expected to support buildout of charging or alternative fueling infrastructure along designated AFCs.
 - Infrastructure is publicly accessible charging and fueling infrastructure that is directly related to the charging or fueling of a vehicle.
 - Projects must be located along an alternative fuel corridor, on the condition that any affected Indian tribes are consulted before the designation.
 - EV charging infrastructure should be conveniently and safely located as close to the AFC as possible, and, in general, no greater than one mile from Interstate exits or highway intersections along designated corridors.

- Alternative fueling infrastructure should be conveniently and safely located as close to the AFC as possible, and, in general, no greater than five miles from Interstate exits or highway intersections along designated corridors.
- Corridor Program Tool:
 - Alternative Fuel Life-Cycle Environmental and Economic Transportation (AFLEET) CFI Emissions Tool (Argonne National Lab)
 - <https://afleet.es.a nl .gov/infrastructure-emissions/>
- Equity Tools for Both Programs:
 - DOT Transportation Disadvantaged Census Tracts Tool
 - <https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>
 - EV Charging Justice40 Map (Argonne National Laboratory)
 - <https://www.an l.gov/esia/electric-vehicle-charging-eguity-considerations>
- Applications
 - Applicants must submit their applications via www.grants.gov under the Notice of Funding Opportunity Number: 693JJ323NF00004
 - Applications are due by May 30, 2023 by 11:59 PM (Eastern Time) through www.grants.gov

E) US EPA Climate Pollution Reduction Grants – Dixon

- Opportunity to Build Upon Climate Related Planning Efforts & Qualify for Implementation Funding
- Up to \$1 million each to the 67 most populous metropolitan areas nationally for the development of regional climate plans that address GHG emissions and reduction measures throughout an entire metropolitan area
- Municipalities, local air pollution control agencies, and local governments within a metropolitan area should coordinate to identify an eligible lead organization to administer the cooperative agreement
- The lead organization for a metropolitan area must submit a Notice of Intent to Participate (NOIP) to EPA by April 28, 2023. Letters of support from other entities in the area are recommended
- If no eligible lead organization submits an NOIP for one of the 67 metropolitan areas that qualifies for funding, those funds will be available for the next metropolitan area (e.g., #68) on the list. Areas beyond the top 67 are strongly encouraged to submit an NOIP by the April 28 deadline
- As long as their state opts in, municipalities outside of the 67 metro areas will have the opportunity to collaborate with their state on planning. Municipalities will be eligible to apply for implementation funding for activities identified in their state's plan
- Tribes and Territories
 - Territories: \$500,000 each for American Samoa, Guam, Northern Mariana Islands, and U.S. Virgin Islands
 - Tribes: EPA has set aside \$25 million for climate planning grants for federally-recognized tribes
- Lead agencies must coordinate with other appropriate agencies and offices within their own government in the development and adoption of the deliverables.
- Those states, territories, District of Columbia, Puerto Rico, air pollution control agencies; municipalities; Tribes; or groups of such eligible entities that are covered by a plan developed with funding from a planning grant awarded will be eligible for implementation grants.
- All NOIPs must be received no later than March 31, 2023 for states and April 28, 2023 for metropolitan areas.

F) Safe Streets for All Update – Finn

- On-going activities
 - Development of high-injury crash network

- Grant agreement execution with FHWA and NFTA
 - Discussion with FHWA re amending grant to supplement plan developed by MPO
- Discussion with NYSDOT MO on CLEAR system
 - Access by MPOs, Consultants, etc.
 - Liability concerns
- New Developments
 - Next funding round NOFO released – Deadline pushed up to July 2023
 - Preliminary from FHWA - Amending grant would be a “major change”
 - Liability concerns to be overcome prior to plan adoption
- Implementation Grant Application
 - Can we concurrently develop projects for implementation grant while plan is being finalized?
 - Project must come out of Safety Action Plan
- Next step: Detailed presentation/discussion at for April TPS

IV. STATUS REPORTS/INFORMATION

- Member Agency Reports
 - NITTEC (Hutchins) reported that the ATCMTD project is progressing and has a new name, “All Roads”
 - All other members and present regional stakeholders stated that they did not have anything to report at this time.
- Director’s Report - Finn
 - Road scoring – Kathryn Stilwell will be reaching out to members to schedule.
 - PCC Meeting Rotation – GBNRTC is looking to get back to rotating PCC meeting location among members. Locations must have WiFi and be capable of streaming the meeting to the GBNRTC’s Facebook page. This will be discussed with members and reported back at a future meeting.
 - July 5 PCC Meeting – due to the proximity to the July 4 holiday, the July PCC meeting may need to be rescheduled.

V. MEETING ADJOURNMENT

- Next PCC Meeting
 - The next PCC meeting will be moved back 2 days to Friday May 5, 2023 @ 1pm to allow time for the public review of the draft MTP Update and draft Transportation conformity to complete.
 - Policy Committee meeting will take place immediately after PCC to permit the draft MTP Update and draft Transportation conformity to be approved and meet federal requirements.
 - Due to this rescheduling, there will be no PCC meeting on Wednesday, May 3
- *Motion to Adjourn (NC/CNF). Approved 7-0.*
- The meeting ended at 10:39am.

The meeting will begin shortly.
Thank you for your patience



Planning and Coordinating Committee

May 5, 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 576189 RT 265 (Military Rd) Reconstruction & Cayuga Dr Resurfacing

- This is a request to modify an existing Niagara Falls project
- This project needs additional funds due to inflation
 - \$0.479M (matched STBGP) will be transferred from PIN 576329 (77th ST Preservation Project) to the Construction phase
 - Current let date for project is 7/20/23 and will not be changed
- CNF will be added 100% Local funds to PIN 576329 (77th ST Preservation Project) to replace transferred federal funds and keep the project total unchanged
- Fiscal constraint is maintained
- **Today's PCC action would be approve as AdMod #23**

B) Draft Air Quality Conformity Determination for 2050 MTP Update

- GBNRTC completed a new transportation conformity determination for the 2050 Metropolitan Transportation Plan Update.
 - At the time of our last MTP, Erie and Niagara counties were designated as “attainment” for 2008 ozone NAAQS.
 - As a result of South Coast vs USEPA II ruling (Feb 2018), Erie and Niagara counties are now designated as “orphan non-attainment areas.”
 - Must demonstrate conformity but not required to perform an emissions analysis.
- Conformity determination also includes GBNRTC’s 2023-2027 Transportation Improvement Program (TIP).

B) Draft Air Quality Conformity Determination for 2050 MTP Update

- The Clean Air Act requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP).
 - Conformity to the purpose of the SIP means that **transportation activities will not cause or contribute to new air quality violations**, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones.
 - EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP.

B) Draft Air Quality Conformity Determination for 2050 MTP Update

- MTP and TIP projects are identified as either exempt or non-exempt from conformity analysis.
- Non-exempt projects are those deemed to have an impact on travel patterns / more likely to have an impact on regional emissions.
- Six (6) projects in the new MTP constrained project list are identified as “non-exempt”.

Project ID	Title	Description	Notes
NMT1	Metro Transit Expansion	Expand high quality transit service in Buffalo to Tonawanda and Amherst.	This project has already been reviewed by ICG as PIN 582510 in GBNRTC 2023-2027 TIP. See Table 2.
NMT5	Bailey Avenue High-Capacity Transit Enhancements	Implement BRT along Bailey Avenue in the City of Buffalo. This project will include transit and streetscape enhancements as well as smart technology implementation.	
NMT6	NFTA Bus System-wide High-Capacity Transit Enhancements	The implementation of transit enhancements along select corridors.	
RHS1	NY Route 33, Kensington Expressway Project	Reconnecting neighborhoods in the City of Buffalo that were divided by the construction of the Kensington Expressway.	This project has already been reviewed by ICG as PIN 551252 in GBNRTC 2023-2027 TIP. See Table 2.
RTSE1	Regional Traffic Signal Enhancement	Deploy and operate an integrated traffic signal control system for the Buffalo-Niagara region.	
IR1	Region Central Infrastructure Re-Envisioning	Restore community connectivity within Region Central, a collection of neighborhoods adjacent to NY RT 198/Scajaquada Expressway between I-190 and NY RT 33 in the City of Buffalo.	

B) Draft Air Quality Conformity Determination for 2050 MTP Update

- Interagency Consultation Group reviewed and concurred with all project air quality classifications.
 - ICG: NYSDOT, NYSDEC, FHWA, FTA, USEPA
 - Approved on April 4th, 2023
 - No comments from ICG received
- Public Review of conformity document
 - *April 5th, 2023 – May 4th, 2023*
 - *No comments received*
- **Today's Action: To recommend the Draft Air Quality Conformity Determination for Policy Approval.**

MOVING
FORWARD

2050

UPDATE



Greater Buffalo Niagara Regional Transportation Council

2050 Metropolitan Transportation Plan Update
Friday, May 5, 2023

About the Plan Update



How Metropolitan Transportation Plans (MTPs) Work

Metropolitan Planning Organizations (MPOs) update MTP plans every five years.



MTPs recommend how transportation funding should be allocated in the region.



Developed through a collaborative and comprehensive process to encourage public and stakeholder engagement.



Key Elements of this Plan Update



Updates to demographic, land use and transportation conditions to reflect the most current data available.



Reaffirms the vision and goals, which guide the development and implementation of the metropolitan transportation plan.



Includes a System Performance Report to provide key system information to determine the progress towards achieving goals and objectives.



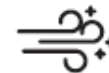
Updates to the financial plan based on anticipated funding available to the region to implement the metropolitan transportation plan projects.



An inclusive participation process to ensure transparency and provide opportunities for engagement in the planning process.



Federal planning requirements as specified in the latest federal transportation legislation, the Bipartisan Infrastructure Law and how the Plan meets those requirements.



Air Quality Conformity documentation.

About the Plan Update

Greater Buffalo-Niagara Regional Transportation Council
April 8 at 5:10 PM · 🌐

2 Upcoming Public Meetings on April 25 to review and comment on the draft Moving Forward 2050 Update, the metropolitan transportation plan for Erie and Niagara Counties through the year 2050. Learn more: bit.ly/3GvuyVn

MOVING FORWARD 2050 UPDATE

**2 Public Meetings:
Draft Regional Transportation Plan Update**

APRIL 25th
10:30am - Noon: In-Person and Virtual Options
5:30pm - 7:00pm: Virtual Only

2 likes, 2 comments, 3 shares

Like Comment Share

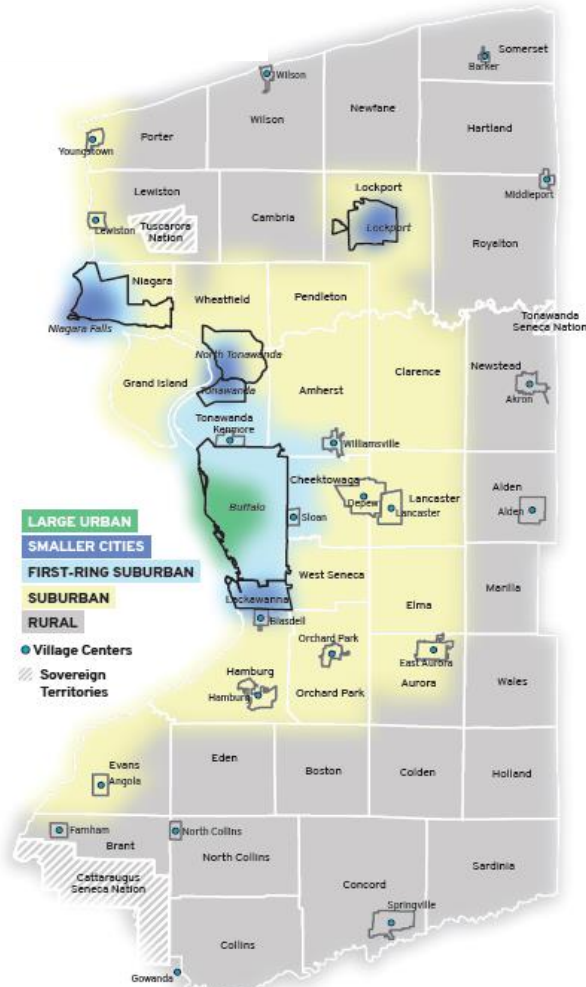
Outreach Related to this Update

- Transportation Project Subcommittee and Planning and Coordinating Committee (six (6) meetings)
- Policy Committee meeting (Sept 2022)
- Public notices and meetings (In person and virtual options)
- Formal review period of Draft Plan – April 5th to May 4th
- Website, social media posts
- Facebook and Instagram ads
- Consultations with stakeholder agencies
- FHWA and FTA review

Where We Are Today



Different places, different needs



LARGE URBAN

These places have the largest concentrations of jobs and people in the region. Here, many individuals can easily get to work, home and fulfill most daily needs by walking or biking. These places support frequent public transit service thereby providing flexibility via access to multiple modes of transportation. Accommodating high traffic volumes is a primary concern here. Multi-modal access to jobs and other opportunities outside of large urban areas remains a challenge.



SMALLER CITIES

A few smaller cities, like Niagara Falls, Lockport and the Tonawandas, are key centers of the region. While many neighborhoods in smaller cities are somewhat walkable, individuals in these places often require cars to get to daily needs. Beyond main streets and other major corridors, public transit service is often not financially feasible in these cities. Access to services, shopping and other amenities within these smaller cities is limited. Transportation investments present a way to revitalize these places.



FIRST-RING SUBURBAN

Older suburbs were built to accommodate automobiles, but other transportation options do exist. Since these communities are relatively densely populated, with homes close to jobs and services, transit service can be feasible in most places. First-ring suburbs have commercial strips that are inconvenient for pedestrians, as well as village centers suitable for walking, biking and taking transit. The increasing suburbanization of poverty means these areas have a growing transit-dependent population.



SUBURBAN

These areas are more spread out than older suburbs. Walking and biking for daily travel is not feasible in most places. However, there are some strong village centers where people can take local trips without needing a car, but are difficult to connect to frequent transit service. Major commercial strips concentrate services, but walking and biking along these corridors is unsafe. Suburban residents lack multi-modal options to jobs, healthcare and other services located closer to the urban core.



RURAL

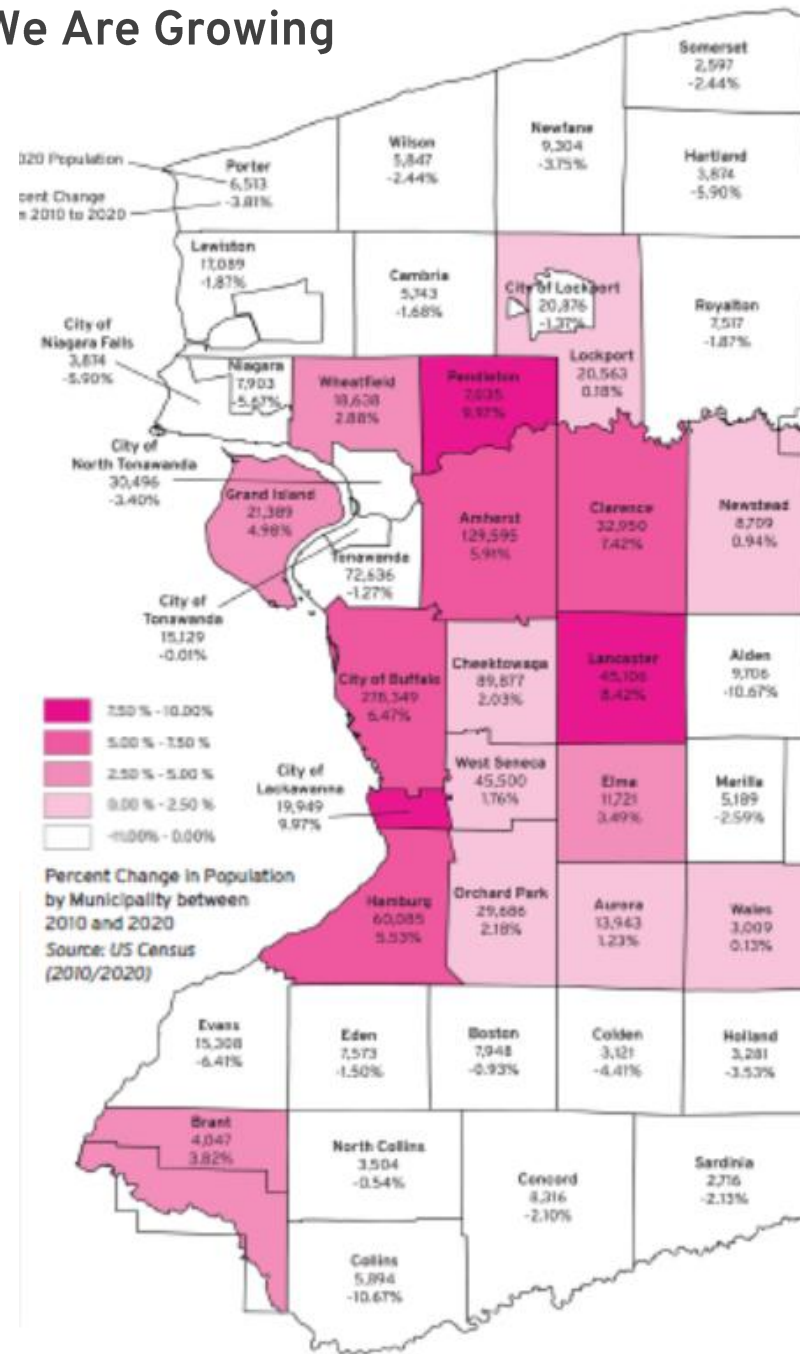
With large distances between homes, businesses and other destinations, a car is needed for most rural travel. Access to jobs, education and healthcare remains a challenge for rural residents—including seniors aging in place and people with disabilities. Farming activity adds to transportation demands in rural areas. Providing access to recreational trails and environmental assets can promote tourism and physical activity.



Our Communities

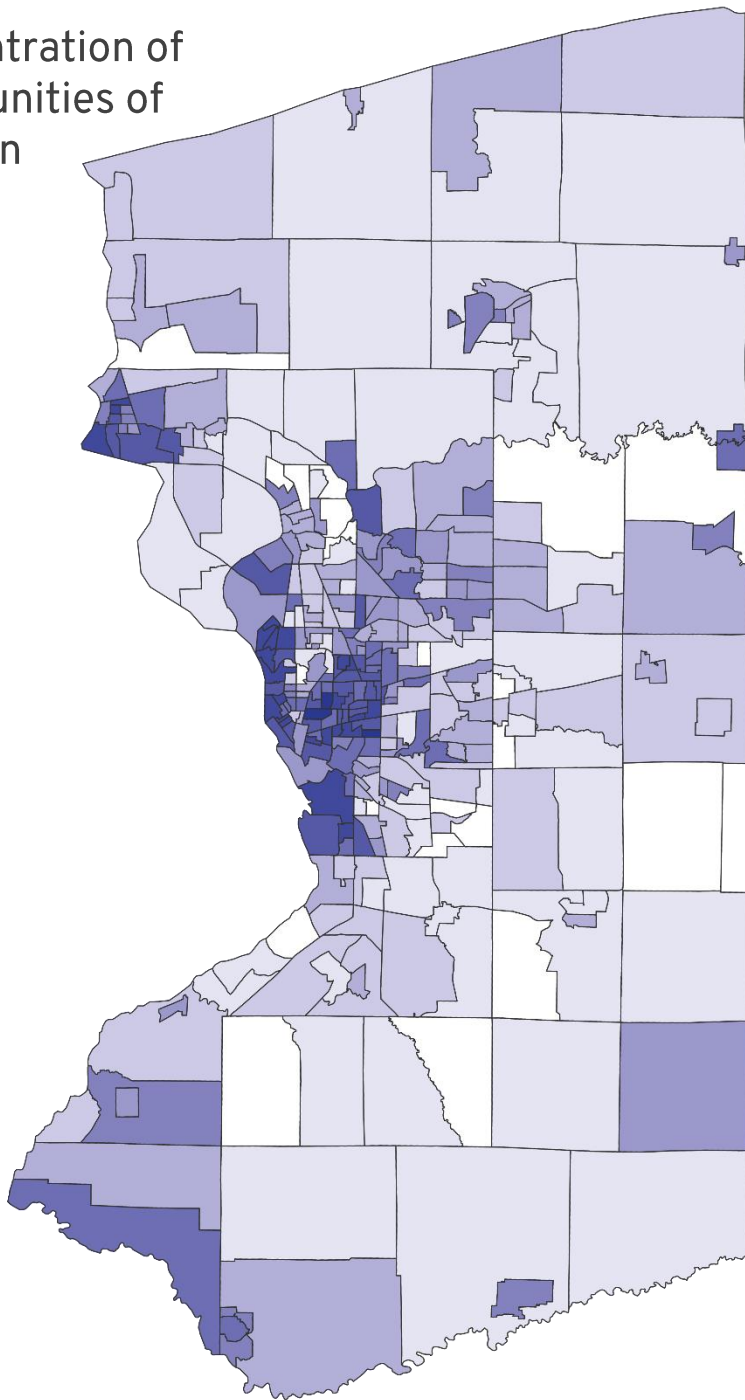
Parts of our region are rebounding after decades of population decline and stagnant growth. (comparison from 2010 to 2020, U.S. Census)

Where We Are Growing



Where We Are Today

Concentration of
Communities of
Concern



Our Communities

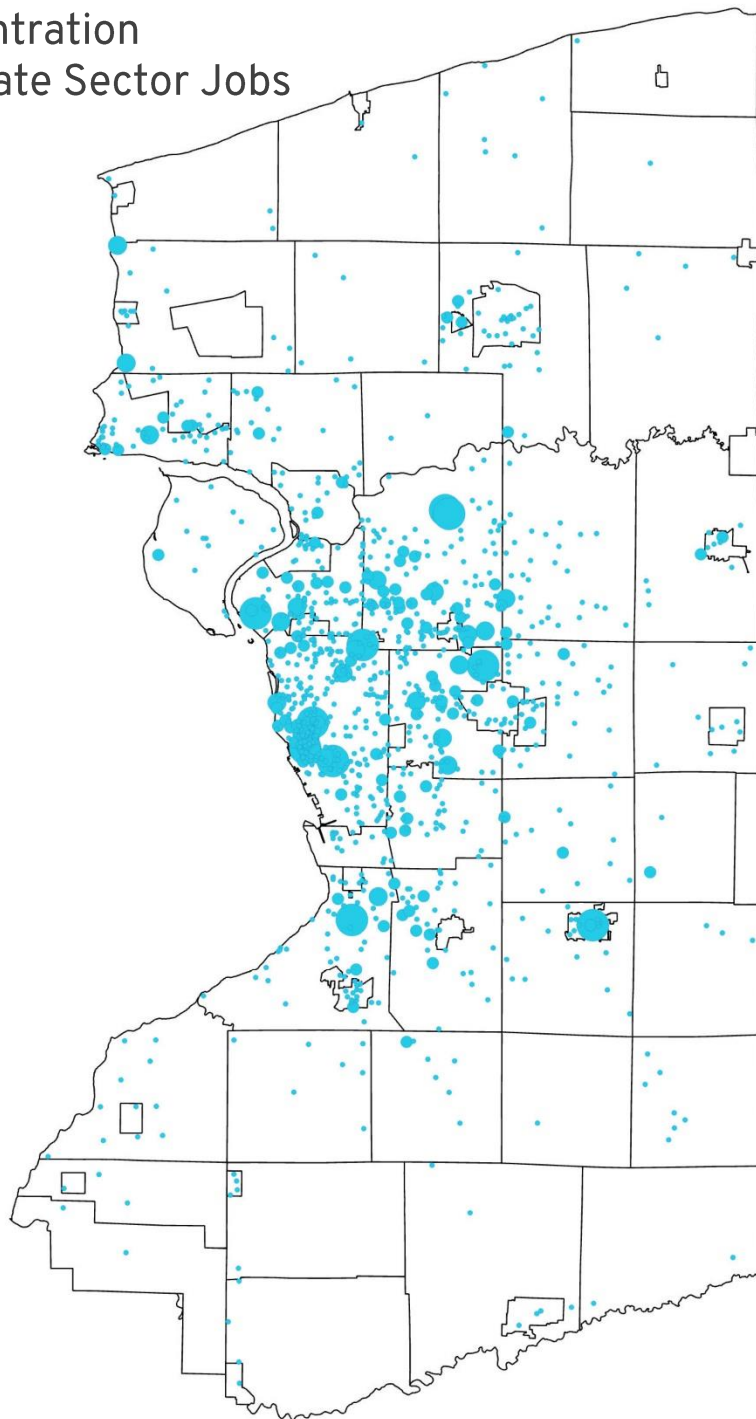
Past planning efforts and investment decisions have often negatively impacted many communities resulting in inequitable land-use patterns and disproportionate health and economic impacts.

Population Groups

- Minority
- Low income
- Elderly
- Limited English Proficiency
- Disabled
- Zero Car Households
- Female Single Parent Households

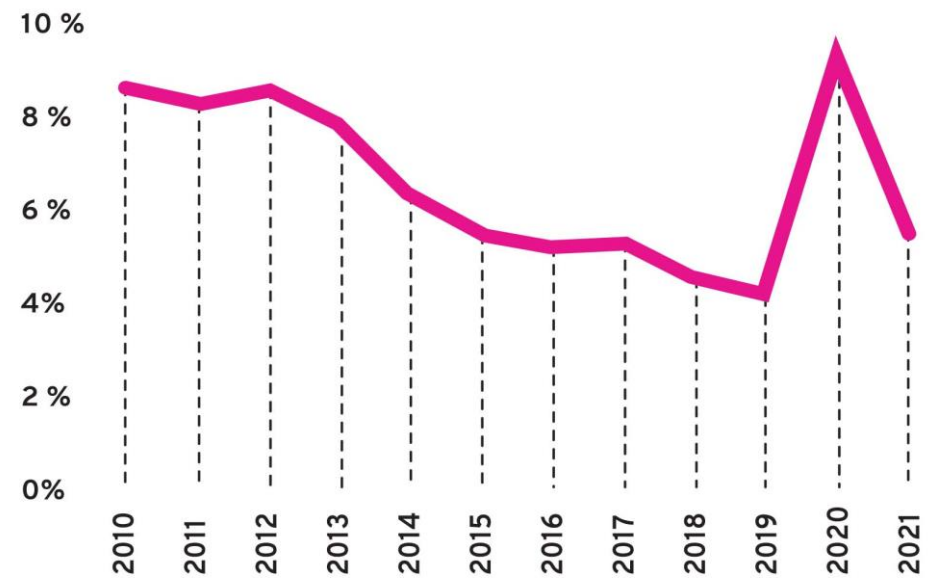
See Appendix H for more details.

Concentration of Private Sector Jobs



Our Economy

- Unemployment data shows that the region has rebounded since the pandemic.
- While the pandemic has allowed some jobs to be performed remotely, still many workers continue to commute to work daily.



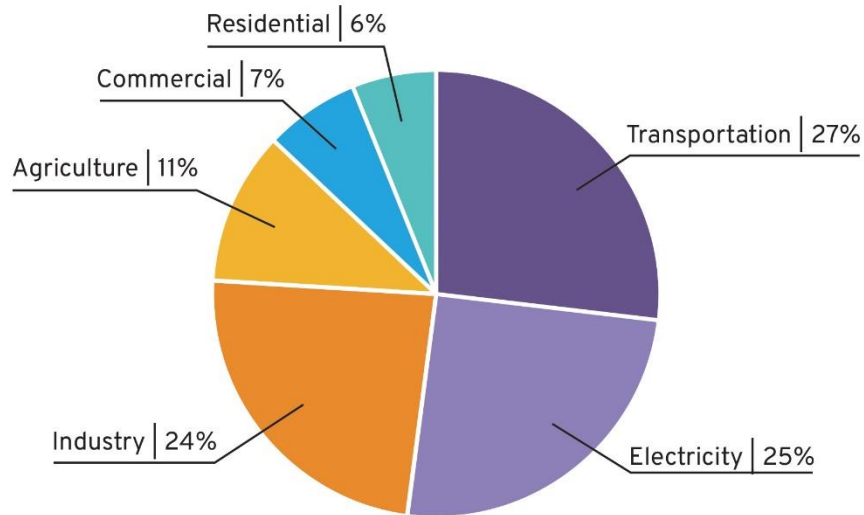
Unemployment Rate Buffalo-Niagara



An international gateway, the Buffalo Niagara region is the second largest port of entry on the U.S.-Canadian border.

Pre-COVID, nearly 2 million commercial trucks and 11.5 million vehicles crossed between the Buffalo Niagara region and Canada each year.

Our Environment



Greenhouse gas (GHG) emissions from transportation account for about 27 percent of total U.S. greenhouse gas emissions, making it the largest contributor of U.S. GHG emissions.

Local Initiative to Climate Change

A number of local initiatives are underway to address the impact of climate change.

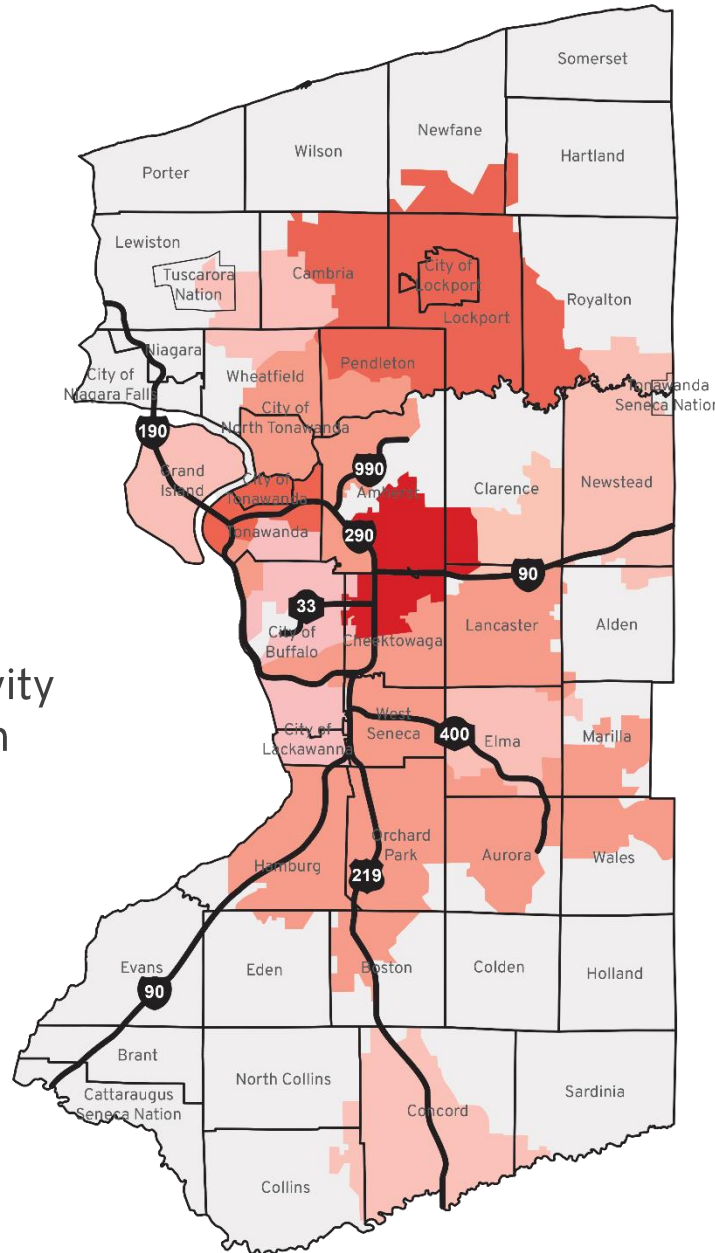
- NYS Climate Smart Communities
- Erie County Climate Action Plan
- Clean Energy Communities
- NFTA Clean Fuels



Roads and Highways

- Automobile travel is now currently reflective of what was recorded during pre-COVID conditions.
- Traditional commuting patterns have been impacted, and the “where” and “when” of traffic patterns are now different.

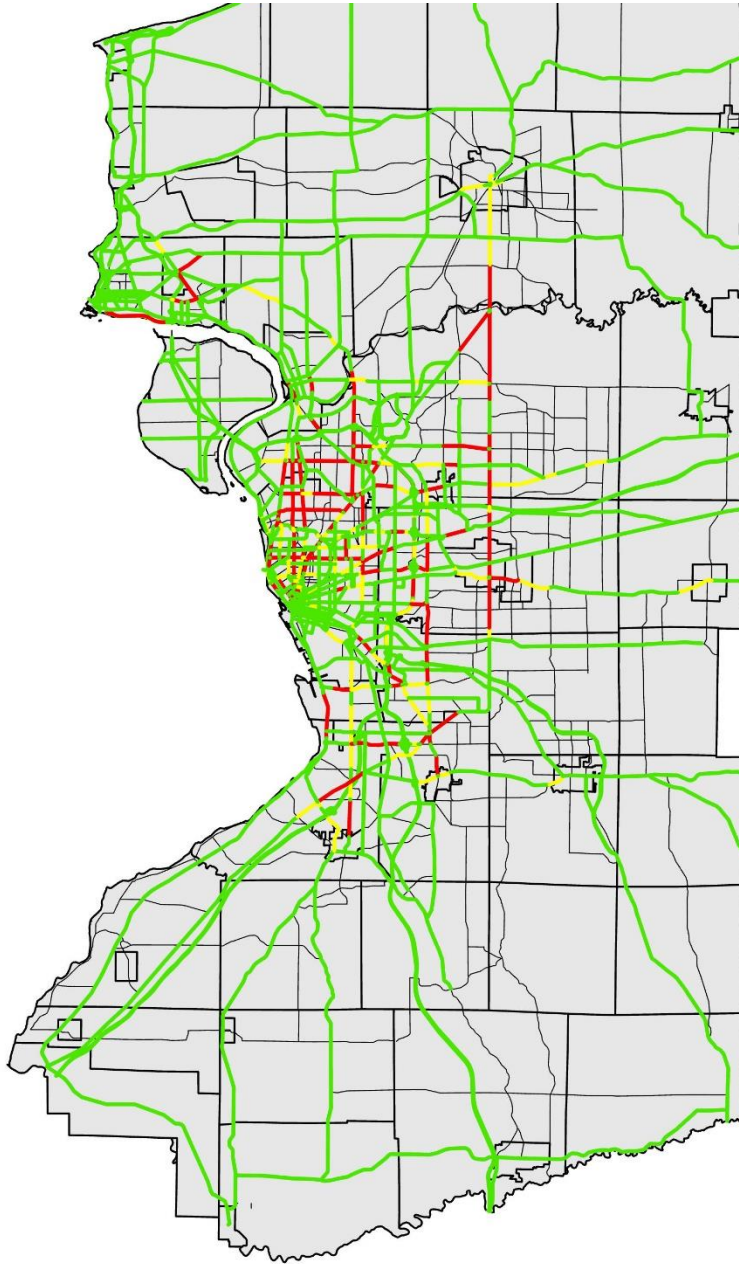
Freight Activity in the Region



Freight and Commerce

Areas in Amherst and Williamsville experience the greatest freight supply and demand in the region. Areas in and around Lockport and in the industrial sections of the Town of Tonawanda also represent higher freight activity.

Person Hours of Excessive Delay (PHED)



Congestion Management

At a regional level GBNRTC uses reliability and delay data to monitor congestion. The Congestion Management Process (CMP) identifies strategies for managing congestion.

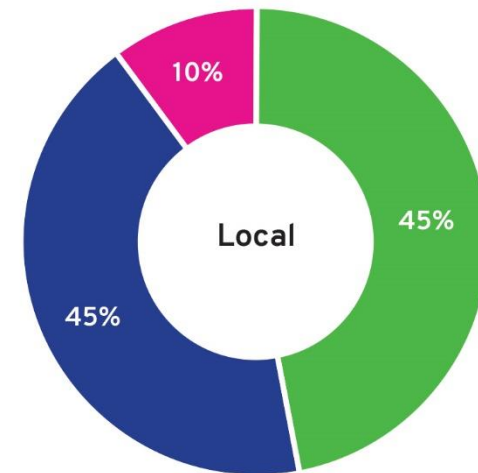
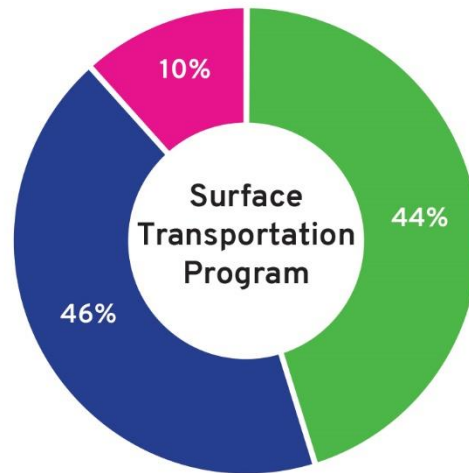
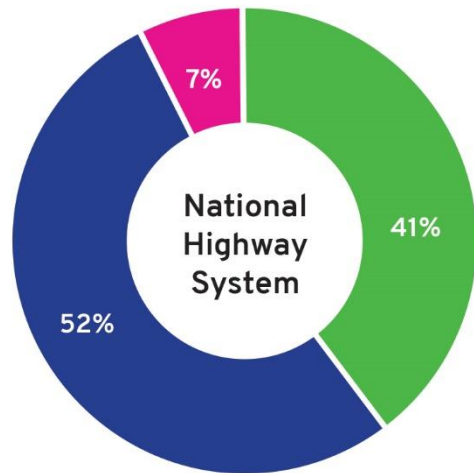
Strategies include:

- Dynamic traveler information
- Incident detection and service patrol
- Ramp metering
- Variable speed limits and queue warning
- Variable toll pricing
- Signal coordination

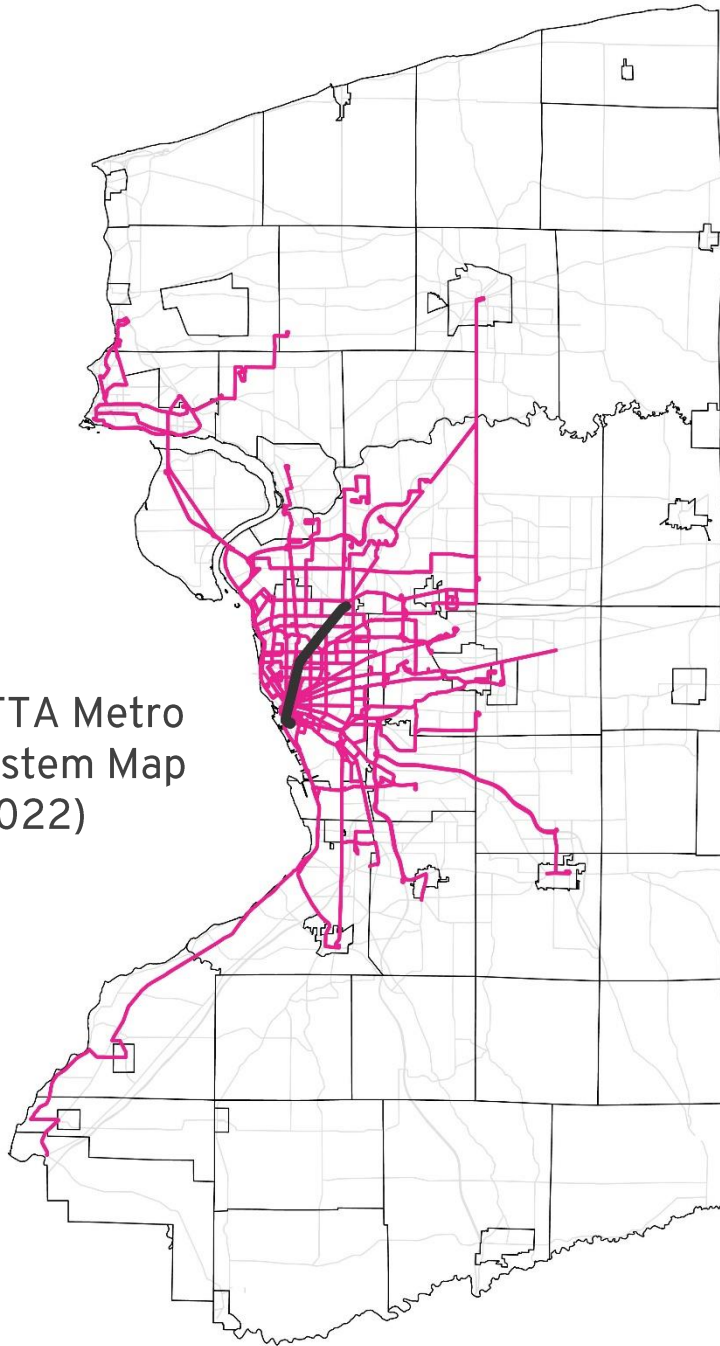
Bridges

Our region's bridges form key links in the roadway and highway system, provide access to employment, agricultural areas, schools, shopping and medical facilities, and facilitate commerce and access for emergency vehicles.

Around 10 percent of bridges in our region are rated in poor/structurally deficient condition.

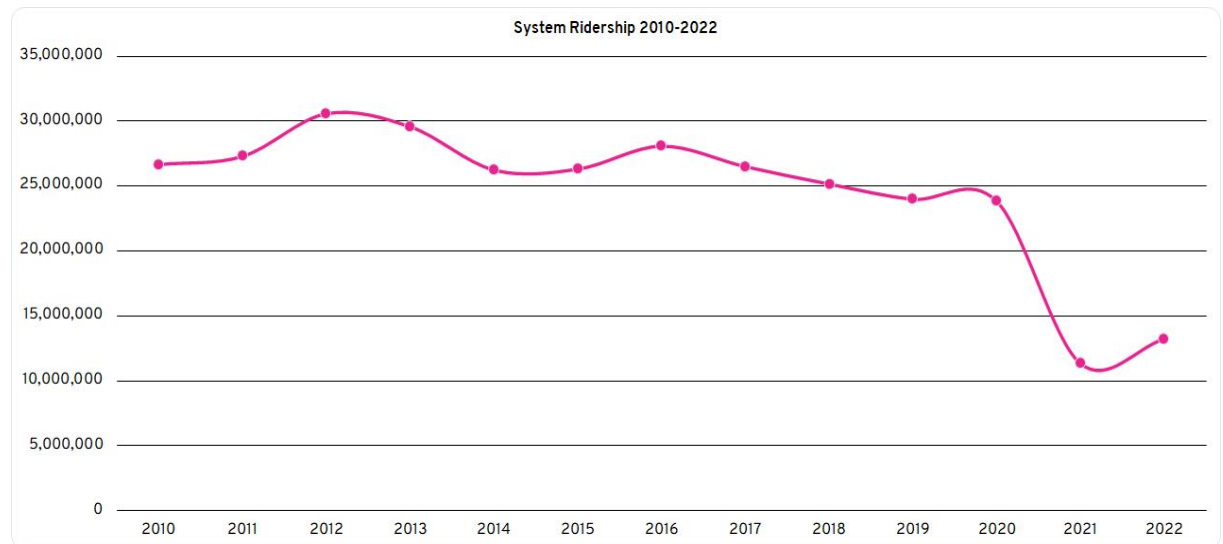


Good Fair Poor



Public Transportation

Like other transit systems around the county, the pandemic has had a significant impact on public transit ridership in our region.

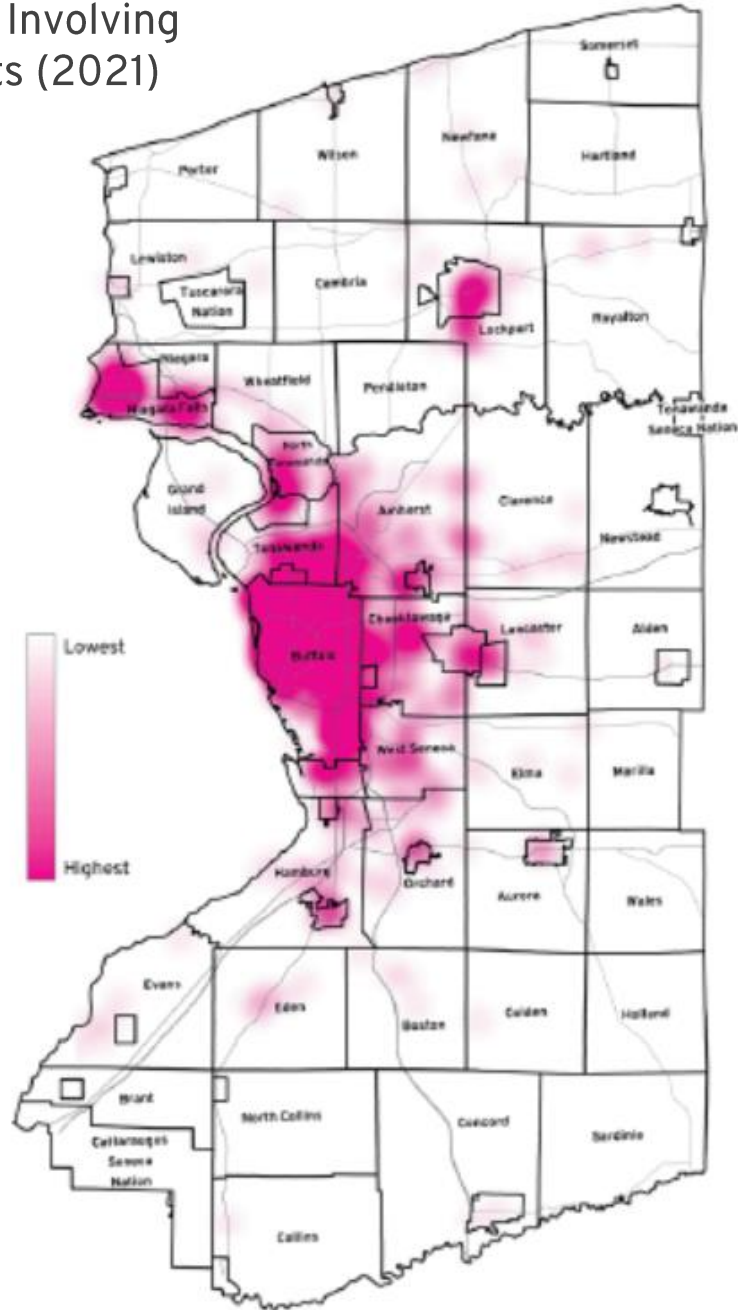




Bicycle and Pedestrian Infrastructure

The network of bicycle infrastructure continues to grow in the Buffalo Niagara region as the total miles of bike lanes, routes and greenway trails nearly tripled since 2001.

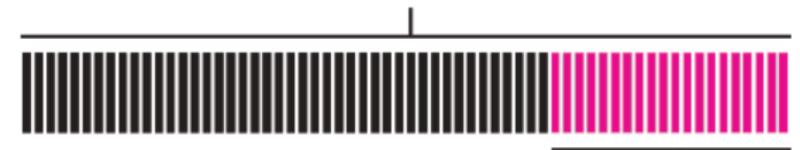
Concentration of Crashes Involving Bicyclists (2021)



Safety

Between 2018 and 2020, an average of 24,880 automobile-involved crashes were reported each year or 68 crashes per day in Erie and Niagara counties.

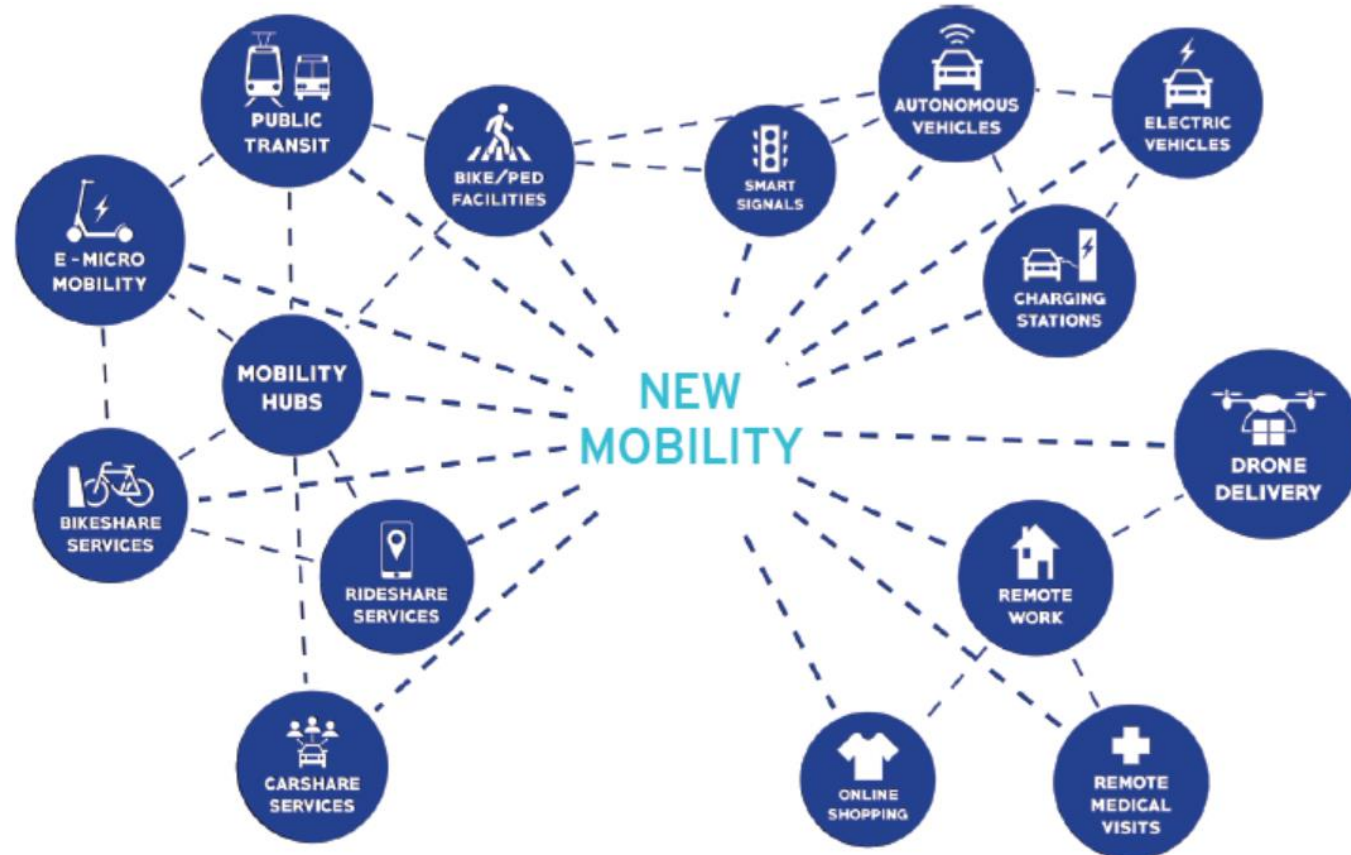
On average there are
68 crashes every day
in our region...



of which 22
result in serious
injury or fatality.

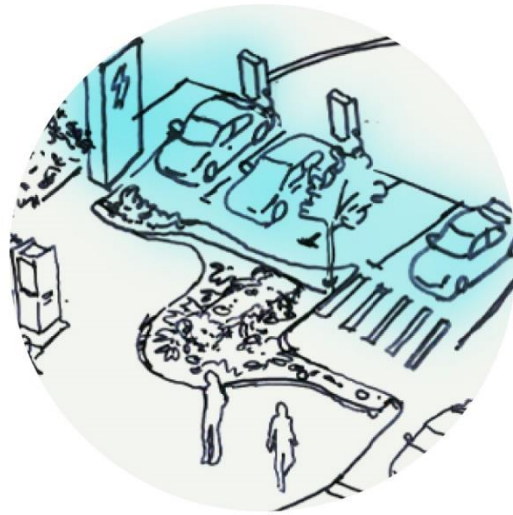
Innovation

The next generation of transportation will rely on technology to create an integrated and seamless transportation system that offers access to multiple transportation modes across various service providers.



Innovation

Carmakers are also changing the nature of the automobile by increasing the number of automated features, like parking assist, and electric options, connected and driverless vehicles.

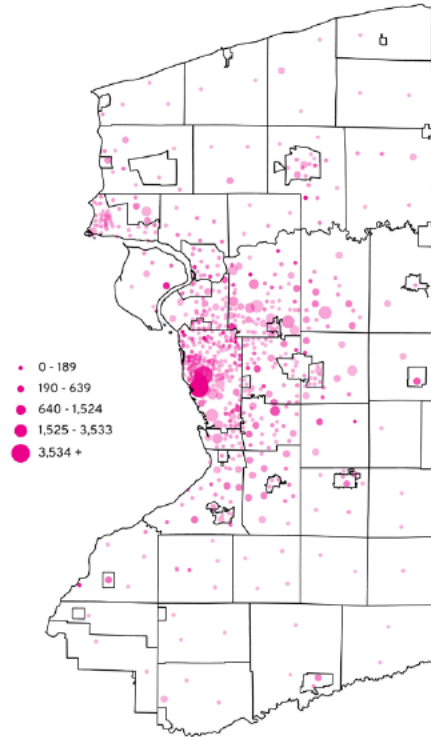


Where We Want to Be



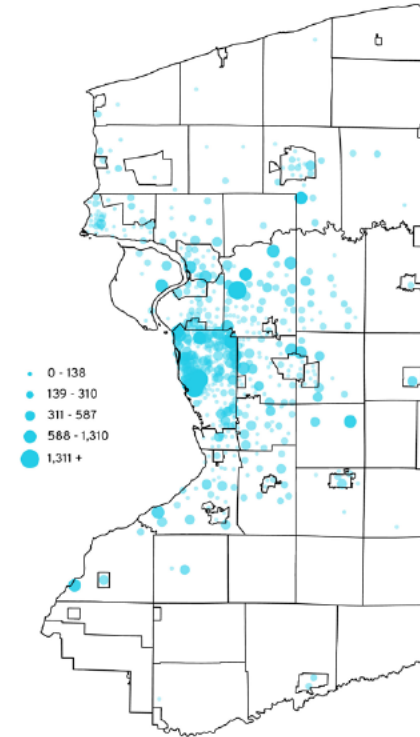
Where We Want to Be

Our economy will continue to grow and provide more opportunities by focusing jobs near existing communities.



Areas of Employment Growth by 2050

Our communities will grow stronger as we continue to invest in areas where infrastructure already exists.



Areas of Population Growth by 2050

Source: Transpo Group, 2050 Projects by Block Group (2020)

	2020	2050 Vision	Change	% Change
EMPLOYMENT	696,286	791,271	94,985	+13.6%
POPULATION	1,136,987	1,246,237	109,250	+9.6%

Where We Want to Be

What we want in 2050

Our Economy

In 2050, our economy will be globally competitive with shared prosperity that spreads economic opportunities and benefits to all residents in the region.

Our Communities

In 2050, our communities will be brimming with opportunities, providing residents with various lifestyle choices and attracting new, diverse residents, businesses and investments from all over the world.

Our Environment

In 2050, our environment will be ecologically healthy and easily accessible so that all residents and visitors have abundant opportunities to enjoy our region's world class waterways and open spaces.

Innovation

By 2050, we will be making transformative changes to the way we plan, fund and implement the region's transportation investments through harnessing technological advances, making data-driven decisions and utilizing creative and diverse partnerships and funding sources.

We Are Moving Forward



As a Region, we are moving forward many of the adopted strategies described in the 2018 Moving Forward 2050 plan.

Strategies in Action

New Mobility & Transit	A fully connected region with more options and opportunities.
Regional Highway System	Enhancing our highway system with Next Generation freeways, commuter expressways, and connections to other regions.
Smartly Enhanced Multi-Modal Arterials	Transforming key corridors into Smartly Enhanced Multi-modal Arterials.
Secondary Corridors	Revitalizing car-dependent corridors with new mobility upgrades.
Infrastructure for Reconsideration	Adapting underutilized infrastructure.
Regional Cycle Network	Promoting bicycling with a modern cycle network.
Future Freight Network	Strengthening our economy with a smart, efficient and diverse freight network.
Smaller Cities & Village Centers	Maximizing access and mobility in village centers and small cities.
Rural Roadways	Upgrading our rural roadways and bridges.

Funding and Project Delivery



Financial Outlook

- The Bipartisan Infrastructure Law (BIL) provides the basis for federal transportation programs and activities through September 30, 2026.
- It makes a once-in-a-generation investment of \$550 billion in highway, bridge and transit programs nationwide.
- The largest dedicated bridge investment since the construction of the Interstate Highway System.
- Additional significant discretionary grant funding opportunities.



Financial Outlook

- Estimated \$21.5B available during years 2023-2050
- \$12.6B highway, bridge, and transit preservation projects
- Allocates nearly 60% of reasonably-expected revenues to maintain and preserve the existing system.
- \$8.9B for system enhancement projects
- Illustrative projects may be considered for future programming contingent upon additional resources becoming available.

Funding and Project Delivery



Strategies to Move Us Forward



New Mobility and Transit

New Mobility & Transit			\$2,833.25
NMT1	Metro Transit Expansion	Expand high quality transit service in Buffalo to Tonawanda and Amherst.	\$1,698.01
NMT2	Metro State of Good Repair	Metro Rail vehicle replacements, station enhancements, track and catenary replacements.	\$400.00
NMT3	Zero Emissions Bus Purchase and Bus Infrastructure Garage Enhancements	Zero-emissions bus purchases. Infrastructure installation, facility modifications, and the addition of new power supply or other fueling infrastructure.	\$400.00
NMT4	Mobility Hubs	Install varying physical and technology improvements for various modes to better serve travelers at strategic locations.	\$80.96
NMT5	Bailey Avenue High Capacity Transit Enhancements	Implement BRT along Bailey Avenue. Includes transit and streetscape enhancements and smart technology implementation.	\$78.44
NMT6	NFTA Bus System-wide High Capacity Transit Enhancements	Implement transit enhancements along select corridors in the region.	\$75.00
NMT7	Access Improvements near NFTA stations	Enhance multimodal access to/from NFTA stations to support usage of the transit network.	\$39.49

Funding and Project Delivery



Strategies to Move Us Forward



New Mobility and Transit

New Mobility & Transit			\$2,833.25
NMT8	Buffalo CBD, Niagara Falls and Villages Smart Parking	Deploy technology to optimize existing spaces by providing real-time information to users seeking parking.	\$35.50
NMT9	DL&W Access Improvements	Establish a safe, inviting multi-modal network adjacent to the DL+W Terminal that facilitates activity to and from the new station.	\$20.00
NMT10	Commuter Shed EV Charging Demonstration	Install 10 EV charging stations per year for 5 years to demonstrate viability of private operation at Mobility Hubs.	\$5.85

Funding and Project Delivery



Strategies to Move Us Forward



Regional Highway System

Regional Highway System			\$1,954.47
RHS1	NYS Route 33, Kensington Expressway Project	Reconnecting neighborhoods in the City of Buffalo that were divided by the construction of the Kensington Expressway.	\$1,000.00
RHS2	Exit 50 ramps/interchange Improvements	Improvements to Exit 50 interchange ramps, bridges, and supporting infrastructure connecting I-90 and I-290.	\$300.00
RHS3	Next Generation Freeway Technology and Safety Upgrades	Systematic Freeway upgrades to deploy corridor management solutions, operational and safety upgrades.	\$280.14
RHS4	Smart Region Coordination Support	Provide operational support for regional Transportation Management Center (TMC) and Transportation Management Association (TMA).	\$170.44
RHS5	Freeway Interchange Reconfigurations and Upgrades	Reconfigure selected freeway interchange and arterial interface locations for traffic management and safety.	\$129.04
RHS6	I-290/Main Street Interchange Improvements	Consolidate interchange ramps at I-290/Main Street to improve safety and efficiency.	\$40.20
RHS7	I-190/Niagara Falls Blvd Interchange Improvements	Improvements to Exit 22 of I-190 (Niagara Falls Boulevard), possibly including a diverging diamond treatment.	\$25.00
RHS8	Route 5 Future Considerations	Assess alternatives for longer term Route 5 planning.	\$9.65

Funding and Project Delivery



Strategies to Move Us Forward

Smartly Enhanced Multimodal Arterials (SEMA)

Regional Traffic Signal Enhancement			500.00
RTSE1	Regional Traffic Signal Enhancement	Deploy and operate an integrated traffic signal control system for the Buffalo Niagara region.	500.00
Smartly Enhanced Multi-modal Arterials			\$1,085.92
SEMA1	Initial SEMA Corridor	Construct upgraded street features, safety improvements and technology integration, and create mobility hubs on SEMA Corridors including Main Street BNMC	\$219.79
SEMA2	2nd Generation SEMA Corridors	Construct two SEMA Corridors with updated designs, safety improvements and technology integration by 2035.	\$265.31
SEMA3	3rd Generation SEMA Corridors	Construct two SEMA Corridors with updated designs, safety improvements and technology integration by 2045.	\$600.81

Funding and Project Delivery



Strategies to Move Us Forward



Secondary Corridors

Secondary Corridors			\$222.99
SC1	Phase 1 Secondary Corridors Complete Streets	Construct five Complete Streets with improved walkability, integrated technology, and enhanced mobility by 2030.	\$56.91
SC2	Phase 2 Secondary Corridors Complete Streets	Construct five Complete Streets with improved walkability, integrated technology, and enhanced mobility by 2040.	\$72.84
SC3	Phase 3 Secondary Corridors Complete Streets	Construct five Complete Streets with improved walkability, integrated technology, and enhanced mobility by 2050.	\$93.25

Funding and Project Delivery



Strategies to Move Us Forward



Smaller Cities
& Village Centers

Smaller Cities			\$489.05
SMC1	Neighborhood Walk Access Improvements	Upgrade five miles of sidewalks, crossings, and wayfinding between neighborhoods and main streets annually.	\$266.68
SMC2	Neighborhood Complete Streets	Construct one Complete Streets treatment annually on arterials or collectors.	\$222.37

Funding and Project Delivery



Strategies to Move Us Forward



Rural Roadways

Rural Roadways			\$606.37
RR1	Bridge/Culvert Improvements	Upgrade existing structures to reduce hydraulic vulnerability and improve system resilience.	\$312.09
RR2	Safety Upgrades	Install countermeasures at high crash locations along with guiderail, signage, and pavement marking upgrades.	\$145.78
RR3	Village Main Street Improvements	Construct 10--12 Complete Streets treatments in Village Center arterials or collectors.	\$106.93
RR4	Erie-Niagara Counties Agricultural Access Improvements	Expand and upgrade access roads and bridges serving commercial farming and agribusiness establishments.	\$40.47
RR5	Niagara County Rural Bridge Improvement Initiative - Hartland Road Bridge over Golden Hill Creek	Rehabilitate the Hartland Road Bridge over Golden Hill Creek to restore the bridge to a state of good repair and meet modern safety and design standards.	\$1.10

Funding and Project Delivery



Strategies to Move Us Forward



Infrastructure for Reconsideration

Infrastructure for Reconsideration			\$422.30
IR1	Region Central Infrastructure Re-Envisioning	Restore community connectivity - Region Central (NY 198 and supporting elements).	\$272.30
IR2	Adapting Underutilized Infrastructure	Restore additional community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	\$150.00

Funding and Project Delivery



Strategies to Move Us Forward



Future Freight Network

Future Freight Network			\$442.30
FFN1	Shortline Rail Improvements	Upgrade tracks, siding, and other facilities as well as purchase ultra-low emissions locomotives.	\$256.95
FFN2	Automated Vehicle (AV) Truck Platoon Facilities	Identify locations for up to 10 facilities with staging areas and alternative fuel charging.	\$165.76
FFN3	Truck Parking Facilities	Construct/improve truck parking facilities to improve efficiency and safety.	\$20.00

Funding and Project Delivery



Strategies to Move Us Forward



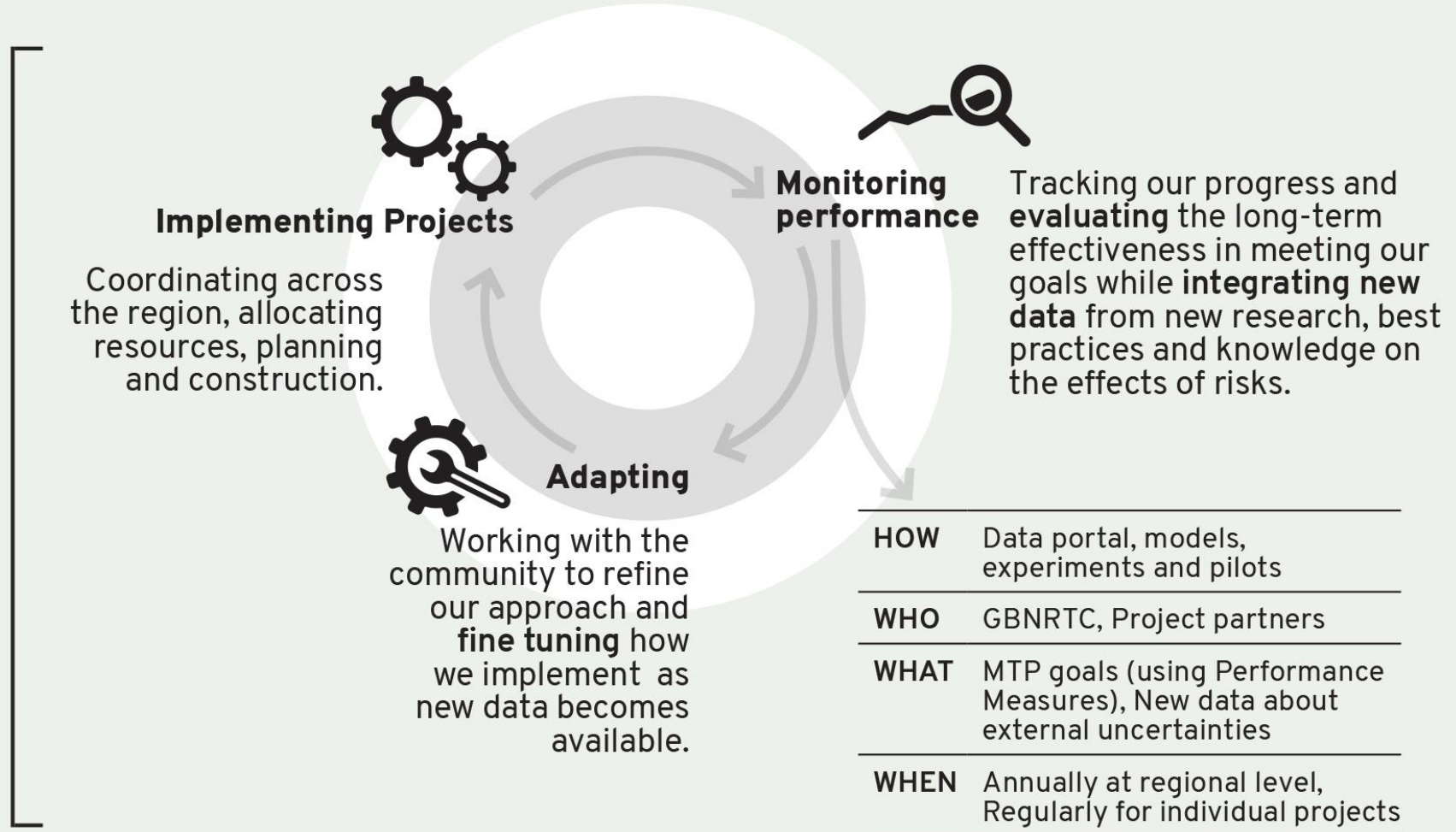
Regional Cycle Network			\$341.77
RCN1	Regional Greenway Trails Network	Build out and close existing gaps in the Regional Greenway Trail Network (off-road) as identified in the Regional Bicycle Master Plan.	\$145.60
RCN2	Bicycle Master Plan Implementation - Buffalo/Smaller Cities/Villages	Construct recommended bike lane, cycle track, traffic calming, on-road facilities, connector, and commuter cycling network improvements.	\$84.27
RCN3	Olmsted Plan Implementation	Implement pathway rehab, access to water amenities/neighborhoods, traffic calming and related projects.	\$44.72
RCN4	Shoreline Trail Gaps & Water Way Access	Complete currently unfinished segments and integrate access to waterway into improvements	\$38.24
RCN5	Next Generation Shoreline Trail Technology Upgrades	Deploy technology along trail network for wayfinding, data collection, smart lighting, and other purposes.	\$28.94

Taking Action and Measuring Progress

As we carry out the work of the plan, we will track our progress and adapt our approach to move us closer to our goals. This continuous process will update our regional transportation plan in the next five years.

MOVING
FORWARD
2050

The Plan






Greater Buffalo Niagara Regional Transportation Council

- All comments received by member agencies reviewed and incorporated into the final document.
- Public comments received distributed to members for review and documented in final document.
- **Today's action: Recommend the 2050 Metropolitan Transportation Plan update for Policy approval.**

E. Updated TIP Change Controls

- TIP/STIP projects may need to be modified for one or more of the following reasons:
 - Addition of new projects
 - Deletion of existing projects
 - Cost change
 - Scope/work element change
 - Location changes
 - Funding source changes
 - Scheduling changes
 - Phase additions or deletions
- Change controls govern the procedures and governing body approvals required to make any of these changes to the TIP.
- Change controls are reviewed every 2 years.




Change Control Guidelines for Potential Tip Actions (Approved 5/17/21)

	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 (non-block)		Recommend		Approve
(g) Addition of a new regionally funded project		Recommend		Recommend Approve
(h) Deletion of an existing project		Recommend		Recommend Approve

E. Updated TIP Change Controls

- Need to carefully balance efficiency with transparency.
 - Amendments require public review and a resolution
 - Policy Committee meets twice per year
 - Smallest changes do not require paperwork or MPO board approvals but are reported out at PCC.
- Proposed change federal to non-federal fund source changes (II.c. and II.d.)
 - Currently
 - Under \$150K requires AdMod (PCC Approve)
 - Over \$150K requires Amendment (PCC Approve)
 - Proposed
 - Under \$150K requires RPPM (reported at TPS)
 - Over \$150K requires AdMod (approved by TPS and reported at PCC)



Change Control Guidelines for Potential Tip Actions (Approved 5/17/21)

	RESPONSIBILITY				
	RPPM ¹	TPS ²	PCC ³	PCC	POLICY
	Administrative Modification (AdMod) ⁴			Amendment ⁵	
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(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 (non-block)		Recommend		Approve	
(g) Addition of a new regionally funded project		Recommend		Recommend	Approve
(h) Deletion of an existing project		Recommend		Recommend	Approve

E. Updated TIP Change Controls

- Today's action would be to recommend these changes to Policy Committee for approval.



Change Control Guidelines for Potential Tip Actions (Approved 5/17/21)

	RESPONSIBILITY				
	RPPM ¹	TPS ²	PCC ³	PCC	POLICY
	Administrative Modification (AdMod) ⁴			Amendment ⁵	
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(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 (non-block)		Recommend		Approve	
(g) Addition of a new regionally funded project		Recommend		Recommend	Approve
(h) Deletion of an existing project		Recommend		Recommend	Approve

Discussion Items



A) April TPS Action Item Approvals

- No report this month
- No Action Items were approved at the 4/19 TPS meeting

B) PROTECT Discretionary Grant Program

- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)
- Program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure.
- Program will deliver \$8.7 billion over the next four years
- The PROTECT Program includes both formula funding distributed to States and competitive grants.

B) PROTECT Discretionary Grant Program

- Eligible applicants
 - States (or a political subdivision of a state)
 - Metropolitan Planning Organizations (MPOs)
 - Local governments
 - Special purpose districts or public authorities with a transportation function
 - Tribal governments

B) PROTECT Discretionary Grant Program

- Eligible Activities and Allocations
 - Planning Grants - \$25 M/year for FFY23
 - Resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios to facilitate the ability of the eligible entity to assess the vulnerabilities of its surface transportation assets and community response strategies under current conditions and a range of potential future conditions
 - Resilience Improvement Grants - \$175 M/year for FFY23
 - Improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters.

B) PROTECT Discretionary Grant Program

- Eligible Activities and Allocations
 - Community Resilience & Evacuation Route Grants - \$25 M/year for FFY23
 - Strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events
 - At-Risk Coastal Infrastructure Grants - \$25 M/year for FFY23
 - Strengthen, stabilize, harden, elevate, relocate or otherwise enhance the resilience of highway and non-rail infrastructure to protect highways that are subject to, or face increased long-term future risks of, a weather event, a natural disaster, or changing conditions, including coastal flooding, coastal erosion, wave action, storm surge, or sea level rise.

B) PROTECT Discretionary Grant Program

- Applications must be submitted electronically through grants.gov no later than 11:59 p.m., Eastern Standard Time, on Friday, August 18, 2023
- NOFO and application checklist will be sent to members with meeting slides
- For more info, go to:
<https://www.fhwa.dot.gov/environment/protect/discretionary/>

BuffALLO All Access

Complete Trip Deployment

Project Overview & Upcoming Webinar

May 5, 2023



ITS4US Program Overview

- A USDOT Multimodal Deployment effort, led by ITS JPO and supported by OST, FHWA and FTA
- Supports multiple large-scale replicable deployments to address the challenges of planning and executing all segments of a complete trip



Vision: Innovative and integrated complete trip deployments to support seamless travel for all users across all modes, regardless of location, income, or disability

ITS4US

IT'S TRANSPORTATION FOR ALL OF US



University of
Washington
OR, WA, MD

Niagara Frontier
Transportation
Authority
Buffalo, NY

Georgia
Department of
Transportation
Gwinnett County,
GA

Heart of Iowa
Regional Transit
Agency
Dallas County, IA





A Complete Trip Scenario from a Traveler's Perspective

Integrated through a multimodal accessible travel planning app

Pre-Trip Planning

- Turn by turn guidance to and from bus and rail stops
- Availability of various transportation services
 - Bus, Rail, Paratransit

Transit to Campus

- App-enabled location tracking, alerts, access preferences (voice, text, haptic alerts) and real-time arrival information
- App includes paths through stations, stops and buildings (elevators, stairs, walkways, escalators)

Within and Around Campus

- Hail accessible human or self-driving shuttle (through app)
- Universal design & pedestrian safety applications at high-traffic intersections around campus
- Outdoor wayfinding, sidewalk improvement for pedestrians with and without disabilities

Inside Building

- Paths through partner buildings for all



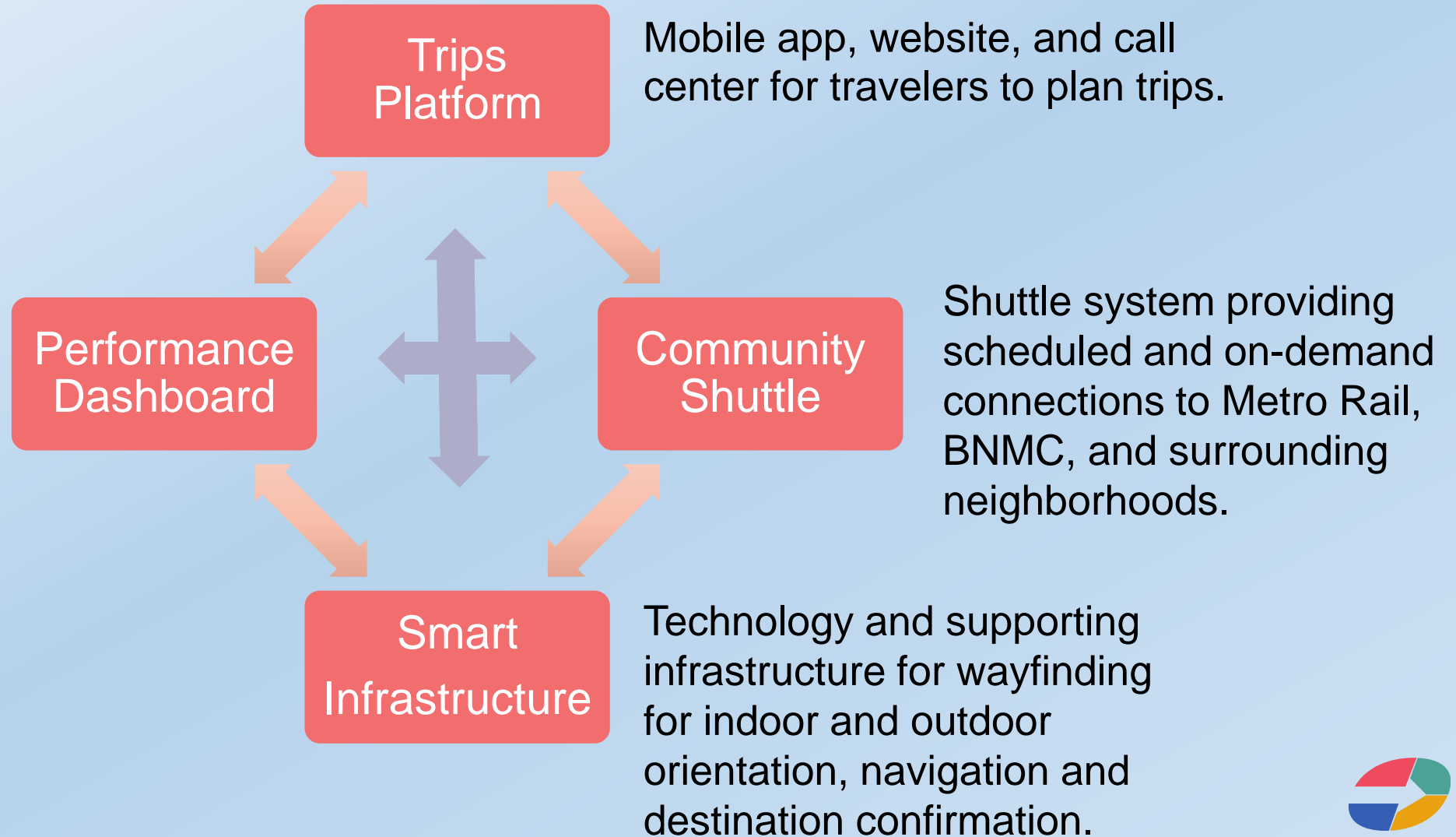


About the Project

- **Purpose:** Ensure that transportation options in and around the Buffalo Niagara Medical Campus (BNMC) are accessible for all travelers, especially those with disabilities, older adults, and low-income individuals.
- **Solution:** The project deploys new and advanced technologies to address existing mobility and accessibility challenges
- **Project Area:** BNMC and surrounding neighborhoods: Fruit Belt, Masten Park, and Allentown.

System Overview

Measures and presents the performance of the system.



Project Objectives

Support **consistent, continuous trips** to, from, and within the BNMC area.

Provide **online and offline** ways to receive real time information on services, and infrastructure usability and accessibility.

Create trip paths that are **safe, accessible, and compatible** with user-defined preferences and capabilities.

Provide **integrated, flexible, demand-responsive, end-to-end** transit options for the community.

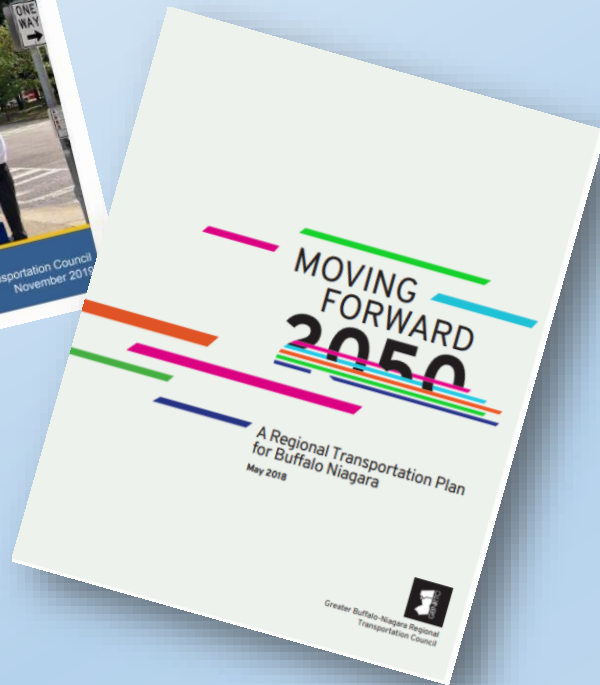
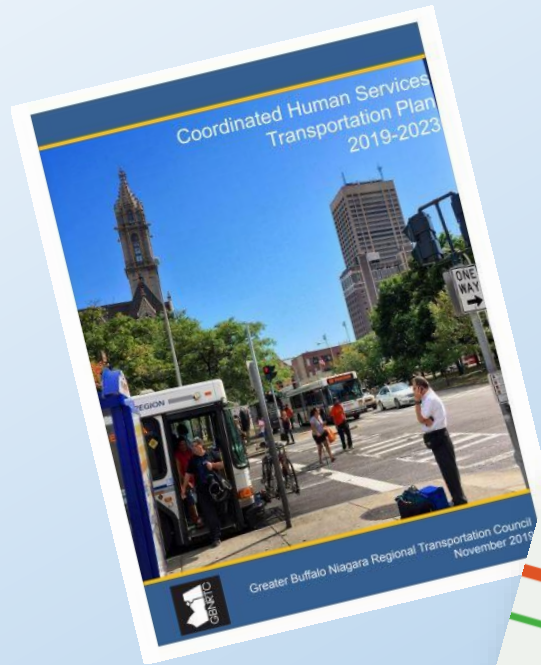


Target Users

Target Users	Populations of Interest
Persons with Disability (PWD) <ul style="list-style-type: none">▪ Mobility▪ Vision▪ Cognitive▪ Hearing	General Population (Patients, Visitors and Workers at BNMC Partner agencies)
Low Income	Residents of adjacent Fruit Belt, Masten Park, and Allentown Neighborhoods and across Buffalo using BNMC services, transit facilities, and healthcare
Older Adults	
Limited English Proficiency (LEP)	



Implementing MPO Plans



Coordinated Plan

Project aims to improve transportation for 60% of the 1.1 million residents in the Buffalo Niagara Region fall into at least one category of people with special needs.

Metropolitan Transportation Plan

Infrastructure for Reconsideration
Incorporating smart mobility to make our system work better for everyone.

Connect all users of all ages and abilities to key destinations, services and opportunities



Performance Measures And Outcomes

Performance measures were developed based on 10 use cases.
Each measure has a set of metrics and targets.

Improved ability of users to make satisfactory trips in the study area or help others to do so in the case of caregivers.

Usefulness of the Trips Platform Registration and Trip Preferences Processes.

Usefulness of the Trip Planning and Booking Processes.

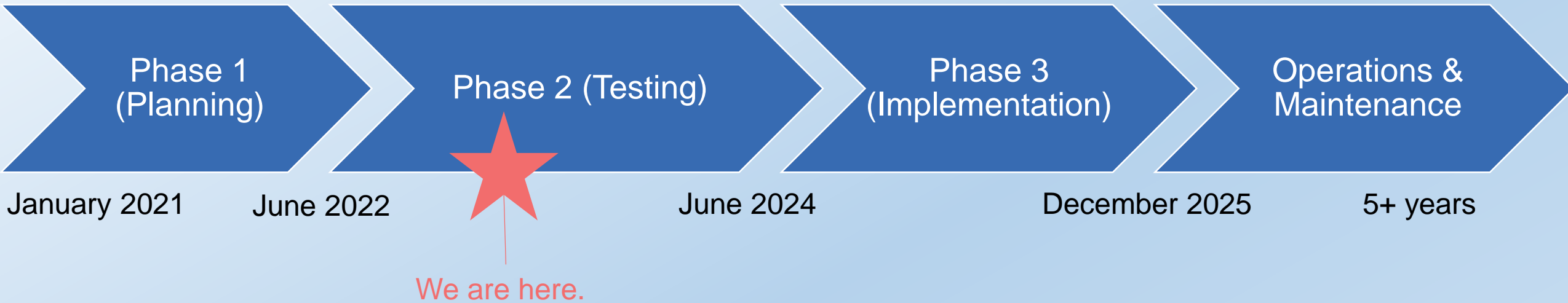
Improved ability to find destinations efficiently using the wayfinding functionality.

Improved ability to cross specific intersections safely using smart signal functionality.

Provision of an efficient, reliable, and safe new on-demand transit shuttle system.



Timeline and Next Steps



Next Steps (through Summer 2023):

- Develop minimum viable product for testing
- Recruit preliminary users and testers
- Conduct training



Upcoming Webinar



Low-Speed Self-Driving Shuttles – State of the Technology, Sustainability, and Equity Implications

This webinar, presented by Niagara Frontier Transportation Authority and BuffALLO All Access, will survey the state-of-the-art of low-speed, Self-Driving Shuttle (SDS) technology, industry trends, and vendors, along with current capabilities and limitations. In addition to providing participants with a review of a few examples of current deployments both in the US and worldwide, the presenters will walk through the process which the BuffALLO All Access Project Team engaged in to develop the Concept of Operations for the Self-Driving Shuttle subsystem as part of their overall project, formulation of the system requirements, and the translation of these into a successful Request for Proposal. The webinar will then conclude by summarizing the main lessons learned from this SDS process.

Date: 16, May 2023

Time: 2:00 pm – 3:30 pm ET

<https://bnmc.org/allaccess/buffalo-all-access-webinar/>



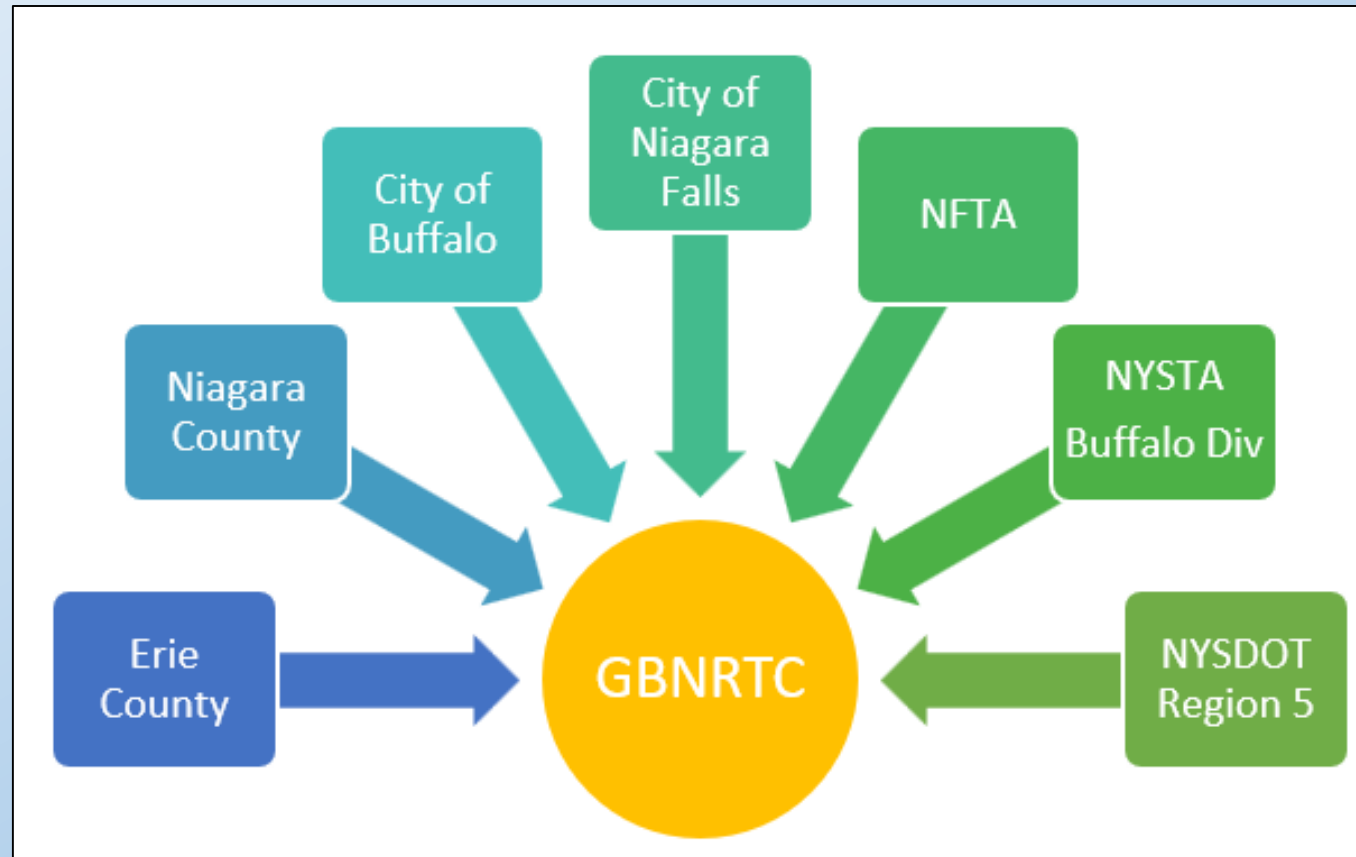
THANK YOU

Visit bnmc.org/allaccess to learn more!



Status Reports/Information

Member Agency Reports



Executive Director's Report

- Federal Highway Administration (FHWA) Professional Development Program (PDP)
- New York State Association of Metropolitan Planning Associations (NYSAMPO) Conference

Meeting Wrap Up

- Next PCC Meeting
 - Friday June 7, 2023 @ 9am
- Policy Committee meeting will take after a short break
- Adjournment