



Planning and Coordinating Committee (PCC) Meeting

Wednesday January 4, 2023 @ 9:30am

Public Participation via Facebook Live

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

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

DRAFT AGENDA

Pledge of Allegiance

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (12-7-22) Meeting Minutes

II. ACTION ITEMS

- A) Four New Transit Projects
 - PIN 5825.94 – Purchase of 40-foot Battery Electric Buses
 - PIN 5825.95 - Cold Spring Garage Electric Bus Infrastructure
 - PIN 5825.96 - DL&W Station Access Improvements - Riverwalk
 - PIN 5825.97 - DL&W Station Access Improvements - Key Bank Center Facilities
- B) Resolution 2023-1 Lancaster Heritage Trail Study

III. DISCUSSION ITEMS

- A) 2022 Rural Surface Transportation Program Awards
- B) 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants

IV. STATUS REPORTS/INFORMATION

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

V. MEETING ADJOURNMENT

NEXT MEETING February 1, 2023

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

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

The following GBNRTC-PCC representatives were present:

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

Others present were:

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

Public Attendees:

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

I. PROCEEDINGS

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

A) Roll Call

- All members were present.

B) Public Participation

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

C) Approval of Meeting Agenda

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

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

D) Approval of Previous Meeting Minutes

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

II. ACTION ITEMS

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

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

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

- This is an NFTA request to add 8 new projects to the FFY 23-27 TIP.
 1. PIN 5825.84 - Track Bed Replacement
 - Replace all rail systems and rail infrastructure within the 400 Block of Main Street
 - Total Project Cost - \$20,171,000 (\$12.95M SFY 21-22 NYSDOT State Metro Rail Capital + \$7.221M SFY 22-23 NYSDOT State Metro Rail Capital)
 2. PIN 5825.85 - Ventilation Damper Replacement
 - Replace life-expired ventilation dampers at the subsurface Metro Rail stations
 - Total Project Cost - \$4M (\$2M SFY 21-22 NYSDOT State Metro Rail Capital + \$2M SFY 22-23 NYSDOT State Metro Rail Capital)
 3. PIN 5825.86 - SCADA Replacement
 - Replace the computer hardware and software associated with the train control and SCADA (Supervisory Control and Data Acquisition) system.
 - Total Project Cost - \$1M (SFY 21-22 NYSDOT State Metro Rail Capital)
 4. PIN 5825.87 - Platform Conduit Rehab
 - Replace electrical conduit and wiring throughout the underground Metro Rail station areas.
 - Total Project Cost - \$1.2M (SFY 21-22 NYSDOT State Metro Rail Capital)
 5. PIN 5825.88 - Station Panel Liner Rehab
 - Replace life-expired station panel liners at Metro Rail Station.

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

6. PIN 5825.89 - Church Street Station Design

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

7. PIN 5825.90 - Fastener & Pad Replacement Phase II

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

8. PIN 5825.91 - Rail Pantographs

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

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

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

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

III. DISCUSSION ITEMS

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

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

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

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

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

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

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

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

D. BRIDGE-NY Program Update – Guarino/Finn

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

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

IV. STATUS REPORTS/INFORMATION

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

IV. Meeting Adjournment

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

Planning and Coordinating Committee

January 4, 2023



Agenda

I. Proceedings

II. Action Items

III. Discussion Items

IV. Status Reports / Information



Proceedings

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

Action Items



 GBNRTC

A. Four New Transit Projects

- NFTA has requested to add four new projects to the TIP
 - PIN 5825.94 – Purchase of 40-foot Battery Electric Buses
 - PIN 5825.95 - Cold Spring Garage Electric Bus Infrastructure
 - PIN 5825.96 - DL&W Station Access Improvements – Riverwalk
 - PIN 5825.97 - DL&W Station Access Improvements - Key Bank Center Facilities



A. Four New Transit Projects

1. 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)

A. Four New Transit Projects

2. 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)

A. Four New Transit Projects

3. 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)

A. Four New Transit Projects

4. 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)

A. Four New Transit Projects

- Today's PCC action would be to initiate a 30-day public review period for the proposed new TIP projects.
- Public comments will be received until February 3



B. Resolution 2023-1 Lancaster Heritage Trail Study

- GBNRTC has been awarded a grant from the New York State Office of Parks, Recreation and Historic Preservation (NYSPRHP) in the amount of \$50,000
- This grant will be used to study the feasibility of constructing an off road bicycle trail to connect the Lehigh Valley Trail to the Lancaster Heritage Trail through the Villages of Lancaster and Depew as well as the Town of Cheektowaga



B. Resolution 2023-1 Lancaster Heritage Trail Study

- The following scope items will be included in the study
 - Study and analyze existing conditions
 - Develop and evaluate up to three potential routes to the level of preliminary design
 - Solicit input from the public on all potential improvements and document the feedback received
 - Develop a plan for maintenance and sustainability for all potential routes
- Today's action would be to amend the FY 2022-2024 UPWP to include this grant and study



Discussion Items



A. 2022 Rural Surface Transportation Grant Program Awards

- Due to decades of disinvestment, around 13% of rural roads and 10% of off-system bridges, most of which are in rural areas, are in poor condition
- The fatality rate on rural roads is also two times greater than on urban roads
- New federal RURAL program will invest a total of approximately \$2 billion through 2026 for projects that improve highways, bridges, and tunnels, address highway safety, increase access to agricultural, commercial, energy, or freight facilities that support the economy, and bring flexible transit services to rural and Tribal areas.
- For FFY22, \$273.9 million was recently awarded to 12 projects

A. 2022 Rural Surface Transportation Grant Program Awards

- Full details available at <https://www.transportation.gov/grants/rural-2022-fact-sheets>
 1. Advancing Connectivity and Equity in the Remote Bering Straits Region (AK- \$10M)
 2. Madera 41 Expressway (CA - \$25M)
 3. Louisiana DOT&D Ferry Design and Construction (LA -\$25M)
 4. Downtown Moorhead Grade Separation Project (MN - \$26.3M)
 5. West Reserve Drive: Hutton Ranch Road to Whitefish Stage Road Intersection (MT - \$25M)
 6. Mobility for Everyone, Everywhere in North Carolina (NC - \$10.4M)
 - 7. Niagara County Rural Bridge Improvement Initiative (NY - \$0.96M)**
 8. Central Susquehanna Valley Transportation Project - Southern Section (PA - \$69M)
 9. BIA Route 7 Regional Improvement Project (SD - \$26.2M)
 10. Ibapah Road Safety and Rehabilitation Project (UT - \$6M)
 11. I-64 Widening Project (VA - \$25M)
 12. Coalfields Expressway Project (WV – \$25M)

A. 2022 Rural Surface Transportation Grant Program Awards

Niagara County Rural Bridge Improvement Initiative

Niagara County

Niagara County, New York

Award: \$959,304.80

Estimated Future Eligible Project Costs: \$1,199,131

Project Description: The project will 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.

Project Benefits: The current Hartland Road Bridge is over 70 years old and has not had any major rehabilitation work in over 30 years. The project improvements will ensure that the bridge meets current safety standards. The project will use Accelerated Bridge Construction techniques in order to minimize the bridge's closure time and related detours. Once complete, the rehabilitated bridge will support Niagara County's agricultural economy.



BCA: 20.4

B. 2023 RAISE Discretionary Grant Program

- The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program is a discretionary grant program for investments in surface transportation infrastructure that will have a significant local or regional impacts
- RAISE Grant Funds were authorized under the Local and Regional Assistance Program in the Infrastructure Investment and Jobs Act, known as the Bipartisan Infrastructure Law (BIL)
- Since 2009, \$12.1 billion has been awarded under National Infrastructure Investments for capital investments in surface transportation infrastructure over 14 rounds of competitive grants.
- 2023 RAISE grants will continue to align with USDOT's strategic goals
 - Improve safety, economic strength and global competitiveness, equity, and climate and sustainability

B. 2023 RAISE Program Changes

- There are now minimum award amounts for planning grants
 - \$1 million minimum planning grant in rural areas
 - \$5 million minimum planning grant in urban areas
- “Partnership and Collaboration” now includes meaningful engagement with residents to ensure equity considerations for underserved communities throughout the lifecycle of the project as well as capacity building through the Federal interagency Thriving Communities Network
- Minor updates regarding process improvements and increased evaluation transparency
- Incorporation of a new Reconnecting Communities element
 - Applications will automatically advance for second-tier analysis if they received an overall Reconnecting Communities merit rating of “Recommended” and have at least one “High” rating in a priority criterion

B. 2023 RAISE Discretionary Grant Program

- Funding

- The BIL authorized and appropriated \$1.5 billion to be awarded by DOT for RAISE grants under the Local and Regional Project Assistance Program (49 U.S.C. 6702) for FY 2023
- USDOT will award at least \$75 million for the planning, preparation or design of eligible projects (23 Planning Grants do not result in construction with 23 RAISE funds)
- The Federal share shall not exceed 80 percent unless the project is located in a rural area, a historically disadvantaged community or an area of persistent poverty

- Award Size

- Minimum RAISE grant award is:
 - \$5 million in urban areas
 - \$1 million in rural areas
- Grants may not be greater than \$25 million

B. 2023 RAISE Discretionary Grant Program

- Eligible Applicants include:
 - States and the District of Columbia
 - Any territory or possession of the United States
 - A unit of local government
 - A public agency or publicly chartered authority established by 1 or more States
 - A special purpose district or public authority with a transportation function, including a port authority
 - A federally recognized Indian Tribe or a consortium of such Indian Tribes; a transit agency
 - A multi-State or multijurisdictional group of entities

B. 2023 RAISE Discretionary Grant Program

- Eligible projects include:
 - Capital projects including but not limited to:
 - Highway, bridge, or other road projects eligible under title 23, United States Code
 - Public transportation projects eligible under chapter 53 of title 49, United States Code
 - Passenger and freight rail transportation projects
 - Port infrastructure investments (including inland port infrastructure and land ports of entry)
 - The surface transportation components of an airport project eligible for assistance under part B of subtitle VII
 - Intermodal projects
 - A project to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program
 - Projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government
 - Any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program
 - Planning projects which include planning, preparation, or design of eligible surface transportation capital projects.

B. 2023 RAISE Discretionary Grant Program

- USDOT RAISE Web Page:
<https://www.transportation.gov/RAISEgrants>
 - NOFO
 - How to Apply
 - Additional Guidance
 - Webinars (How to Apply & BCA) – TBA
 - FAQ
 - Urbanized Area Map
 - APP and HDC Maps
 - Resources
- USDOT: RAISEgrants@dot.gov or (202) 366-0301
- Applications must be submitted through [Grants.gov](https://www.transportation.gov/RAISEgrants)
 - Registration process usually takes 2-4 weeks!
- Final Applications must be submitted by 11:59:59 PM E.D.T. on February 28, 2023 - late applications will not be accepted

FY 2023 RAISE Application Checklist				
	Information	File Name	NOFO Section	Page Lin
1 ☐	SF-424 (Found in Grants.gov application package)	SF-424	D.2	N/A
2 ☐	Project Information Form (Found in Grants.gov application package and on RAISE website) (Excel)	FY2023 RAISE Project Information Form	D.2	N/A
3 ☐	Project Description	Project Description	D.2.i	5 pages
4 ☐	Project Location File (Shapefile, GEOJSON, KML/KMZ, or CSV)	Project Location File	D.2.ii	N/A
5 ☐	Project Budget	Project Budget	D.2.iii	5 pages
6 ☐	Funding Commitment Documentation	Funding Commitments	D.2.iii.e	N/A
7 ☐	Merit Criteria	Merit Criteria Narrative	D.2.iv and E.1.i	15 pages
8 ☐	Project Readiness	Project Readiness	D.2.v and E.1.ii	5 pages
9 ☐	Benefit Cost Analysis Narrative*	BCA Narrative	D.2.vi and E.1.iii	N/A
10 ☐	Benefit Cost Analysis Calculations* (Excel)	BCA Calculation	D.2.vi and E.1.iii	N/A
11 ☐	Letters of Support (optional)	Letters of Support	D2.iv And E.1.i	N/A

Meeting Wrap Up

- Member Agency Reports
- Director's Report
- Next PCC Meeting Date is February 1, 2023 @ 9:30 am
- Adjournment



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- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (1-4-23) Meeting Minutes

II. ACTION ITEMS

- A) TIP Amendment #2: Four (4) New Transit Projects
 - PIN 5825.94 – Purchase of 40-foot Battery Electric Buses
 - PIN 5825.95 - Cold Spring Garage Electric Bus Infrastructure
 - PIN 5825.96 - DL&W Station Access Improvements - Riverwalk
 - PIN 5825.97 - DL&W Station Access Improvements - Key Bank Center Facilities
- B) TIP AdMod #6: PIN 5051.15 N Grand Island Bridge Underpass OHVD Systems
- C) TIP AdMod #9: PIN 5825.73 NFTA Division Street Bus Stop Canopy Project
- D) Resolution 2023-3: Region Central Study Schedule and Budget Modification

III. DISCUSSION ITEMS

- A) SFY 22-24 UPWP Amendment
- B) ATCMTD Presentation

IV. STATUS REPORTS/INFORMATION

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

V. MEETING ADJOURNMENT

NEXT MEETING March 1, 2023



Greater Buffalo Niagara Regional Transportation Council

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

Planning and Coordinating Committee (PCC) Meeting Minutes January 4, 2023

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The following GBNRTC-PCC representatives were present:

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- NYSTA Matt Latko
- 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
- John Boser NYSTA
- Frank Cirillo NYSDOT (Zoom)
- Dan Castle Erie County Dept. of Environment and Planning (Zoom)
- Angie Kennedy Seneca Nation of Indians (Zoom)
- Nicole McGrath Federal Highway Administration (Zoom)
- Emily Maciejak Federal Transit Administration (Zoom)
- GBNRTC Staff (10)

Public Attendees:

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

I. PROCEEDINGS

Chairperson (Mr. Latko from NYSTA) called the meeting to order at 9:30 a.m. and led in the pledge of allegiance.

A) Roll Call

- All members were present.

B) Public Participation

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

C) Approval of Meeting Agenda

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

D) Approval of Previous Meeting Minutes

- All present were in favor of a motion to approve the 12-7-22 meeting minutes (NFTA/EC). *Approved.*

II. ACTION ITEMS

A) 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)
 - *Motion to initiate a 30-day public review period for the proposed new TIP projects (CNF/NFTA). Approved.*
- B) Resolution 2023-1 Lancaster Heritage Trail Study – Guarino
- GBNRTC has been awarded a grant from the New York State Office of Parks, Recreation and Historic Preservation (NYSPRHP) in the amount of \$50,000
 - This grant will be used to study the feasibility of constructing an off road bicycle trail to connect the Lehigh Valley Trail to the Lancaster Heritage Trail through the Villages of Lancaster and Depew as well as the Town of Cheektowaga
 - The following scope items will be included in the study
 - Study and analyze existing conditions
 - Develop and evaluate up to three potential routes to the level of preliminary design
 - Solicit input from the public on all potential improvements and document the feedback received
 - Develop a plan for maintenance and sustainability for all potential routes
 - *Motion to approve amending the SFY 22-24 UPWP to include the grant and study (NFTA/NC)). Approved.*

III. DISCUSSION ITEMS

- A. 2022 Rural Surface Transportation Grant Program Awards – Guarino
- Due to decades of disinvestment, around 13% of rural roads and 10% of off-system bridges, most of which are in rural areas, are in poor condition
 - The fatality rate on rural roads is also two times greater than on urban roads
 - New federal RURAL program will invest a total of approximately \$2 billion through 2026 for projects that improve highways, bridges, and tunnels, address highway safety, increase access to agricultural, commercial, energy, or freight facilities that support the economy, and bring flexible transit services to rural and Tribal areas.
 - For FFY22, \$273.9 million was recently awarded to 12 projects:
 - Advancing Connectivity and Equity in the Remote Bering Straits Region (AK- \$10M)

- Madera 41 Expressway (CA - \$25M)
- Louisiana DOT&D Ferry Design and Construction (LA - \$25M)
- Downtown Moorhead Grade Separation Project (MN - \$26.3M)
- West Reserve Drive: Hutton Ranch Road to Whitefish Stage Road Intersection (MT - \$25M)
- Mobility for Everyone, Everywhere in North Carolina (NC - \$10.4M)
- Niagara County Rural Bridge Improvement Initiative (NY - \$0.96M)
- Central Susquehanna Valley Transportation Project - Southern Section (PA - \$69M)
- BIA Route 7 Regional Improvement Project (SD - \$26.2M)
- Ibapah Road Safety and Rehabilitation Project (UT - \$6M)
- I-64 Widening Project (VA - \$25M)
- Coalfields Expressway Project (WV - \$25M)
- Full details available at <https://www.transportation.gov/grants/rural-2022-fact-sheets>
- Niagara County Rural Bridge Improvement Initiative - Award: \$959,304.80, Estimated Future Eligible Project Costs: \$1,199,131
 - The project will 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.
 - BCA: 20.4

B. 2023 RAISE Discretionary Grant Program – Guarino

- The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program is a discretionary grant program for investments in surface transportation infrastructure that will have a significant local or regional impacts
- RAISE Grant Funds were authorized under the Local and Regional Assistance Program in the Infrastructure Investment and Jobs Act, known as the Bipartisan Infrastructure Law (BIL)
- Since 2009, \$12.1 billion has been awarded under National Infrastructure Investments for capital investments in surface transportation infrastructure over 14 rounds of competitive grants.
- 2023 RAISE grants will continue to align with USDOT's strategic goals
 - Improve safety, economic strength and global competitiveness, equity, and climate and sustainability
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- Since 2009, \$12.1 billion has been awarded under National Infrastructure Investments for capital investments in surface transportation infrastructure over 14 rounds of competitive grants.
- 2023 RAISE grants will continue to align with USDOT's strategic goals
- Improve safety, economic strength and global competitiveness, equity, and climate and sustainability
- Funding
 - The BIL authorized and appropriated \$1.5 billion to be awarded by DOT for RAISE grants under the Local and Regional Project Assistance Program (49 U.S.C. 6702) for FY 2023
 - USDOT will award at least \$75 million for the planning, preparation or design of eligible projects (23 Planning Grants do not result in construction with 23 RAISE funds)

- The Federal share shall not exceed 80 percent unless the project is located in a rural area, a historically disadvantaged community or an area of persistent poverty
- Award Size
 - Minimum RAISE grant award is:
 - \$5 million in urban areas
 - \$1 million in rural areas
 - Grants may not be greater than \$25 million
- Eligible Applicants:
 - States and the District of Columbia
 - Any territory or possession of the United States
 - A unit of local government
 - A public agency or publicly chartered authority established by 1 or more States
 - A special purpose district or public authority with a transportation function, including a port authority
 - A federally recognized Indian Tribe or a consortium of such Indian Tribes; a transit agency
 - A multi-State or multijurisdictional group of entities
- Resources and Deadline
 - USDOT RAISE Web Page: <https://www.transportation.gov/RAISEgrants>
 - NOFO
 - How to Apply
 - Additional Guidance
 - Webinars (How to Apply & BCA) – TBA
 - FAQ
 - Urbanized Area Map
 - APP and HDC Maps
 - Resources
 - USDOT: RAISEgrants@dot.gov or (202) 366-0301
- Applications must be submitted through Grants.gov
- Registration process usually takes 2-4 weeks!
- Final Applications must be submitted by 11:59:59 PM E.D.T. on February 28, 2023 - late applications will not be accepted

IV. STATUS REPORTS/INFORMATION

- Member Agency Reports
 - NFTA (Kempner) reported that
 - Due to construction, the University LRRT station will be closed at 9 pm for the next month.
 - NITTEC (Hutchins) reported that
 - A demonstration of the ATCMTD project is scheduled for next month's PCC meeting.
 - All other members stated that they did not have anything to report at this time.
- Director's Report - Finn

- STIP has been approved by FHWA and FTA
 - eSTIP with new STIP project info is expected to be live soon.
- UPWP Development Update
 - Feb PCC – Presentation and Draft for Public Review
 - March PCC/Policy – Recommendation and Final Approval
- MTP Schedule
 - TPS review of project list
 - April 5 - PCC presentation of draft document and initiate public review
 - April 12 - Public Meetings
 - Policy approval – between 5/5 and 5/11
- Executive session on budget planned for February 1 PCC
- NYS legislation updates
 - Setting speed limits on local roads
 - Requires a traffic study by engineer to show that proposed speed is reasonable.
 - New Complete Streets funding will be available for eligible projects pursuant to legislation that was signed by the Governor in December 2023. The new funding gets puts into place 1 year from the legislation and more details will be provided as they are available.

V. MEETING ADJOURNMENT

- The next PCC meeting will be held on Wednesday February 1, 2023 at 9:30 am.
- *Chairperson Latko made a motion to adjourn the meeting (NFTA/TWA). Approved.*
- The meeting ended at approx. 10:10 am

Planning and Coordinating Committee

February 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



A. Four New Transit Projects

- NFTA has requested to add four new projects to the TIP
 - PIN 5825.94 – Purchase of 40-foot Battery Electric Buses
 - PIN 5825.95 - Cold Spring Garage Electric Bus Infrastructure
 - PIN 5825.96 - DL&W Station Access Improvements – Riverwalk
 - PIN 5825.97 - DL&W Station Access Improvements - Key Bank Center Facilities



A. Four New Transit Projects

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- Let (obligation) date is 6/1/23
- AQ Conformity Exemption: B10 (Purchase of new buses and rail cars to replace existing vehicles or for minor expansions)

A. Four New Transit Projects

2. PIN 5825.95 - Cold Spring Garage Electric Bus Infrastructure

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 - \$2.5M SFY 22-23 NYSDOT Public Transportation Modernization and Enhancement Program (MEP)
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- AQ Conformity Exemption: B6 (Construction or renovation of power, signal, and communications systems)

A. Four New Transit Projects

3. 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
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- Let (obligation) date is 3/1/23
- AQ Conformity Exemption: C2 (Bicycle and pedestrian facilities)

A. Four New Transit Projects

4. 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
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 - \$2M FY22 FTA Earmark (Transit Infrastructure Project)
 - \$0.5M NFTA Local Match)
- Let (obligation) date is 3/1/23
- AQ Conformity Exemption: C2 (Bicycle and pedestrian facilities)

A. Four New Transit Projects

- The Interagency Consultation Group for Air Quality concurred with suggested Air Quality Conformity exemptions on 1/11/23
- A 30-day public review will complete on **2/3/23**
- Today's PCC action would be conditionally approve the four proposed TIP projects pending completion of the required review period.



B. PIN 505115 N Grand Island Bridge Underpass OHVD Systems

- 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
- Today's action would be to approve this change as Administrative Modification #6

C. PIN 5825.73 NFTA Division Street Bus Stop Canopy Project

- This is an NFTA request to modify an existing project
- The project currently includes only a Miscellaneous phase (\$4.8M)
- 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
- Today's action would be to approve these changes as Administrative Modification #9

D. Region Central Study Schedule and Budget Modification

- 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
- Today's action would be to approve via Resolution 2023-3

Discussion Items



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

- 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

22-24 UPWP – 23-24 Reaffirm & Amendment

- 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

22-24 UPWP – 23-24 Reaffirm & Amendment

- 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

22-24 UPWP – 23-24 Reaffirm & Amendment

- 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 for 23-24
 - SS4A
 - Regional Signal Communications Study – SMART grant

22-24 UPWP – 23-24 Reaffirm & Amendment

- 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
 - One Region Forward
 - MTP
 - Regional Bike Master Plan
 - Members have Complete Streets Policies in place where applicable
 - Complete Streets projects in the TIP



NITTEC ATCMTD PROJECT IMPLEMENTATION

Parsons Transportation Group of New York, Inc.
Date: October 21st, 2022

PROJECT TEAM



- **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



- Aimsun Next
 - Updates to the existing NITTEC Aimsun traffic model
 - Macro expansion of I-90
 - Data cluster analysis
- Aimsun Live
 - Model Integration
 - System Scenario Testing
 - Traffic Predictions
 - Aimsun Live GUI



- SME CVO, & V2I truck parking
- System planning support
- Testing support
- Training support



- Weather information systems SME
- Roadway weather forecast APIs
- Weather alerts

PROJECT SCOPE

Project Objective and benefits

- **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

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

Tasks

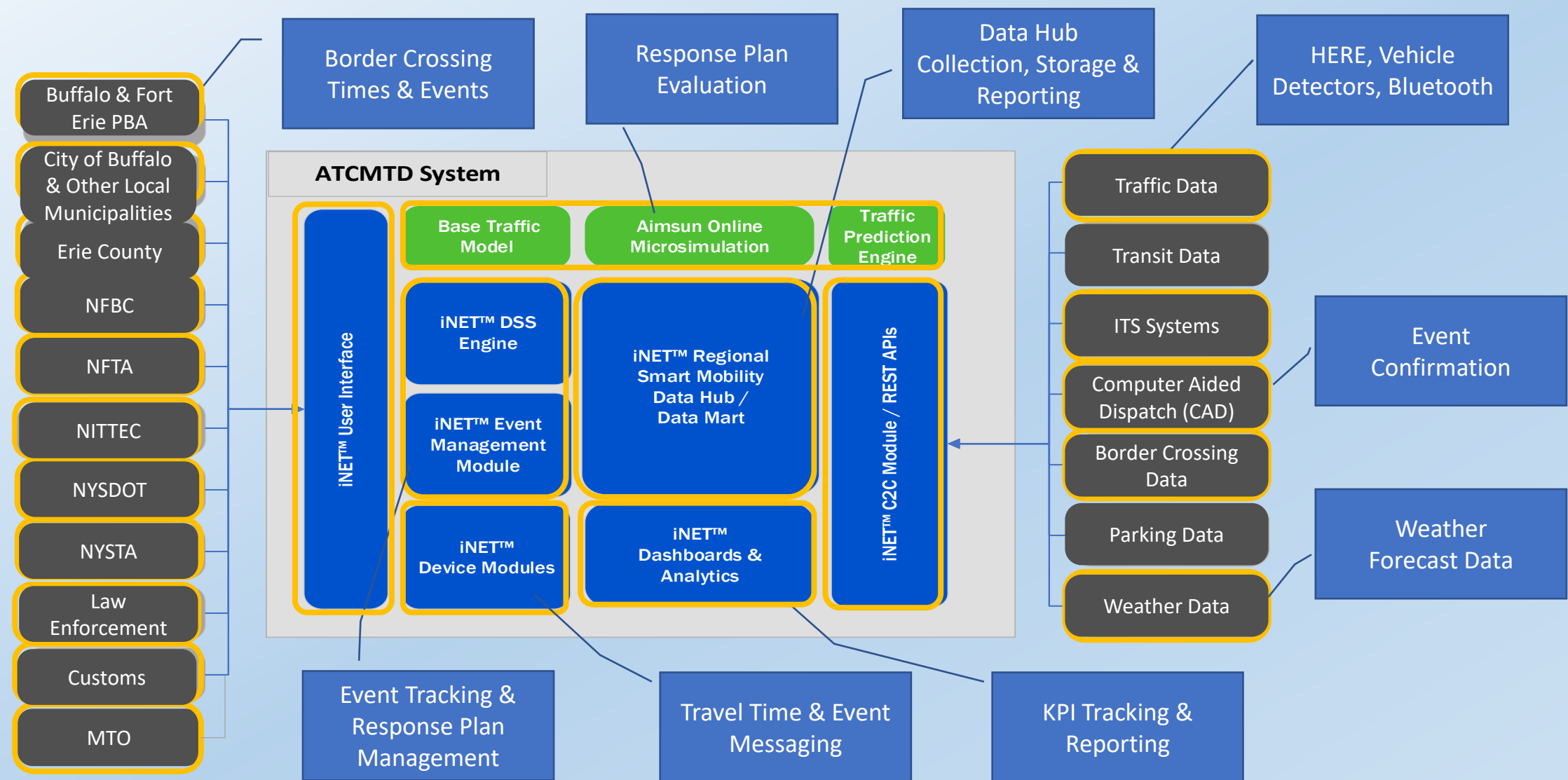
Task	Scope	Deliverables
Task 1 - Project Management	Overall project planning and management	• PMP and Risk Management Plan • SEMP • Project Schedule • Requirements workshops coord.
Task 2 - Requirements Analysis	Requirement analysis and review of high-level requirements to generate User Stories that comprise the Agile product backlog	• Requirement Workshops (in-person) • Requirement Traceability Matrix • Master Test Plan • Product Backlog • Factory Acceptance Test Plan • Inventory Management System
Task 3 - System Design	Design and document the approach to implementing the NITTEC ATCMTD system. Conduct workshops and produce documentation that aligns the product.	• Detailed Design Document • System Architecture
Task 4 - Implementation/Agile	Utilize the agile software development methodology. Two major releases expected with incremental releases in between: • Theme 1 Release – Data Collection & Dissemination • Theme 2 Release – Modeling, Prediction & Full DSS Support	• Three-week sprint cycles • Sprint Planning & Backlog Grooming • Updated behavioral diagrams (as needed) • System Architecture updates (as needed) • Sprint Review Meetings & Demos

Tasks

Task	Scope	Deliverables
Task 5 – Field Installation	Conduct formalized testing with NITTEC to review completed system capabilities. • Factory Acceptance Test (FAT) – Parsons internal test environment against simulated data • System Integration Test (SIT) – NITTEC Testing environment against real systems (if available)	• Master Test Plan updates • FAT executions • FAT results • SIT executions • SIT results
Task 6 - System Acceptance Testing	Formalized acceptance testing conducted at the end of each release theme, conducted in the NITTEC production environment. Themed releases will be available for production use at the conclusion of SAT testing.	• System Acceptance Test Procedures • System Acceptance Test Report
Task 7 - Training and Operational Support/Warranty	• Develop material and support training for operators, system administrators and maintenance personnel. • Perform any maintenance on the system to ensure it's operating in accordance with Service Level Agreements, including patching and upgrades as needed to resolve issues	• Providing Training Curriculum and Training Manuals. • Conducting Training with NITTEC and any other stakeholders as appropriate. All training Materials will become NITTEC property, submitted in both electronic and hard copy for review and archiving.

PROJECT ARCHITECTURE

System Architecture



INET™ modules



Parsons System DEVELOPMENT – Border Crossing

Peace Bridge - CN Bound : Peace Bridge N

Mile Post: 0

FILTERS Select BWTMS

Agency: NITTEC

Device Information: ID: Peace Bridge - CN Bound, Native ID: PBCH, Active: Y

Location Information: Roadway Type, Roadway Name: Peace Bridge, Direction: N, Cross Street, City: Buffalo, District, County: Erie, Mile Post: 0, State/Prov: NY, CCTV (view), Preset (view)

Geographic Information: Latitude: 42.905407, Longitude: -78.899765, Leash Length: 0, Angle: 0, Orientation: 0

Open Location Map



Modify

Previous

Next

New

Peace Bridge - CN Bound : Peace Bridge N

Mile Post: 0

FILTERS Select BWTMS

Communication Information: Conn Type: UDP, Host/IP: localhost, Drop ID: 1, Port: 1, Msg Type: PMSP, Community: public, IC Device Type: busen-bwt1-e166bip0000, truckfast-pb-cnbound-fast-nexus-pb-cnbound-nexus-trucks-pb-cnbound-trucks-cars-pb-cnbound-cars

Options

Vendor Information: Vendor Name: Buffalo, Protocol: atmosp, Description: Buffalo, P, CN Bound, Date Created: 10/26/20, Date Modified: 11/14/20

Modify

Previous

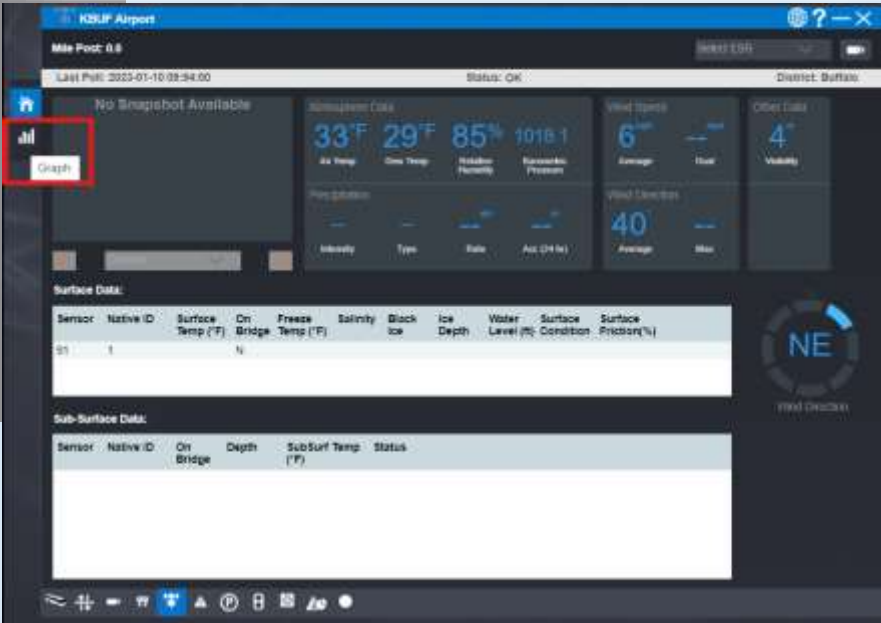
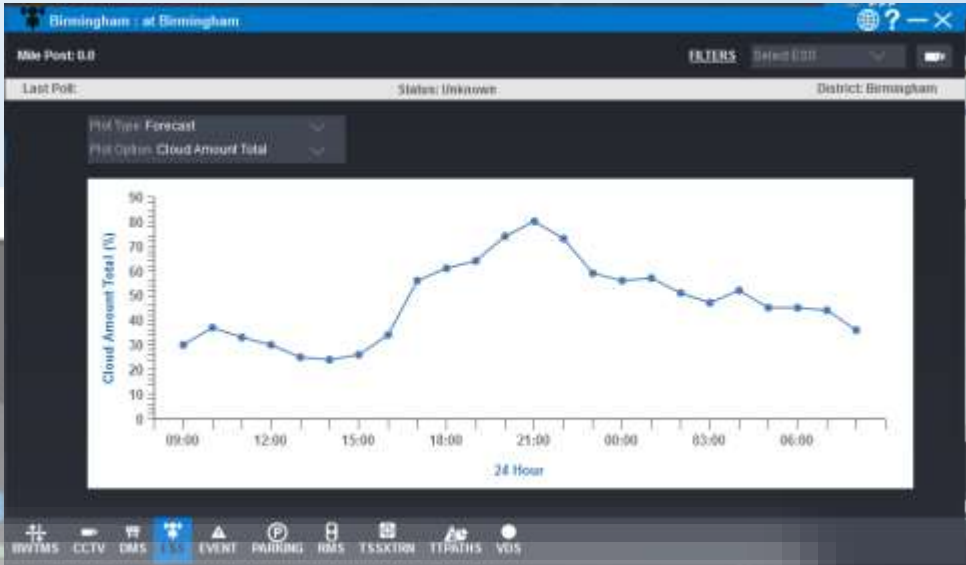
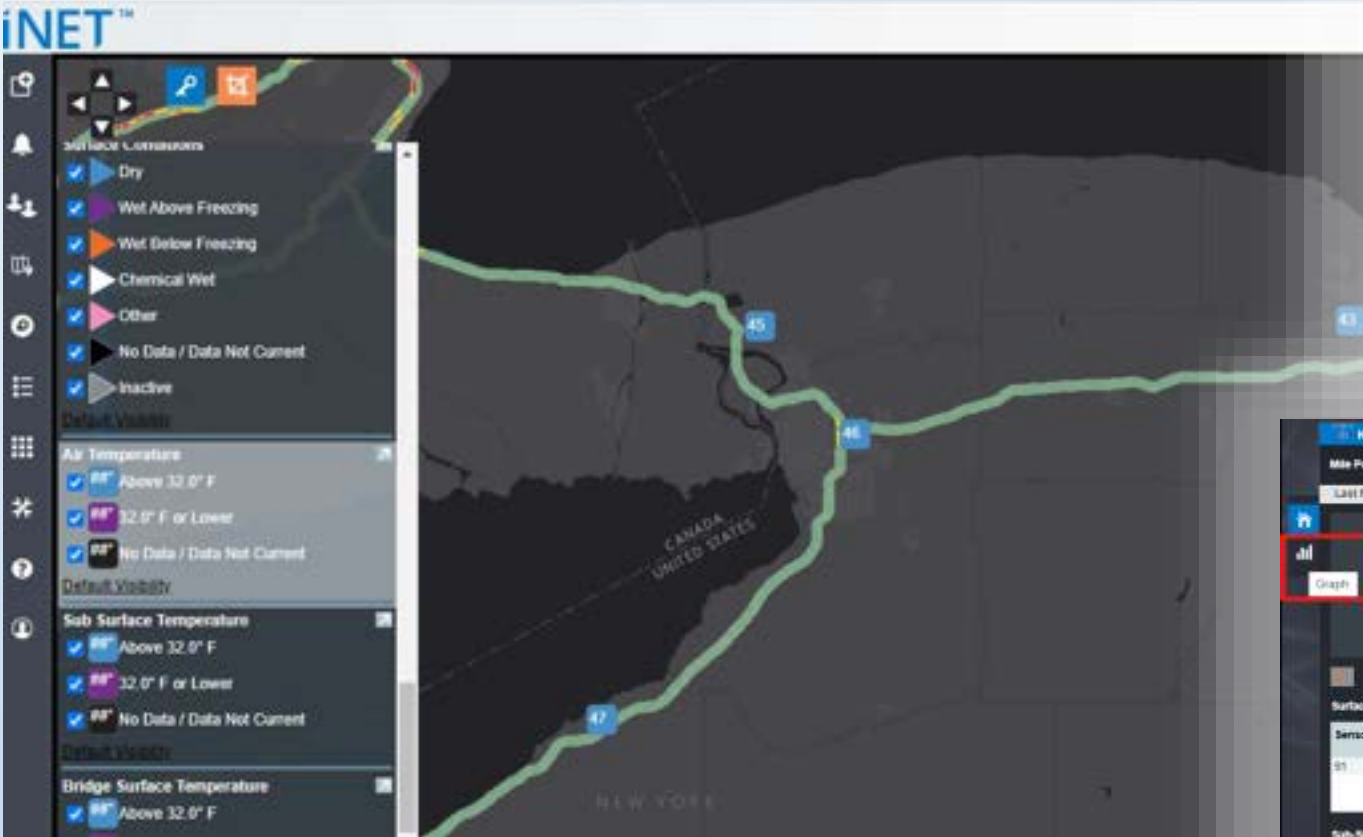
Next

New



Peace Bridge US Bound			Peace Bridge CN Bound		
12	0	13	7	23	23
Wait Time Cars	Wait Time Trucks	Wait Time Nexus	Wait Time Cars	Wait Time Trucks	Wait Time Nexus
Rainbow Bridge US Bound			Rainbow Bridge CN Bound		
3	2	20	24	1	21
Wait Time Cars	Wait Time Trucks	Wait Time Cars	Wait Time Cars	Wait Time Trucks	Wait Time Nexus

Parsons System DEVELOPMENT – Weather

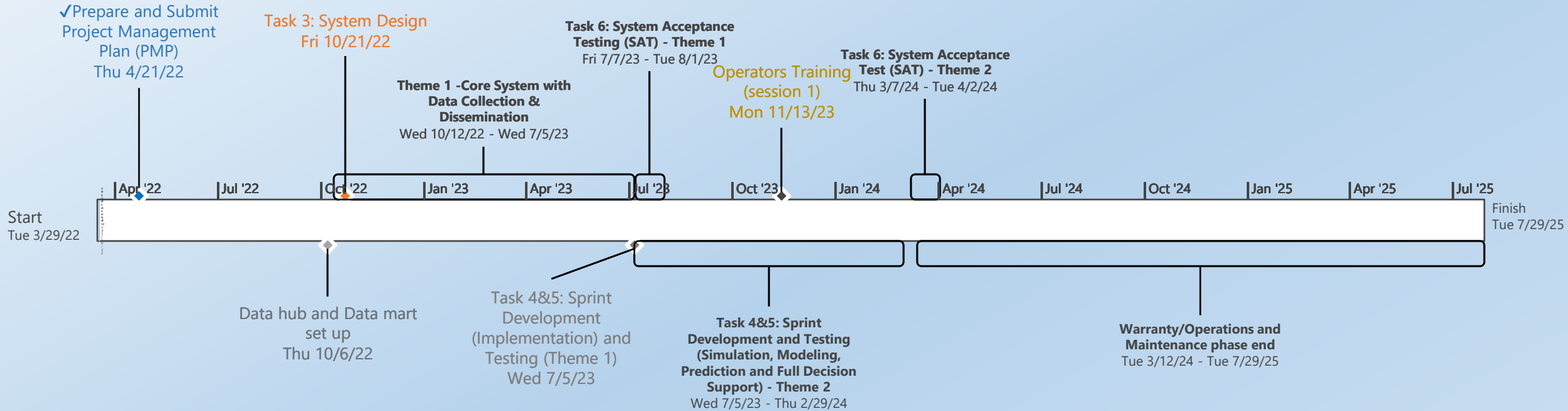


PROJECT SCHEDULE

High level project timeline and milestones

Task Name	Duration	Start	Finish
NITTEC ATCMTD iNET™™ Deployment and Maintenance Support	847 days	Wed 3/23/22	Thu 6/19/25
Project Start up	13 days	Wed 3/23/22	Fri 4/8/22
Task 1: Project Plans	30 days	Mon 4/11/22	Fri 5/20/22
Task 2: Other Documentation	30 days	Mon 5/23/22	Fri 7/1/22
Task 3: System Design	85 days	Mon 5/23/22	Fri 10/19/22
Task 4&5: Sprint Development (Implementation) and Testing (Theme 1)	220 days	Mon 7/25/22	Fri 5/26/23
Task 6: System Acceptance Testing (SAT) - Theme 1	17 days	Wed 5/31/23	Thu 6/22/23
Task 4&5: Sprint Development and Testing (Simulation, Modeling, Prediction and Full Decision Support) - Theme 2	171 days	Mon 5/29/23	Mon 1/22/24
Task 6: System Acceptance Test (SAT) - Theme 2	18 days	Tue 1/30/24	Thu 2/22/24
Warranty/Operations and Maintenance phase begin - Theme 1	360 days	Mon 5/29/23	Fri 10/11/24
Task 7: Training	178 days	Tue 4/25/23	Thu 12/28/23
Task 7: Warranty/Operations and Maintenance phase	380 days	Fri 1/5/24	Thu 6/19/25

NITTEC IMPLEMENTATION TIMELINE



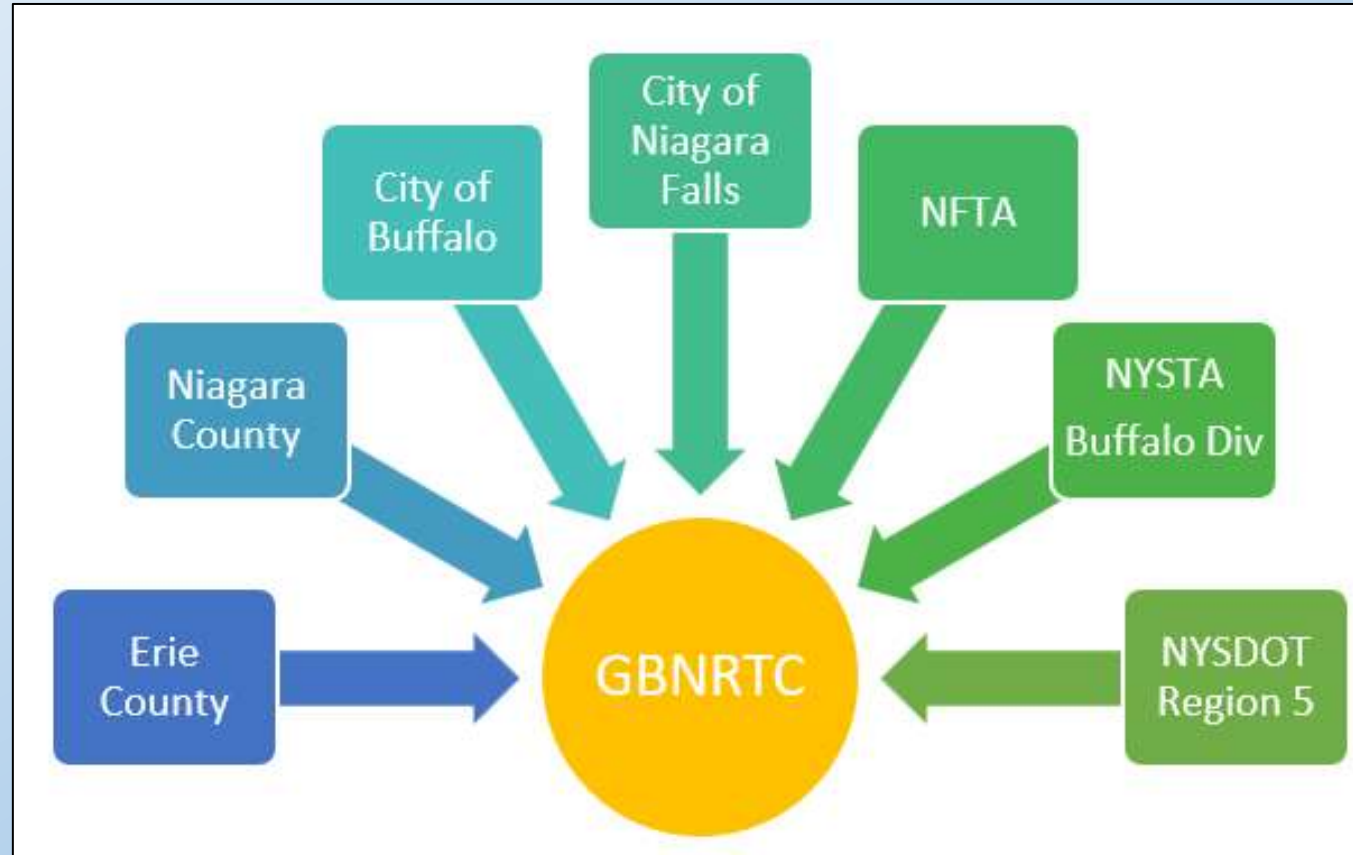
C. USDOT MEGA Grant Program Awards

- 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.

C. USDOT MEGA Grant Program Awards

- Nearly \$1.2 billion will be allotted to nine projects across the country.
 1. Hudson Yards Concrete Casing – Section 3 (HYCC-3): NY \$292M
 2. Brent Spence Bridge Corridor Project: KY and OH \$250M
 3. I-10 Calcasieu River Bridge Replacement Project: LA \$150M
 4. Strengthening Transportation Evacuation Resilient Lifeline by Improving the Network's Grid (STERLING): NC \$110M
 5. Metra UP North RR Rebuild: Fullerton to Addison : IL \$117M
 6. I-44 & US-75 Corridor Improvements Project: OK \$85M
 7. Roosevelt Boulevard Multimodal Project: PA \$78M
 8. Improvements to the I-10 Freight Corridor: MS \$60M
 9. Watsonville-Cruz Multimodal Corridor Program: CA \$30M

Member Agency Reports



Executive Director's Report

- BRIDGENY
 - 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
- Go Buffalo Niagara Bike Rack Grants
- Air & Waste Management Seminar Presentation
- Legal Liability for Transportation Plans – 2/16 Webinar
 - How plans (and management) can increase and decrease local liability
- Safe Streets for All (SS4A) Planning Grant Award

Meeting Wrap Up

- Next PCC Meeting Date is March 1, 2023 @ 9:30 am
- Adjournment



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



Greater Buffalo Niagara Regional Transportation Council

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

Planning and Coordinating Committee (PCC) Meeting Minutes 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



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

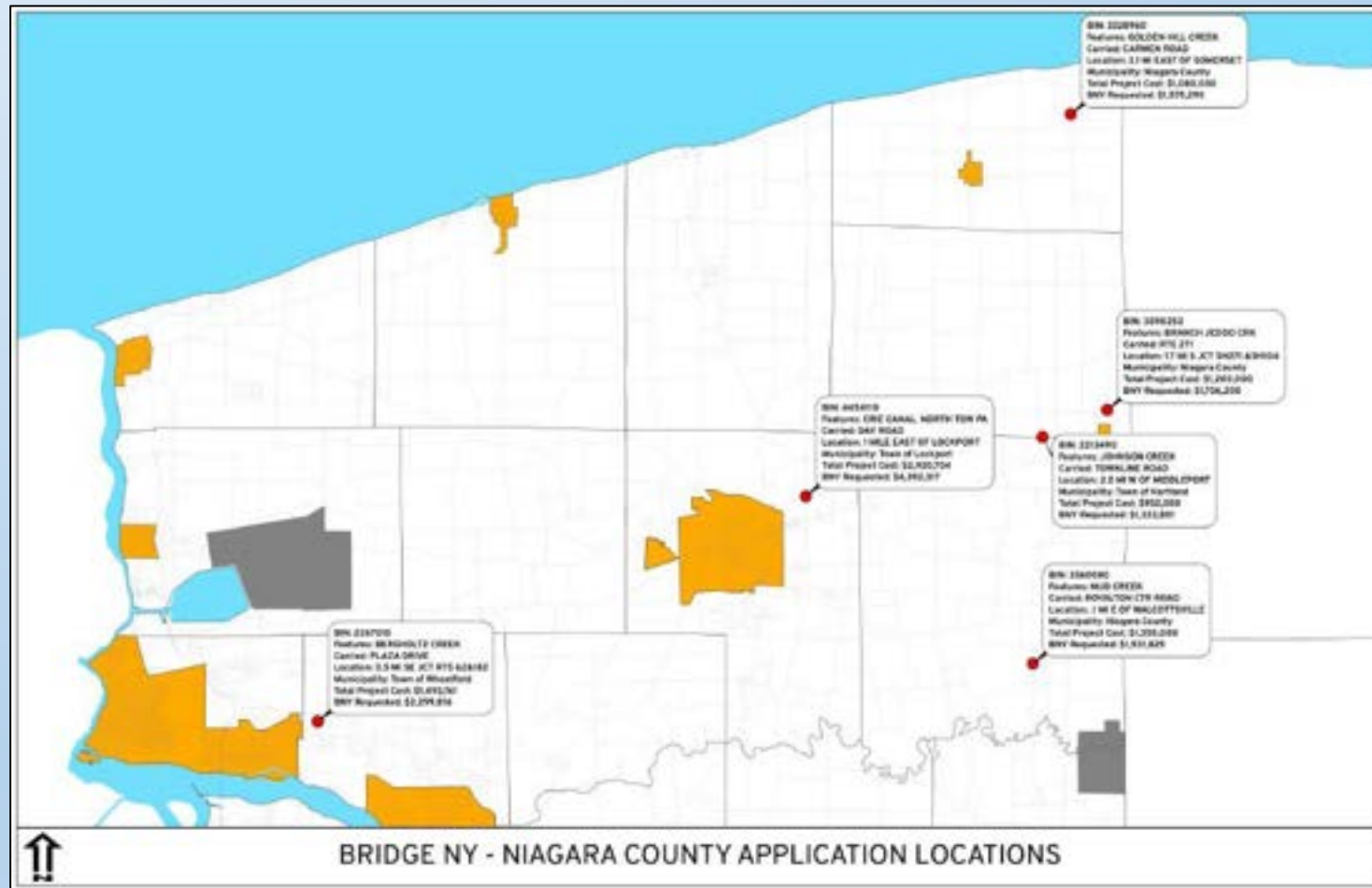
- **PIN 5763.74 Jacques Rd/Eighteenmile Creek Rehabilitation**
 - Request to increase the project cost by \$0.286M to reflect an unexpected increase in the Construction Phase estimate.
 - Fiscal constraint will be maintained as the \$0.286M offset will be transferred from PIN 5764.28 Hartland Rd Over 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

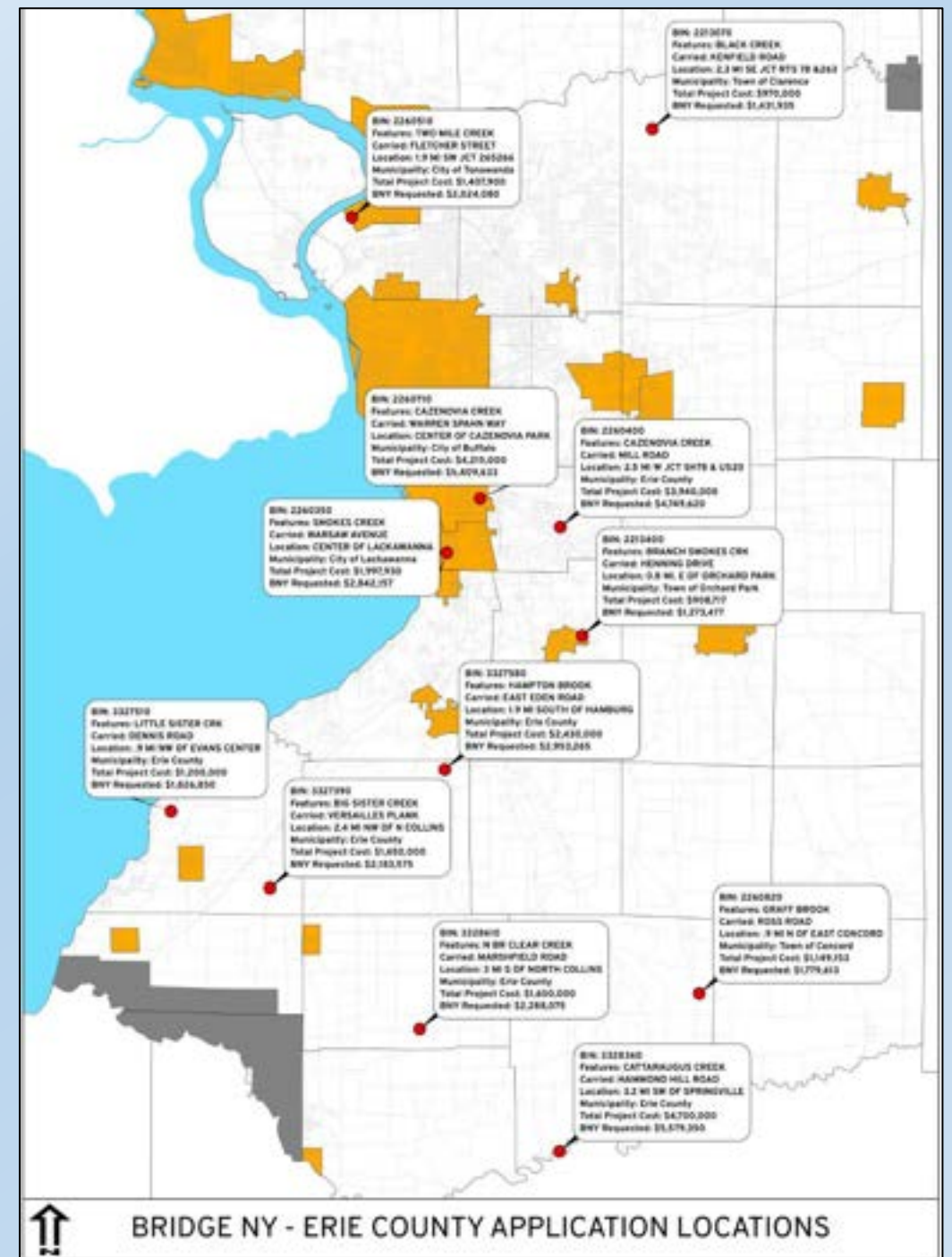
B) Bridge NY Update

- 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

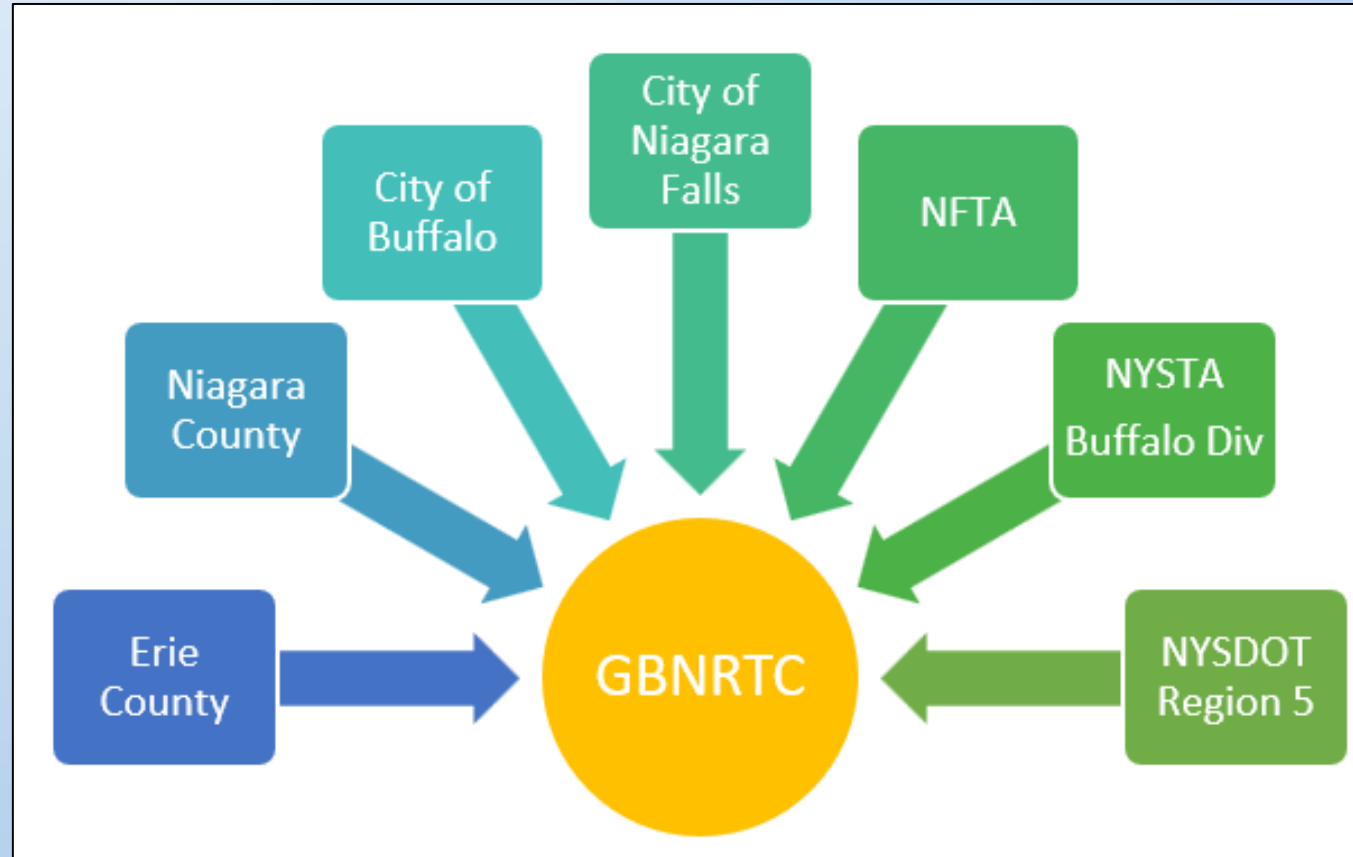
- Goodell St-Pearl St-Tupper St Planning Study - *Expected Complete 3/31*
- Gunnville Rd Interchange Analysis - *Expected Complete 3/31*
- River Road Lane Reconfiguration Analysis (NYSDOT) – *Expected Complete by 3/31*
- Eggert Rd Lane Modification Analysis (Amherst, Tonawanda, COB, Cheektowaga)
- Analyze 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

Planning and Coordinating Committee (PCC) Meeting

Wednesday April 5, 2023 @ 9:30am

Public Participation Live and Virtual 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 (3-1-23) Meeting Minutes

II. ACTION ITEMS

- A) AdMod #19: PIN 5763.57 City of Tonawanda Pedestrian Bridge
- B) AdMod #20: PIN 5763.82 Hartland Rd @ Fish Creek
- C) AdMod #21: PIN 5764.37 Quaker Road / Golden Hill Creek Concrete Repairs
- D) AdMod #22: FFY22 5310 Solicitation Awards
- E) Resolution 2023-10 PIN 5051.15 N Grand Island Bridge Underpass OHVD Systems
- F) 2050 Metropolitan Transportation Plan Update – Initiate 30-day Public Review
- G) Transportation / Air Quality Conformity Determination - Initiate 30-day Public Review

III. DISCUSSION ITEMS

- A) March TPS Action Item Approvals
- B) Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program Awards
- C) Charging and Fueling Infrastructure (CFI) Discretionary Grant Program
- D) EPA Climate Pollution Reduction Grant Opportunity

IV. STATUS REPORTS/INFORMATION

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

V. MEETING ADJOURNMENT

Next Meeting: Wednesday, May 3, 2023



Greater Buffalo Niagara Regional Transportation Council

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

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

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

The following GBNRTC-PCC representatives were present:

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

Others present:

• Athena Hutchins	NITTEC
• Christopher Renn	NYSDOT (Zoom)
• Bryan Roth	NFTA (Zoom)
• Heather Ault	Cheektowaga Resident (Zoom)
• John Hannon	
• GBNRTC Staff (7)	

Public Attendees:

- Nine (9) members of the public viewed through Facebook Live link.

I. PROCEEDINGS

The Chairperson (Mr. Kempner 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* – “The feds are providing \$56M for the Kensington project — not nearly enough for capping but a substantial portion (and possible possibly enough per Rochester experience) for the cost of filling-in and restoring the Humboldt Parkway as a surface complete street. We say use the State’s \$1B to extend Buffalo Metro through the East Side to the airport instead.”
- The following comments were received after the public participation period ended:
 - i. *Fr. Jud Weiksnar* – “Sorry I came online about 10 minutes late. I just saw your slide about BRIDGE NY program. Is GBNRTC the right forum to ask about the progress of the Louisiana Street Corridor/Bridge project? If not, is it a city, state, county or federal project, and whom should I ask?”
 - ii. *Heather Ault* – “I live on Eggert Road in Cheektowaga and I’m interested in the Lane Modification Analysis when it is completed on 3/31. I have also been working on this project for two years. Thank you very much for including Cheektowaga! Who do I contact? Thank you!”

C) Approval of Meeting Agenda

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

D) Approval of Previous Meeting Minutes

- All present were in favor of a motion to approve the 2-1-22 meeting minutes (TWA/EC). *Approved.*

II. ACTION ITEMS

A) PIN 5580.53 I-290 @ Main St Interchange Reconfiguration - Guarino

- 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
- *Motion to approve as Administrative Modification #10 (DOT/TWA). Approved 7-0.*

B) PIN 5762.90 Niagara St Phase 4B – Guarino

- 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
- *Motion to approve as Administrative Modification #11 (COB/NFTA). Approved 7-0.*

C) PIN 5825.68 BEB Deployment Charging Stations Infrastructure – Guarino

- 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
- *Motion to approve these changes as Administrative Modification #15 (NFTA/COB). Approved 7-0.*

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

- 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)
- Financial tables have been prepared as required by FHWA and FTA
- *Motion to recommend endorsement of the second year of the program with amendments as referenced to Policy Committee as Resolution 2023-4 (EC/NC). Approved 7-0.*

E) PEF Settlement and GBNRTC Increments – Finn

- GBNRTC staff, by procedure, follows the job classifications and salary schedules 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
- 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
- *Motion 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 (TWA/NFTA). Approved 7-0.*

F) Updated Highway, Bridge and Freight Performance Measures – Stilwell

- 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)
- The proposed 2024 and 2026 targets were shown for these categories.

- *Motion to recommend the proposed updated Highway, Bridge and Freight Performance Measure targets to Policy Committee via Resolution 2023-6 (COB/EC). Approved 7-0.*

G) Updated Transit Asset Management (TAM) Performance Measures – Stilwell

- 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
- 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).
- The proposed 2023 targets were shown for these categories.
- *Motion to recommend proposed 2023 Transit Asset Management Performance Measure targets to Policy Committee via Resolution 2023-7 (NFTA/COB). Approved 7-0.*

H) Updated Transit Safety Performance Measures – Stilwell

- 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
 - Total number of fatalities reported to NTD by mode
 - Fatality rate per IM vehicle revenue miles by mode
 - Total number of injuries reported to NTD by mode
 - Injury rate per IM vehicle revenue miles by mode
 - Total number of safety events reported to NTD by mode
 - Safety event rate per IM vehicle revenue miles by mode
 - System Reliability rate per IM vehicle revenue miles by mode
- The proposed 2023 targets were shown for these categories. The table shown in the slides was incorrect but was corrected and distributed after the meeting. The table in the meeting package was correct.
- *Motion to recommend the updated Transit Safety Performance Measure targets to Policy Committee via Resolution 2023-8 (NFTA/TWA). Approved 7-0.*

III. DISCUSSION ITEMS

A. February TPS Action Item Approvals - Guarino

- 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
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 - Request to advance project from 10/2023 (FFY 24) to 9/2023 (FFY 23)
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- 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 Status – Guarino

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- Particular emphasis will be provided for projects that address
 - Poor structural conditions
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 - 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
- Project Applications Received
 - Niagara County - 6 projects totaling \$13.9M with \$5.7M available
 - Erie County - 12 projects totaling \$36.2M with \$21.2M available
- 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
- During the BRIDGENY item, Mr. Hannon inquired whether bicycle improvements were considered during bridge projects. Mike Finn responded saying that bike/pedestrian improvements on bridge projects are considered on a case by case basis based on the context of the bridge in the transportation network.

C. Reconnecting Communities Program - FY22 Awards - Guarino

- 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.
- 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
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 - 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 – Davis

- 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)
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- 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
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 - Support NFTA in LRT EIS
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- 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
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- Potential Reconfig of I-190 Niagara/Virginia Ramps with Niagara St Operations - on hold
- Operational Analysis - I-190 & 62 with I-190 & I-90 Ramps - on hold
- Youngs Rd Interchange Analysis - on hold
- 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

IV. STATUS REPORTS/INFORMATION

- Member Agency Reports
 - NYSDOT (Hill) reported that they are finishing the BRIDGE NY culvert selections and will be transmitting selections to NYSDOT Main Office
 - Buffalo (Skipper) reported that two TIP projects are out to bid
 - Niagara Street phase 4b
 - South Park Loop Bridge
 - NITTEC (Hutchins) reported that the ATCMTD project is progressing and the NITTEC annual report is now online
 - NFTA (George) reported that several Battery Electric Busses (BEB) are now in service and have been well received.
 - All other members and regional stakeholders stated that they did not have anything to report at this time.
- Director's Report - Finn
 - Safe Streets for All (SS4A) Planning Grant Matching Funds
 - CLEAR system will be used in SS4A efforts
 - A preliminary SS4A planning study will be conducted prior to the larger regional planning study to assist members in identifying safety projects and making them eligible for SS4A capital funding.
 - TAP/CMAQ Solicitation anticipated Summer 2023
 - The concept of engineering seed funding is being explored to make discretionary grant applications more competitive.

V. EXECUTIVE SESSION

- *Motion to initiate an Executive Session to discuss pending legal action (EC/TWA). Approved 7-0.*
- *Motion to adjourn Executive Session (NFTA/EC). Approved 7-0.*

VI. MEETING ADJOURNMENT

- *Motion to adjourn the meeting (NC/COB). Approved 7-0.*
- The meeting ended at approx. 11:06 am
- The next GBNRTC PCC meeting will be held on Wednesday April 5, 2023 at 9:30 am.

Planning and Coordinating Committee

April 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



A) PIN 5763.57 City of Tonawanda Pedestrian Bridge

- 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
- Today's PCC action would be approve as AdMod #19

B) PIN 5763.82 Hartland Rd @ Fish Creek

- 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
- Today's TPS action would be to approve as AdMod #20

C) PIN 5764.37 Quaker Road / Golden Hill Creek Concrete Repairs

- This is an 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)
- Today's action would be to approve as AdMod #21

D) FFY22 FTA 5310 Solicitation Awards

- This is an 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.
 - PIN 5825.56 Catholic Health – Purchase 1 new vehicle, \$72K
 - PIN 5825.57 Community Services – Purchase 6 new vehicles, \$458K
 - PIN 5825.58 Aspire of WNY – Purchase 3 new vehicles, \$185K
 - PIN 5825.59 People, Inc – Purchase 6 new vehicles, \$369K
 - PIN 5825.60 United Cerebral Pals – Purchase 2 new vehicles, \$169K
 - PIN 5825.61 Erie Senior Services – Hire supervisor/expand program, \$250K
 - PIN 5825.62 Erie County – Purchase of 4 new vehicles, \$246K
 - PIN 5825.63 Hearts and Hands – Operator assistance, \$476K
 - PIN 5825.64 Erie Senior Services – Expanded program hours, \$890K
 - PIN 5825.65 Center for Self Adv – Hire supervisor/expand program, \$115K

D) FFY22 FTA 5310 Solicitation Awards

- 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
- Today's action would be to approve these changes as AdMod #22

E) PIN 5051.15 N Grand Island Bridge Underpass OHVD Systems

- 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
- Today's PCC action would be to approve Resolution 2023-10 as Amendment #3

DRAFT

MOVING FORWARD 2050

UPDATE

A Regional Transportation Plan
for Buffalo Niagara

May 2023



F) 2050 Metropolitan Transportation Plan Update

- 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 infrastructure.

DRAFT

MOVING FORWARD 2050

UPDATE

A Regional Transportation Plan
for Buffalo Niagara

May 2023



F) 2050 Metropolitan Transportation Plan Update

- 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.

DRAFT

MOVING FORWARD 2050

UPDATE

A Regional Transportation Plan
for Buffalo Niagara

May 2023



F) 2050 Metropolitan Transportation Plan Update

- 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
- Today's PCC action would be to initiate a 30-day public review of the 2050 MTP Update

G) 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).

G) 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.

G) 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 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.	

G) Draft Air Quality Conformity Determination for 2050 MTP Update

- Interagency Consultation Group reviewed and concurred with all project air quality classifications.
 - Approved on April 4th, 2023
 - No comments received
- Interagency Consultation Group (ICG): *NYSDOT, NYSDEC, FHWA, FTA and USEPA*
- Today's PCC action would be to initiate a 30-day public review of the Draft Transportation/Air Quality Conformity Determination

Discussion Items



A) March TPS Action Item Approvals

- **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**

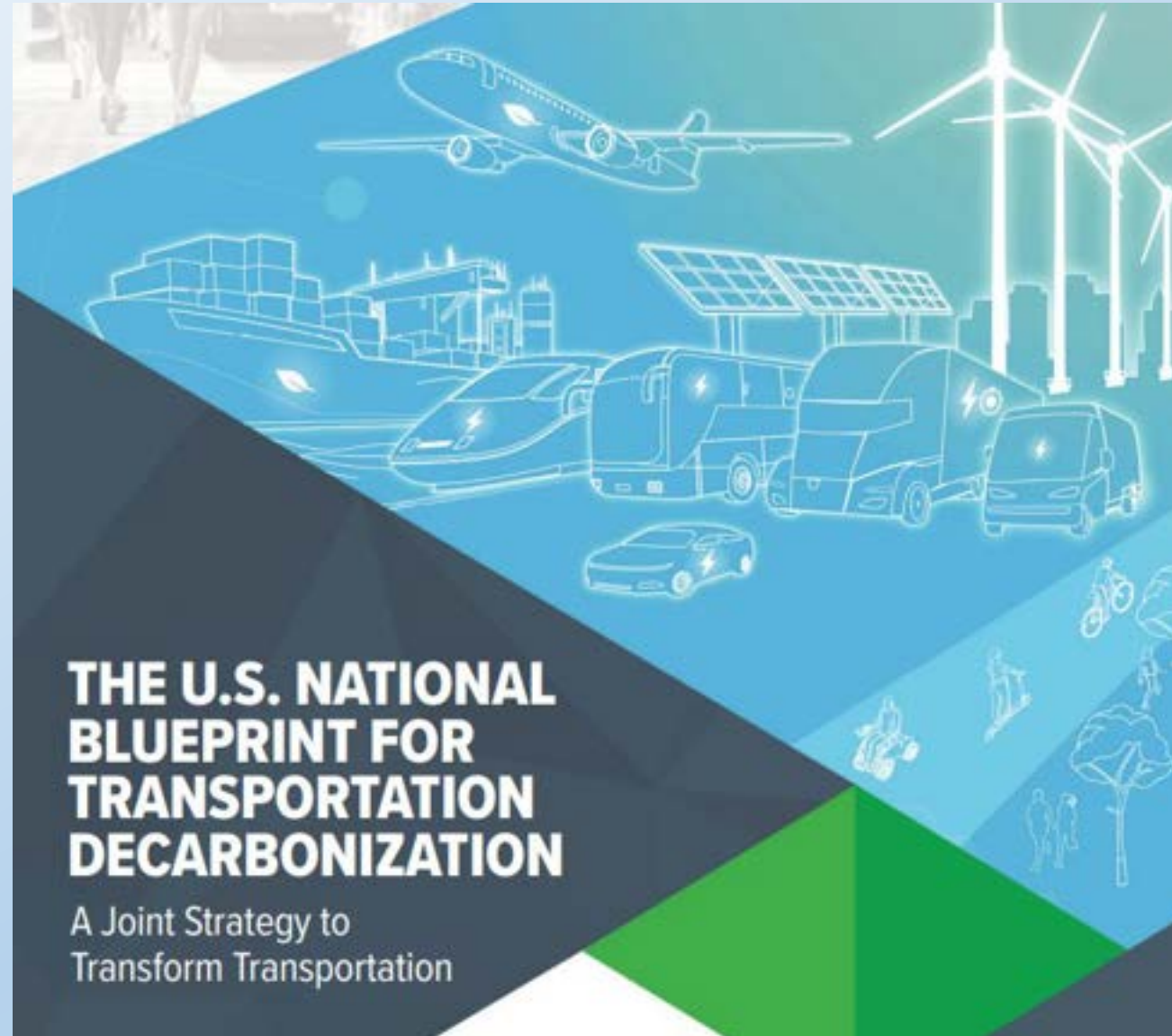
B) Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program Awards

- 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.

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

- 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
- The next funding opportunity of \$100 million is expected to be released Fall, 2023

New York				
Recipient	Project Name	Funding	Project Type	Project Summary
City of Buffalo	Buffalo SMART Grant project	\$1,919,343	Curb Management	Capture real-time usage data and facilitate comprehensive curb management strategies in Downtown Buffalo.
City of Ithaca	Dynamic Signal Priority for School Buses, Transit and Fire Operations	\$1,782,310	Smart Traffic Signals	Deploy Traffic Signal Prioritization to improve the efficiency of school buses, transit, and fire operations in Ithaca.
New York State Metropolitan Transportation Authority	NY MTA - Inclusive Wayfinding through Navilens	\$2,000,000	Transit Innovation	Implement a wayfinding application to allow visually impaired New York subway and bus customers to safely navigate their entire public transit trip.
New York State Thruway Authority	Smart Data Collection: Using Automation and Data Integration to Optimize Infrastructure Inspection	\$1,500,000	UAS	Use drone technology to inspect infrastructure along the New York State Thruway.



THE VISION

Transportation connects us. It connects people, countries, and cultures, and draw us closer to one another. It is also the backbone of our economy and critical to supporting the daily needs of all Americans. Our transportation system has been an engine for growth and prosperity over many decades, but that growth has not come without consequences, and that prosperity has not been shared equally. The transportation sector is now the largest source of greenhouse gas emissions in the United States, contributing to the climate crisis that is worsening quality of life in cities, towns, and rural communities throughout America. Emissions from the transportation sector also contribute to poor air quality. In the United States, these effects disproportionately impact underserved and disadvantaged communities.

Blueprint for Transportation Decarbonization

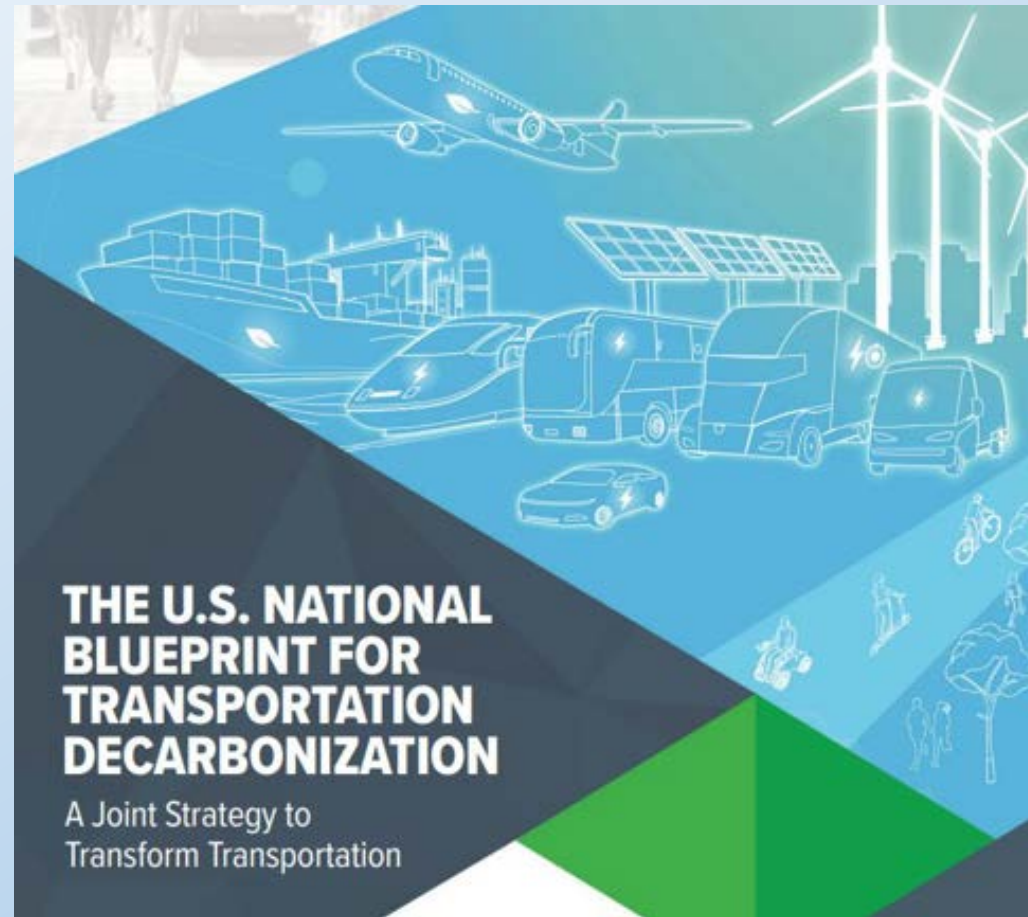
Strategies to Decarbonize Transportation

The Blueprint identifies three key strategies to implement immediately to achieve the nation's 2030 emissions reduction goals:

1. increase convenience by improving community design and land use to prioritize access and proximity to work opportunities, community services and entertainment to reduce commute burdens
2. increase options to travel more efficiently by enabling shifts to more efficient vehicles and reducing reliance on energy-intensive modes of transport
3. transition to clean options by deploying zero-emission vehicles and fuels for all passenger and freight travel modes

Blueprint for Transportation Decarbonization

Transportation Decarbonization Strategy Milestones		
Timeframe	Plan	Strategy
Before 2030	Turning the Tide on Transportation: Research and Investments to Support Deployment	Maximize the impact of the historic BIL/IRA investments and catalyze collaboration and private investments
2030 – 2040	Accelerating Change: Scaling Up Deployment of Clean Solutions	Adapt strategies and implementation plans in response to global events, consumer response and technology progress
2040 – 2050	Completing the Transition: A Sustainable and Equitable Future	Ensure no one is left behind and do our part to achieve a net-zero emissions economy



[U.S. National Blueprint for Transportation Decarbonization | US EPA](#)

The background of the slide is a photograph of a two-lane asphalt road that curves into the distance. The road is flanked by green fields and a clear blue sky with scattered white clouds. The text is overlaid on the upper half of the image.

Charging and Fueling Infrastructure Discretionary Grant Program

CFIgrants@dot.gov



U.S. Department of Transportation
Federal Highway Administration

Background Road Photo (Source: FHWA)

CFI Program Overview



U.S. Department of Transportation
Federal Highway Administration

- The CFI Program was established by the Bipartisan Infrastructure Law (BIL)*, **
- 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 (\$2.5B total)

Eligible Infrastructure for the CFI Grant Program



U.S. Department of Transportation
Federal Highway Administration

EV Charging and Other Alternative Fueling Infrastructure

- Electric Vehicle (EV) Charging
- Hydrogen Fueling
- Natural Gas Fueling
 - Compressed Natural Gas
 - Liquified Natural Gas
- Propane Fueling*

Program Goals



U.S. Department of Transportation
Federal Highway Administration

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.

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

Community Grant Program



U.S. Department of Transportation
Federal Highway Administration

Community Program grants are expected to reduce greenhouse gas emissions and to expand or fill gaps in access to charging or alternative fueling infrastructure.



Metropolitan Utilities District (MUD) Public CNG Station
Omaha, NE (Source: MUD) - Left



Community EV Charging (Source: Erik Nelsen /
ICF) - Top

Corridor Grant Program

Corridor Program grants are expected to support 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.*



U.S. Department of Transportation
Federal Highway Administration



EV Alternative Fuel Corridor Designations, Rounds 1-6 (Source: FHWA) - top

* 23 U.S.C. § 151



Alternative Fuels Corridor Identification Signage
(Source: FHWA) - left

https://mutcd.fhwa.dot.gov/resources/policy/signing/alt_fuel_corridors/index.htm



U.S. Department of Transportation
Federal Highway Administration

Award Size

- Community Program Grants
 - Minimum anticipated award of \$500,000
 - Maximum award of \$15M
 - \$350 million available (FY22 & FY23)
- Corridor Program Grants
 - Minimum anticipated award of \$1M
 - No maximum award size
 - \$350 million available (FY22 & FY23)
- \$700 million total CFI Program funding available (FY22 & FY23)
- To the extent possible, all applications will be considered for both the Community and the Corridor Program regardless of which grant is applied for.

Cost Share



U.S. Department of Transportation
Federal Highway Administration

- Maximum Federal 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
- Additional information on cost share can be found at:
 - 2 CFR 200.306 -- Cost sharing or matching and FHWA's guidance on Non-Federal Matching Requirements - https://www.fhwa.dot.gov/legregs/directives/policy/fedaid_guidance_nfmr.pdf
- Eligible entities that contract with a private entity as required for the Corridor Program or as permitted by the Community Program must include in those contracts a condition that the private entity shall be responsible for the share of the project cost carried out with CFI Program funds that is not paid by the Federal Government. **

Eligible Applicants



U.S. Department of Transportation
Federal Highway Administration

Eligible Applicants	Community Program 23 U.S.C. § 151(f)(8)(C)	Corridor Program 23 U.S.C. § 151(f)(3)
A State or political subdivision of a State*	✓	✓
A metropolitan planning organization	✓	✓
A unit of local government	✓	✓
A special purpose district or public authority with a transportation function, including a port authority	✓	✓
An Indian Tribe (as defined in section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. § 5304)) †	✓	✓
A territory of the United States	✓	✓
An authority, agency, or instrumentality of, or an entity owned by, 1 or more entities as listed above	✓	✓
A group of entities as listed above	✓	✓
A State or local authority with ownership of publicly accessible transportation facilities	✓	

* The term "State" means any of the 50 States, the District of Columbia, or Puerto Rico 23 U.S.C. § 101(a)(28).

† The term "Indian" means a person who is a member of an Indian tribe 25 U.S.C. § 5304(d).

Community Program: Eligible Projects*



U.S. Department of Transportation
Federal Highway Administration

- 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.**

Community Program: Eligible Project Costs* (continued on next slide)



U.S. Department of Transportation
Federal Highway Administration

- Acquisition and installation of infrastructure
- A CFI grant recipient may also use grant funds for:
 - Any related construction or reconstruction and the acquisition of real property directly related to the project.
 - Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.

Community Program: Eligible Project Costs



U.S. Department of Transportation
Federal Highway Administration

- **May** contract with a private entity for the acquisition, construction, installation, maintenance, or operation of eligible infrastructure included in the project.*
- Educational and community engagement activities to develop and implement education programs through partnerships with schools, community organizations, and vehicle dealerships to support the use of zero-emission vehicles and associated infrastructure (may not exceed more than 5 percent of the grant amount awarded). **

Corridor Program: Eligible Projects* (continued on next slide)



U.S. Department of Transportation
Federal Highway Administration

- 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.

Corridor Program: Eligible Projects



U.S. Department of Transportation
Federal Highway Administration

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: Eligible Project Costs*



U.S. Department of Transportation
Federal Highway Administration

- **Must** contract with a private entity for acquisition and installation of eligible infrastructure.
- Providing a private entity with operating assistance** for the first 5 years of operations after the installation of eligible infrastructure while the facility transitions to independent system operations.
- An applicant that receives a CFI grant for acquisition and installation, or operations, of eligible infrastructure may also use grant funds for acquisition and installation of traffic control devices located in the right-of-way to provide directional information to eligible infrastructure included in the project.

* 23 U.S.C. § 151 (f)(6) (A)-(D)

** Operating assistance shall be limited to costs allocable to operating and maintaining the eligible infrastructure and service, and may not exceed the amount of a contract to acquire and install eligible infrastructure.

Tools for Applicants



U.S. Department of Transportation
Federal Highway Administration

Corridor Program Tool:

- Alternative Fuel Life-Cycle Environmental and Economic Transportation (AFLEET) CFI Emissions Tool (Argonne National Lab)
<https://afleet.es.anl.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.anl.gov/esia/electric-vehicle-charging-equity-considerations>

Application Submission Process



U.S. Department of Transportation
Federal Highway Administration

- 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

A registered Grants.gov account is required. Obtaining an account can involve multiple steps and numerous days. Please see the NOFO and Grants.gov website for detailed instructions, training videos, an online user guide, and a help desk.

The screenshot shows the 'VIEW GRANT OPPORTUNITY' page on Grants.gov. The page header includes the Grants.gov logo and navigation links: HOME, LEARN GRANTS, SEARCH GRANTS, APPLICANTS, GRANTORS, SYSTEM TO SYSTEM, FORMS, CONNECT, and SUPPORT. The main content area displays the grant details for 693JJ323NF00004, titled 'Commuter Authority Rail Safety Improvement (CARSII) Grants' from the Department of Transportation, DOT Federal Highway Administration. A red 'Apply' button is visible. Below the title, there are tabs for SYNOPSIS, VERSION HISTORY, RELATED DOCUMENTS, and PACKAGE. The 'General Information' section is expanded, showing a table of key dates and funding details.

General Information	
Document Type:	Grants Notice
Funding Opportunity Number:	693JJ323NF00004
Funding Opportunity Title:	Commuter Authority Rail Safety Improvement (CARSII) Grants
Opportunity Category:	Discretionary
Opportunity Category Explanation:	
Funding Instrument Type:	Grant
Category of Funding Activity:	Transportation
Category Explanation:	
Expected Number of Awards:	20,000 - Highway Planning and Construction
CFDA Number(s):	20.200 - Highway Planning and Construction
Cost Sharing or Matching Requirement:	Yes
Version:	Complete 1
Posted Date:	Aug 25, 2020
Last Updated Date:	Aug 25, 2020
Original Closing Date for Applications:	Oct 26, 2020
Current Closing Date for Applications:	Oct 26, 2020
Archive Date:	Nov 25, 2020
Estimated Total Program Funding:	\$50,000,000
Award Ceiling:	\$50,000,000
Award Floor:	\$0



EPA's Climate Pollution Reduction Grants:

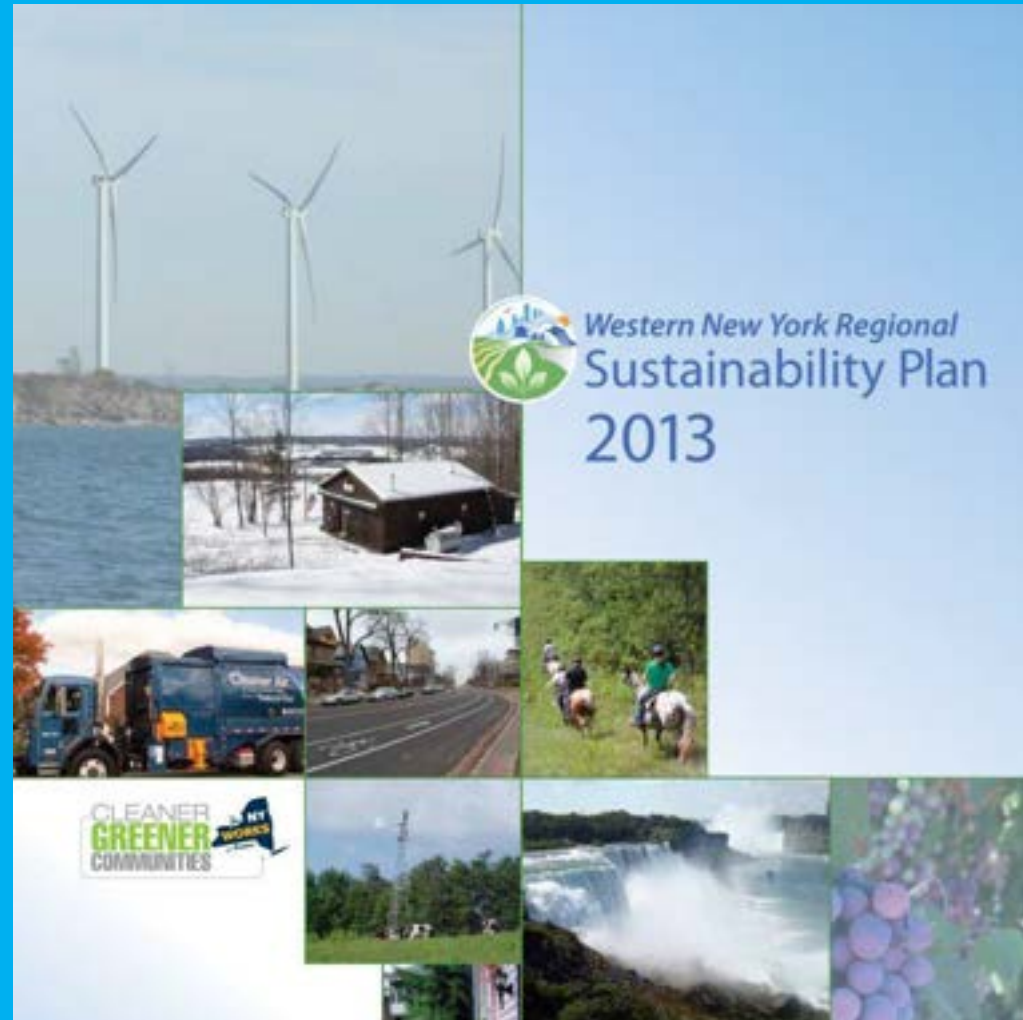
Planning grants for state, territory, local, and tribal governments

Opportunity to Build Upon Climate Related Planning Efforts
& Qualify for Implementation Funding



How we are implementing One Region Forward

Climate Related Planning Efforts to Build Upon



How we are implementing One Region Forward



A NEW WAY TO PLAN FOR BUFFALO NIAGARA



5 Big Ideas



Create Great Places and a Thriving Economy through Efficient Land Use

Provide Housing Choices in Neighborhoods that are Great Places to Live

Conserve Energy, Promote Renewables and Prepare for the Impacts of Climate Change

Connect our Places by Expanding and Diversifying Our Transportation Options

Strengthen Our Food Systems for a Healthier Population and Economy

5^{Big}
Ideas

Conserve Our Energy Promote Renewables and Prepare for the Impacts of Climate Change



How we are implementing One Region Forward

Since 2015 - Climate Related Planning Has Continued...



How we are implementing One Region Forward

2022 Year in Review

Clean Energy Communities

Participating Clean Energy Communities earn points for completing actions in the Leadership Round of the program. In 2022, **35 communities completed 43 High Impact Actions** that reduce greenhouse gases, save resources and help build a more resilient Western New York.

High Impact Actions completed in 2022



*Our legislation passed

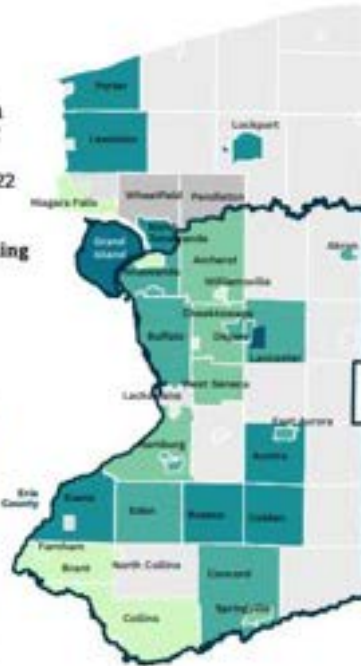
Participating Communities	Points
Erie County	3200
Village of Lancaster	3200
Town of Grand Island	3200
City of North Tonawanda	3000
Town of Aurora	3000
Town of Boston	1800
Town of Golden	1800
Town of Evans	1800
Town of Lewiston	1800
Town of Porter	1800
City of Lockport	1700
City of Buffalo	1600
Town of Eden	1400
Village of East Aurora	1400
Village of Hamburg	1400
Town of Tonawanda	1200
Town of Concord	1100
Town of Lancaster	1100
Village of Akron	1100
Village of Depew	1100
Town of Cheektowaga	1000
Village of Springville	1000
Town of West Seneca	900
Town of Amherst	700
Town of Hamburg	700

35 communities participating in NYSDA's CEC Program as of December 2022

\$300,000 in Clean Energy Grant Funding in 2022

● New CEC Communities

Participating Communities	Points
City of Tonawanda	400
Village of Williamsville	400
City of Niagara Falls	300
Town of Brant	300
Town of Collins	300
Village of Farnham	200
Village of North Collins	200
Town of Perinton	200
Town of Wheatfield	200



2022 Year in Review

Climate Smart Communities

12 Pledge Elements



Steps in the CSC Program



Contact us to help map out your path to certification!

Communities Designation

Communities	Designation
Erie County	Certified - Silver
City of Buffalo	Certified - Bronze
Town of Grand Island	Certified - Bronze
Village of Lancaster	Certified - Bronze
City of North Tonawanda	Certified - Bronze
Town of Amherst	Pledged
Town of Aurora	Pledged
Town of Brant	Pledged
Town of Evans	Pledged
Town of Lewiston	Pledged
Town of Porter	Pledged
Town of Royalton	Pledged
Town of Somerset	Pledged
Village of East Aurora	Pledged
Village of Hamburg	Pledged
Village of Springville	Pledged
Village of Williamsville	Pledged

17 participating Climate Smart Communities as of December 2022

\$630,000 in Climate Smart Communities Grant Funding in 2021

● Re-engaged
● Newly Pledged



DRAFT Erie County Community Climate Action Plan

March 17, 2023



City of Buffalo Climate Resilience



The City has a responsibility to do its part to mitigate and adapt to climate change. Over the next four years, the City will work to reduce emissions from its operations and to reduce private sector emissions overall. These efforts will include electrifying our building stock and fleet, investing in clean energy, and deploying infrastructure for zero-emission modes of transportation. The City will work to build climate resilience in areas projected to be most impacted by climate change and focus on most vulnerable communities that have been historically at a disadvantage for private investments in climate-smart and energy saving technologies. By preparing for the transition to a future free of fossil fuels, we will ensure that our renewed prosperity is not threatened by a changing climate.

Goal: Increase energy efficiency of municipal buildings

Action Steps

- Use benchmarking to identify municipal buildings with the largest opportunity for increased energy efficiency and right-size municipal facilities and operations, such as by consolidating Department of Public Works operations into a new campus
- Conduct energy audits to determine how best to reduce energy usage and identify opportunities to install clean heating & cooling technologies
- Implement energy efficiency measures recommended by energy audits
- Investigate opportunities to purchase renewable energy for municipal use

Indicators

- Decrease in kilowatt-hours of energy used
- Increase in # of energy audits conducted
- Increase in # of projects incorporating energy conservation measures
- Increase in % of municipally-purchased energy derived from renewable or clean fuel sources

Goal: Convert municipal fleet to low or zero-emission vehicles

Action Steps

- Use fleet inventory to identify vehicles best suited for electrification or conversion to alternative fuel sources (CNG)
- Replace with low or zero-emission vehicles using available state and federal incentives
- Install electric vehicle charging or alternative fuel infrastructure for fleet use

Indicators

- Increase in % of fleet converted to low or zero-emission vehicles
- Decrease in gallons of gasoline used by fleet
- Increase in \$ leveraged from state and federal incentives
- Increase in # of electric vehicle charging or alternative fuel stations installed

Goal: Plan and build climate resilience

Action Steps

- Conduct vulnerability assessment to identify assets and neighborhoods most at risk of climate change impacts
- Develop a climate adaptation plan to address vulnerabilities within the city's older housing stock with a focus on historically disinvested neighborhoods

Indicators

- Successful completion of vulnerability assessment
- Completed climate adaptation plan

Goal: Invest in clean energy and the green economy

Action Steps

- Conduct feasibility studies to determine best locations for rooftop and ground-mounted solar on City-owned property
- Invest in solar microgrids and energy storage to reduce utility costs for City facilities and residential communities
- Coordinate and negotiate PILOT and Community Benefit Agreements for privately-owned renewable energy projects
- Facilitate a just transition through retraining and up-skilling programs for underemployed City residents in accordance with the statewide goals of the Climate Leadership and Community Protection Act (CLCPA), passed in 2019

Indicators

- Increase in megawatts of renewable energy capacity installed
- Increase in # of planned projects incorporating battery energy storage
- Increase in # of PILOT and Community Benefit Agreements negotiated
- # of workers retrained

Goal: Encourage reductions in private sector emissions

Action Steps

- Expand dedicated bicycle and pedestrian facilities throughout the City particularly in neighborhoods that lack such facilities
- Expand citywide network of publicly available electric charging infrastructure
- Raise awareness of commercial property assessed clean energy (C-PACE) financing to offset costs of energy efficiency improvements for commercial and mixed-use property owners

Indicators

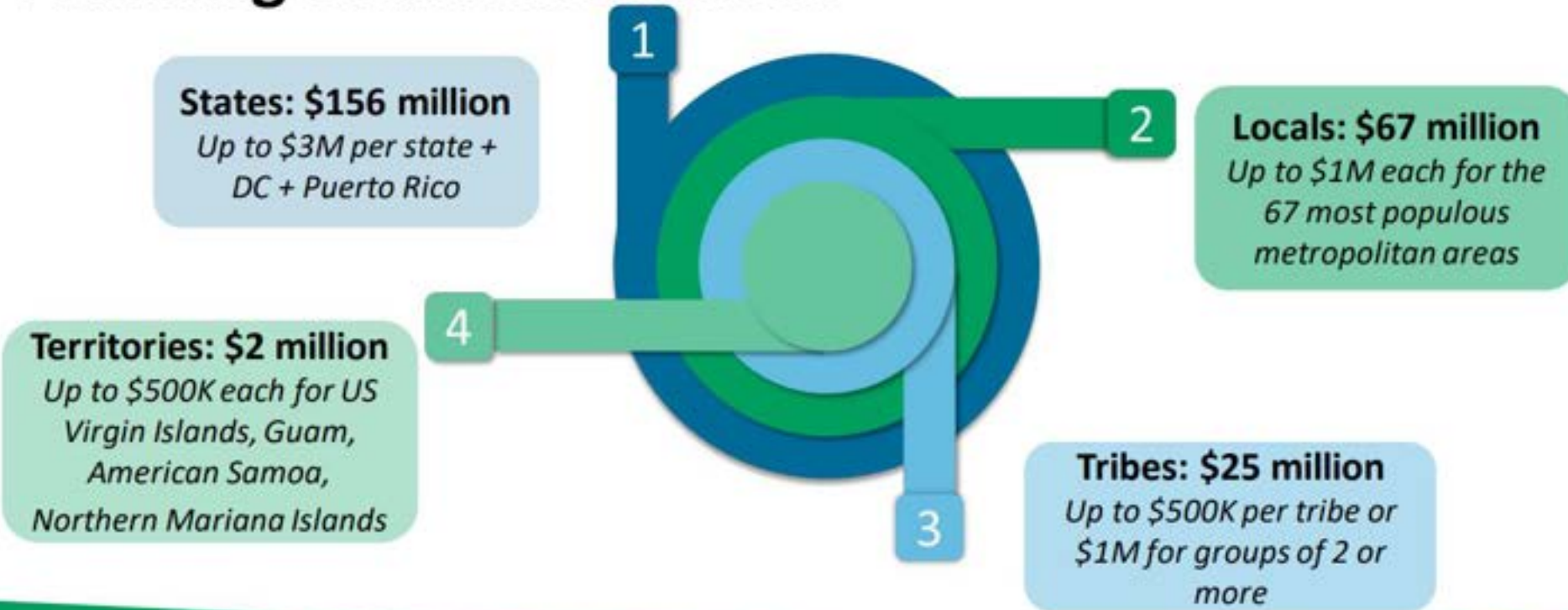
- Miles of new bike lanes constructed
- Miles of sidewalk constructed/reconstructed
- Increase in # of electric vehicle charging or alternative fuel stations installed
- Increase in # of projects financed through C-PACE



EPA's Climate Pollution Reduction Grants:

Planning grants for state, territory, local, and tribal governments

Planning Grant Allocations



One planning grant, three deliverables over 4 years



Priority Climate Action Plan (PCAP)

- Due **March 1, 2024**
- Near-term, implementation-ready, **priority greenhouse gas (GHG) reduction measures**
- **Prerequisite** for implementation grant



Comprehensive Climate Action Plan (CCAP)

- Due in **2025** (later for tribes and territories)
- **All sectors** / significant GHG sources and sinks
- **Near- and long-term** GHG emission reduction goals and **strategies**



Status Report

- Due in **2027** (N/A for tribes or territories)
- **Updated** analyses and plans
- **Progress and next steps** for key metrics

Metropolitan Area Allocations

- 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

Allocations for 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
 - EPA regional offices will have the lead in working with their tribes and will award CPRG tribal grants within that region
- The lead organization for a tribe, tribal consortia, or territory should work with its EPA regional office to indicate interest

Interagency and Intergovernmental Coordination

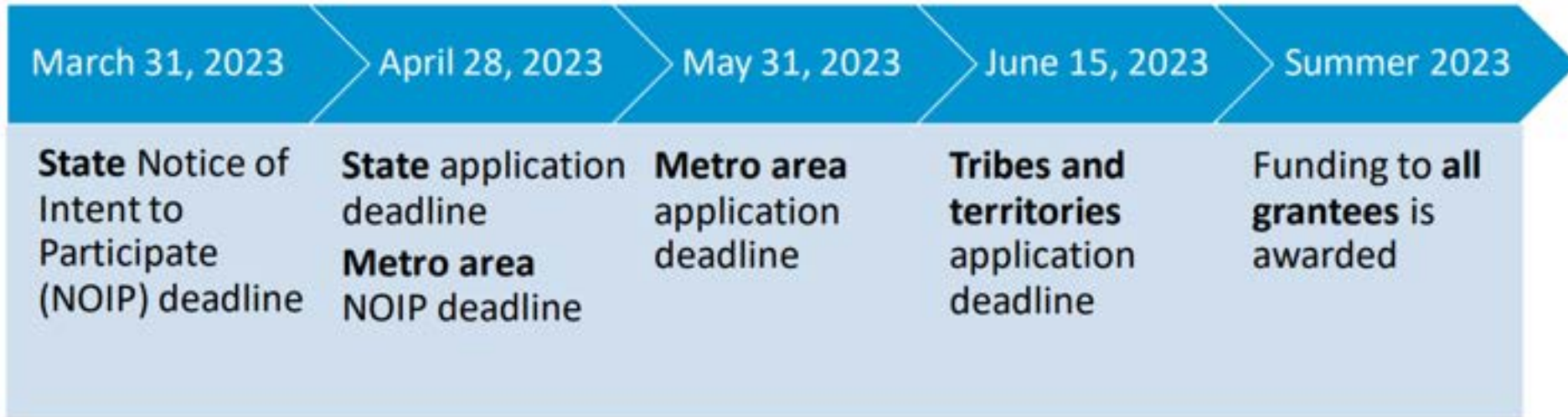
- Lead agencies must coordinate with other appropriate agencies and offices within their own government in the development and adoption of the deliverables.
- State Requirements
 - **Collaborate** with air pollution control agencies, and municipalities **within the state** to develop the PCAP and over the duration of the grant
 - Identify and **include priority measures** in the state PCAP that can be implemented by collaborating entities (e.g., municipalities, air pollution control agencies, collaborating tribes)
- Metropolitan Area Requirements
 - Climate plans should also be developed with regional coordination as much as possible

Public and Stakeholder Engagement



Lead organizations must meaningfully engage stakeholder groups and the public in the development process for the Priority and Comprehensive plans

Planning Grant Application Process



Looking Ahead: Implementation Grants

- 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
- “Covered by” includes:
 - State agencies, municipalities, air pollution control agencies, and tribes who partner on a climate plan developed with a planning grant, but did not receive direct federal funds
 - Municipalities, air pollution control agencies, and tribes seeking funding for measures identified in their state’s plan for implementation at their level
- EPA encourages the design of plans that are broad and cover a variety of programs and projects that could be implemented by state, local, and Tribal partners.
- More information about eligible implementation activities and funding priorities will be available when the Notice of Funding Opportunity is published later this year

Notice of Intent to Participate (NOIP) Requirements

- The NOIP must indicate the lead organization that will oversee and be responsible for managing cooperative agreement funds and coordinating activities and deliverables
- The NOIP from a state, DC, or Puerto Rico must include a letter or memo signed by an official within the relevant governor's (or DC mayor's) office, or the director of the designated agency
- The NOIP from a metropolitan area must include a letter or memo signed by an authorized official as described in the program guidance
- A metropolitan area NOIP must include a clear statement indicating which metropolitan statistical area the lead organization is representing
- All NOIPs must be received no later than:

March 31, 2023 for states
April 28, 2023 for metropolitan areas

Next Steps:

- NOIP submission with support letters before April 28th.

E) Safe Streets for All – Update

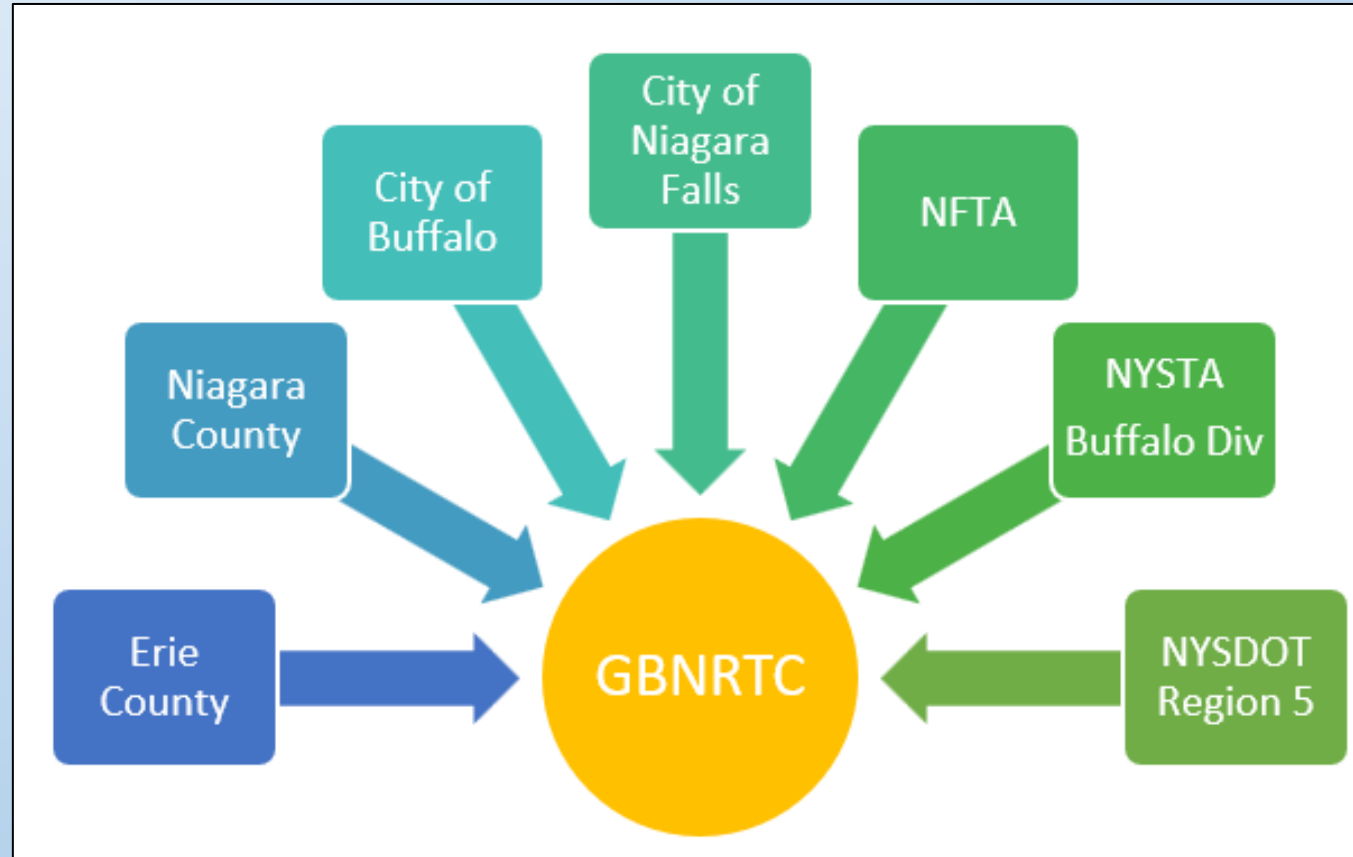
- On-going activities
 - Development of high-injury crash network
 - Grant agreement execution with FHWA and NFTA
 - Discussion with FHWA re amending grant to supplement plan developed by MPO
 - Discussion with NYSDOT MO on CLEAR system
 - Access by MPOs, Consultants, etc.
 - Liability concerns
- New 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

E) Safe Streets for All – Update

- 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

Status Reports/Information

Member Agency Reports



Executive Director's Report

- Road scoring
- PCC Meeting Rotation
- July 5 PCC Meeting

Meeting Wrap Up

- Next PCC Meeting
 - Friday May 5, 2023 @ 1pm
 - Policy Committee meeting will take place immediately after PCC
 - There will be no PCC meeting on Wednesday, May 3
- Adjournment

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



Greater Buffalo Niagara Regional Transportation Council

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

Planning and Coordinating Committee (PCC) Meeting Minutes 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
 - Liquified 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.
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- New Developments
 - Next funding round NOFO released – Deadline pushed up to July 2023
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 - 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



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

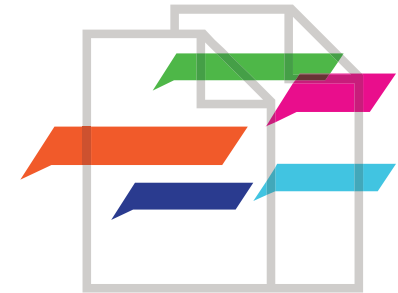
Metropolitan Planning Organizations (MPOs) update MTP plans every five years.



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.



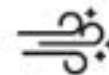
Updates to the financial plan based on anticipated funding available to the region to implement the metropolitan transportation plan projects.



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



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

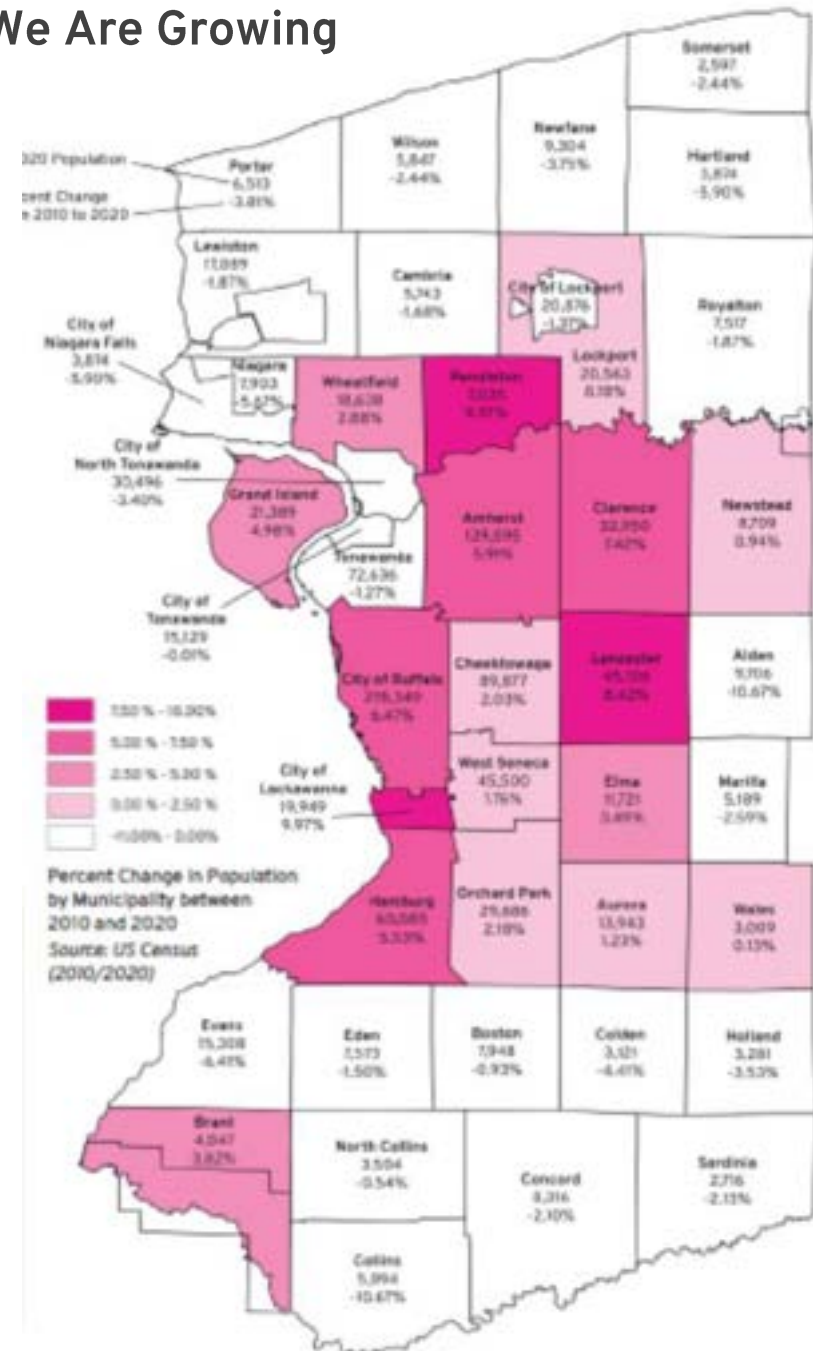
With large distances between homes, businesses and other destinations, a car is needed for most rural travel. Access to jobs, education and healthcare remains a challenge for rural residents—including seniors aging in place and people with disabilities. Farming activity adds to transportation demands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



Our Communities

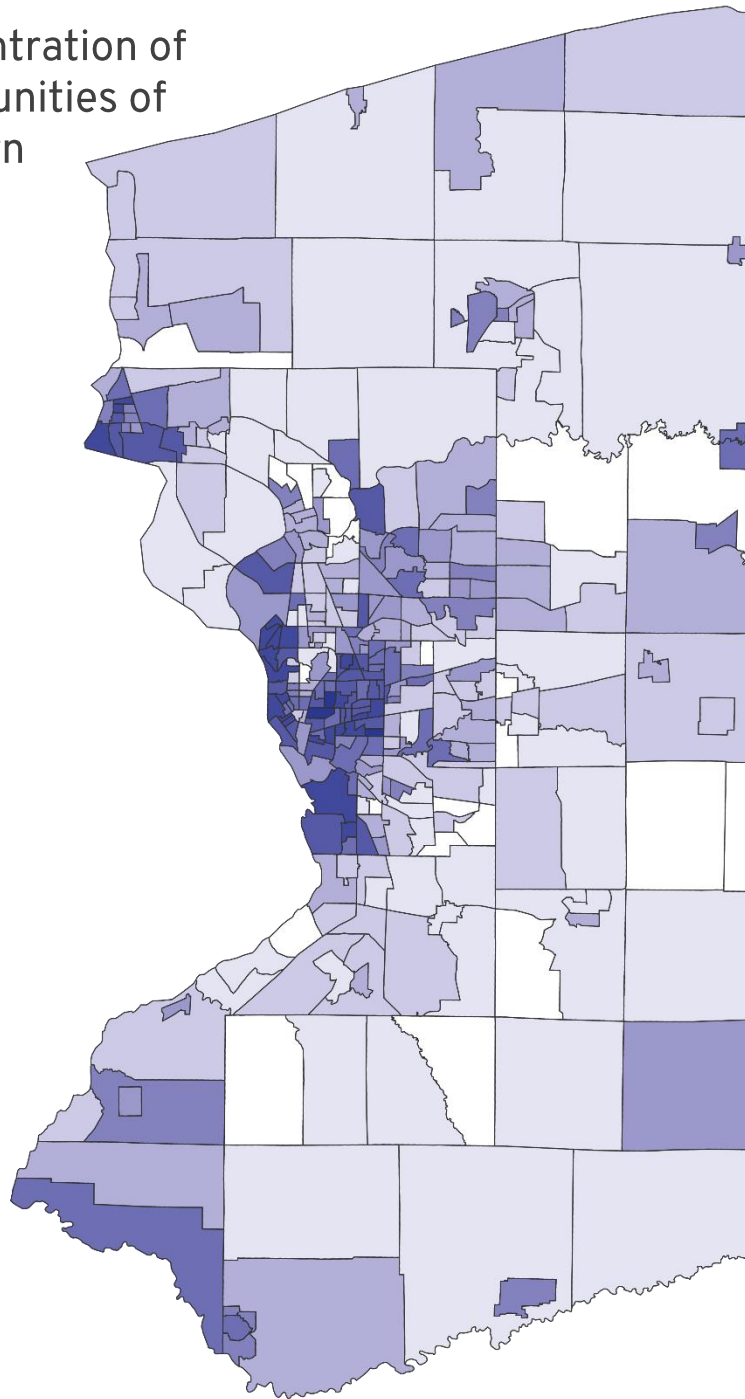
Parts of our region are rebounding after decades of population decline and stagnant growth. (comparison from 2010 to 2020, U.S. Census)

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.

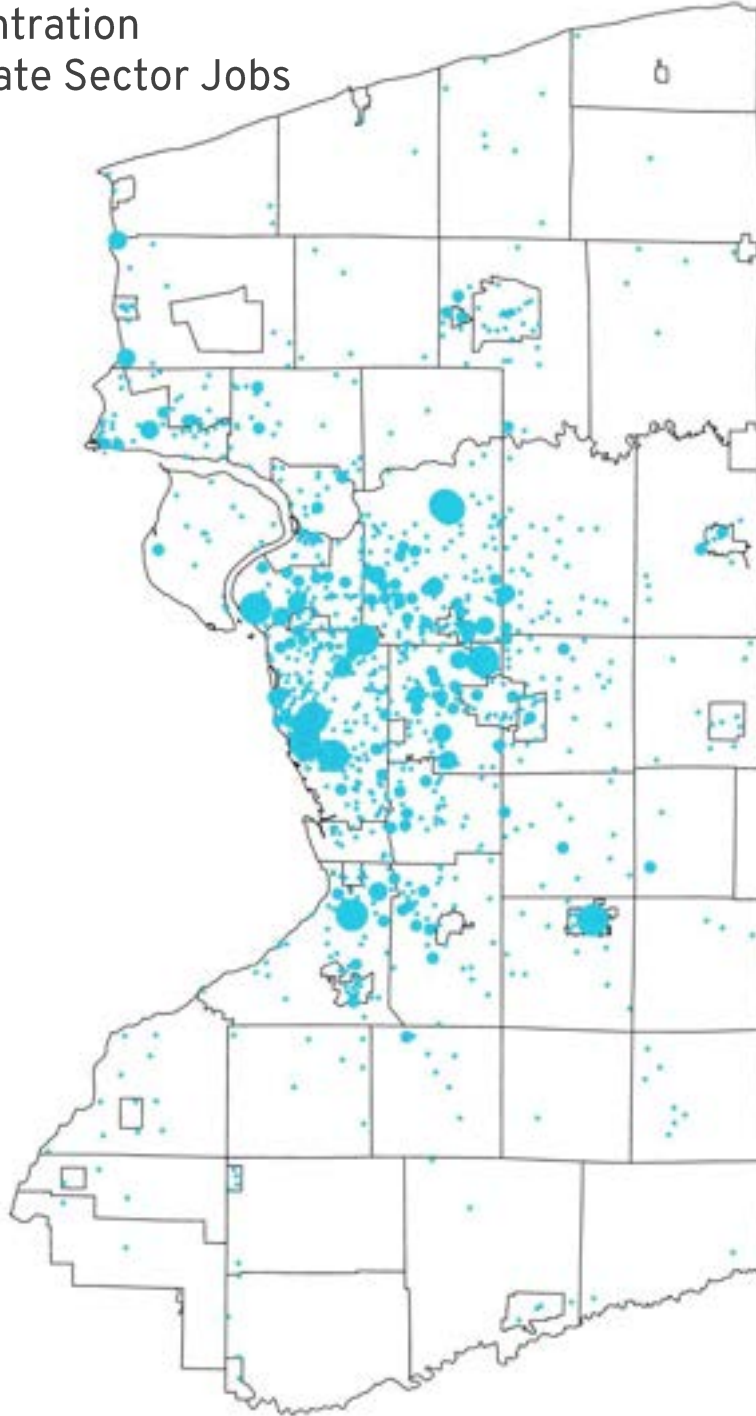
Population Groups

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

See Appendix H for more details.

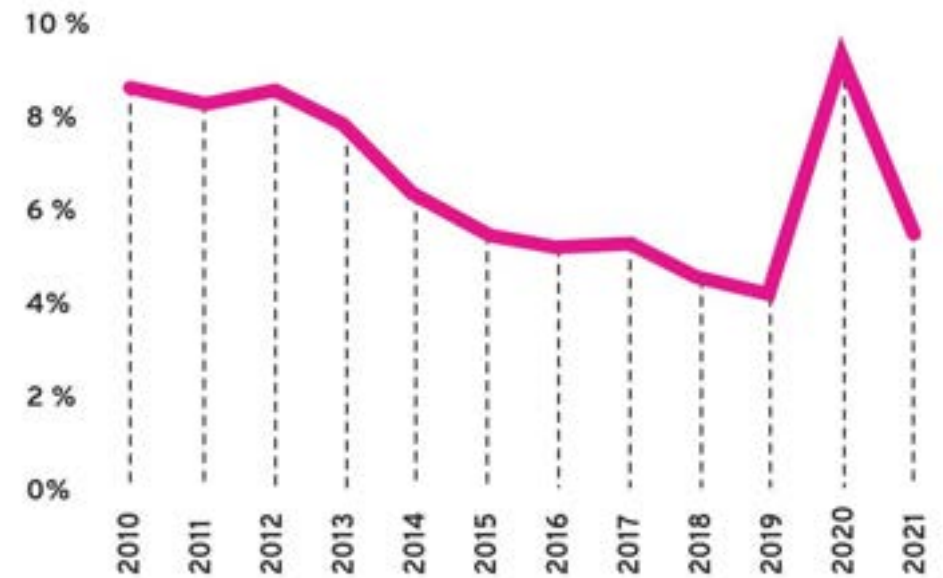
Where We Are Today

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.



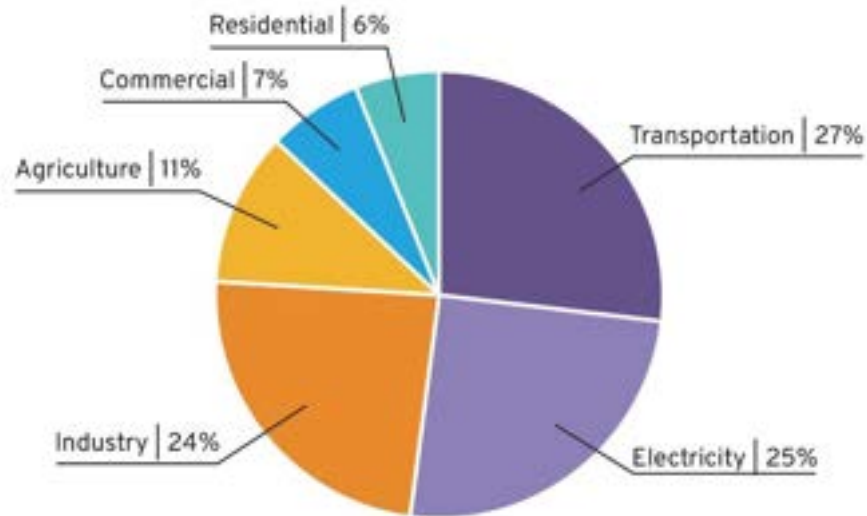
Unemployment Rate Buffalo-Niagara



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

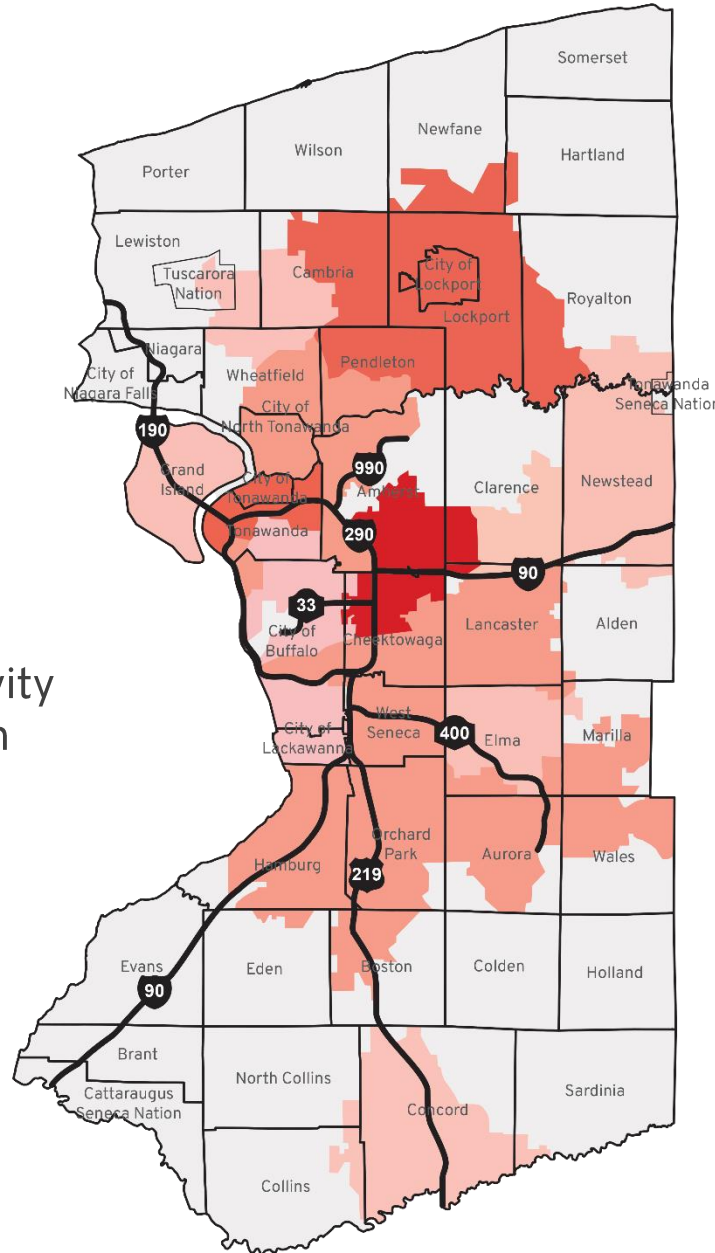


Roads and Highways

- 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.

Where We Are Today

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.

Source: 2021 GBNRTC Regional Freight Study Update

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.

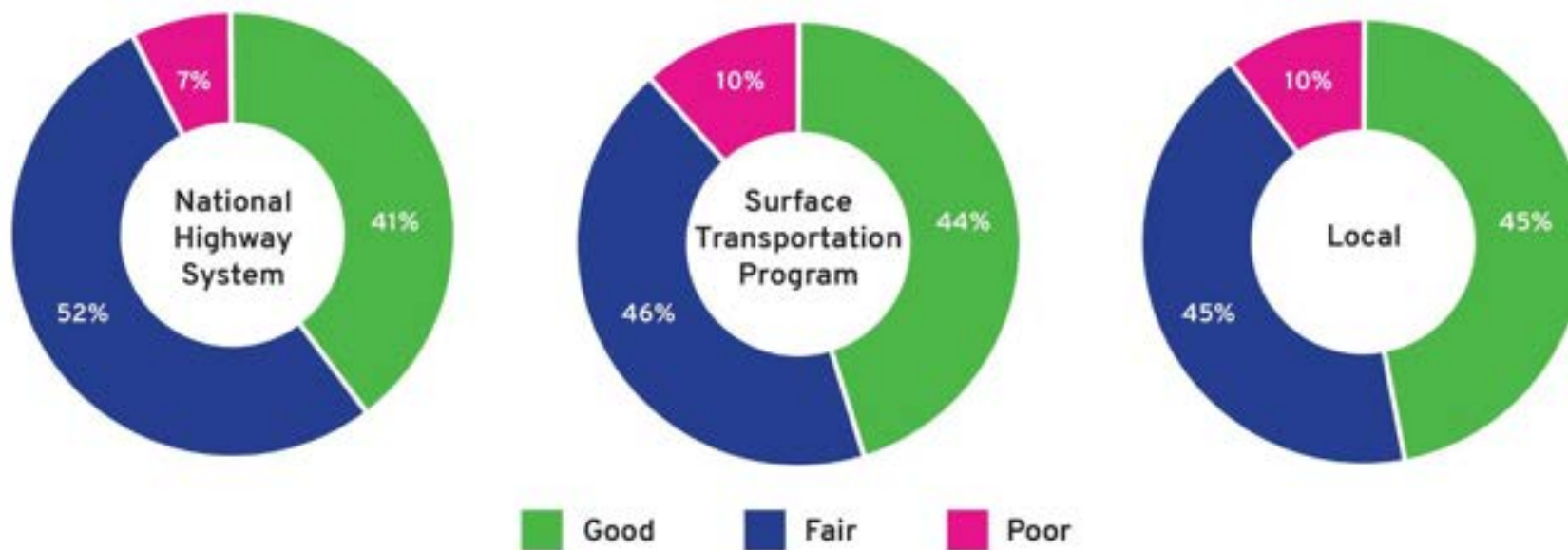
Strategies include:

- 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.

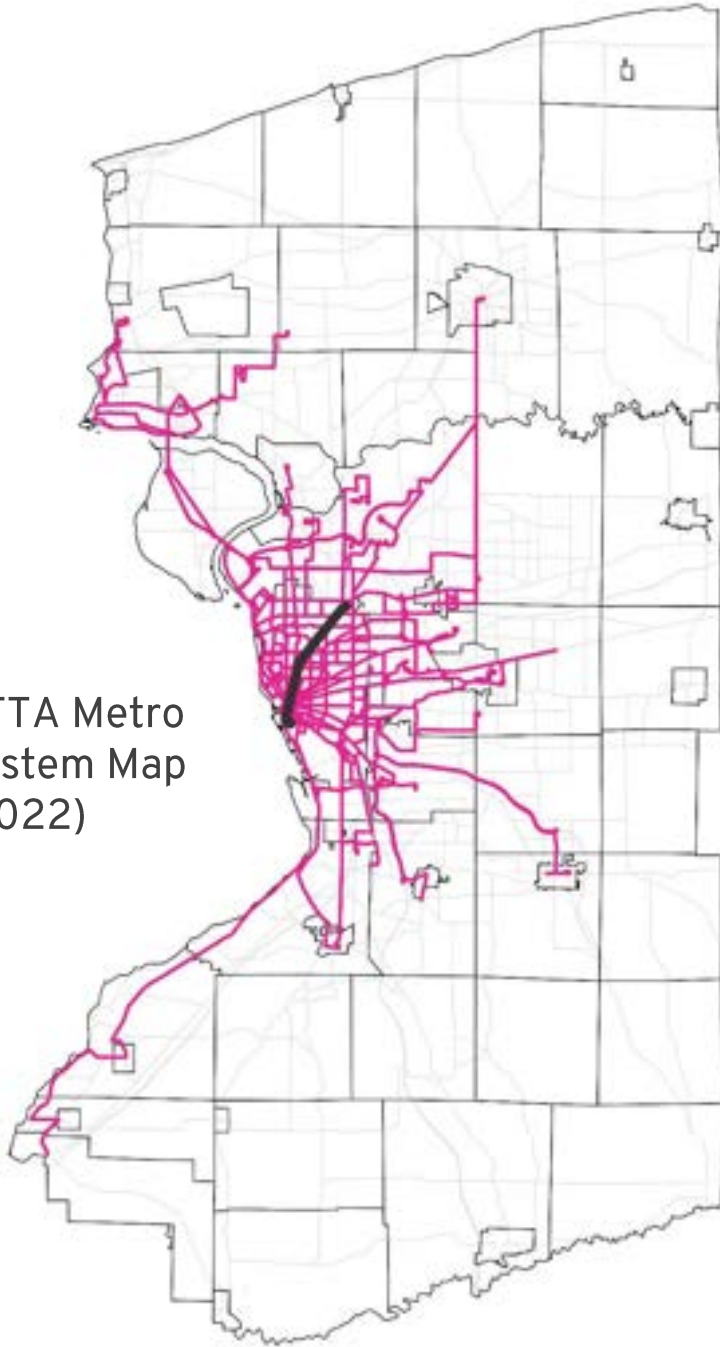
Around 10 percent of bridges in our region are rated in poor/structurally deficient condition.



Source: National Bridge Inventory (BNI)

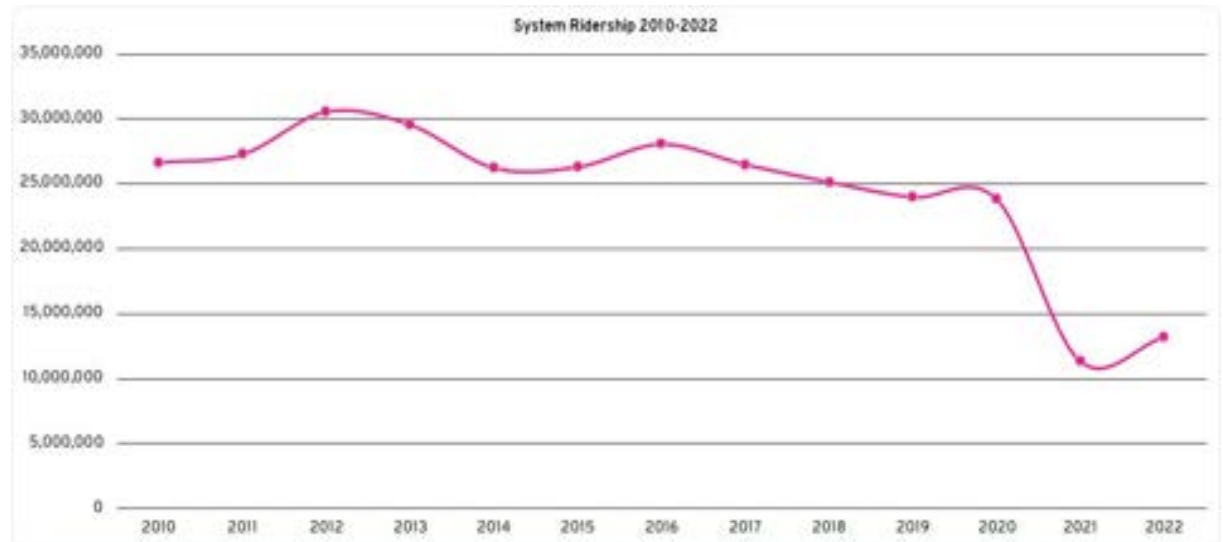
Where We Are Today

NFTA Metro
System Map
(2022)



Public Transportation

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



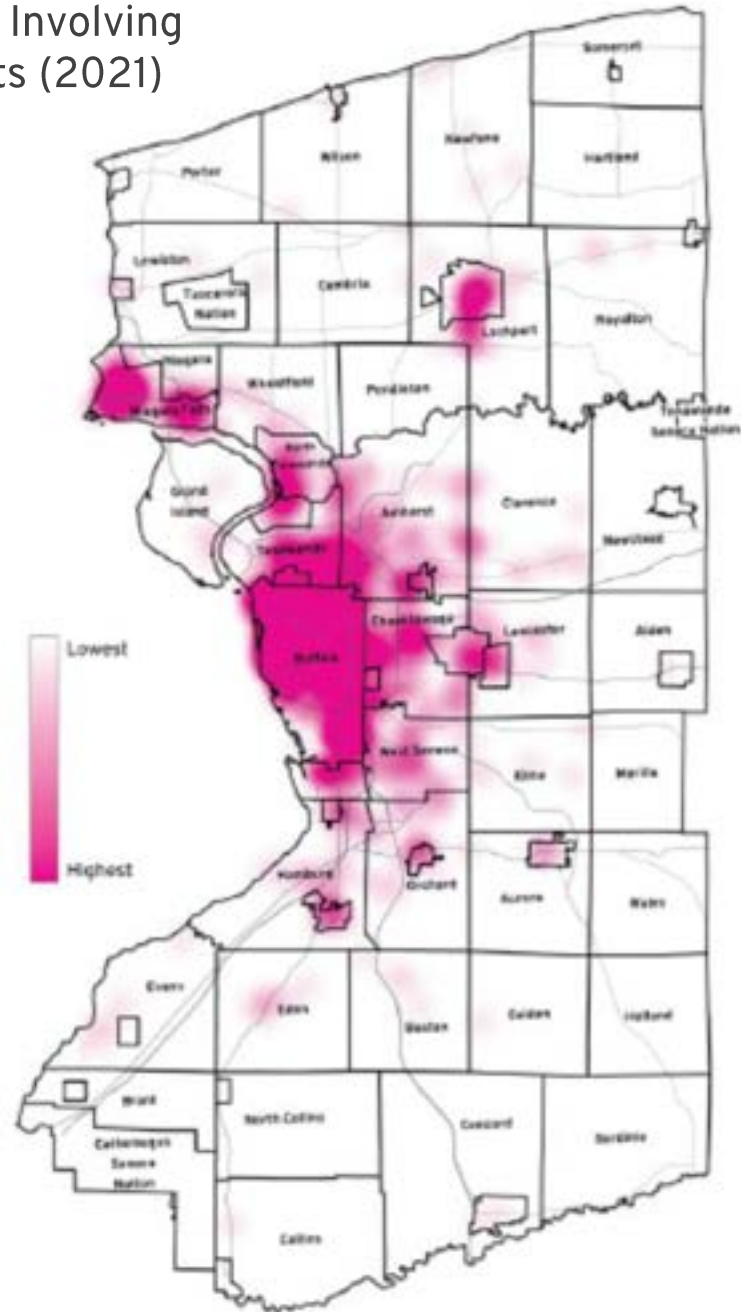


Source: 2020 GBNRTC Regional Bicycle Master Plan

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.

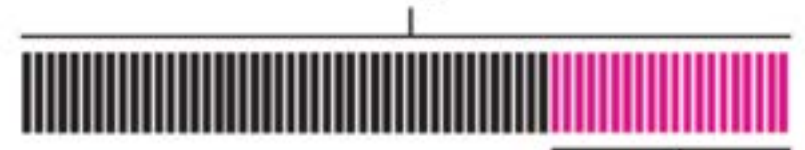
Concentration of Crashes Involving Bicyclists (2021)



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.

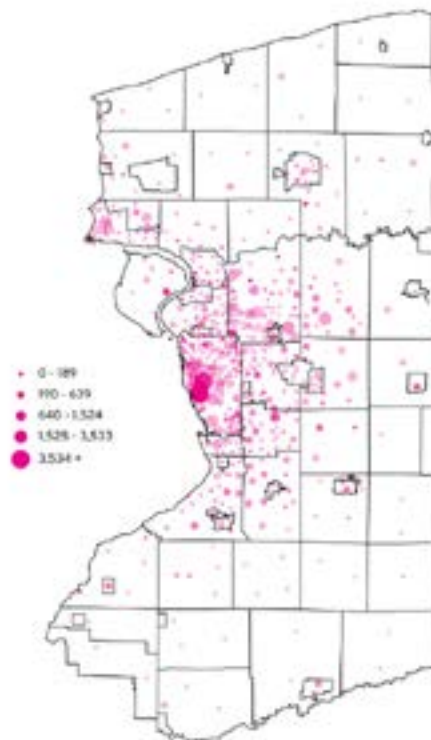


Where We Want to Be



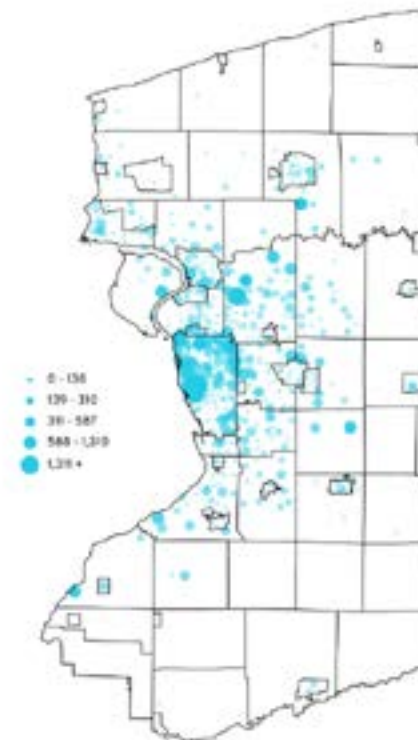
Where We Want to Be

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			\$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			\$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

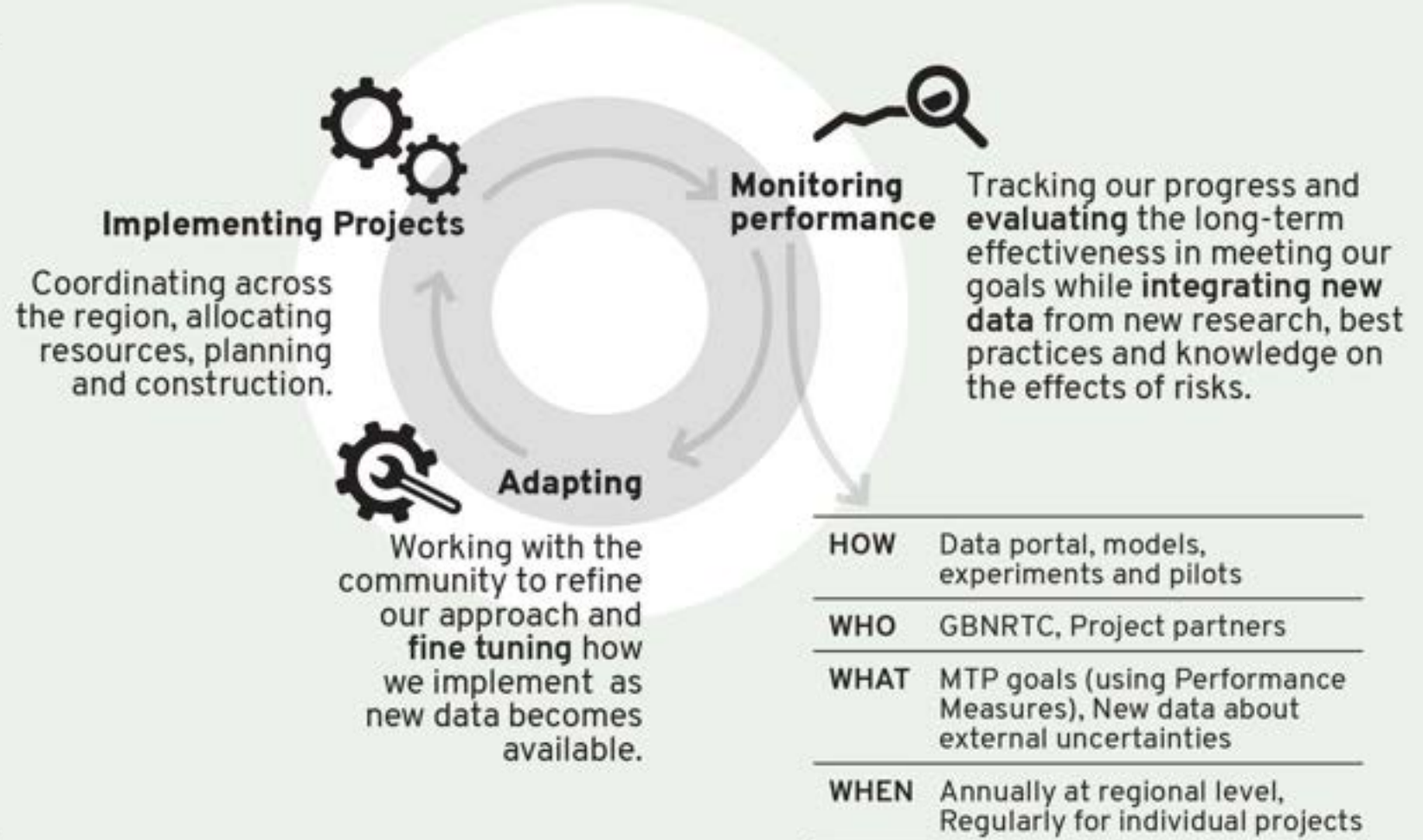
Regional Cycle Network			\$341.77
RCN1	Regional Greenway Trails Network	Build out and close existing gaps in the Regional Greenway Trail Network (off-road) as identified in the Regional Bicycle Master Plan.	\$145.60
RCN2	Bicycle Master Plan Implementation - Buffalo/Smaller Cities/Villages	Construct recommended 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.



GBNRTC

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. Cost ⁶ or Scope: Existing Project ⁷ Phases ⁸					
(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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(c) Merger or phasing of existing projects ¹⁴	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

- 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	
I. Cost ⁶ or Scope: Existing Project ⁷ Phases ⁸					
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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 coastal 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





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

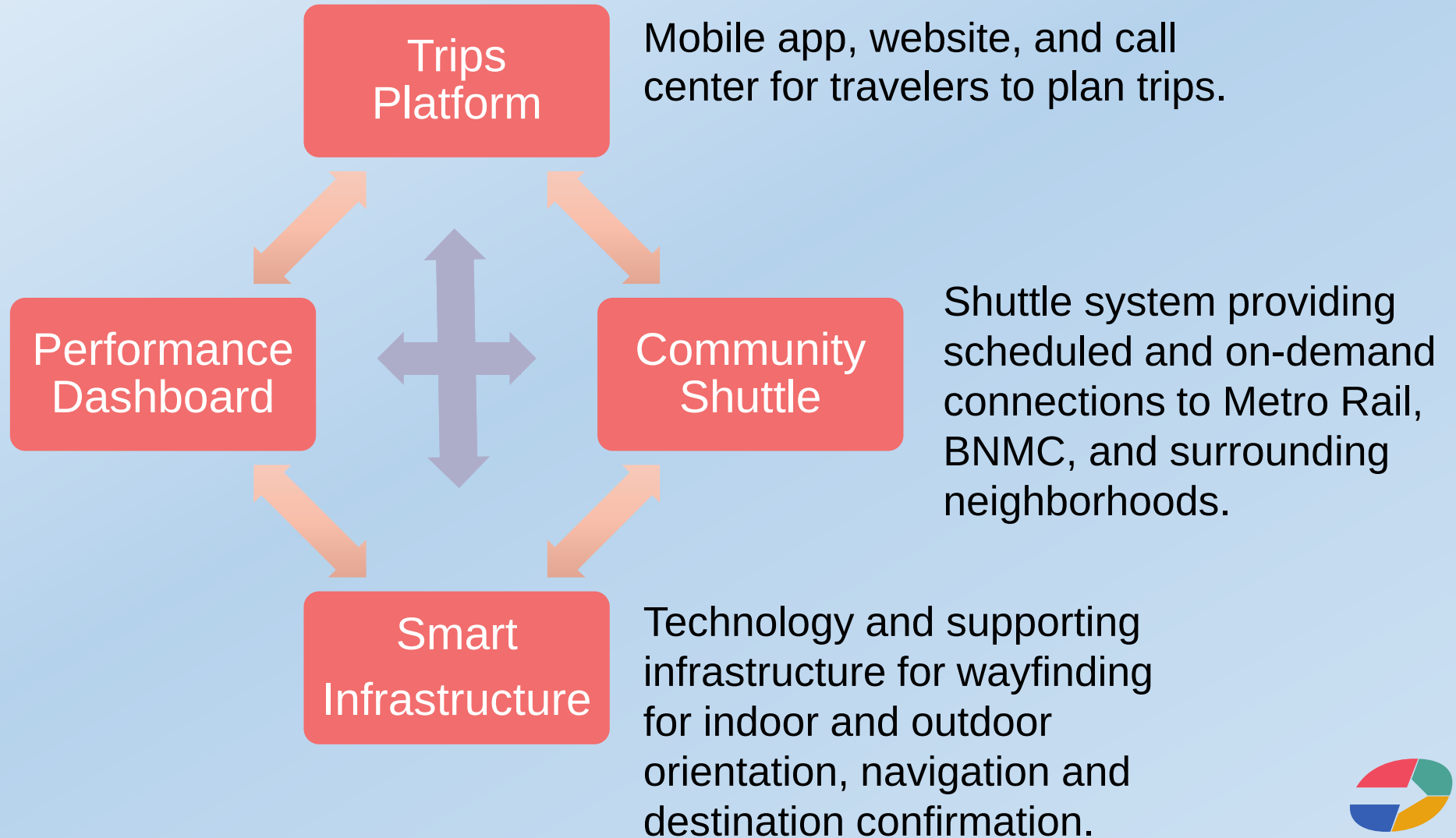


About the Project

- **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.

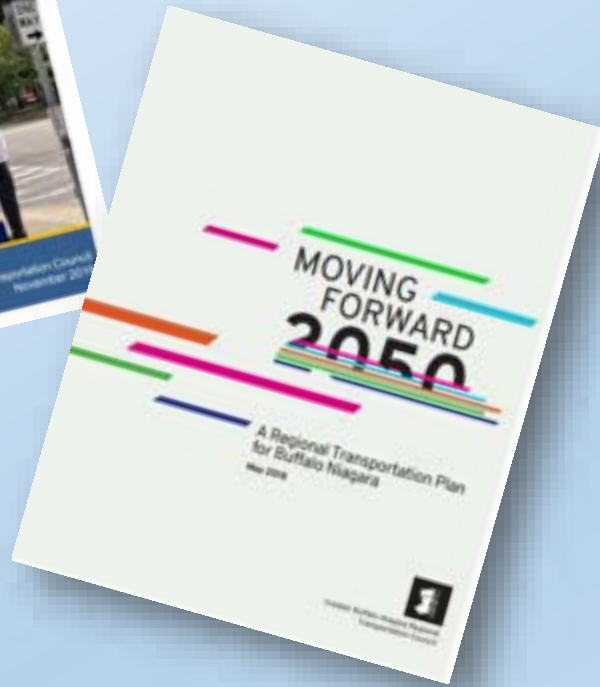


Target Users

Target Users	Populations of Interest
Persons with Disability (PWD) ▪ 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



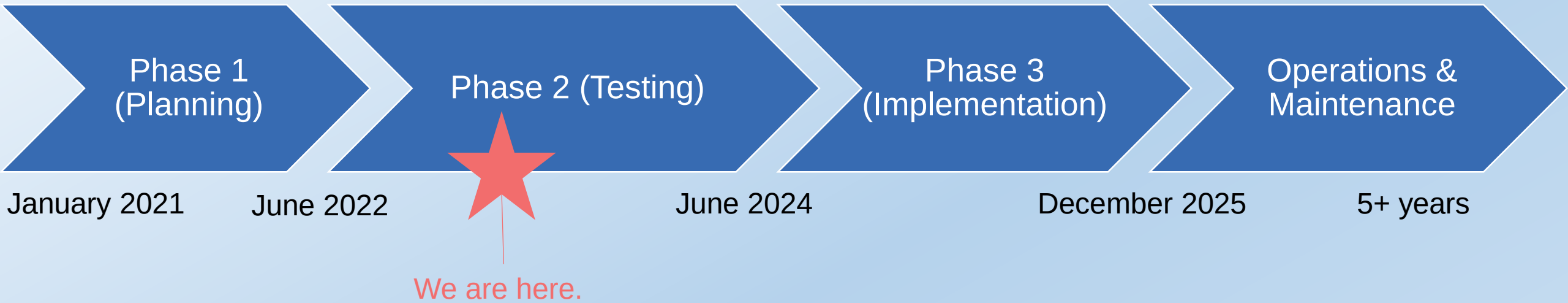
Performance Measures And Outcomes

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/>



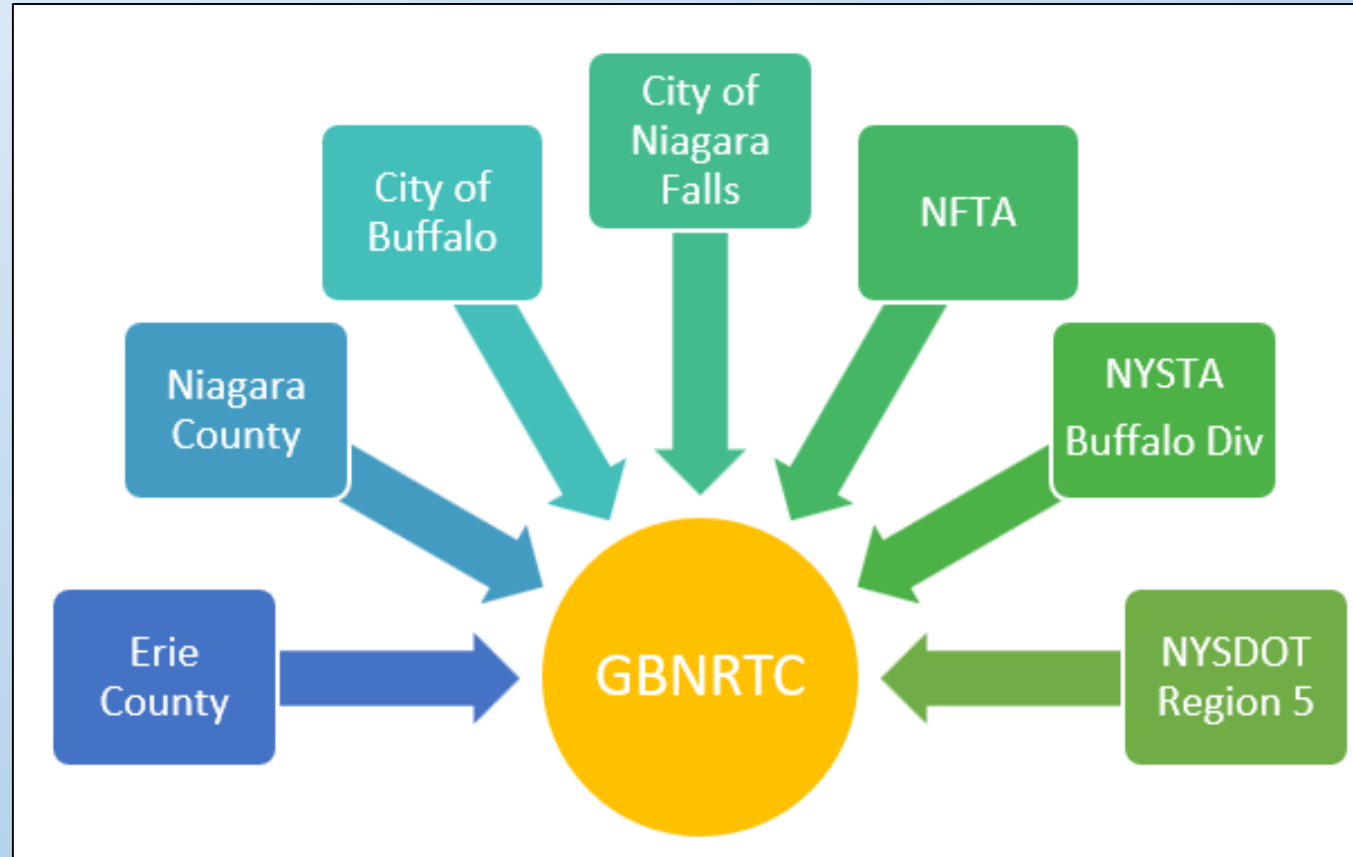
THANK YOU

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

Planning and Coordinating Committee (PCC) Meeting

Wednesday June 7, 2023 @ 9:30am

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 (5-5-23) Meeting Minutes

II. ACTION ITEMS

- A) AdMod # 24: PIN 5111.77 US 20/Cazenovia Creek – Increase Funding (NYSDOT)
- B) AdMod # 26: PIN 5011.37 NY 93; NY 18F to Niagara Scenic Parkway – Increase Funding (NYSDOT)
- C) AdMod # 27: PIN 5814.66 Goodell St, Tupper St & Pearl St; NY 33 (Kensington Expwy) to NY 5 (Main St) – Increase Funding (NYSDOT)
- D) AdMod # 28: PIN 5825.77 Rail Capital Project – Realignment & Name Change (NFTA)
- E) AdMod # 29: FTA 5307 and 5337 – Project Realignments & Name Change (NFTA)
 - PIN 5825.76 Bus Capital Project (5307)
 - PIN 5900.28 Rail Preventative Maintenance (5307)
 - PIN 5900.34 Rail Preventative Maintenance (5337))

III. DISCUSSION ITEMS

- A) April TPS Action Item Approvals
- B) Public Review Status
- C) Public Participation Plan Update

IV. STATUS REPORTS/INFORMATION

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

V. MEETING ADJOURNMENT



Greater Buffalo Niagara Regional Transportation Council

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

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

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

The following GBNRTC-PCC representatives were present:

• NFTA	Tom George
• NYSTA	John Boser
• NYSDOT	Dave Hill
• Buffalo	Nate Morton
• Niagara Falls	Kevin Forma
• Erie County	Darlene Svilokos
• Niagara County	Garret Meal

Others present:

• Frank Cirillo	NYSDOT
• Athena Hutchins	NITTEC
• Karen Hoak	Erie County
• James Cuozzo	NYSDOT
• Nolan Skipper	Buffalo
• Gautam Mani	FHWA
• Steve Burget	STI
• Jim Gordon	Citizens for Regional Transit
• Thomas Frank	
• GBNRTC Staff (10)	

Public Attendees:

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

I. PROCEEDINGS

The Chairperson (Mr. George from NFTA) called the meeting to order at 1:05 p.m. and led the pledge of allegiance.

A) Roll Call

- All members were present.

B) Public Participation

- The following comments were presented:
 - i. *Jim Gordon* stated that Citizens for Regional Transit has submitted comments on the MTP Update. The MTP Update is a beautiful document and very informative.
 - ii. *Thomas Frank* stated that he is working on the Erie Canal Nation Heritage Corridor project in the village of Williamsville/town of Amherst. This project will connect the Niagara River Greenway to Ellicott Creek and Tonawanda Creek through 2050.

C) Approval of Meeting Agenda

- *Motion to approve the revised agenda as proposed (NC/DOT). Approved 7-0*

D) Approval of Previous Meeting Minutes

- *Motion to approve the 4-5-23 meeting minutes (CNF/TWA). Approved 7-0.*

II. ACTION ITEMS

A) PIN 576189 RT 265 (Military Rd) Reconstruction & Cayuga Dr Resurfacing - Guarino

- 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 add 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
- *Motion to approve as Administrative Modification #23 (DOT/CNF). Approved 7-0.*

B) Resolution 2023-II 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 for 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 constrained project list are identified as “non-exempt”.
 1. Metro Transit Expansion
 2. Bailey Avenue High-Capacity Transit Enhancements
 3. NFTA Bus System-wide High-Capacity Transit Enhancements
 4. NY Route 33, Kensington Expressway Project
 5. Regional Traffic Signal Enhancement
 6. Region Central Infrastructure Re-Envisioning
- The Interagency Consultation Group (ICG) has reviewed and concurred with all project air quality classifications.

- Public Review of conformity document completed on April 5th, 2023 – May 4th, 2023 with no comments received
- *Motion to recommend the Draft Air Quality Conformity Determination to Policy Committee (TWA/COB). Approved 7-0.*

C) Resolution 2023-12 Draft 2050 Metropolitan Transportation Plan Update - Weymouth

- MTP requirements and process
 - Seven Key elements of this plan update
 - Updates to demographics, economic forecasts, land use and transportation conditions
 - Population growth areas
 - Social Equity areas of concentration
 - Unemployment
 - The region as an international gateway for goods movement
 - Greenhouse gas reduction initiatives
 - Road and highway pavement conditions, congestion and travel patterns
 - Location of greatest regional freight supply and demand
 - Bridge conditions
 - Public Transportation ridership
 - Bike/Ped infrastructure
 - Safety
 - Innovation
 - Reaffirmed the MTPS vision and goals
 - System Performance Report
 - Updated financial plan
 - Inclusive participation process
 - Adherence to latest federal planning requirements as stated in IIJA/BIL
 - Updated Air Quality/Transportation Conformity
 - Outreach related to this update included:
 - 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
 - Financial Outlook and estimate funding
 - Project Identification and delivery
- 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.
- *Motion to recommend Draft 2050 MTP Update to Policy Committee for approval (DOT/COB). Approved 7-0.*

D) Resolution 2023-13 Goodell Street Corridor Planning Study Schedule and Budget Modification - Davis

- GBNRTC included scope, schedule, and budget for the Goodell Street Corridor Planning Study services in the current Unified Planning Work Program, funded by both State Planning and Research funds and MPO planning funds, which was previously approved.
- GBNRTC wishes to modify the current consultant schedule and cost baseline based on the consultant conducting requested tasks beyond original budgeted scope of services to aid the transition into the design process.
 - Supplement the current C&S contract at a cost of \$40,548
 - Amend the contract end date to June 17, 2023
- The provided schedule and cost modification will provide support necessary for timely and successful completion of the project; and sufficient budget is available in the current year program
- *Motion to authorize execution of a Supplement to the current C&S contract at a cost of \$40,548 and amend the contract end date to June 17, 2023 (DOT/NFTA). Approved 7-0.*

E) Updated TIP Change Controls – Guarino

- 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.
- 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 after public comment period)
 - Proposed
 - Under \$150K requires RPPM approval (reported at TPS)
 - Over \$150K requires AdMod (approved by TPS and reported at PCC)
- *Motion to recommend these changes to Policy Committee for approval (TWA/NC). Approved 7-0.*

III. DISCUSSION ITEMS

A. April TPS Action Item Approvals - Guarino

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

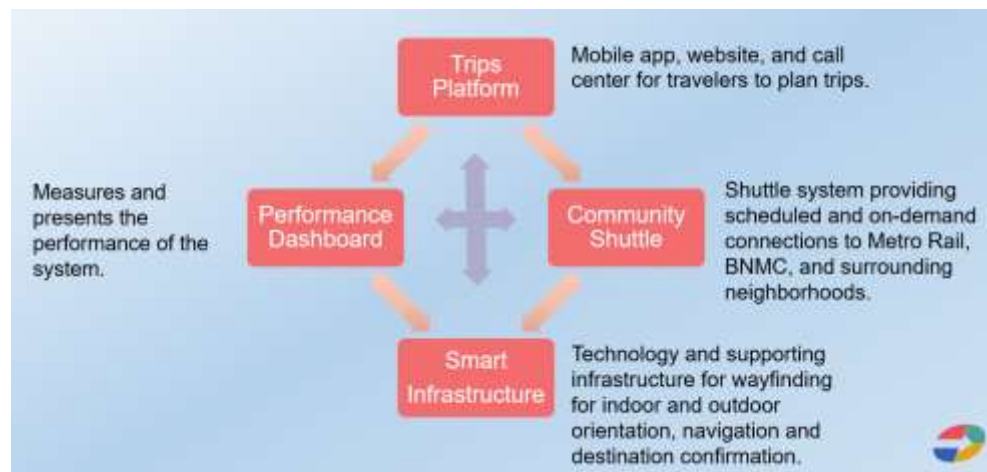
B. PROTECT Discretionary Grant Program – Guarino

- 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 coastal 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.
- 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
- 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.
 - 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.
- 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/>

C. IS4US Buffalo All Access Update - Dixon

- 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
- 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



- 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
 - Persons with Disability (PWD)
 - Mobility
 - Vision
 - Cognitive
 - Hearing
 - Low Income
 - Older Adults
 - Limited English Proficiency (LEP)
- 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.
- Connect all users of all ages and abilities to key destinations, services and opportunities
- Performance measures were developed based on 10 use cases. Each measure has a set of metrics and targets.

- Next Steps (through Summer 2023):
 - Develop minimum viable product for testing
 - Recruit preliminary users and testers
 - Conduct training
- There will be an upcoming webinar on Low-Speed Self-Driving Shuttles on May 16 @ 2 pm EDT at <https://bnmc.org/allaccess/buffalo-all-access-webinar>

IV. STATUS REPORTS/INFORMATION

- Member Agency Reports
 - NFTA reported that construction will soon begin on the Cars on Main Street Rail Reconstruction project (Mohawk to Church)
 - All other members and present regional stakeholders stated that they did not have anything to report at this time.
- Director's Report - Finn
 - Federal Highway Administration (FHWA) Professional Development Program (PDP)
 - FHWA PDP associate (Will Kennan) has been with us since early February
 - Recognition of all the good work Will has accomplished in his short time here as his assignment will end this week
 - New York State Association of Metropolitan Planning Associations (NYSAMPO) Conference
 - Mike F, Rich and Kelly will attend
 - Many interesting transportation initiatives will be presented from around the state.

V. MEETING ADJOURNMENT

- Next PCC Meeting
 - The next PCC meeting will resume the normal schedule and be held on Wednesday June 7 at 9:30 am
- *Motion to Adjourn (CNF/TWA). Approved 7-0.*
- The GBNRTC Policy Committee meeting will immediately follow PCC after a 10-minute break.
- The meeting concluded at 2:10 pm.

The meeting will begin shortly.
Thank you for your patience



Planning and Coordinating Committee

June 7, 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



A. PIN 5111.77 US 20/Cazenovia Creek

- This is a NYSDOT request to modify an existing project
- Request for a \$7.504M cost increase due to Erie County Water Authority water line relocation and increased material prices
 - Construction phase will be increased by \$6.700M
 - Construction Inspection phase will be increased by \$0.804M
- Fiscal constraint is maintained as all offset (\$7.504M) is 100% Statewide funded
- Recommended by TPS on 5/17/23
- Today's action will be to approve this change as AdMod #24

B. PIN 5011.37 - NY 93; NY 18F to Niagara Scenic Parkway

- This is a NYSDOT request to modify an existing project
- \$0.262M of additional design funds are necessary as the project has changed from mill/resurface to reconstruction (minor scope change)
 - Preliminary Design (PDES) phase will increase by \$0.262M
- \$0.262M will be transferred from PIN 5044.01 NY 61; B St to Lockport Rd
- Fiscal constraint is maintained
- Recommended by TPS on 5/17/23
- Today's action will be to approve this change as AdMod #26

C. PIN 5814.66 Goodell St, Tupper St & Pearl St; NY 33 (Kens Exp) to NY 5 (Main St)

- This is a NYSDOT request to modify an existing project
- This request increases Preliminary Design by \$0.580M to fund outside consultant design
- \$0.580M will be transferred to project from statewide HSIP allocations
- \$0.298M of Detailed Design funding will also be changed from statewide HSIP to 100% State Discretionary Funding (SDF)
- Fiscal constraint is maintained
- Recommended by TPS on 5/17/23
- Today's action will be to approve this change as AdMod #27

D. PIN 5825.77 Rail Capital Project (5337)

- This is a NFTA request to modify an existing project
- This change will align the estimated FTA Section 5337 funds for this project to match the full published federal (FTA) apportionments for FFY23
- Total project cost will increase by \$0.832M (matched FTA 5337)
- New project total will be \$1.889M
- In addition, the project name will change from “Rail Capital Project (5337)” to “Rail: Catenary & Insulator Replacement Project”.
- Recommended by TPS on 5/17/23
- Today's action will be to approve this change as AdMod #28

E. FTA 5307 and 5337 – Project Realignments & Name Change

- This is a NFTA request to modify three (3) existing projects
- All three (3) projects will be realigned to match the full published federal apportionments
 - 1. PIN 5900.28 Rail Preventive Maintenance (FTA 5307)**
 - Decrease of \$3.552M (new total is \$0.619M)
 - 2. PIN 5900.34 Rail Preventive Maintenance (FTA 5337)**
 - Decrease of \$0.005M (new total is \$3.018M)
 - 3. PIN 5825.76 Bus Capital Project (FTA 5307)**
 - Increase of \$0.035M (new total is \$8.785M)
- The title of PIN 5825.76 will be changed from “Bus Capital Project (FTA 5307)” "Purchase Revenue BEB Vehicles"
- Recommended by TPS on 5/17/23
- Today's action will be to approve this change as AdMod #29

Discussion Items



A) May TPS Action Item Approvals

- PIN 5814.20 Large Culvert Preservation at Various Federal-Aid Eligible Locations
 - A NYSDOT request to modify an existing project
 - This request decreases the construction phase by \$0.491M (matched NHPP) as project estimates were lower than anticipated
 - \$0.491M (matched NHPP) will be transferred to PIN 5B1555 Pavement Maintenance Block
 - Fiscal constraint was maintained
 - Approved as Administrative Modification # 25

B) Public Review Status

- TIP Amendment # 4 (in 30-day review until 6/16/23)

1. PIN 5900.45 Purchase Revenue Vehicles

- All FTA 5339 funds from PIN 5900.46 Purchase Paratransit Vehicles and PIN 5900.47 Purchase Bus Shelters will be transferred to PIN 5900.45 Purchase Revenue Vehicles.
- FFY23 FTA 5339 funds in this project will be realigned to published federal apportionments
- The project total will now be \$1.917 (matched FTA 5339)

2. PIN 5900.46 Purchase Paratransit Vehicles

- All FTA 5339 funds will be transferred to PIN 5900.45 Purchase Revenue Vehicles
- This project will now be funded with FFY23 FTA Section 5337 funds which became available from the FTA 5337 realignment to published federal apportionments.
- This project title will be changed to “Rail Fastener and Pad Project”

3. PIN 5900.47 Purchase Bus Shelters

- The NFTA has decided to use local funds for the purchase of bus shelters
- All current funding (\$0.633M matched FTA 5339 funds) will be transferred to PIN 5900.45
- This project will no longer contain any federal funds and will be need to be removed from the TIP.



Public Participation Plan Update

June 7, 2023



What is a Public Participation Plan

- Public Participation Plan (PPP) was last updated in 2017.
- The Plan provides a framework for GBNRTC participation processes and activities in developing transportation planning projects and programs.
- The Plan describes the MPO's strategies and adopted policies to inform and engage the public in transportation planning issues with the purpose of maximizing participation and effectiveness.
- Is an opportunity to provide guidance to ensure that all residents benefit from transportation investments, especially those who have been traditionally underserved by the transportation system.



Bipartisan Infrastructure Law and Planning Emphasis Areas

Public Participation

- The BIL allows MPOs to use social media and other web-based tools to encourage public participation in the transportation planning process.
- Encourages MPOs to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.



Bipartisan Infrastructure Law and Planning Emphasis Areas

Public Participation

- Adding affordable housing organizations to a list of stakeholders MPOs are required to provide a reasonable opportunity to comment on the metropolitan transportation plan.
- Federal Land Management Agency (FLMA) Coordination: MPOs are encouraged to coordinate with FLMA in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.



PPP Update Process

- Review of new federal requirements and planning emphasis areas.
- Conduct a MPO peer review and review of best practices, with particular attention to innovative engagement methods, as well as ways to effectively engage minority, low-income and limited English proficiency residents.
- Gather input from stakeholders about barriers to participation, preferred methods of participation and engagement, and about the goals of participation through an online survey.

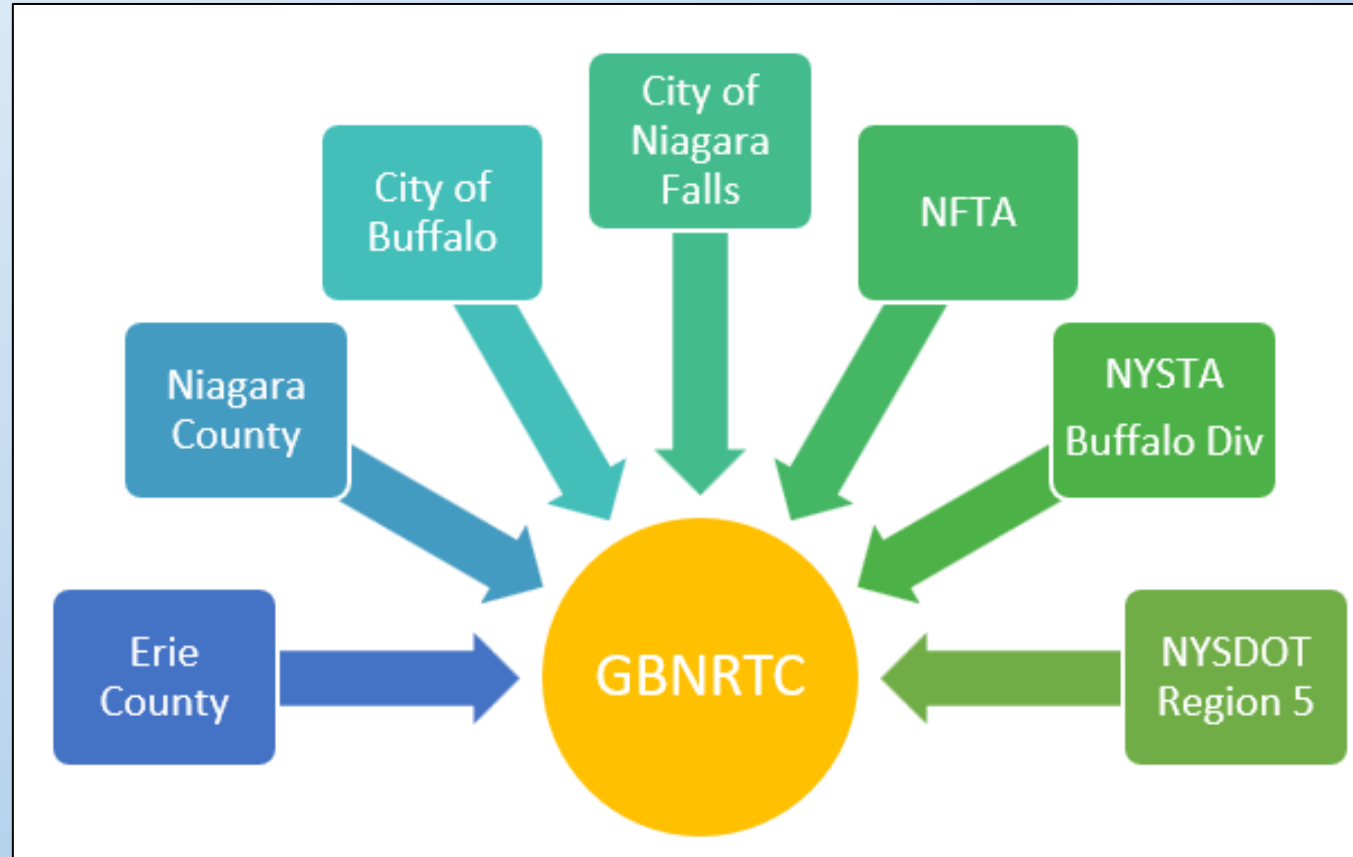


PPP Update Schedule

- **June 7, 2023:** Present PCC the approach and schedule
- **June 8, 2023:** Release survey for second round of comments
- **July 19, 2023:** Present TPS an overview of draft PPP update
- **July 20-August 18, 2023:** Member agency review of draft PPP update
- **September 6, 2023:** Request to initiate 45-day public review and comment period
- **September 7-October 21, 2023:** 45-day public review and comment period
- **November 1, 2023:** PCC to recommend to Policy for approval
- **November (TBD):** Policy approval

Status Reports/Information

Member Agency Reports



Executive Director's Report

- NYS CFA Grant Applications Open – Close July 28
- Replica Data Webinar – June 15
- Car Share Insurance Legislation Update
- Member Agency Representatives Update

Meeting Wrap Up

- Next PCC Meeting will be July 13, 2023
- Adjournment

Planning and Coordinating Committee (PCC) Meeting
Thursday July 13, 2023 @ 9:30am

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

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

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

DRAFT AGENDA

Pledge of Allegiance

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (6-7-23) Meeting Minutes

II. ACTION ITEMS

- A) Amendment #4: FTA 5339 Reapportionment - Fund Transfer, New Funding Source & Project Deletion
- B) Amendment #5: Twin Cities Memorial Hwy Improvements (Study) – New Project
- C) AdMod #30: Niagara Falls Connection Trail – Cost Increase and Scope Change
- D) AdMod #31: Bridge Rehab – 3 EC Bridges – Add Phase and Funding
- E) AdMod #32: Cars on Main St (2 Projects) – Transfer All Design funds into One Project
- F) AdMod #33: Buffalo SRTS School Zone Safety Improvements – Delay Let

III. DISCUSSION ITEMS

- A) NYSDOT Passenger and Freight Rail Assistance Program (PFRAP) – Accepting Applications
- B) FFY 23 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) - Award Announcement
- C) FFY 23 Reconnecting Communities and Neighborhoods (RCN) Program - Accepting Applications
- D) NYSDOT BRIDGE NY Program - Award Announcement
- E) Regional Bicycle Master Plan - Implementation Update
- F) Complete Streets Set Aside Funds

IV. STATUS REPORTS/INFORMATION

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

V. MEETING ADJOURNMENT

Next PCC Meeting: August 2, 2023



Greater Buffalo Niagara Regional Transportation Council

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

Planning and Coordinating Committee (PCC) Meeting Minutes Wednesday June 7, 2023

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on Wednesday June 7, 2023.

The following GBNRTC-PCC representatives were present:

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

Others present:

• Haris Ismail	NYSDOT (via Zoom)
• Jennifer Michniewicz	NYSDOT (via Zoom)
• Athena Hutchins	NITTEC
• Karen Hoak	Erie County
• GBNRTC Staff (6)	

Public Attendees:

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

I. PROCEEDINGS

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

A) Roll Call

- All members were present.

B) Public Participation

- There were no public comments submitted.

C) Approval of Meeting Agenda

- *Motion to approve the revised agenda as proposed (NC/COB). Approved 7-0*

D) Approval of Previous Meeting Minutes

- *Motion to approve the 5-5-23 meeting minutes (EC/CNF). Approved 7-0.*

II. ACTION ITEMS

A) AdMod #24: PIN 5111.77 US 20/Cazenovia Creek - Guarino

- This is a NYSDOT request to modify an existing project
- Request for a \$7.504M cost increase due to Erie County Water Authority water line relocation and increased material prices
 - Construction phase will be increased by \$6.700M
 - Construction Inspection phase will be increased by \$0.804M
- Fiscal constraint is maintained as all offset (\$7.504M) is 100% Statewide funded
- Recommended by TPS on 5/17/23
- *Motion to approve (DOT/CNF). Approved 7-0.*

B) AdMod #26: PIN 5011.37 - NY 93; NY 18F to Niagara Scenic Parkway – Grabau

- This is a NYSDOT request to modify an existing project
- \$0.262M of additional design funds are necessary as the project has changed from mill/resurface to reconstruction (minor scope change)
- Preliminary Design (PDES) phase will increase by \$0.262M
- Offset: \$0.262M will be transferred from PIN 5044.01 NY 61; B St to Lockport Rd
- Fiscal constraint is maintained
- Recommended by TPS on 5/17/23
- *Motion to approve (DOT/EC). Approved 7-0.*

C) AdMod #27: PIN 5814.66 Goodell St, Tupper St & Pearl St; NY 33 (Kens Exp) to NY 5 (Main St) - Guarino

- This is a NYSDOT request to modify an existing project
- This request increases Preliminary Design by \$0.580M to fund outside consultant design
- Offset: \$0.580M will be transferred to project from statewide HSIP allocations
- \$0.298M of Detailed Design funding will also be changed from statewide HSIP to 100% State Discretionary Funding (SDF)
- Fiscal constraint is maintained
- Recommended by TPS on 5/17/23
- *Motion to approve (DOT/TWA). Approved 7-0.*

D) AdMod #28: PIN 5825.77 Rail Capital Project (5337) - Guarino

- This is a NFTA request to modify an existing project
- This change will align the estimated FTA Section 5337 funds for this project to match the full published federal (FTA) apportionments for FFY23
- Total project cost will increase by \$0.832M (matched FTA 5337)
- New project total will be \$1.889M
- In addition, the project name will change from “Rail Capital Project (5337)” to “Rail: Catenary & Insulator Replacement Project”.
- Recommended by TPS on 5/17/23
- *Motion to approve (NFTA/DOT). Approved 7-0.*

E) AdMod #29: FTA 5307 and 5337 – Project Realignments & Name Change – Guarino

- This is a NFTA request to modify three (3) existing projects
- All three (3) projects will be realigned to match the full published federal apportionments
 - PIN 5900.28 Rail Preventive Maintenance (FTA 5307)
 - Decrease of \$3.552M (new total is \$0.619M)
 - PIN 5900.34 Rail Preventive Maintenance (FTA 5337)
 - Decrease of \$0.005M (new total is \$3.018M)
 - PIN 5825.76 Bus Capital Project (FTA 5307)
 - Increase of \$0.035M (new total is \$8.785M)
- The title of PIN 5825.76 will be changed from “Bus Capital Project (FTA 5307)” “Purchase Revenue BEB Vehicles”
- Recommended by TPS on 5/17/23
- *Motion to approve (NFTA/TWA). Approved 7-0.*

III. DISCUSSION ITEMS

A. May TPS Action Item Approvals - Guarino

- PIN 5814.20 Large Culvert Preservation at Various Federal-Aid Eligible Locations
 - NYSDOT requested to modify an existing project
 - This request decreased the construction phase by \$0.491M (matched NHPP) as project estimates were lower than anticipated
 - \$0.491M (matched NHPP) was transferred to PIN 5B1555 Pavement Maintenance Block
 - Fiscal constraint was maintained
 - Approved as Administrative Modification # 25

B. Public Review Status – Guarino

- TIP Amendment # 4 (in 30-day review until 6/16/23)
 - PIN 5900.45 Purchase Revenue Vehicles
 - All FTA 5339 funds from PIN 5900.46 Purchase Paratransit Vehicles and PIN 5900.47 Purchase Bus Shelters will be transferred to PIN 5900.45 Purchase Revenue Vehicles.
 - FFY23 FTA 5339 funds in this project will be realigned to published federal apportionments
 - The project total will now be \$1.917 (matched FTA 5339)
 - PIN 5900.46 Purchase Paratransit Vehicles
 - All FTA 5339 funds will be transferred to PIN 5900.45 Purchase Revenue Vehicles
 - This project will now be funded with FFY23 FTA Section 5337 funds which became available from the FTA 5337 realignment to published federal apportionments.
 - This project title will be changed to “Rail Fastener and Pad Project”
 - PIN 5900.47 Purchase Bus Shelters
 - The NFTA has decided to use local funds for the purchase of bus shelters
 - All current funding (\$0.633M matched FTA 5339 funds) will be transferred to PIN 5900.45
 - This project will no longer contain any federal funds and will be need to be removed from the TIP.

C. Public Participation Plan Update - Weymouth

- Public Participation Plan (PPP) was last updated in 2017.
- The Plan provides a framework for GBNRTC participation processes and activities in developing transportation planning projects and programs.
- The Plan describes the MPO's strategies and adopted policies to inform and engage the public in transportation planning issues with the purpose of maximizing participation and effectiveness.
- Is an opportunity to provide guidance to ensure that all residents benefit from transportation investments, especially those who have been traditionally underserved by the transportation system.
- The BIL allows MPOs to use social media and other web-based tools to encourage public participation in the transportation planning process.
- Encourages MPOs to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.
- Adding affordable housing organizations to a list of stakeholders MPOs are required to provide a reasonable opportunity to comment on the metropolitan transportation plan.
- Federal Land Management Agency (FLMA) Coordination: MPOs are encouraged to coordinate with FLMA's in the transportation planning and project programming process on infrastructure and

connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.

- Review of new federal requirements and planning emphasis areas.
- Conduct a MPO peer review and review of best practices, with particular attention to innovative engagement methods, as well as ways to effectively engage minority, low-income and limited English proficiency residents.
- Gather input from stakeholders about barriers to participation, preferred methods of participation and engagement, and about the goals of participation through an online survey.
- Schedule for Update:
 - June 7, 2023: Present PCC the approach and schedule
 - June 8, 2023: Release survey for second round of comments
 - July 19, 2023: Present TPS an overview of draft PPP update
 - July 20-August 18, 2023: Member agency review of draft PPP update
 - September 6, 2023: Request to initiate 45-day public review and comment period
 - September 7-October 21, 2023: 45-day public review and comment period
 - November 1, 2023: PCC to recommend to Policy for approval
 - November (TBD): Policy approval

IV. STATUS REPORTS/INFORMATION

- Member Agency Reports
 - Erie County (Svilokos) reported that they are beginning construction and working on all of their projects.
 - Niagara County (Meal) stated that they had nothing to report at this time.
 - Buffalo (Skipper) reported that the tentative 2023 paving list will be published sometime this week on their website.
 - Niagara Falls (Forma) reported several items:
 - Working with Heritage District folks in Niagara Falls who applied for a Bloomberg asphalt art program grant. There was a little bit of an issue but thank you Mike for your help on that. We are now in a good place and bumped it up from a 30-foot design to 40-foot to accommodate buses going through. It will be at the corner of Main and Portage, right in front of the library. You will also see some temporary pedestrian improvements (mountable curbs) to delineate the asphalt areas. Hopefully, this will be approved by the end of the month and installed in July. Program is meant to last a year.
 - Military Rd project is out to bid.
 - City has grant funding from Dormitory Authority to do the Buffalo Ave Streetscape through the LaSalle district. The City is talking with TWA and DOT about the possible overpass reconstruction in the project area. Project should start this year.
 - NFTA (Kempner) reported that:
 - The University (UB) bus loop construction will cause some changes to the bus route configuration at the University Station. More information is available on the NFTA website.
 - Bus Stop Balancing is ongoing. A number of questions and comments have been received and may result in some things being moving around. More information is available on the NFTA website.
 - NYSDOT (Hill) reported
 - DOT is working with the City of North Tonawanda on the \$500K earmark the City received from Congressman Higgins for reenvisioning the Twin Cities Highway in Niagara County. DOT was asked to help with the \$125K local match. DOT has agreed in principle to contribute toward the match as it is their road and they are interested in addressing the operational and safety issues. A project action will probably be brought to the next TPS meeting to get the study on the TIP. There is no construction money identified at this time.
 - Bridge NY awards should be announced soon.
 - Thruway Authority (Boser) reported that:
 - We have applied for a RAISE grant to do seismic retrofits to the South Grand Island Bridge. They will know if their grant application was successful on June 23. We have brought in a consultant to help with discretionary grant application writing.
 - Looking at doing a big construction project on the lower I-190 from the I-90 to Louisiana St. in 2024 to 2025 time-frame. TWA will be talking with DOT about other ongoing projects in the project area to minimize disruptions to local traffic.

- NITTEC (Hutchins) reported that the “All Roads” project (previously ATC/MTD) continues. Presentations and Demos are being held as build-out occurs. A lot of work remains. A presentation will be scheduled for PCC in the coming months. System will be 100% by spring 2024.
- Director’s Report - Finn
 - NYS CFA Applications out – Close July 28
 - Some application to transportation projects, particularly streetscaping
 - CFA is a huge thing and we could send an hour just on that but for now I just wanted to make sure that everyone was aware and offer support for anyone that was looking to go after a grant
 - Replica Data Webinar
 - DOT purchased access to Replica for DOT and MPOs. MPOs can provide data to members
 - Parking, AADT, Annual Speeds and Turning Movements are available data
 - GBNRTC hasn’t gotten into it deeply at this point but were looking at possible applications for new data sets
 - We will be hosting the webinar here for anyone that’s interested and I encourage members to send staff that would be able to dig into the data.
 - June 15, 11am
 - Car Insurance Legislation Update
 - I was asked by the Ithaca-Tompkins MPO to pass this information along
 - There is an issue with NY insurance regulations that has impacted not-for-profit car share companies
 - The not-for-profits and other mobility advocates are encouraging the NY Legislature to fix the issue.
 - More details on the issue are included in the handout and the ask from ITCTC is that those who may be inclined to want to support not-for-profit car share contact NYS Legislative reps to advocate
 - Voting List
 - We’re looking to update our voting list and we included the last one that we have in your packet
 - Asking that you cross off name that don’t apply and write in new names/titles. Leave the edited version with us and we’ll compile it to update the list

V. MEETING ADJOURNMENT

- Next PCC Meeting
 - Due to the upcoming July 4 holiday, the next PCC meeting will be held on Thursday, July 13 at 9:30 am
- *Motion to Adjourn (NFTA/CNF). Approved 7-0.*
- The meeting concluded at 10:15 am.

The meeting will begin shortly.



Planning and Coordinating Committee

July 13, 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



A. Amendment #4: FTA 5339 Reapportionment, Fund Transfer and Change & Project Deletion

- This is a NFTA request to modify three existing projects
 1. PIN 5900.45 Purchase Revenue Vehicles
 - All FTA 5339 funds from PIN 5900.46 Purchase Paratransit Vehicles and PIN 5900.47 Purchase Bus Shelters will be transferred to PIN 5900.45 Purchase Revenue Vehicles.
 - FFY23 FTA 5339 funds in this project will be realigned to published federal apportionments
 - The project total will now be \$1.917 (matched FTA 5339)
 2. PIN 5900.46 Purchase Paratransit Vehicles
 - All FTA 5339 funds will be transferred to PIN 5900.45 Purchase Revenue Vehicles
 - This project will now be funded with FFY23 FTA Section 5337 funds which became available from the FTA 5337 realignment to published federal apportionments.
 - This project title will be changed to "Rail Fastener and Pad Project"
 3. PIN 5900.47 Purchase Bus Shelters
 - The NFTA has decided to use local funds for the purchase of bus shelters
 - All current funding (\$0.633M matched FTA 5339 funds) will be transferred to PIN 5900.45
 - This project will no longer contain any federal funds and will be need to be removed from the TIP.
- All approved public outreach procedures have been followed with no comments received
- Today's action would be to recommend approval of these actions to the GBNRTC Policy Committee

B. Amendment #5: Twin Cities Memorial Hwy Improvements (Study)

- This is a NYSDOT request to add a new project to the TIP
- The project will be a study that will examine the redesign of the Twin City Memorial Highway (NY Route 425) located in the City of North Tonawanda in Niagara County
- The objective of the study is to look at options that will increase connectivity, increase mobility, and create a thriving and resilient community while addressing inequities and barriers to opportunity
- Total project cost is \$0.625M
- \$0.625M offset will be provided by Federal Earmark - Community Project Funding/Highway Infrastructure Programs; Demo ID = NY794
- ICG concurred with the suggested Air Quality conformity exemption code of C3 (Planning and technical studies that do not involve or lead directly to construction) on 7/10/23
- All approved public outreach procedures have been followed with no comments received
- Today's action would be approve via Resolution GBNRTC 2023-16

C. AdMod #30: Niagara Falls Connection Trail (576358)

- This is a NYSDOT request to modify an existing project
- C & CI phases would be increased by a total of \$2.366M
- A portion of the increase (\$1.676m) pertains to work in PIN 5760.75 (Great Lakes Seaway Trail River Rd Corridor) which will be transferred into this project for constructability and ease.
- Detailed Design and ROW-A funds will be transferred to the C & CI phases to cover the remainder of offset
- Non-federal match source switched from local to state
- Fiscal constraint is maintained
- Recommended by TPS on 6/21/23
- Today's action would be to approve this Minor Scope Change to as AdMod #30

D. AdMod #31: Bridge Rehab – 3 EC Bridges (581407)

- This is a NYSDOT request to modify an existing project
- Minor bridge rehabilitation and bridge deck preservation on
 - BIN 1022700 Fillmore Ave @ NY Rt 33
 - BIN 1022720 Grider @ NY Rt 33
 - BIN 1001380 NY Rt 5 @ Eighteen Mile Crk
- A Detailed Design phase was not carried over from the previous TIP/STIP and will need to be added back to the project
- \$0.875M will be added to the new Detailed Design phase
- \$0.875M offset will be transferred from PIN 5V24.11 (I-86 Shoulders, U-Turns And Gore Areas; Cattaraugus County
- Fiscal constraint is maintained
- Recommended by TPS on 6/21/23
- Today's action would be to approve this change as AdMod #31

E. Cars on Main St (2 Projects)

- This is a Buffalo request to modify two existing projects
 1. PIN 5763.93 Cars on Main St (Exchange to Church)
 2. PIN 5763.94 Cars on Main St (Church to Mohawk)
- All design work for both projects will be completed under the Detailed Design phase of PIN 5763.93.
- \$2M of Preliminary Design and Detailed Design funding from PIN 5793.94 will be transferred into the Detailed Design phase of PIN 5763.93.
- Fiscal constraint is maintained
- Today's action would be to approve this change to as AdMod #32

F. Buffalo SRTS School Zone Safety Improvements (576352)

- This is a Buffalo request to modify an existing project
- This request is to delay let from 10/16/23 (FFY 24) to 4/15/25 (FFY 25).
- Additional time was needed to verify scope and to make sure locations were consistent with overall Citywide School Zone Plan
- All costs are unchanged
- This is a TPS action being expedited by PCC
- Today's action would be to approve this change to as AdMod #33

Discussion Items



A. NYSDOT Passenger and Freight Rail Assistance Program (PFRAP)

What is PFRAP?

- The New York State Department of Transportation (NYSDOT) Passenger and Freight Rail Assistance Program (PFRAP) ***provides enhanced assistance for rail and port capital investments to preserve and enhance the State's major trade and passenger corridors.***

How much PFRAP funding is available?

- NYSDOT anticipates making awards up to **\$121.6 M in PFRAP funding.**
- **The maximum award shall be \$10.0 M.**
- There is no minimum match requirement but preference will be given to those applications that are able to provide a greater local share of the total project costs.
- Applicants will be limited to three (3) PFRAP awards.

A. NYSDOT Passenger and Freight Rail Assistance Program (PFRAP)

Who may apply for PFRAP?

- Eligible applicants include the following:
 - Any railroad company*
 - Any NYS agency
 - US Federal Government
 - Canadian Government
 - Any other state or instrumentality thereof
 - Any public authority (within NYS or otherwise)
 - Any political subdivision or municipality within NYS

**All common-carrier, intercity passenger or tourist railroad corporations must be in good standing with NYSDOT at the time of application.*

Eligible PFRAP projects?

- Eligible projects for PFRAP include any capital improvement to freight, intercity passenger or tourist rail assets with a minimum service life of 10 years or greater, including but not limited to:
 - Tract construction and rehabilitation
 - Bridge construction and rehabilitation
 - Elimination of clearance obstructions
 - Yard, terminal and siding construction and rehabilitation
 - Signal and train control systems
 - Rolling stock acquisition and rehabilitation
 - Capital projects that will reduce carbon footprint of railroad facilities

All projects must comply with the NYS Smart Growth Public Infrastructure Policy Act.

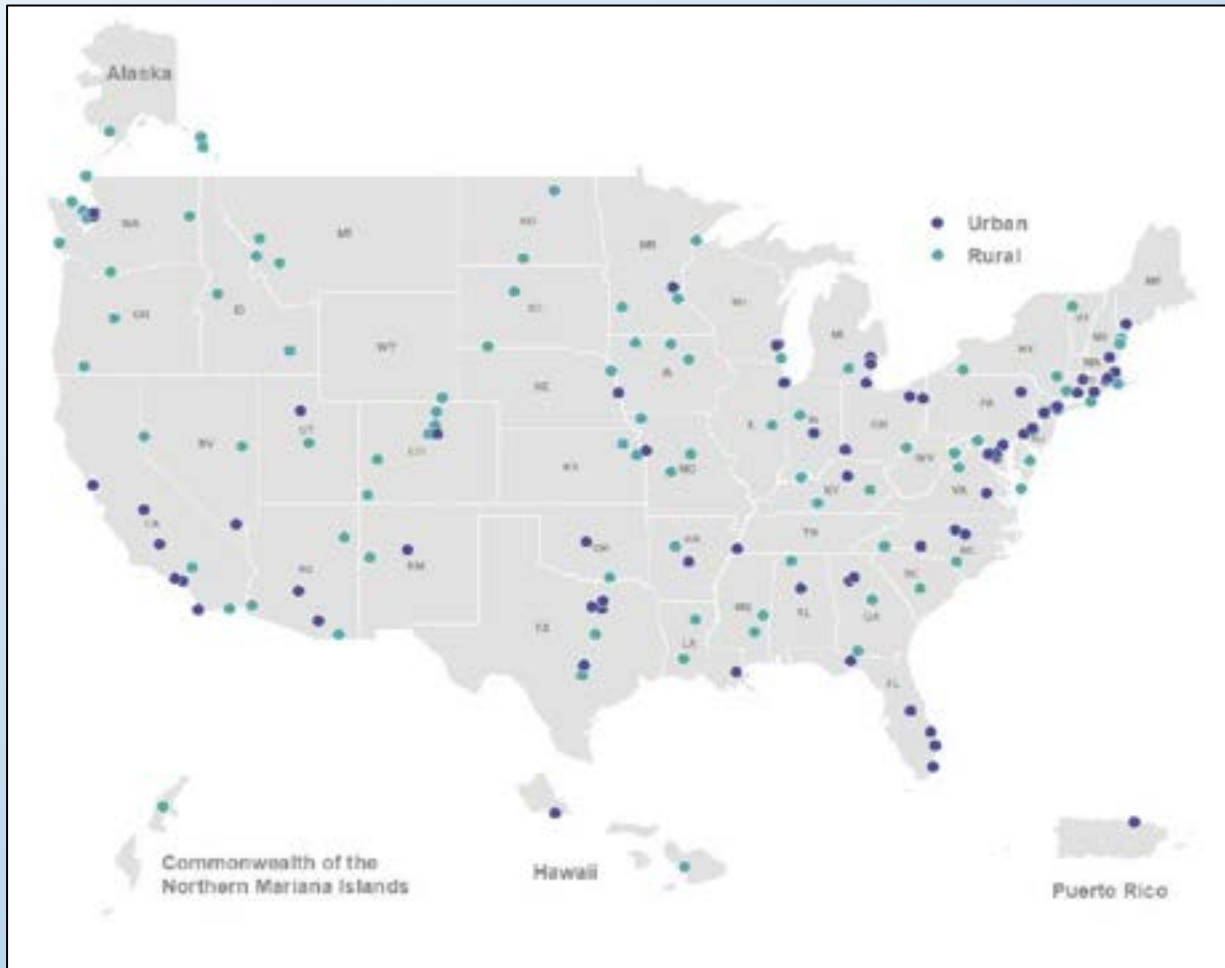
A. NYSDOT Passenger and Freight Rail Assistance Program (PFRAP)

How to apply for PFRAP?

- To apply or learn more about PFRAP visit <https://www.dot.ny.gov/railgrants>. This website provides full details on PFRAP as well as frequently asked questions and instructions for preparing the required benefit-cost analysis.
- The application deadline is **October 6th, 2023**.
- ***All not-for-profit organizations applying for or receiving state grant funds must be registered in and prequalified in Grants Gateway.*** For more information, please visit <https://grantsmanagement.ny.gov>.

B. Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

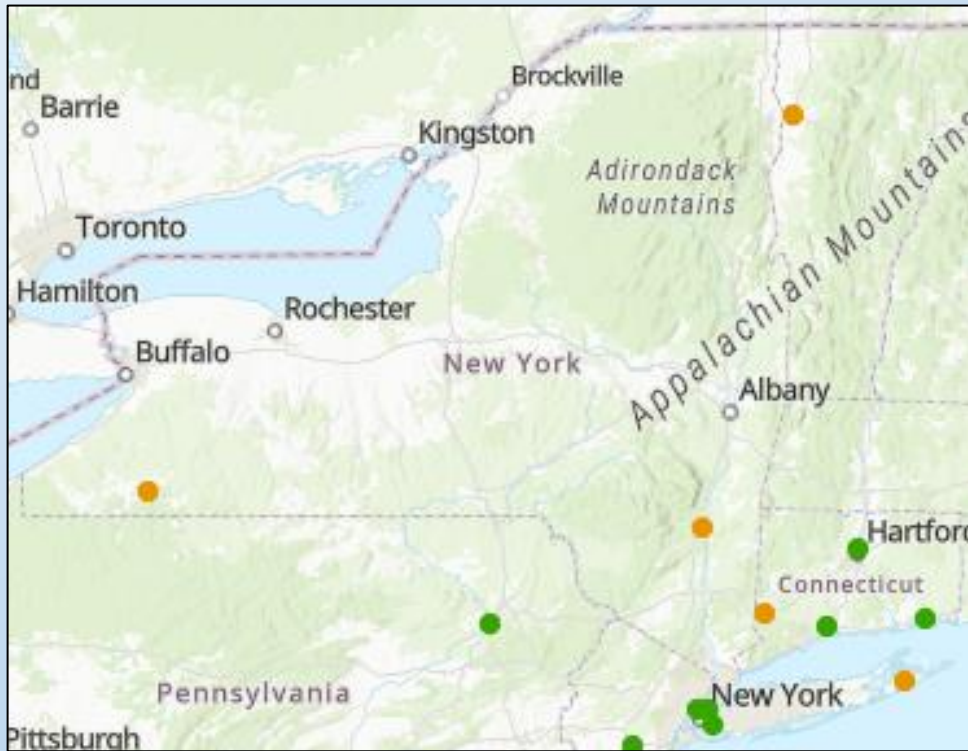
FFY 23 Awards Summary



- Discretionary grant program for road, rail, transit and port projects
- 162 community-led infrastructure project awards announced on June 28
- \$15 billion requested for the \$2.26 billion available
- Half of funding going to rural areas and the other half to urban areas
- 70% of the grants went to projects in regions defined as an Area of Persistent Poverty or a Historically Disadvantaged Community

B. Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

FFY 23 NY Awards



- Infrastructure
 - NYC - Safe Access For Electric Micromobility (\$25M)
 - NYC - Broadway Junction Streetscapes Improvement Project (\$20M)
 - Kingston - Weaving The Waterfront Transportation Project (\$21.8M)
- Planning
 - Cattaraugus County - Southern Tier Trail Planning And Design Project (\$7M)
 - Suffolk County - Long Island Greenway East (Phase II) Planning And Design (\$3.8M)

C. FFY 23 Reconnecting Communities and Neighborhoods (RCN)

- Grant program to help reconnect communities that were cut off from opportunity and burdened by past transportation infrastructure decisions
- \$185M awarded to 45 communities in FFY 22 (first year of program) including 6 capital construction grants and 39 planning grants
- For this round, USDOT has combined the Reconnecting Communities Pilot (RCP) and the new Neighborhood Access and Equity (NAE) programs into a single NOFO to provide a more efficient application process for project sponsors.

C. FFY 23 Reconnecting Communities and Neighborhoods (RCN)

- While they remain separate programs for the purposes of award, the programs share many common characteristics, including:
 - Prioritizing disadvantaged communities;
 - Aiming to improve access to daily needs such as jobs, education, healthcare, food, and recreation;
 - Fostering equitable development and restoration;
 - Reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.
- Three grant types are available
 1. Capital Construction
 2. Community Planning
 3. Regional Partnerships Challenge

C. FFY 23 Reconnecting Communities and Neighborhoods (RCN)

1. Capital Construction

- Reconnecting-focused projects and smaller projects focused on reducing environmental harm and improving access in disadvantaged communities.
- \$1.15B available
- Projects may address:
 - A dividing facility
 - Mitigating a “burdening” facility (a source of air pollution, noise, stormwater, or other burden)
 - Improving access and building or improving Complete Streets

C. FFY 23 Reconnecting Communities and Neighborhoods (RCN)

2. Community Planning

- Planning activities to support future construction projects and allow for innovative community planning to address localized transportation challenges
- \$185M available
- Projects may address:
 - Planning to restore community connectivity
 - Community/public engagement
 - Assessing environmental impacts from transportation in underserved communities (i.e., air quality, greenhouse gas emissions, extreme heat hotspots, gaps in tree canopy coverage, or flood prone transportation infrastructure)
 - Developing local anti-displacement policies and community benefit agreements

C. FFY 23 Reconnecting Communities and Neighborhoods (RCN)

3. Regional Partnerships Challenge

- Build stronger partnerships to tackle persistent equitable access and mobility challenges, as well as greenhouse gas emissions reductions
- \$450M available
- Applicants must consist of a partnership between two or more eligible agencies
 - Local governments
 - Tribal governments
 - MPOs/RPOs
 - State DOTs
 - Non-profit, private, and community partners

C. FFY 23 Reconnecting Communities and Neighborhoods (RCN)

- Upcoming Webinars
 - Interested in Applying? Reconnecting Communities Grant Program Overview for Prospective Applicants
 - Tuesday, July 11, 2023 from 1:30 – 3:30PM ET
 - Reconnecting Communities and Neighborhoods – Tribal focus
 - Thursday, July 27, 2023 from 1:30 – 3:30PM ET
 - Reconnecting Communities and Neighborhoods – Rural/Nonprofit focus
 - Tuesday, August 15, 2023 from 1:30 – 3:30PM ET
 - Reconnecting Communities and Neighborhoods – Capital Construction
 - Thursday, August 24, 2023 from 1:30 – 3:30PM ET
 - Benefit-Cost Analysis for the Reconnecting Communities Pilot Program
 - <https://cms.dot.gov/grants/reconnecting-communities/benefit-cost-analysis-reconnecting-communities-august-30-webinar>
- Applications must be submitted by 11:59 p.m. (Eastern Time) Thursday, September 28, 2023 through Grants.gov

D. NYSDOT BRIDGE NY Program Award Announcement

- The BRIDGE NY initiative, is aimed at helping local governments across the state harden their existing infrastructure while boosting the resiliency of bridges and culverts in the state.
- More Than \$516 Million in awards announced on July 5
- Projects were selected based on input from Regional and Metropolitan Planning Organizations
- The funding will support all phases of project delivery, including design, right-of-way acquisition and construction

D. NYSDOT BRIDGE NY Program Award Announcement

- GBNRTC formed a review team for each county which reviewed and scored all bridge applications per NYSDOT MO guidance
- All culvert applications were reviewed and scored by NYSDOT-led review teams
- MPO culvert projects typically are 100% state funded and are therefore not required to be placed on TIP
- MPO bridge projects utilize federal funding and must be placed on the TIP
 - Public notice, amendment/resolution and PCC approval required

D. NYSDOT BRIDGE NY Program Award Announcement

Awards by Region:

Long Island	\$	73.5	14.3%
New York City	\$	73.1	14.2%
Western New York	\$	68.8	13.3%
Mid-Hudson	\$	60.1	11.7%
Southern Tier	\$	52.8	10.2%
Capital Region	\$	44.5	8.6%
Finger Lakes	\$	39.7	7.7%
North Country	\$	36.5	7.1%
Mohawk Valley	\$	35.2	6.8%
Central New York	\$	31.4	6.1%
	\$	515.6	100%

D. NYSDOT BRIDGE NY Program Award Announcement

WNY Breakdown			
MPO (Erie and Niagara)	\$	34.6	50.4%
Non-MPO (Chau, Cat, All)	\$	34.1	49.6%
	\$	68.8	100.0%

MPO Breakdown			
County/Type	Projects	Total	
Erie Bridge	7	\$	20.0
Erie Culvert	7	\$	5.6
Niagara Bridge	3	\$	5.6
Niagara Culvert	4	\$	3.4
	21	\$	34.6

D. NYSDOT BRIDGE NY Program Award Announcement

- Erie County Bridge Awards (7@ \$20M)
 - \$2.024 million to the City of Tonawanda for the replacement of the Fletcher Street bridge over Two Mile Creek
 - \$1.827 million to Erie County for the replacement of the Dennis Road bridge over Little Sister Creek.
 - \$4.75 million to Erie County for the replacement of the Mill Road bridge over Cazenovia Creek.
 - \$2.953 million to Erie County for the replacement of the East Eden Road bridge over Hampton Brook.
 - \$4.75 million to Erie County for the replacement of the Hammond Hill Road bridge over Cattaraugus Creek.
 - \$2.288 million to Erie County for the replacement of the Marshfield Road bridge over N. Bridge Clear Creek.
 - \$1.432 million to the Town of Clarence for the replacement of the Kenfield Road bridge over Black Creek
- Erie County Culvert Awards (7 @ \$5.6M)
 - \$701,000 to the Town of Eden for the replacement of the Larkin Road culvert carrying the tributary to Franklin Gulf
 - \$991,000 to the Town of Holland for the replacement of the Day Road culvert carrying the tributary to Hunter Creek Tributary
 - \$800,000 to the Town of Lancaster for the replacement of the Siebert Road culvert
 - \$958,000 to Erie County for the replacement of the Milestrip Road culvert carrying the tributary to Muddy Creek.
 - \$861,000 to Erie County for the replacement of the Milestrip Road culvert carrying tributary to Delaware Creek.
 - \$798,000 to the Town of Amherst for the replacement of the Reist Street culvert carrying the tributary to Ellicott Creek
 - \$536,000 to the Town of West Seneca for the replacement of the Greymont Avenue culvert carrying the tributary to Ebenezer Brook

D. NYSDOT BRIDGE NY Program Award Announcement

- Niagara County Bridge Awards (3 @ \$5.6M)
 - \$1.706 million to Niagara County for the replacement of the Route 271 bridge over Branch Jeddo Creek.
 - \$1.575 million to Niagara County for the replacement of the Carmen Road bridge over Golden Hill Creek.
 - \$2.3 million to the Town of Wheatfield for the replacement of the Plaza Drive bridge over Bergholz Creek, Niagara County.
- Niagara County Culvert Awards (8 @ \$3.4M)
 - \$784,000 to Niagara County for the replacement of the Balmer Road culvert carrying the tributary to Twelve Mile Creek.
 - \$867,000 to Niagara County for the replacement of the Ransomville Road culvert carrying the tributary to Twelve Mile Creek.
 - \$871,000 to the Town of Cambria for the replacement of the Baer Road culvert carrying the tributary to Twelve Mile Creek, Niagara County.
 - \$860,000 to the Town of Lockport for the replacement of the East High Street culvert, Niagara County.
 - \$2.724 million to Allegany County for the rehabilitation of the County Road 31 bridge over Van Campen Creek.
 - \$6.635 million to Allegany County for the rehabilitation of the County Road 4 bridge over the Genesee River.
 - \$1.799 million to Allegany County for the replacement of the Karr Valley Road culvert carrying the tributary to Karr Valley Creek.
 - \$2.207 million to Allegany County for the replacement of the Middaugh Hill Road culvert carrying the tributary to Gordon Brook



EXPANDING OUR REGIONAL BICYCLE NETWORK

Regional Bicycle Master Plan Implementation Update



- 41 of the recommendations are off-road corridors proposed as a part of the region's greenway trail network.
- Developed in consultation with local, county, state representatives, public organizations and institutions, advocacy groups, and private citizens.
- Implementation of the proposed greenway trails would double the region's roughly 220 miles of existing trails.

Cheektowaga Trails Feasibility Study

Project Website : Coming Soon

- SCAJAQUADA CORRIDOR TRAIL CHEEKTOWAGA EXT RBMP Project #13
- CLARENCE PATHWAYS CHEEKTOWAGA EXT RBMP Project #18

Lancaster Heritage Trail Ext Feasibility Study

Project Website : <https://gobikebuffalo.org/project/lancaster-heritage-trail-extension/>
RBMP Project #50

Feasibility Study

- Studies are being completed concurrently.
 - Proposed corridors identified as *high priority* in the adopted Regional Bicycle Master Plan (2020).
 - Builds upon currently funded and advancing trail projects (Eastside Trails).
 - Closes significant gaps in the existing off-road trail network.
 - Improves bicycle connectivity between the City of Buffalo and Cheektowaga and beyond.
 - Active interest and support from local municipalities to advance these projects.
-

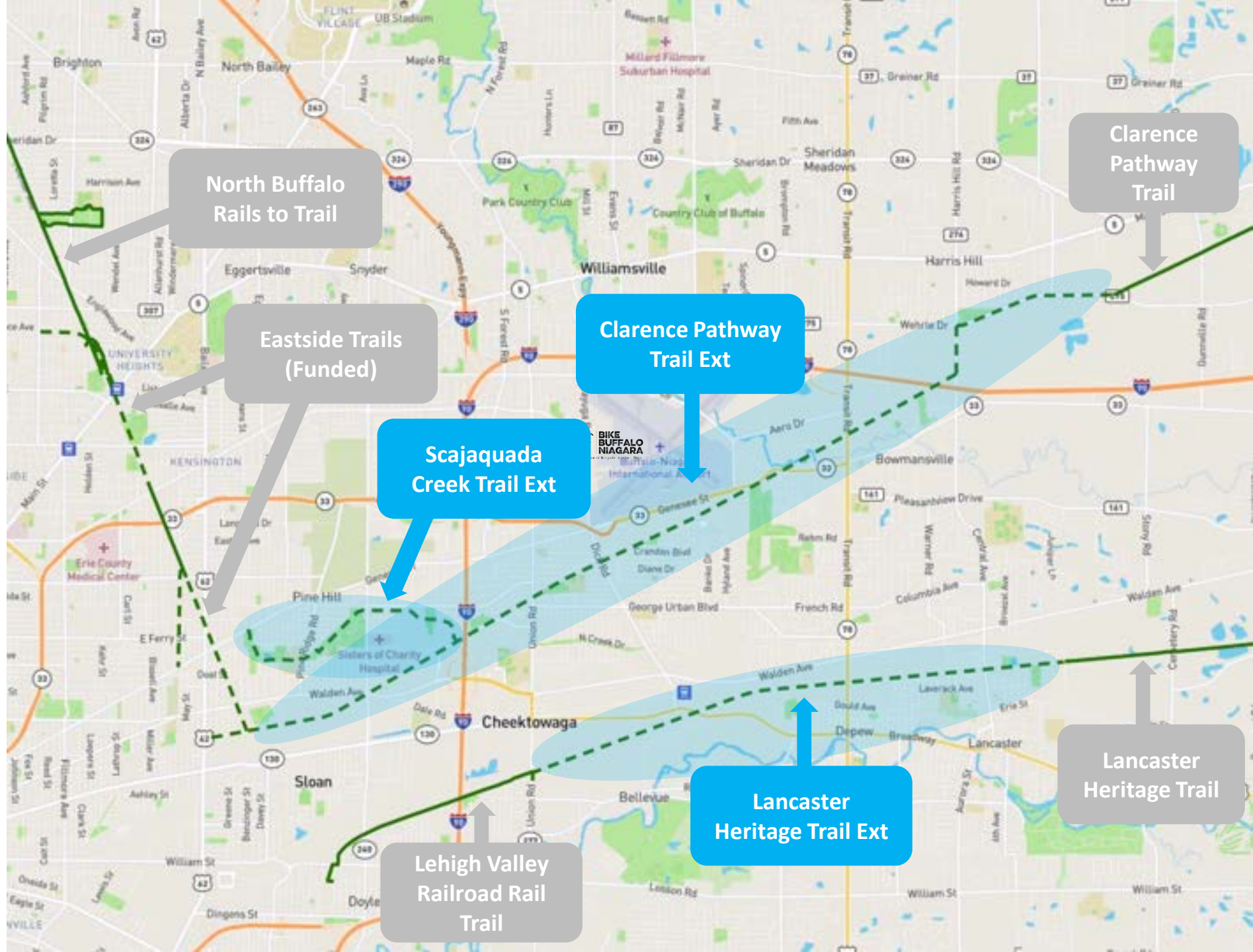
Stakeholder Committee

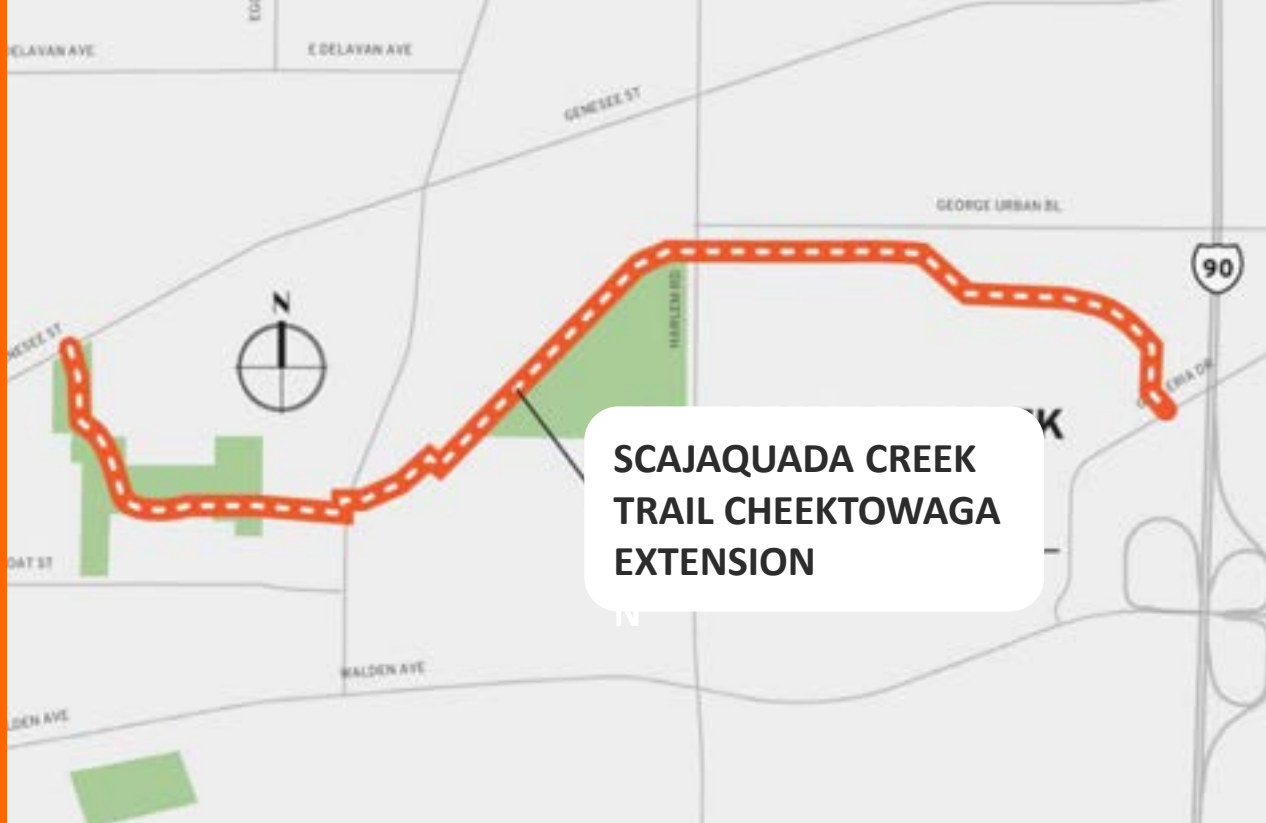
- NYS Assembly member, Monica Wallace
 - Town of Lancaster, Supervisor Ronald Ruffino
 - Village of Lancaster, Mayor Lynne Ruda
 - Town of Cheektowaga, Dan Young
 - Town of Cheektowaga Councilmember, Brian Pilarski
 - Town of Cheektowaga Councilmember, Brian Nowak
 - Village of Depew, Mayor Kevin Peterson
 - Town of Clarence, Jonathan Bluer
 - Erie County, Mark Roundtree
 - City of Buffalo DPW
-



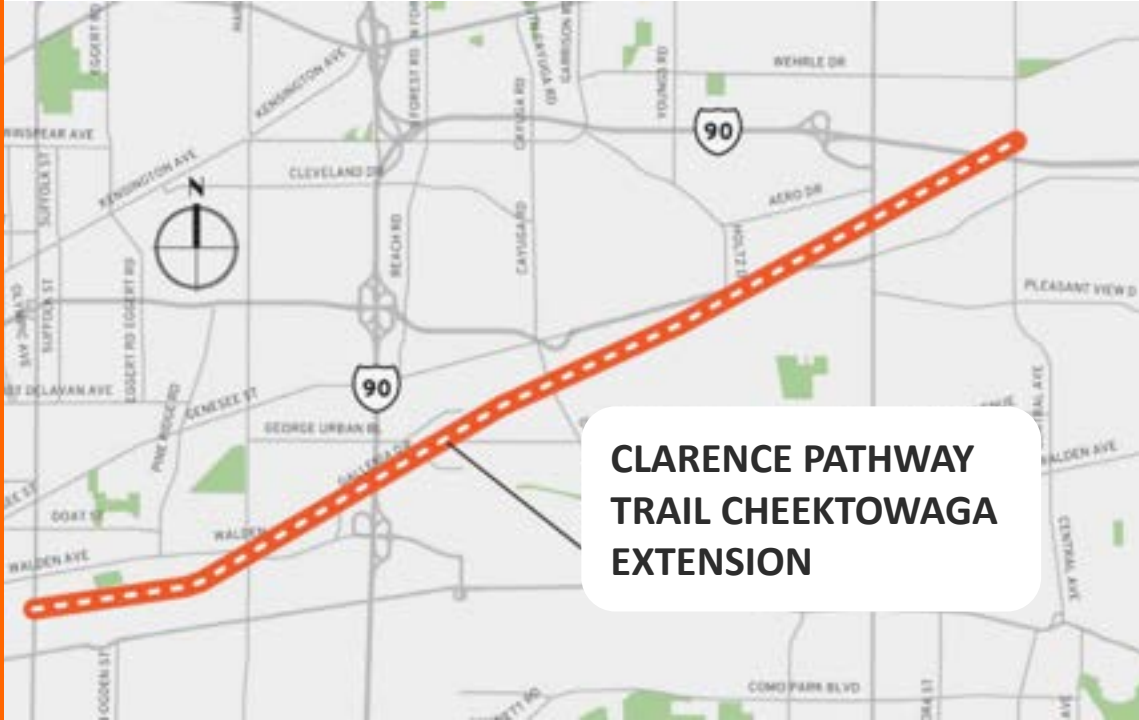
Bike Buffalo Niagara Greenway Trails

- Proposed Trails and Bicycle Routes
- Existing Off-Road Greenway Trails
- Corridors Being Studied





The 2.5 mile off-road trail would begin on Genesee St, through Schiller Park. After crossing Pine Ridge Rd, the trail would follow the Scajaquada Creek until reaching Galleria Dr where it connects with the proposed Clarence Pathway Cheektowaga ext. The proposal may include on-road and off-road improvements that would utilize existing paths.



This 7.8-mile off-road trail would largely run through Cheektowaga, from Bailey Ave in Buffalo to Harris Hill Rd in Lancaster. The path extension project will ultimately link to the Clarence Pathways network further east.

LANCASTER HERITAGE TRAIL WEST EXTENSION



This 5.1-mile trail would close an off-road trail gap between the existing Lancaster Heritage Trail (Lancaster) and the existing Lehigh Valley Railroad Rail Trail (Cheektowaga). Upon completion these trails combined will provide approximately over 11.5 miles of off-road use to trail users.

Scope and Schedule

January

- Stakeholder Committee meeting held

June

- Draft technical memo for existing conditions
- Site visits

July

- Online map /survey for public input

August

- Initial draft technical memo for conceptual trail plan

September

- Public meeting for concept feedback
- Revised draft technical memo for conceptual trail plan

October

- Draft technical memo for corridor maintenance
- Draft technical memo for implementation plan

November

- Final Plan complete
-



**EXPANDING OUR
ON-ROAD NETWORK**

A photograph of a road with a blue banner overlay. The banner contains the text 'Treatment Recommendations'. The background shows a road with yellow double lines and a shadow of a person on a bicycle.

Treatment Recommendations

Expanding Our On-Road Network

- The intent is for on-road corridors to ultimately provide a bicycle facility that offers a high level of comfort for riders of all ages and abilities.
- Many of the treatments aim to calm motor vehicle traffic and promote safety for all users.
- Tier II recommendations may, in some cases, be thought of as longer term and aspirational, with Tier III being the appropriate option in the short term.



Treatment Recommendations

Bicycle Facility Treatments For On-Road Facilities (Tier II and III)

- Promote consistent design treatments for on-road corridors in urban, suburban, and rural areas.
- Should be considered for corridors that comprise the regional bike network and other roadways municipalities are interested in improving bicycling.

Tier II Treatments Urban

On-road bikeway with
GENEROUS VISUAL
separation from traffic



Tier II Treatments Rural

On-road bikeway with
GENEROUS VISUAL separation
from traffic (can enhance
bicycle comfort by including a
striped buffer area and rumble
strips)



Tier III Treatment Urban

On-road bikeway with
MINIMAL VISUAL separation
from traffic



Tier III Treatment Rural

On-road bikeway with **MINIMAL VISUAL** separation from traffic (enhanced shoulder)



Expanding Our On-Road Network

Integrate proposed bicycle treatment(s) into planned repaving projects

- TIP and RBMP projects overlay

What about federal aid roads that are not funded through the TIP?

Available resources:

- [Bike Buffalo Niagara: Regional Bicycle Master Plan \(2020\)](#)
 - [Online Regional Bicycle Master Plan Mapping Tool](#)
 - Regional Bicycle Master Plan Implementation Contract (GObike)
 - **Public Outreach:** Assistance related to intergovernmental cooperation and public outreach.
 - **Technical Assistance:** Develop on-road and intersection treatment recommendations and perform needed modeling to evaluate recommendations if applicable.
 - **Funding Package Development:** Identify potential funding sources and assist in preparing grant proposals for bicycle infrastructure and trail projects consistent with the Regional Bicycle Master Plan
-

RBMP Implementation Contract

Scajaquada Creek Trail Cheektowaga Ext	\$48,230.00
Clarence Pathway Trail Cheektowaga Ext	\$62,260.00
Lancaster Heritage Trail Ext	* \$50,000.00

Total Allocated	\$110,490.00
Contract Total (UPWP)	\$208,800.00
Remaining Funds Available	\$98,310.00

* Funding provided through Assembly member Monica Wallace



F. Complete Streets Set Aside Funds

- The Bipartisan Infrastructure Law (BIL) creates a 2.5% set-aside of Planning funds to be used to Complete Streets initiatives
- \$128,681 for SFY 2223 and 2324. Estimating \$65k for SFY 2425
- Funds DO NOT have a matching requirement
- FHWA issued guidance in Spring 23 on eligible project and procedure to get a waiver



F. Complete Streets Set Aside Funds

- Eligible activities
 - Adopt Complete Streets standards/policies
 - Develop Complete Streets Prioritization Plan
 - Develop transportation plans that:
 - Create a network of active transportation facilities
 - Integrate active transportation facilities with public transportation
 - Increase public transportation ridership
 - Improve safety of bicyclists and pedestrians
 - Development of transportation plans and policies that support transit oriented development

Regional Bicycle Master Plan Implementation

Related Federal Planning Factor(s): 2, 5, 6
Related 2050 MTP Goal(s): 5, 6, 7

Objective: Build out recommendations for the on road and off road network
Performed by: MPO staff, consultant
Estimated Start/Duration: Ongoing
Proposed Funding: \$48,103
Product: Implementation of Regional Bicycle Master Plan

Transit Oriented Development Phase II

Related Federal Planning Factor(s): 4, 5
Related 2050 MTP Goal(s): 3, 4, 5, 6

Objective: Completion of Phase II TOD study
Performed by: MPO staff, consultants
Estimated Start/Duration: Ongoing – forecast completion June 2023
Proposed Funding: \$17,863
Product: Final TOD2 Study with amended ordinances and TOD fund

Smartly Enhanced Multimodal Arterial (SEMA) Demonstration Project

Related Federal Planning Factor(s): 2, 4, 6, 7
Related 2050 MTP Goal(s): 6, 9

Objective: Identify and develop Smartly Enhance Multimodal Arterials (SEMA)
Performed by: MPO Staff
Estimated Start/Duration: September 2022 – March 2023
Proposed Funding: \$84,389
Product: SEMA Demonstration Corridor

Village Complete Streets Template/Healthy Streets

Related Federal Planning Factor(s): 2, 4, 6
Related 2050 MTP Goal(s): 3, 5, 6

Objective: Encourage village centers to integrate Complete Streets principles in roadway design
Performed by: MPO staff
Estimated Start/Duration: Ongoing
Proposed Funding: \$144,667
Products: Complete Streets planning template for Village use

F. Complete Streets Set Aside Funds

- Waiver requirement
 - State or MPO adopted Complete Streets Policy

DONE - NYSDOT adopted policy applies to all Federally funded projects regardless of agency

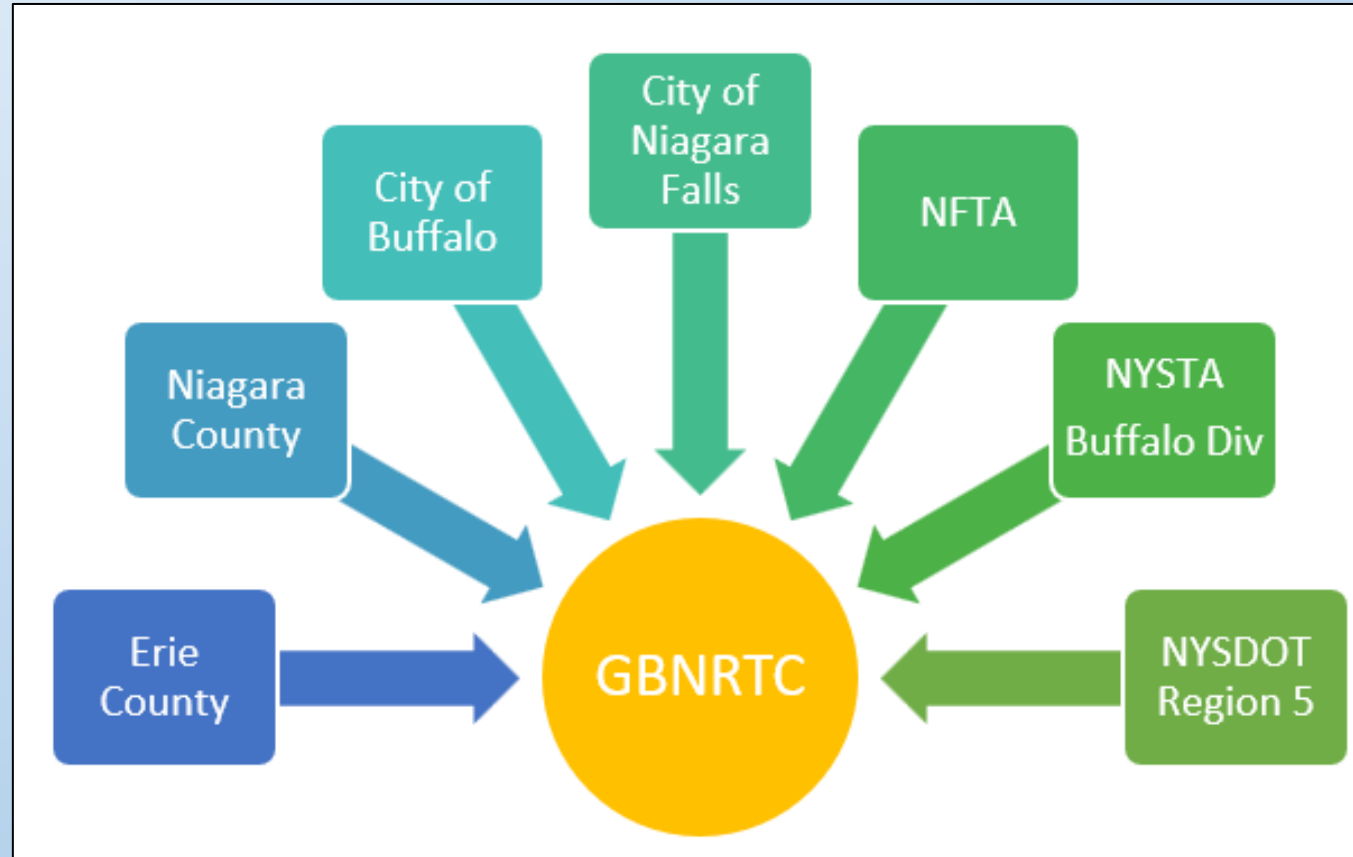
- State or MPO adopted Complete Streets Prioritization Plan
 - “...specific list of Complete Streets projects to improve safety, mobility or accessibility of a street.”

F. Complete Streets Set Aside Funds

- Next steps
 - Submit on-going projects for approval of the use of current funds
 - Wait for NYSDOT guidance given impact on matching funds
 - Apply for Statewide or MPO waivers
 - Continue to use the funds with no match
 - If NYSDOT recommends waiver, MPO staff can develop a Complete Streets Project Priority list from the current TIP

Status Reports/Information

Member Agency Reports



Executive Director's Report

- Job postings
- SS4A
- Public Participation Plan

Meeting Wrap Up

- Next PCC Meeting will be August 2, 2023
- Adjournment



Planning and Coordinating Committee (PCC) Meeting Wednesday, September 6, 2023 @ 9:30am

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

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

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

DRAFT AGENDA

Pledge of Allegiance

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (7-13-23) Meeting Minutes

II. ACTION ITEMS

- A) TIP Amendment #6: N. Adam St over Erie Canal – New Project
- B) TIP AdMod # 36: Tonawanda Riverwalk Multi-use Pedestrian Trail – Let Delay
- C) Resolution 2023-18 PEF Settlement – GBNRTC Salary Adjustments
- D) 2023 Public Participation Plan - Update Public Review
- E) 2020 FHWA Urban Boundary Update – Public Review
- F) Six (6) New ATC/MEP Projects – Public Review

III. DISCUSSION ITEMS

- A) TPS Approved Action Report
- B) Policy Committee Action Report
- C) Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program
- D) Reconnecting Communities and Neighborhoods (RCN) Program
- E) 2023 Coordinated Human Transportation Services Draft Plan Update

IV. STATUS REPORTS/INFORMATION

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

V. MEETING ADJOURNMENT

Next PCC Meeting: October 4, 2023



Greater Buffalo Niagara Regional Transportation Council

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

Planning and Coordinating Committee (PCC) Meeting Minutes Wednesday July 13, 2023

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on Wednesday July 13, 2023.

The following GBNRTC-PCC representatives were present:

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

Others present:

• C. Gordon	NYSDOT (via Zoom)
• J. Couzzo	NYSDOT (via Zoom)
• Athena Hutchins	NITTEC
• G. Mani	FHWA
• M. Leydecker	Wendel
• J. Booth	GoBike
• B. Roth	NFTA
• GBNRTC Staff (6)	

Public Attendees:

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

I. PROCEEDINGS

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

A) Roll Call

- All members were present.

B) Public Participation

- Jud Weilksnar asked for an update on Louisiana Street, specifically when work will begin on the Louisiana Street Bridge.
- Jud Weilksnar asked who to contact about getting roadways and sidewalks swept.
COB Nolan Skipper is the point of contact
- Jud Weilksnar asked if there was a dedicated budget for maintenance on the urban bike trails
Regionally there is not, there maybe at the municipality level and for Niagara St Bike lanes COB Nolan Skipper is the point of contact

C) Approval of Meeting Agenda

- *Motion to approve the agenda as proposed (NC/EC). Approved 7-0*

D) Approval of Previous Meeting Minutes

- *Motion to approve the 6-7-23 meeting minutes (EC/CNF). Approved 7-0.*

II. ACTION ITEMS

A) Amendment #4: FTA 5339 Reapportionment, Fund Transfer and Change & Project Deletion - Guarino

- This is a NFTA request to modify three existing projects
- PIN 5900.45 Purchase Revenue Vehicles
- All FTA 5339 funds from PIN 5900.46 Purchase Paratransit Vehicles and PIN 5900.47 Purchase Bus Shelters will be transferred to PIN 5900.45 Purchase Revenue Vehicles.
- FFY23 FTA 5339 funds in this project will be realigned to published federal apportionments
- The project total will now be \$1.917 (matched FTA 5339)
- PIN 5900.46 Purchase Paratransit Vehicles
- All FTA 5339 funds will be transferred to PIN 5900.45 Purchase Revenue Vehicles
- This project will now be funded with FFY23 FTA Section 5337 funds which became available from the FTA 5337 realignment to published federal apportionments.
- This project title will be changed to "Rail Fastener and Pad Project"
- PIN 5900.47 Purchase Bus Shelters
- The NFTA has decided to use local funds for the purchase of bus shelters
- All current funding (\$0.633M matched FTA 5339 funds) will be transferred to PIN 5900.45
- This project will no longer contain any federal funds and will be need to be removed from the TIP.
- All approved public outreach procedures have been followed with no comments received
- Today's action would be to recommend approval of these actions to the GBNRTC Policy Committee
 - *Motion to approve (NFTA/CNF). Approved 7-0.*

B) Amendment #5: Twin Cities Memorial Hwy Improvements (Study) - Guarino

- This is a NYSDOT request to add a new project to the TIP

- The project will be a study that will examine the redesign of the Twin City Memorial Highway (NY Route 425) located in the City of North Tonawanda in Niagara County
- The objective of the study is to look at options that will increase connectivity, increase mobility, and create a thriving and resilient community while addressing inequities and barriers to opportunity
- Total project cost is \$0.625M
- \$0.625M offset will be provided by Federal Earmark - Community Project Funding/Highway Infrastructure Programs; Demo ID = NY794
- ICG concurred with the suggested Air Quality conformity exemption code of C3 (Planning and technical studies that do not involve or lead directly to construction) on 7/10/23
- All approved public outreach procedures have been followed with no comments received
- Today's action would be to approve via Resolution GBNRTC 2023-16
 - *Motion to approve (TWA/NC). Approved 7-0.*

C) AdMod #30: Niagara Falls Connection Trail (576358) - Guarino

- This is a NYSDOT request to modify an existing project
- C & CI phases would be increased by a total of \$2.366M
- A portion of the increase (\$1.676m) pertains to work in PIN 5760.75 (Great Lakes Seaway Trail River Rd Corridor) which will be transferred into this project for constructability and ease.
- Detailed Design and ROW-A funds will be transferred to the C & CI phases to cover the remainder of offset
- Non-federal match source switched from local to state
- Fiscal constraint is maintained
- Recommended by TPS on 6/21/23
- Today's action would be to approve this Minor Scope Change to as AdMod #30
 - *Motion to approve (DOT/NFTA). Approved 7-0.*

D) AdMod #31: Bridge Rehab – 3 EC Bridges (581407) - Guarino

- This is a NYSDOT request to modify an existing project
- Minor bridge rehabilitation and bridge deck preservation on
 - BIN 1022700 Fillmore Ave @ NY Rt 33
 - BIN 1022720 Grider @ NY Rt 33
 - BIN 1001380 NY Rt 5 @ Eighteen Mile Crk
- A Detailed Design phase was not carried over from the previous TIP/STIP and will need to be added back to the project
- \$0.875M will be added to the new Detailed Design phase
- \$0.875M offset will be transferred from PIN 5V24.11 (I-86 Shoulders, U-Turns And Gore Areas; Cattaraugus County
- Fiscal constraint is maintained
- Recommended by TPS on 6/21/23
- Today's action would be to approve this change as AdMod #31
 - *Motion to approve (DOT/EC). Approved 7-0.*

E) AdMod #32: Cars on Main St (2 Projects)

- This is a Buffalo request to modify two existing projects

- PIN 5763.93 Cars on Main St (Exchange to Church)
- PIN 5763.94 Cars on Main St (Church to Mohawk)
- All design work for both projects will be completed under the Detailed Design phase of PIN 5763.93.
- \$2M of Preliminary Design and Detailed Design funding from PIN 5793.94 will be transferred into the Detailed Design phase of PIN 5763.93.
- Fiscal constraint is maintained
- Today's action would be to approve this change to as AdMod #32
 - *Motion to approve (DOT/TWA). Approved 7-0.*

F) AdMod #33: Buffalo SRTS School Zone Safety Improvements (576352) - Guarino

- This is a Buffalo request to modify an existing project
- This request is to delay let from 10/16/23 (FFY 24) to 4/15/25 (FFY 25).
- Additional time was needed to verify scope and to make sure locations were consistent with overall Citywide School Zone Plan
- All costs are unchanged
- This is a TPS action being expedited by PCC
- Today's action would be to approve this change to as AdMod #33
 - *Motion to approve (NFTA/COB). Approved 7-0.*

III. DISCUSSION ITEMS

A. NYSDOT Passenger and Freight Rail Assistance Program (PFRAP) – Accepting Applications – Grabau/Guarino

- What is PFRAP?
 - The New York State Department of Transportation (NYSDOT) Passenger and Freight Rail Assistance Program (PFRAP) provides enhanced assistance for rail and port capital investments to preserve and enhance the State's major trade and passenger corridors.
- How much PFRAP funding is available?
 - NYSDOT anticipates making awards up to \$121.6 M in PFRAP funding.
 - The maximum award shall be \$10.0 M.
 - There is no minimum match requirement but preference will be given to those applications that are able to provide a greater local share of the total project costs.
 - Applicants will be limited to three (3) PFRAP awards.
- Who may apply for PFRAP?
 - Any railroad company*
 - Any NYS agency
 - US Federal Government
 - Canadian Government
 - Any other state or instrumentality thereof
 - Any public authority (within NYS or otherwise)
 - Any political subdivision or municipality within NYS
 - *All common-carrier, intercity passenger or tourist railroad corporations must be in good standing with NYSDOT at the time of application.

- Eligible projects for PFRAP include any capital improvement to freight, intercity passenger or tourist rail assets with a minimum service life of 10 years or greater, including but not limited to:
 - Track construction and rehabilitation
 - Bridge construction and rehabilitation
 - Elimination of clearance obstructions
 - Yard, terminal and siding construction and rehabilitation
 - Signal and train control systems
 - Rolling stock acquisition and rehabilitation
 - Capital projects that will reduce carbon footprint of railroad facilities
 - All projects must comply with the NYS Smart Growth Public Infrastructure Policy Act.
- How to apply for PFRAP?
 - To apply or learn more about PFRAP visit <https://www.dot.ny.gov/railgrants>. This website provides full details on PFRAP as well as frequently asked questions and instructions for preparing the required benefit-cost analysis.
 - The application deadline is October 6th, 2023.
 - All not-for-profit organizations applying for or receiving state grant funds must be registered in and prequalified in Grants Gateway. For more information, please visit <https://grantsmanagement.ny.gov>.

**B. Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Award Announcement
Award Summary - Guarino**

- Discretionary grant program for road, rail, transit and port projects
- 162 community-led infrastructure project awards announced on June 28
- \$11 billion requested for the \$2.26 billion available
- Half of funding going to rural areas and the other half to urban areas
- 70% of the grants went to projects in regions defined as an Area of Persistent Poverty or a Historically Disadvantaged Community
- FFY 23 NY AWARDS
 - Infrastructure
 - NYC - Safe Access for Electric Micro-mobility (\$25M)
 - NYC - Broadway Junction Streetscapes Improvement Project (\$20M)
 - Kingston - Weaving the Waterfront Transportation Project (\$21.8M)
 - Planning
 - Cattaraugus County - Southern Tier Trail Planning and Design Project (\$7M)
 - Suffolk County - Long Island Greenway East (Phase II) Planning and Design (\$3.8M)

C. FFY 23 Reconnecting Communities and Neighborhoods (RCN) – Accepting Applications - Guarino

- Grant program to help reconnect communities that were cut off from opportunity and burdened by past transportation infrastructure decisions
- \$185M awarded to 45 communities in FFY 22 (first year of program) including 6 capital construction grants and 39 planning grants
- For this round, USDOT has combined the Reconnecting Communities Pilot (RCP) and the new Neighborhood Access and Equity (NAE) programs into a single NOFO to provide a more efficient application process for project sponsors.
- While they remain separate programs for the purposes of award, the programs share many common characteristics, including:

- Prioritizing disadvantaged communities;
- Aiming to improve access to daily needs such as jobs, education, healthcare, food, and recreation;
- Fostering equitable development and restoration;
- Reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.
- Three grant types are available

1. Capital Construction

- Reconnecting-focused projects and smaller projects focused on reducing environmental harm and improving access in disadvantaged communities.
- \$1.15B available
- Projects may address:
 - A dividing facility
 - Mitigating a “burdening” facility (a source of air pollution, noise, stormwater, or other burden)
 - Improving access and building or improving Complete Streets

2. Community Planning

- Planning activities to support future construction projects and allow for innovative community planning to address localized transportation challenges
- \$185M available
- Projects may address:
 - Planning to restore community connectivity
 - Community/public engagement
 - Assessing environmental impacts from transportation in underserved communities (i.e., air quality, greenhouse gas emissions, extreme heat hotspots, gaps in tree canopy coverage, or flood prone transportation infrastructure)
 - Developing local anti-displacement policies and community benefit agreements

3. Regional Partnerships Challenge

- Build stronger partnerships to tackle persistent equitable access and mobility challenges, as well as greenhouse gas emissions reductions
- \$450M available
- Applicants must consist of a partnership between two or more eligible agencies
 - Local governments
 - Tribal governments
 - MPOs/RPOs
 - State DOTs
 - Non-profit, private, and community partners
- Upcoming Webinars
 - Interested in Applying? Reconnecting Communities Grant Program Overview for Prospective Applicants
 - Tuesday, July 11, 2023 from 1:30 – 3:30PM ET
 - Reconnecting Communities and Neighborhoods – Tribal focus

- Thursday, July 27, 2023 from 1:30 – 3:30PM ET
- Reconnecting Communities and Neighborhoods – Rural/Nonprofit focus
- Tuesday, August 15, 2023 from 1:30 – 3:30PM ET
- Reconnecting Communities and Neighborhoods – Capital Construction
- Thursday, August 24, 2023 from 1:30 – 3:30PM ET
- Benefit-Cost Analysis for the Reconnecting Communities Pilot Program
- <https://cms.dot.gov/grants/reconnecting-communities/benefit-cost-analysis-reconnecting-communities-august-30-webinar>
- Applications must be submitted by 11:59 p.m. (Eastern Time) Thursday, September 28, 2023 through Grants.gov

D. NYSDOT BRIDGE NY Program Award Announcement - Guarino

- The BRIDGE NY initiative, is aimed at helping local governments across the state harden their existing infrastructure while boosting the resiliency of bridges and culverts in the state.
- More Than \$516 Million in awards announced on July 5
- Projects were selected based on input from Regional and Metropolitan Planning Organizations
- The funding will support all phases of project delivery, including design, right-of-way acquisition and construction
- GBNRTC formed a review team for each county which reviewed and scored all bridge applications per NYSDOT MO guidance
- All culvert applications were reviewed and scored by NYSDOT-led review teams
- MPO culvert projects typically are 100% state funded and are therefore not required to be placed on TIP
- MPO bridge projects utilize federal funding and must be placed on the TIP
 - Public notice, amendment/resolution and PCC approval required

Awards by NYSDOT Region

• Long Island	73.5M	14.3%
• NYC	73.1M	14.2%
• WNY	68.8M	13.3%
• Mid-Hudson	60.1M	11.7%
• Southern Tier	52.8M	10.2%
• Capital Region	44.5M	8.6%
• Finger Lakes	39.7M	7.7%
• North Country	36.5M	7.1%
• Mohawk Valley	35.2M	6.8%
• Central NY	31.4M	6.1%

WNY Breakdown

• MPO (Erie/Niagara)	34.6M	50.4%
• Non MPO (Chau, Cat, All)	34.1M	49.6%

MPO Breakdown

• Erie/Bridge	7	20M
• Erie/Culvert	7	5.6M
• Niagara/Bridge	3	5.6M

- Niagara/Culvert 4 3.4M

- Erie County Bridge Awards (7@ \$20M)
 - \$2.024 million to the City of Tonawanda for the replacement of the Fletcher Street bridge over Two Mile Creek
 - \$1.827 million to Erie County for the replacement of the Dennis Road bridge over Little Sister Creek.
 - \$4.75 million to Erie County for the replacement of the Mill Road bridge over Cazenovia Creek.
 - \$2.953 million to Erie County for the replacement of the East Eden Road bridge over Hampton Brook.
 - \$4.75 million to Erie County for the replacement of the Hammond Hill Road bridge over Cattaraugus Creek.
 - \$2.288 million to Erie County for the replacement of the Marshfield Road bridge over N. Bridge Clear Creek.
 - \$1.432 million to the Town of Clarence for the replacement of the Kenfield Road bridge over Black Creek

- Erie County Culvert Awards (7 @ \$5.6M)
 - \$701,000 to the Town of Eden for the replacement of the Larkin Road culvert carrying the tributary to Franklin Gulf
 - \$991,000 to the Town of Holland for the replacement of the Day Road culvert carrying the tributary to Hunter Creek Tributary
 - \$800,000 to the Town of Lancaster for the replacement of the Siebert Road culvert
 - \$958,000 to Erie County for the replacement of the Milestrip Road culvert carrying the tributary to Muddy Creek.
 - \$861,000 to Erie County for the replacement of the Milestrip Road culvert carrying tributary to Delaware Creek.
 - \$798,000 to the Town of Amherst for the replacement of the Reist Street culvert carrying the tributary to Ellicott Creek
 - \$536,000 to the Town of West Seneca for the replacement of the Greymont Avenue culvert carrying the tributary to Ebenezer Brook

- Niagara County Bridge Awards (3 @ \$5.6M)
 - \$1.706 million to Niagara County for the replacement of the Route 271 bridge over Branch Jeddo Creek.
 - \$1.575 million to Niagara County for the replacement of the Carmen Road bridge over Golden Hill Creek.
 - \$2.3 million to the Town of Wheatfield for the replacement of the Plaza Drive bridge over Bergholz Creek, Niagara County.

- Niagara County Culvert Awards (8 @ \$3.4M)
 - \$784,000 to Niagara County for the replacement of the Balmer Road culvert carrying the tributary to Twelve Mile Creek.
 - \$867,000 to Niagara County for the replacement of the Ransomville Road culvert carrying the tributary to Twelve Mile Creek.

- \$871,000 to the Town of Cambria for the replacement of the Baer Road culvert carrying the tributary to Twelve Mile Creek, Niagara County.
- \$860,000 to the Town of Lockport for the replacement of the East High Street culvert, Niagara County.
- \$2.724 million to Allegany County for the rehabilitation of the County Road 31 bridge over Van Campen Creek.
- \$6.635 million to Allegany County for the rehabilitation of the County Road 4 bridge over the Genesee River.
- \$1.799 million to Allegany County for the replacement of the Karr Valley Road culvert carrying the tributary to Karr Valley Creek.
- \$2.207 million to Allegany County for the replacement of the Middaugh Hill Road culvert carrying the tributary to Gordon Brook

E. Regional Bicycle Master Plan Implementation Update – Weymouth

- 41 of the recommendations are off-road corridors proposed as a part of the region's greenway trail network.
- Developed in consultation with local, county, state representatives, public organizations and institutions, advocacy groups, and private citizens.
- Implementation of the proposed greenway trails would double the region's roughly 220 miles of existing trails.

Cheektowaga Trails Feasibility Study – project website coming soon

- Scajaquada Corridor Trail Cheektowaga Ext. RBMP Project #13
- Clarence Pathways Trail Cheektowaga Ext. RBMP Project #18

Lancaster Heritage Trail Ext Feasibility Study

Project Website: <https://gobikebuffalo.org/project/lancaster-heritage-trail-extension/>

Feasibility Study

- Studies are being completed concurrently.
- Proposed corridors identified as high priority in the adopted Regional Bicycle Master Plan (2020).
- Builds upon currently funded and advancing trail projects (Eastside Trails).
- Closes significant gaps in the existing off-road trail network.
- Improves bicycle connectivity between the City of Buffalo and Cheektowaga and beyond.
- Active interest and support from local municipalities to advance these projects.

Stakeholder Committee

- NYS Assembly member, Monica Wallace
- Town of Lancaster, Supervisor Ronald Ruffino
- Village of Lancaster, Mayor Lynne Ruda
- Town of Cheektowaga, Dan Young
- Town of Cheektowaga Councilmember, Brian Pilarski
- Town of Cheektowaga Councilmember, Brian Nowak
- Village of Depew, Mayor Kevin Peterson
- Town of Clarence, Jonathan Bluer
- Erie County, Mark Roundtree
- City of Buffalo DPW

Scope and Schedule

- January
 - Stakeholder Committee meeting held
- June
 - Draft technical memo for existing conditions
 - Site visits
- July
 - Online map /survey for public input
- August
 - Initial draft technical memo for conceptual trail plan
- September
 - Public meeting for concept feedback
 - Revised draft technical memo for conceptual trail plan
- October
 - Draft technical memo for corridor maintenance
 - Draft technical memo for implementation plan
- November
 - Final Plan complete

Expanding Our On-Road Network

- The intent is for on-road corridors to ultimately provide a bicycle facility that offers a high level of comfort for riders of all ages and abilities.
- Many of the treatments aim to calm motor vehicle traffic and promote safety for all users.
- Tier II recommendations may, in some cases, be thought of as longer term and aspirational, with Tier III being the appropriate option in the short term.
- Bicycle Facility Treatments for On-Road Facilities (Tier II and III)
 - Promote consistent design treatments for on-road corridors in urban, suburban, and rural areas.
 - Should be considered for corridors that comprise the regional bike network and other roadways municipalities are interested in improving bicycling.

Integrate proposed bicycle treatment(s) into planned repaving projects

- TIP and RBMP projects overlay

What about federal aid roads that are not funded through the TIP?

Available resources:

- [Bike Buffalo Niagara: Regional Bicycle Master Plan \(2020\)](#)
- [Online Regional Bicycle Master Plan Mapping Tool](#)
- Regional Bicycle Master Plan Implementation Contract (GObike)
 - Public Outreach: Assistance related to intergovernmental cooperation and public outreach.
 - Technical Assistance: Develop on-road and intersection treatment recommendations and perform needed modeling to evaluate recommendations if applicable.
 - Funding Package Development: Identify potential funding sources and assist in preparing grant proposals for bicycle infrastructure and trail projects consistent with the Regional Bicycle Master Plan

RBMP Implementation Contract

Scajaquada Creek Trail Cheektowaga

\$48,230

Clarence Pathway Trail Cheektowaga Ext	\$62,260.
Lancaster Heritage Trail Ext	\$50,000*
Total Allocated	\$110,490
Contract Total (UPWP)	\$208,800
Remaining Funds Available	\$98,310
*Funding provided through Assembly member Monica Wallace	

F. Complete Streets Set Aside Funds - Finn

- The Bipartisan Infrastructure Law (BIL) creates a 2.5% set-aside of Planning funds to be used to Complete Streets initiatives
- \$128,681 for SFY 2223 and 2324. Estimating \$65k for SFY 2425
- Funds DO NOT have a matching requirement
- FHWA issued guidance in Spring 23 on eligible project and procedure to get a waiver
- Eligible activities
 - Adopt Complete Streets standards/policies
 - Develop Complete Streets Prioritization Plan
 - Develop transportation plans that:
 - Create a network of active transportation facilities
 - Integrate active transportation facilities with public transportation
 - Increase public transportation ridership
 - Improve safety of bicyclists and pedestrians
 - Development of transportation plans and policies that support transit-oriented development
- Waiver requirement
 - State or MPO adopted Complete Streets Policy - NYSDOT adopted policy applies to all Federally funded projects regardless of agency
- State or MPO adopted Complete Streets Prioritization Plan
“...specific list of Complete Streets projects to improve safety, mobility or accessibility of a street.”
- Next steps
 - Submit on-going projects for approval of the use of current funds
 - Wait for NYSDOT guidance given impact on matching funds
 - Apply for Statewide or MPO waivers
 - Continue to use the funds with no match
 - If NYSDOT recommends waiver, MPO staff can develop a Complete Streets Project Priority list from the current TIP

IV. STATUS REPORTS/INFORMATION

- Member Agency Reports
 - Niagara County (Meal) reported construction is underway and a reminder to watch out for workers on the roadways
 - All other agencies reported the same.
 - NITTEC (Hutchins) reported that the “All Roads” project (previously ATC/MTD) continues.
- Director’s Report
 - Job postings - The postings are up on social media and applications are being accepted.
 - SS4A - Updated the members on progress noting the grant application has been submitted to FHWA for review

V. MEETING ADJOURNMENT

- Next PCC Meeting will be held on Wednesday August 2nd at 9:30 am
- *Motion to Adjourn (NC/CNF). Approved 7-0.*
- The meeting concluded at 11:15 am.

The meeting will begin shortly.



Planning and Coordinating Committee

July 13, 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. Amendment #6: PIN 5815.16 N. Adams St. Over Erie Canal

- This item will be tabled
- Today's action would be to table the approval vote for Resolution 2023-17

B. AdMod #36: Tonawanda Riverwalk Multi-Use Pedestrian Trail – Let Delay (#576473)

- This is a NYSDOT request to modify an existing project
- Request to move let date from 9/15/24 (FFY24) to 8/15/25 (FFY 25)
- Funding is not changed
- Fiscal constraint is maintained
- Submitted by NYSDOT on 8/29/23
- **Today's action would be to approve this change to as AdMod #36**

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

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

D. 2023 Draft Public Participation Plan

This Plan update includes the following changes:

- Addition of virtual meeting option via Facebook live.
- Affordable housing organizations added to the list of MPO stakeholders for direct public engagement.
- GBNRTC member agencies are given a minimum of 30 calendar days to review draft planning documents and provide comments to GBNRTC staff prior to initiating the public review and comment period.
- Advance notice of meetings and agendas are distributed no later than one week prior to the meeting to members of the public.
- Engagement metrics revised to align with USDOT new guide, Promising Practices for Meaningful Public Involvement in Transportation Decision-Making released in October 2022.
- The public review and comment period for TIP, MTP and UPWP amendments changed from 20 days to 30 days for consistency with FTA requirements.

D. 2023 Draft Public Participation Plan

- Member agencies 30 day review and comment period completed on August 18, 2023
- All comments received have been incorporated into the draft document
- Public Review and Comment Period (September 7, 2023 – October 21, 2023)
- Two public meetings scheduled:

Thursday, September 21, 2023 – Hybrid 10:30-11:30am

Join us in-person in the Downtown Central Library – West Room (Main Floor)

Join us virtually on Facebook: <http://facebook.com/GBNRTC>

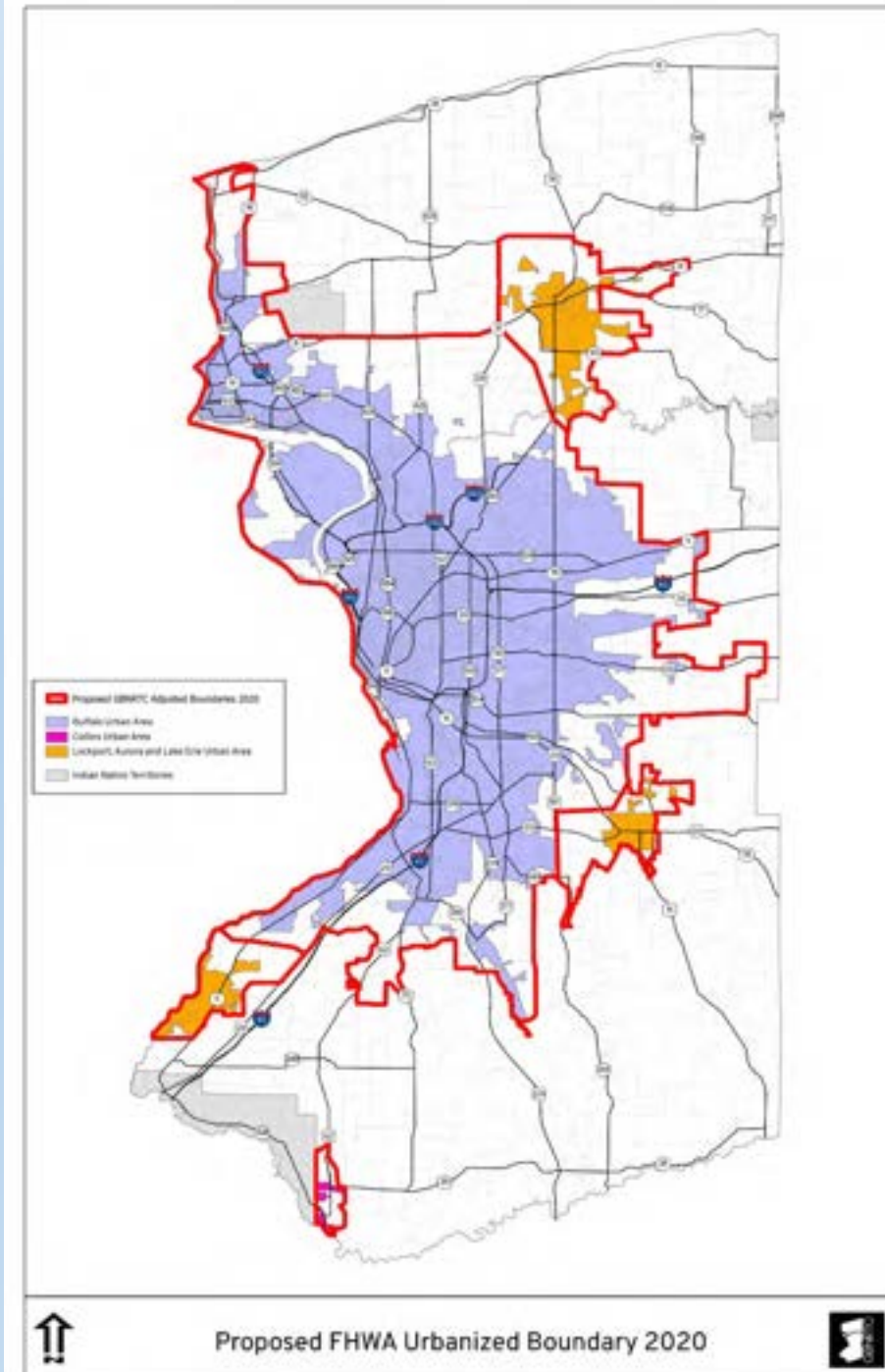
Tuesday, September 26, 2023 – Virtual Only 5:30-6:30pm

Join us virtually on Facebook: <http://facebook.com/GBNRTC>

Today's action would be to initiate 45 day public review and comment period.

E. 2020 FHWA Urban Boundary

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



F. Six New Transit Projects

- NFTA has requested to add six new projects to the TIP
 - PIN 5826.00 - Purchase of Eleven (11) Under 30-Foot Small buses
 - PIN 5826.01 - Purchase of Twelve (12) Under 30-Foot Small buses
 - PIN 5826.02 - Bus Garage Fire Alarm & Methane Detection Upgrades
 - PIN 5826.03 - Purchase and Installation of Fuel Tank Upgrades
 - PIN 5826.04 - Replacement of Metro Bus Wash System
 - PIN 5826.05 - Purchase and Installation of Metro Bus Lifts

F. Six New Transit Projects

1. PIN 5826.00 – Purchase of Eleven (11) Under 30-Foot Small Buses

- this project will support the purchase of eleven (11) under 30-foot gasoline fueled paratransit vehicles that will replace life and mileage expired vehicles.
- Total Project Cost - \$1.29M
- Fiscal constraint will be maintained as offset will come from
 - \$1.29M SFY 2023-24 NYSDOT Accelerated Transit Capital Program (ATC)
- Let (obligation) date is 1/2/24

F. Six New Transit Projects

2. PIN 5826.01 – Purchase of Twelve (12) Under 30-Foot Small Buses

- this project will support the purchase of twelve (12) under 30-foot gasoline fueled paratransit vehicles that will replace life and mileage expired vehicles.
- Total Project Cost - \$1.41M
- Fiscal constraint will be maintained as offset will come from
 - \$1.4M SFY 2023-24 NYSDOT Accelerated Transit Capital Program (ATC)
- Let (obligation) date is 1/2/24

F. Six New Transit Projects

3. PIN 5826.02 – Bus Garage Fire Alarm & Methane Detection Upgrades

- this project will Install new fire alarm and methane detection systems at all three NFTA-Metro bus garages(Cold Spring, Babcock, and Frontier).
- Total Project Cost - \$5.14M
- Fiscal constraint will be maintained as offset will come from
 - \$98K (Design) SFY 2023-24 NYSDOT Public Transportation Modernization and Enhancement Program (MEP)
 - \$2.63M (Construction) SFY 2023-24 NYSDOT Public Transportation Modernization and Enhancement Program (MEP)
 - \$2.41M NFTA Local Funds
- Let (obligation) date is 4/1/24

F. Six New Transit Projects

4. PIN 5826.03 – Purchase and Installation of Fuel Tank Upgrades

- this project will purchase and install fuel tank upgrades at NFTA bus facilities.
- Total Project Cost - \$1.05M
- Fiscal constraint will be maintained as offset will come from
 - \$600K SFY 2023-24 NYSDOT Public Transportation Modernization and Enhancement Program (MEP)
 - \$450K NFTA Local Funds
- Let (obligation) date is 4/1/24

F. Six New Transit Projects

5. PIN 5826.04 – Replacement of Metro Bus Wash System

- this project will Replace the Metro Bus Wash system at NFTA's three bus garages located at Cold Spring, Babcock and Frontier.
- Total Project Cost - \$2.3M
- Fiscal constraint will be maintained as offset will come from
 - \$1.8M SFY 2023-24 NYSDOT Public Transportation Modernization and Enhancement Program (MEP)
 - \$500K NFTA Local Funds
- Let (obligation) date is 4/1/24

F. Six New Transit Projects

6. PIN 5826.05 – Purchase and Installation of Metro Bus Lifts

- this project will replace bus lifts at NFTA's three bus garages located at Cold Spring, Babcock and Frontier.
- Total Project Cost - \$4.9M
- Fiscal constraint will be maintained as offset will come from
 - \$1.8M SFY 2023-24 NYSDOT Public Transportation Modernization and Enhancement Program (MEP)
 - \$2.47M SFY 2023-24 NYSDOT Accelerated Transit Capital Program (ATC)
 - \$628K NFTA Local Funds
- Let (obligation) date is 4/1/24

F. Six New Transit Projects

- Today's PCC action would be to initiate a 30-day public review period for the proposed new TIP projects.
- Public comments will be received until October 6

Discussion Items



A. TPS Approved Action Report

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

B. Policy Committee Approved Action Report

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

C. Strengthening Mobility and Revolutionizing Transportation

- The SMART Grants Program funds projects that focus on using technology interventions to solve real-world challenges facing communities, always with a focus on purpose-driven innovation and supporting technologies that provide clear, near-term benefits
- The Bipartisan Infrastructure Law established SMART Grants Program for smart community technology demonstrations
- USDOT is now accepting applications for the second year of the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program
- SMART will provide funding for approximately 20 to 30 Stage 1 (Planning and Prototyping) projects in FY 2023, up to \$2 million per project.

C. Strengthening Mobility and Revolutionizing Transportation

- SMART welcomes applications from a wide range of diverse eligible applicants regardless of size, location, and experience administering Federal funding awards
- Visit the SMART Grants Program website to access the NOFO and learn about eligibility, application submission processes, and illustrative use cases.
- The application submission deadline is Tuesday, October 10, at 5:00 PM ET on the Valid Eval website.
- If you still have questions after reading the NOFO and the FAQs, contact smart@dot.gov

D. Reconnecting Communities and Neighborhoods (RCN)

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



D. Reconnecting Communities and Neighborhoods (RCN)

- **Grant #1: Capital Construction Grants**
 - Funds for reconnecting-focused projects
 - Would include funding for projects focused on reducing environmental harm and improving access
- **Grant #2: Community Planning Grants**
 - Funds for planning activities to support future construction projects
 - Would allow for innovative community planning to address localized transportation challenges
- **Grant #3: Regional Partnerships Challenge Grants (NAE)**
 - Funds for projects to encourage regional collaboration and innovation among partners to address regional challenges (vs. one facility)
 - Designed to collaboratively focus regions on equitable access and mobility challenges, anti-displacement and GHG reduction



D. Reconnecting Communities and Neighborhoods (RCN)



RCN Combined Funding - Availability and Award Amounts

Statutory Program Elements	RCP FY23	NAE FY23
Community Planning Grants*	\$50M	\$135M
Capital Construction Funds*	\$148M	Up to \$2.57B*
Regional Partnership Challenge Grants*	N/A	Up to \$450M*

Award Amounts:

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

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

D. Reconnecting Communities and Neighborhoods (RCN)

- Applications are due September 28th, 2023, at 11:59pm EDT
- Applications may be submitted through Valid Eval
- Customer support for Valid Eval can be reached at support@valideval.com
- Previously recorded webinars and presentation materials are available
- For further inquiries or questions related to the program, please contact the RCN Team at ReconnectingCommunities@dot.gov





Greater Buffalo Niagara Regional Transportation Council

2023 Draft Coordinated Human Services Transportation Plan

GBNRTC PCC Meeting
September 6, 2023



What is the Coordinated Transportation Plan?

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

What is the Coordinated Transportation Plan?

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

Plan Methodology

Information from:

- Literature Review
- Demographics Analysis
- Health and Human Services
Transportation Agency Survey
- Targeted Outreach
- Identification of Transportation
Needs/Gaps and
- Strategies to Address Needs/Gaps

Coordinated Transportation Plan - Key Sections

Chapter 1: Background

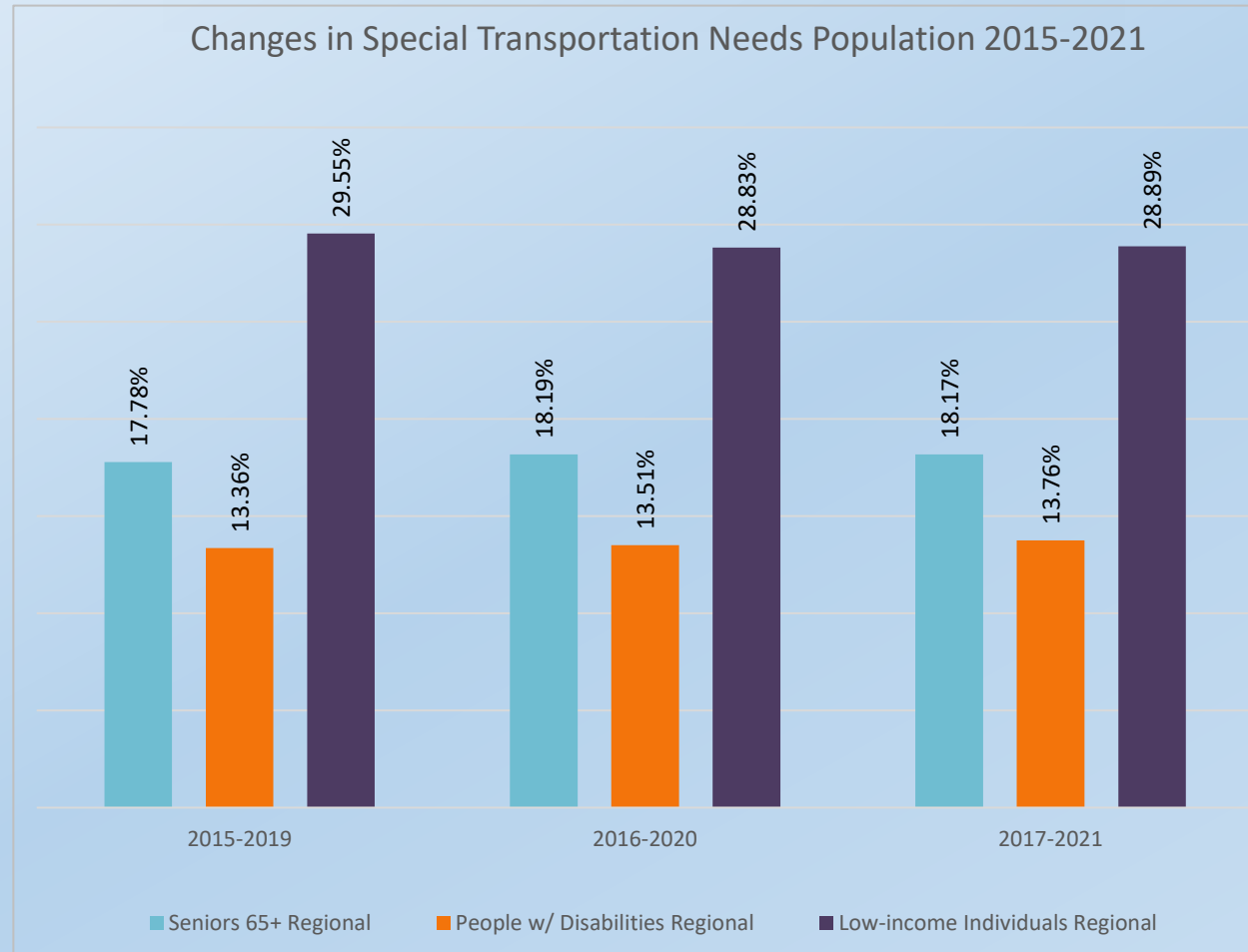
- Coordinated Human Services Transportation Planning
- Coordinated Transportation Plan Elements Section
- 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

Chapter 2: Mobility Today

- Demographics Analysis & Maps
- Transportation Providers

Special Needs Population 2017-2021

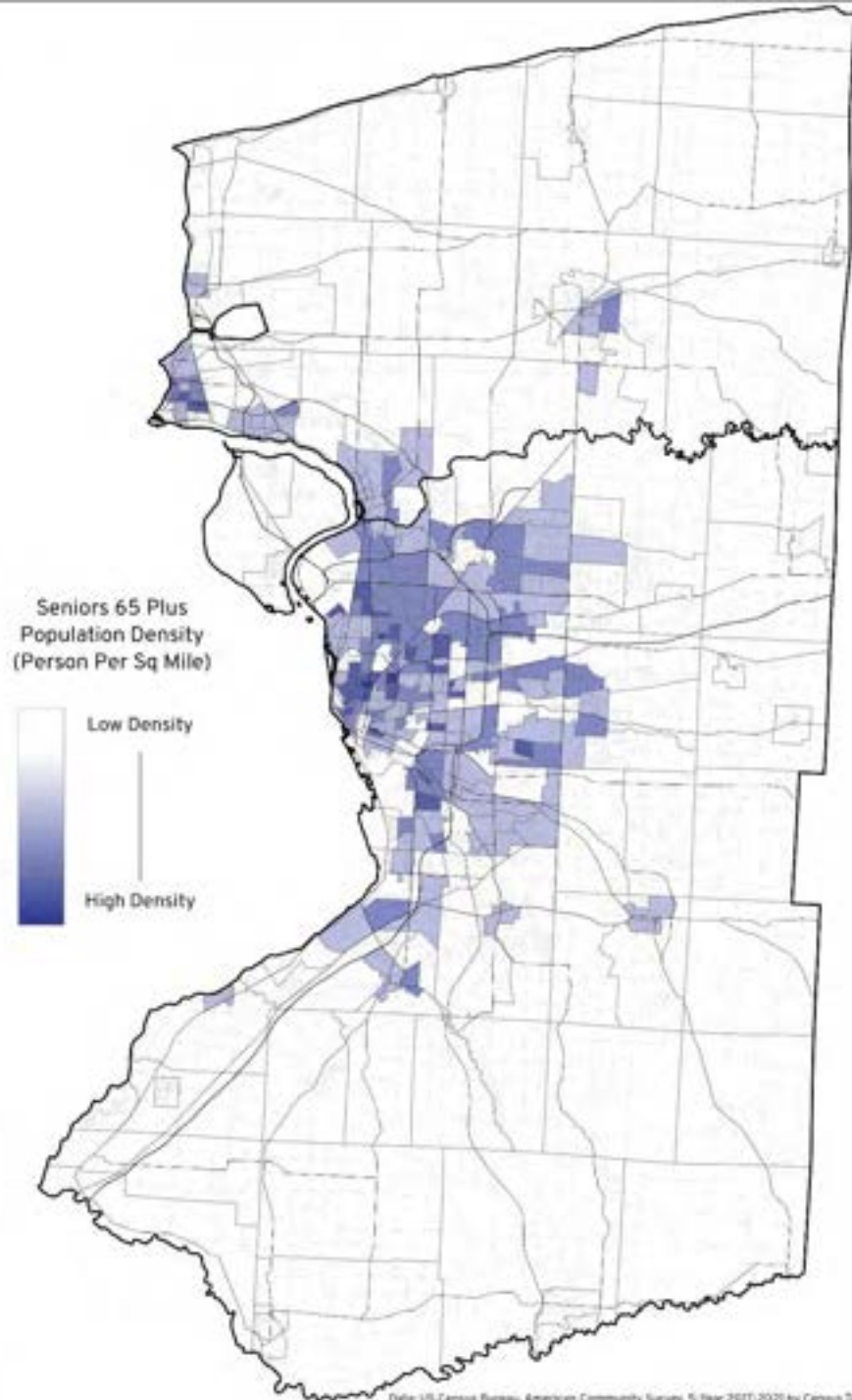
Erie & Niagara Counties

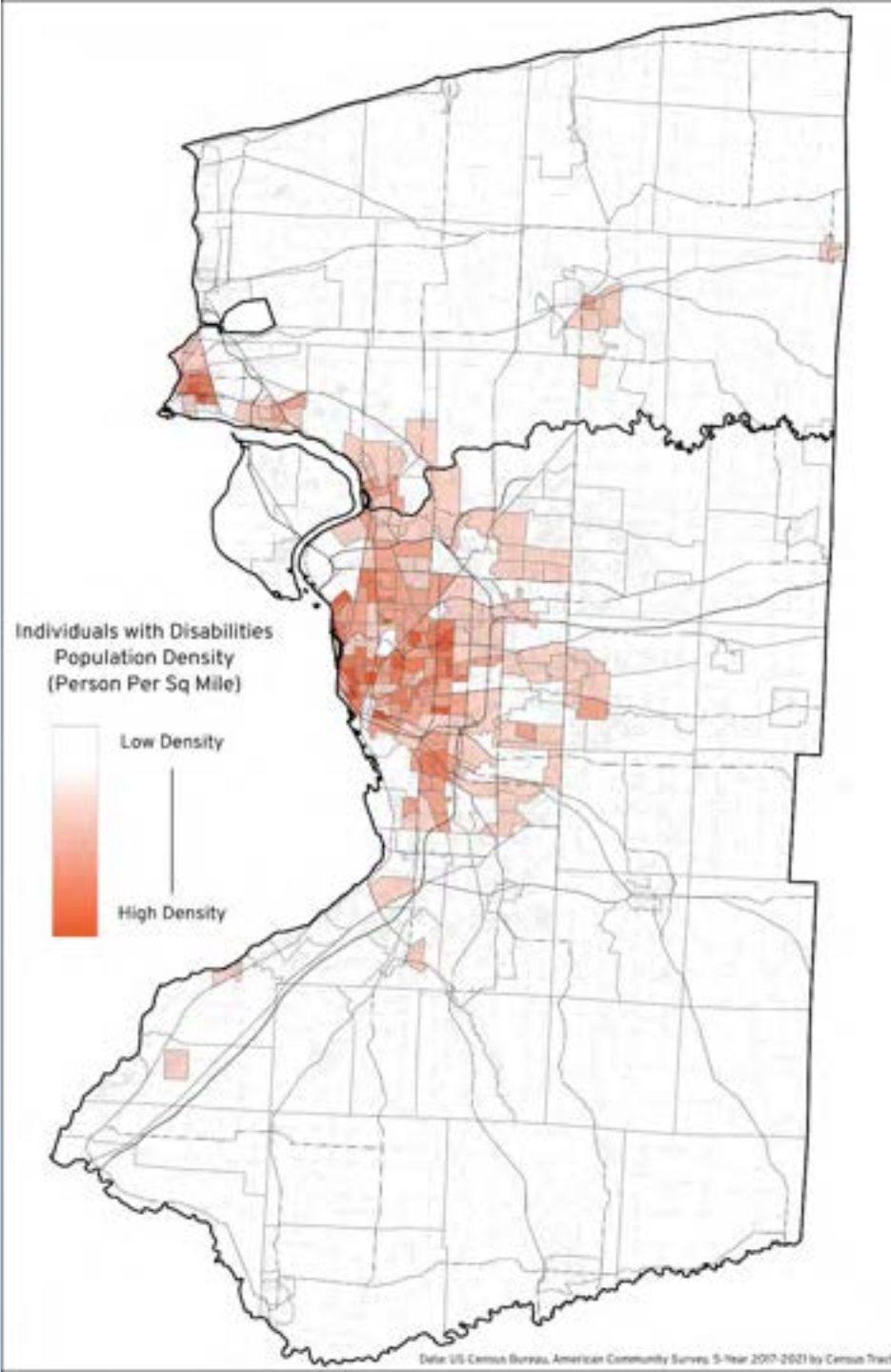


Low-income individuals defined as 200%
below the federal poverty level.

Distribution of 65 + Population

Erie & Niagara Counties



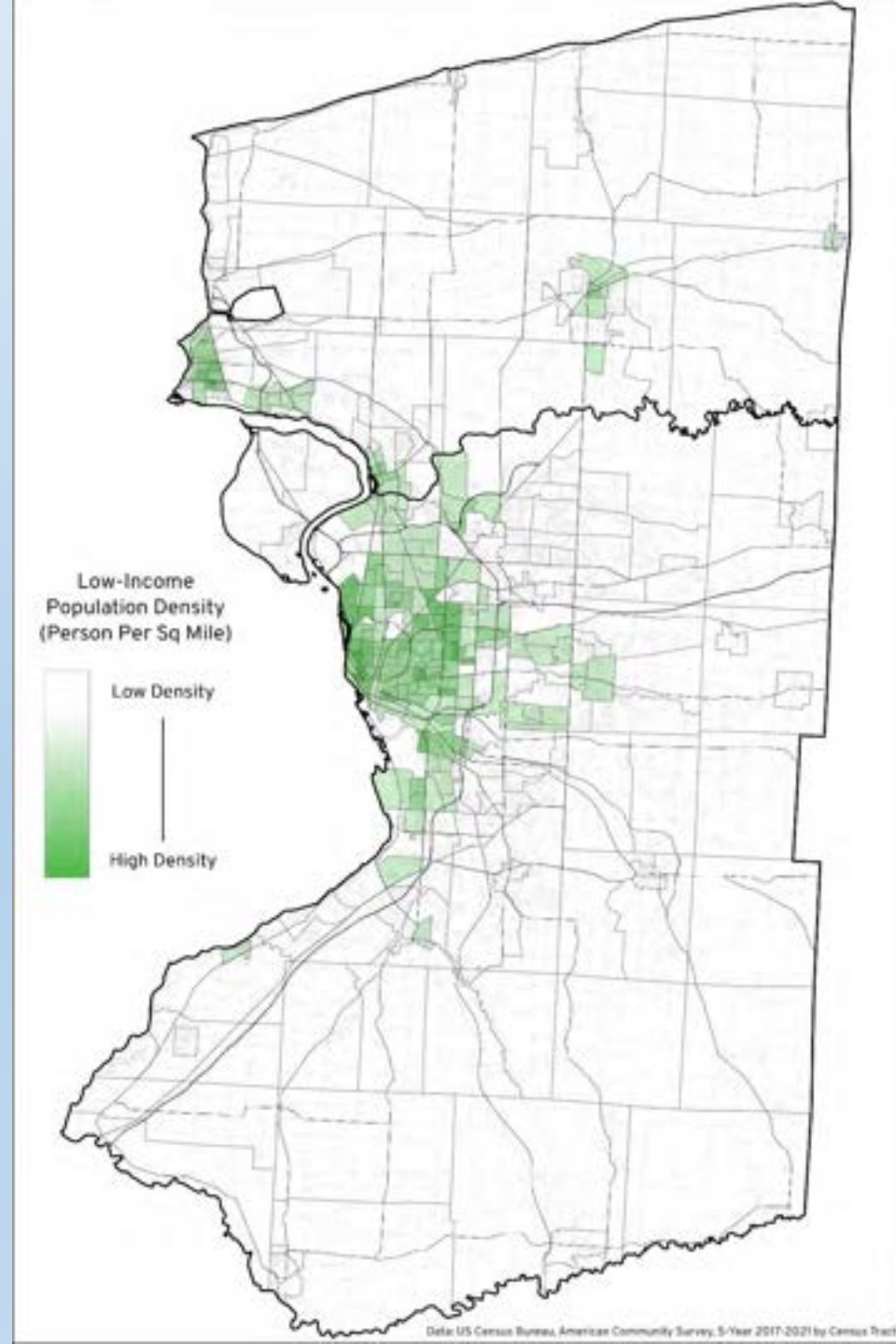


Distribution of Population of Persons w / Disabilities

**Erie & Niagara
Counties**

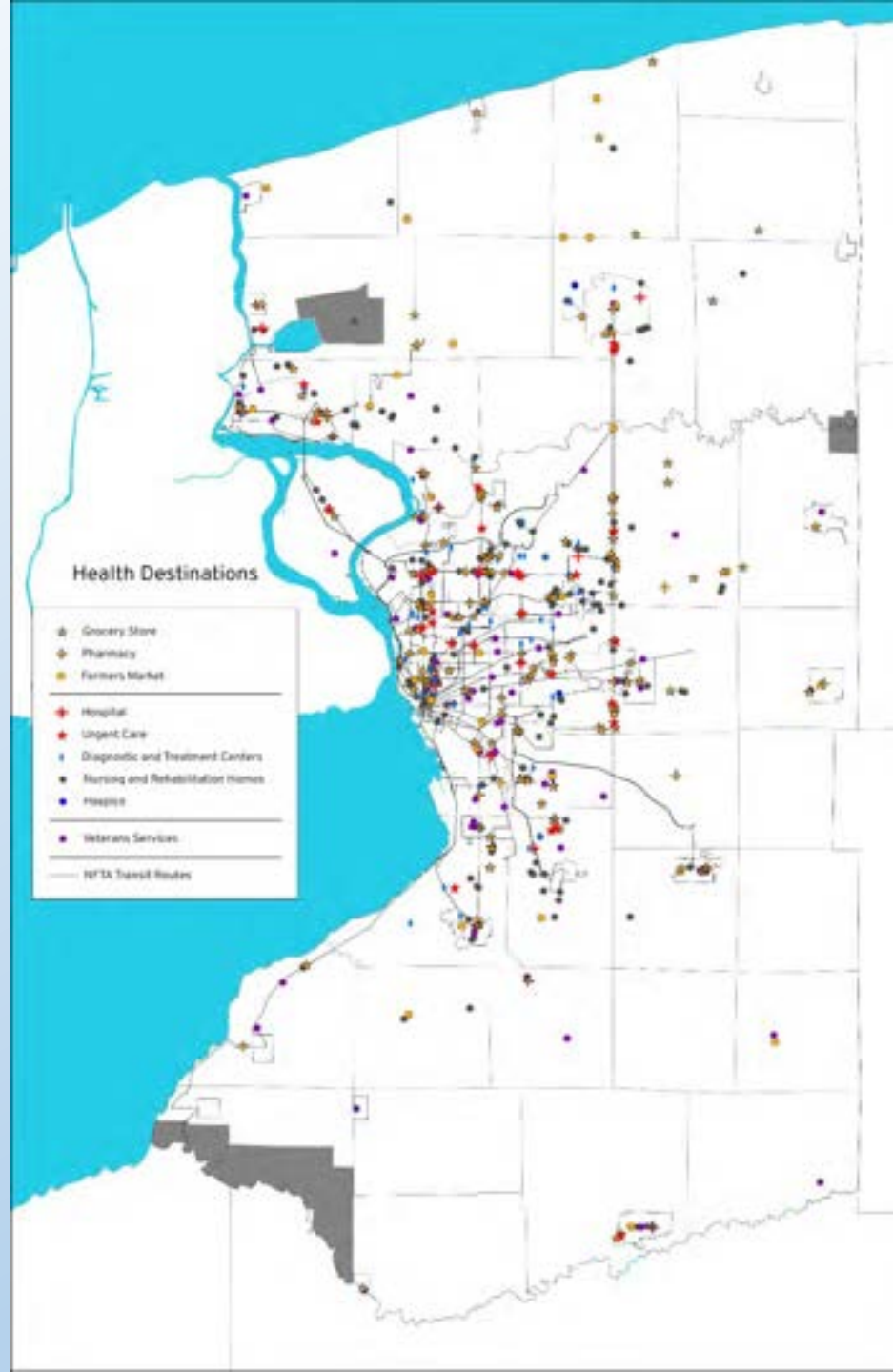
Distribution of Low Income Population

Erie & Niagara Counties



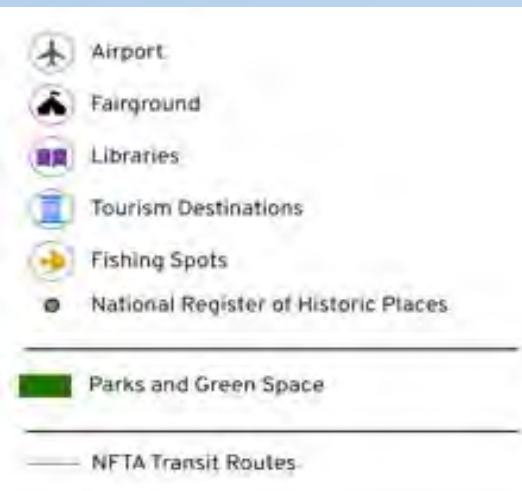
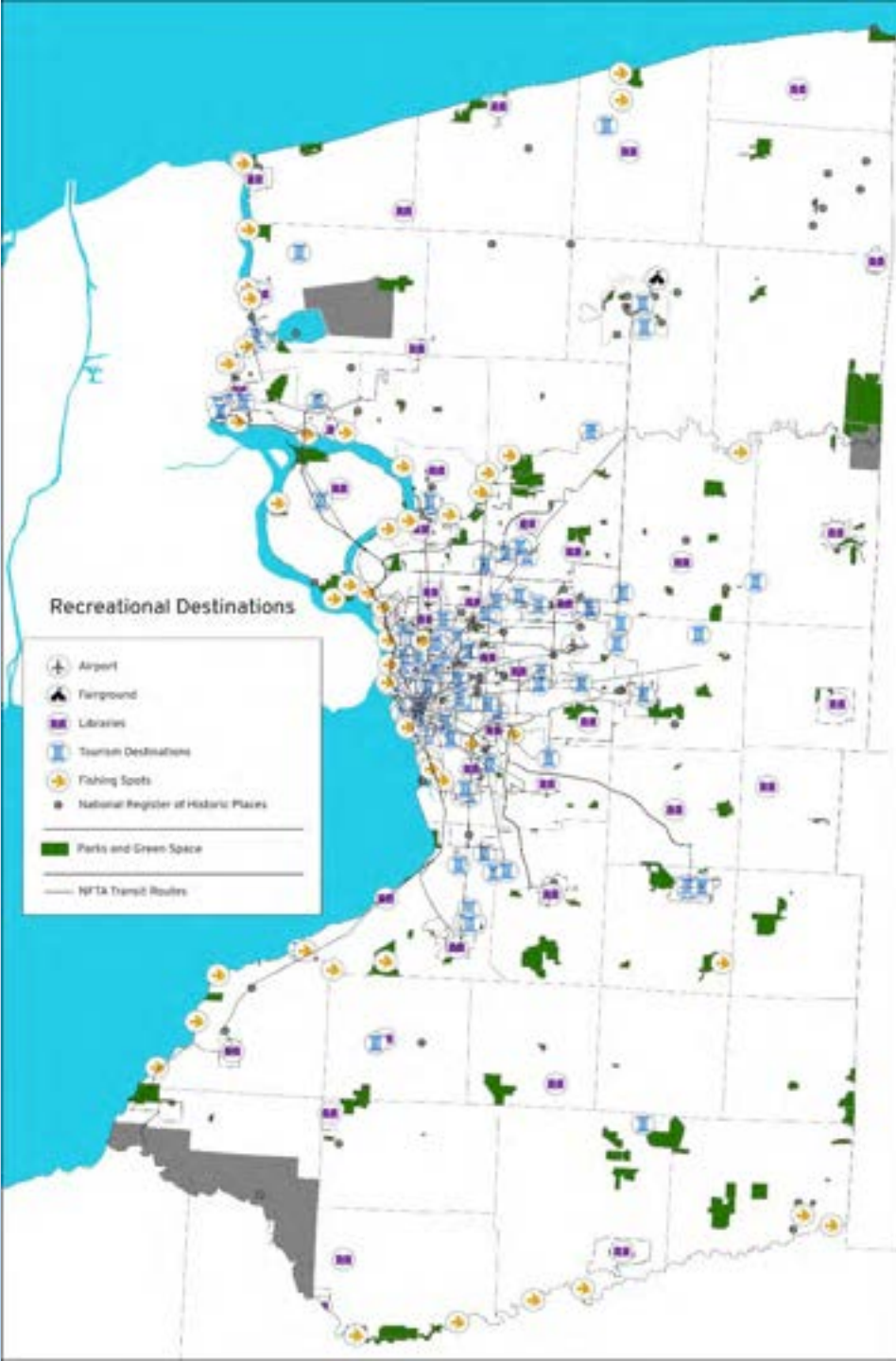
Destinations- Health

Erie & Niagara Counties



Destinations- Parks & Recreation

Erie & Niagara Counties



Coordinated Transportation Plan - Key Sections

Chapter 3: Mobility Needs & Gaps

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

Chapter 4: Mobility Tomorrow

- Planning for the Future
- Strategies for Coordination

Appendices

Plan Outreach



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

Transportation Needs & Gaps

Categories -

- Geographic Needs & Gaps
- Service Time Needs & Gaps
- Infrastructure Needs & Gaps
- Institutional Needs & Gaps
- Capacity/Affordability Needs & Gaps
- Information/Awareness Needs & Gaps

Transportation Needs & Gaps

Some key needs since the pandemic –

- Significant and sustained driver shortages
- Aging vehicle fleets
- Fewer transportation providers
- More bariatric service vehicles needed
- Low-floor, ambulatory vehicles

Strategies

Geographic Gaps

- First mile, last mile service partnerships.
- Develop transportation options for suburban and rural areas.
- Volunteer Transportation Programs

Service Time Gaps

- Develop transportation options late night and weekend timeframes.
- TNC and taxi partnerships

Strategies

Infrastructure Gaps

- Smart Growth and investment in existing communities when it comes to how we use our land and where development occurs
- Mobility Hubs
- Universal Design into the Built Environment
- Pedestrian safety amenities, crosswalks, adjusted crossing times for those with mobility limitations
- Implement PSAP to help address infrastructure gaps.

Strategies

Information/Awareness Gaps

- Travel Training
- Promotion and education on transportation options (public transit, ridesharing, bikesharing, and e-bike libraries, etc.)
- Mobile technology for navigation, wayfinding and trip planning for individuals with disabilities.

Strategies

Capacity/Affordability Resource Gaps

- Voucher programs
- Non-traditional funding sources

Institutional Gaps

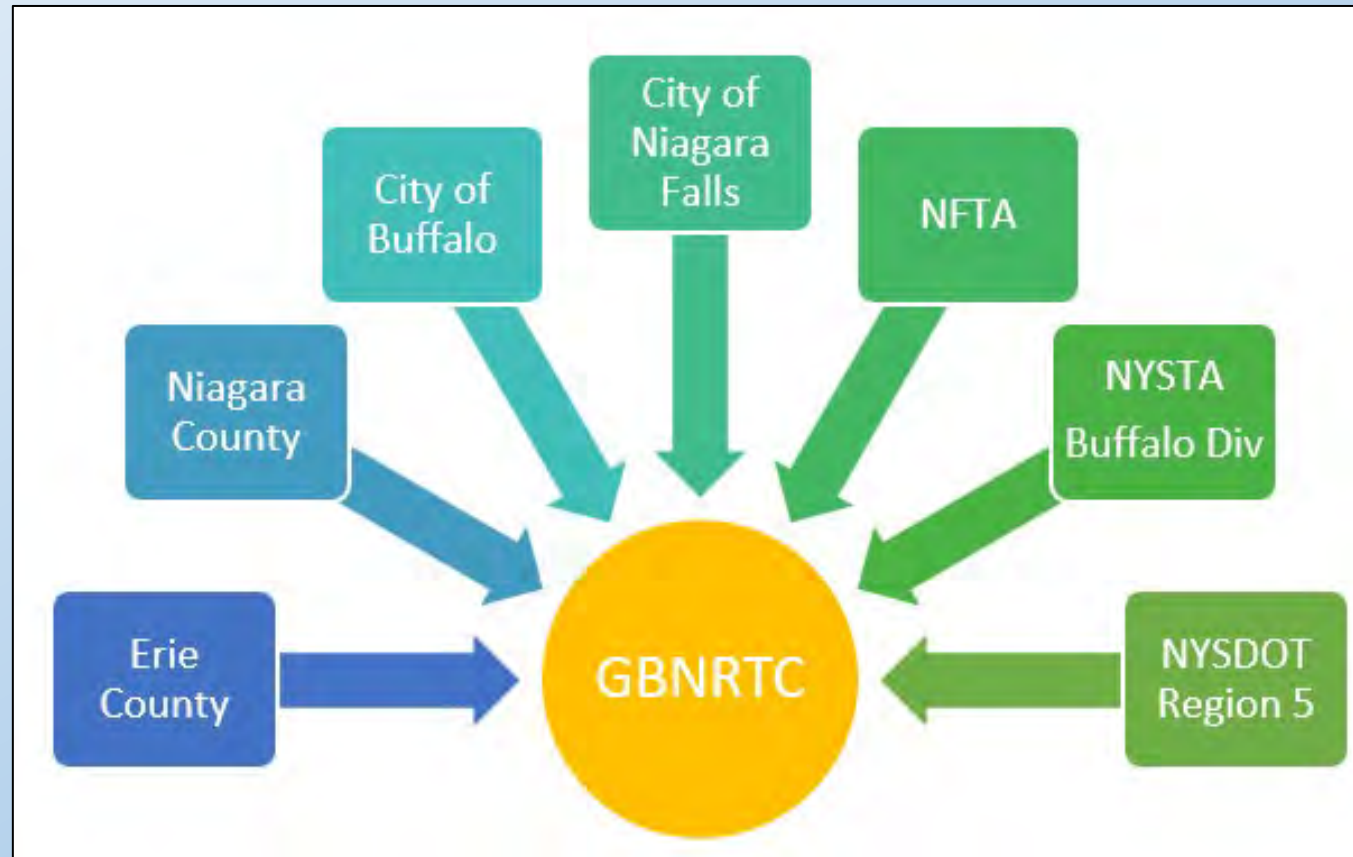
- Group Insurance, joint purchasing, background checks

Next Steps

- Please submit any comments by 9/29/23, so that they may be incorporated into the final draft for 30 day public review in early October.
- Public Meeting for Plan in Mid-October.
- Final draft presented to Planning and Coordinating Committee for recommendation to Policy Committee.
- Plan approved at Policy Committee meeting in November 2023.

Status Reports/Information

Member Agency Reports



Executive Director's Report

- SS4A
- Marketing and Outreach Coordinator

Meeting Wrap Up

- Next PCC Meeting will be October 4, 2023
- Adjournment

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

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

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

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

DRAFT AGENDA

Pledge of Allegiance

I. PROCEEDINGS

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

II. ACTION ITEMS

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

III. DISCUSSION ITEMS

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

IV. STATUS REPORTS/INFORMATION

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

V. MEETING ADJOURNMENT

Next PCC Meeting: November 1, 2023



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

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

The following GBNRTC-PCC representatives were present:

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

Others present:

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

Public Attendees:

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

I. PROCEEDINGS

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

A) Roll Call

- All members were present.

B) Public Participation

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

C) Approval of Meeting Agenda

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

D) Approval of Previous Meeting Minutes

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

II. ACTION ITEMS

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

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

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

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

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

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

D. 2023 Draft Public Participation Plan - Weymouth

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

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

E. 2020 FHWA Urban Boundary - Smith

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

F. Six New Transit Projects - Smith

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

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

III. DISCUSSION ITEMS

A. TPS Approved Action Report - Guarino

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

B. Policy Committee Approved Action Report - Guarino

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

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

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

D. Reconnecting Communities and Neighborhoods (RCN) - Guarino

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

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

Award Amounts:

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

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

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

E. 2023 Draft Coordinated Human Services Transportation Plan – Dixon

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

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

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

IV. STATUS REPORTS/INFORMATION

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

V. MEETING ADJOURNMENT

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

The meeting will begin shortly.



Planning and Coordinating Committee

October 4, 2023





Agenda

I. Proceedings

II. Action Items

III. Discussion Items

IV. Status Reports / Information

Proceedings

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

Action Items



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

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

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

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

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

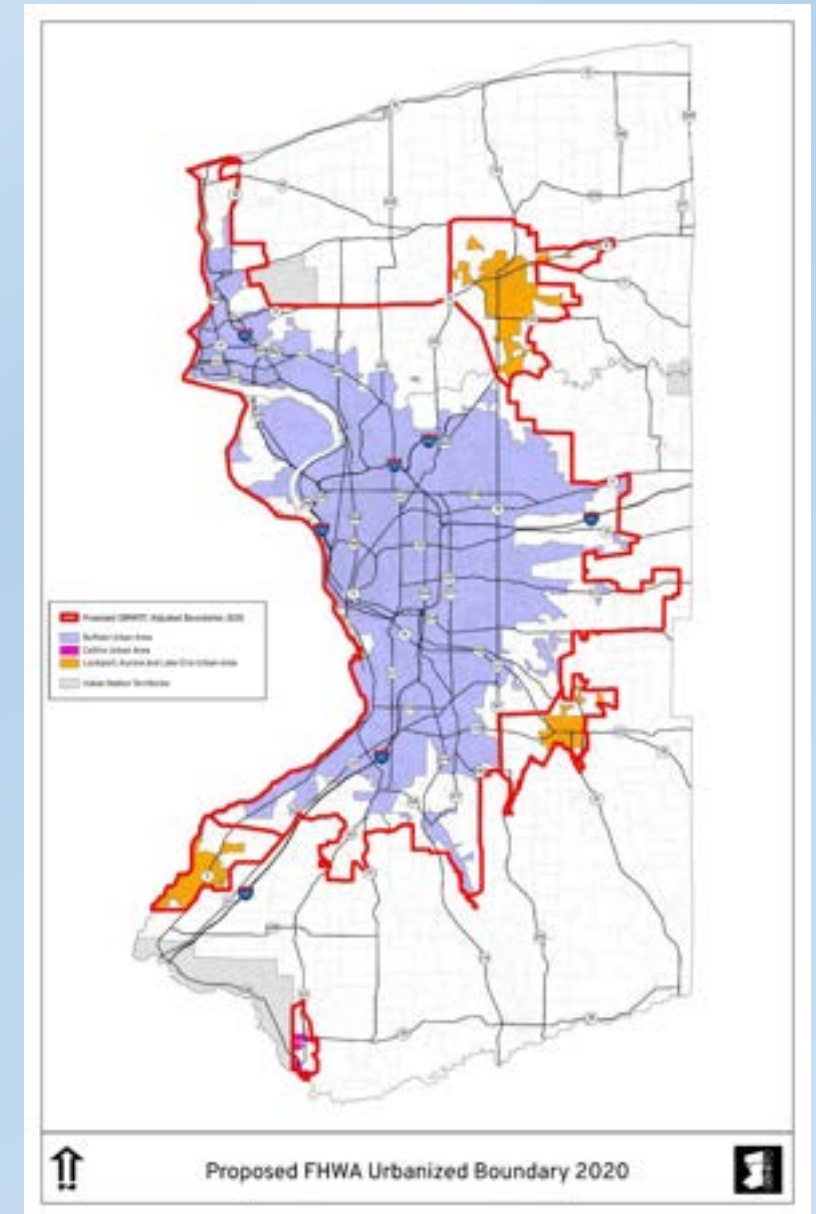
- This is a NYSDOT request to modify an existing project
- The Construction and Construction Inspection phases will be increased by a total of \$1.172M
- Additional funding needed for signalized intersection (additional work item)
- Fiscal constraint is maintained as offset provided from PIN 5B20.06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

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

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

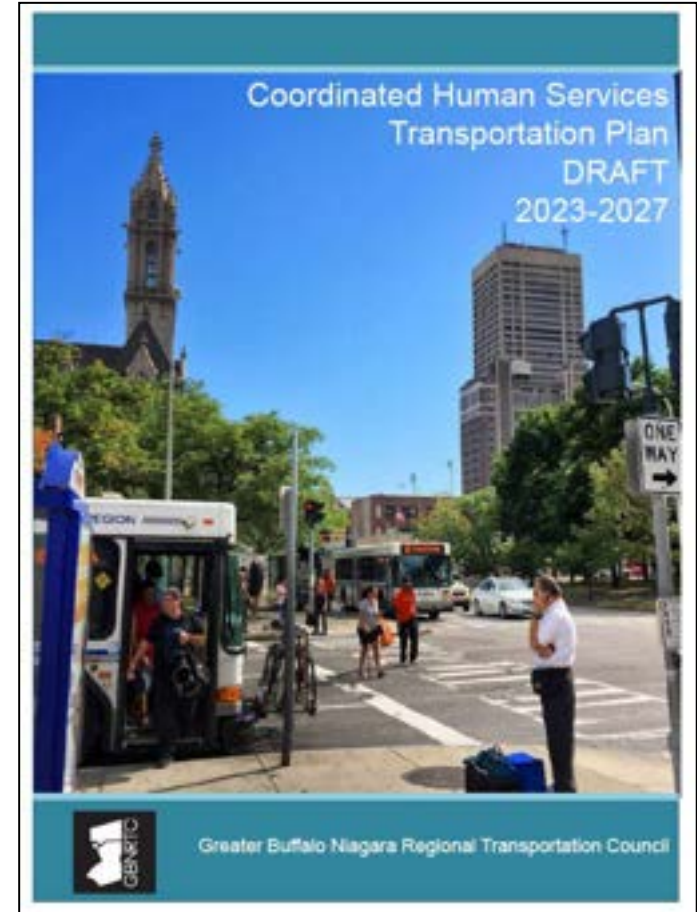
E. Adjusted 2020 FHWA Urban Boundary

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



2023 Draft Coordinated Human Services Transportation Plan

GBNRTC PCC Meeting
October 4, 2023



What is the Coordinated Transportation Plan?

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

What is the Coordinated Transportation Plan?

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

Coordinated Transportation Plan - Key Sections

Chapter 1: Background

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

Chapter 2: Mobility Today

- Demographics Analysis & Maps
- Transportation Providers

Coordinated Transportation Plan - Key Sections

Chapter 3: Mobility Needs & Gaps

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

Chapter 4: Mobility Tomorrow

- Planning for the Future
- Strategies for Coordination

Appendices

Plan Outreach



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

Today's Action

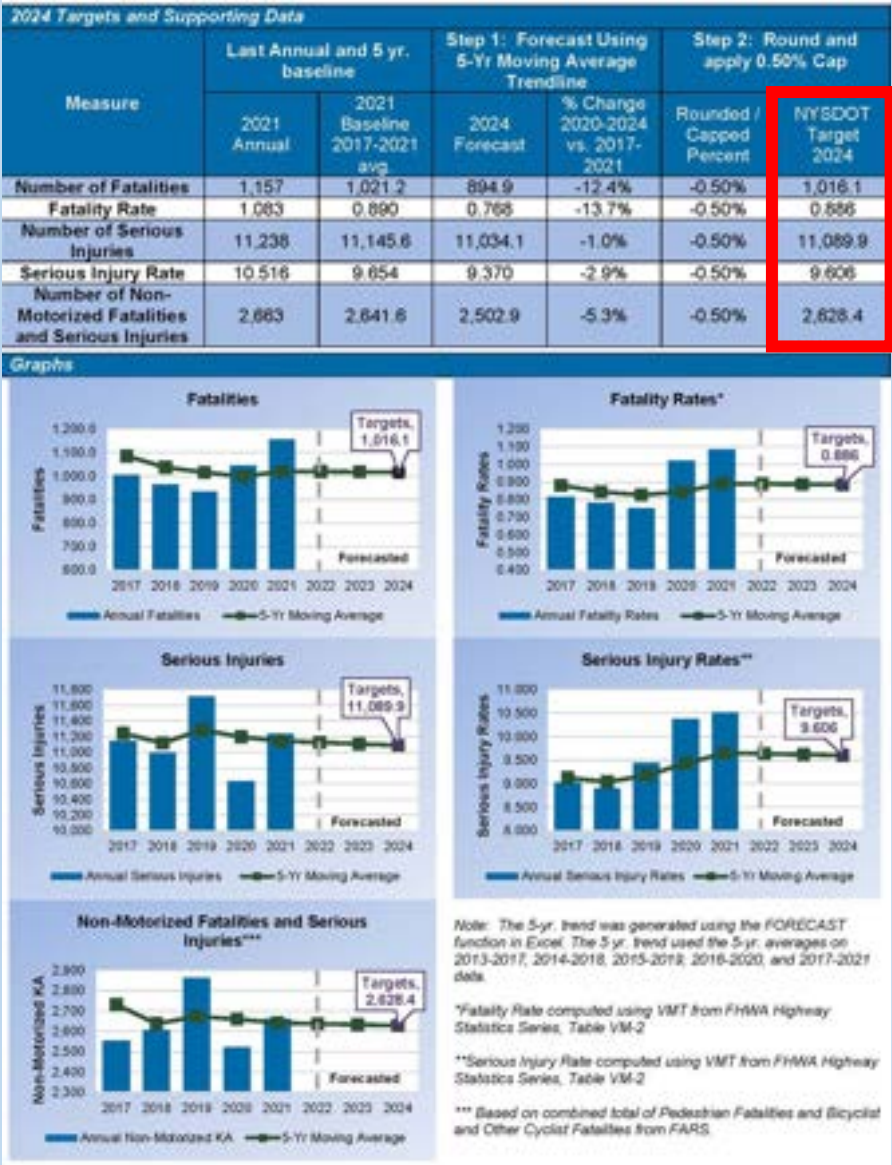
- Permission to solicit 30-day public review of the Draft Coordinated Human Services Transportation Plan per the Federal Transit Administration requirements.

G. 2024 Updated Safety Performance Measure Targets

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

G. 2024 Updated Safety Performance Measure Targets

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



Discussion Items



A. 9/20 TPS - Approved Action Item Report

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

B. Public Review Status

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

C. Consolidated Rail Infrastructure and Safety Improvements (CRISI)

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

C. Consolidated Rail Infrastructure and Safety Improvements (CRISI)

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



D. Public Participation Plan Update

- 45 Day Public Review and Comment Period from September 7, 2023 to October 21, 2023.
- Two public meetings held on September 21 and 26. No public comments received to date.
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- PCC recommends draft Plan for Policy approval at November 1, 2023 PCC meeting.
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2023 Draft Public Participation Plan Update

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

E. Regional Bicycle Master Plan Implementation





Regional Bicycle Master Plan Call for Projects Schedule

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

CHEEKTOWAGA TRAILS FEASIBILITY STUDY





Cheektowaga Trails Feasibility Study

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

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

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



Cheektowaga Trails Overview



- Scajaquada Creek Extension
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Cheektowaga Trails Feasibility Study

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



Community Outreach and Engagement

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



Feasibility Study Process and Timeline

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

F. 2023 TAP/CMAQ and CRP Funding Announced

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

F. 2023 TAP/CMAQ and CRP Funding Announced

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

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 - Travel demand management/planning for rideshare programs.
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 - Transit improvements, including limited operating support for new services.
 - Freight intermodal operational improvements.
 - Development of alternative fuel infrastructure.
 - Replace street lighting and traffic control devices with energy-efficient alternatives (CRP only).

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 - Transit Agencies
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 - Local or Regional Governmental Transportation or Recreational Trail Entities
 - New York State Department of Transportation (CMAQ only)
 - ONLY in partnership with entities listed above:
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 - School Districts
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G. Bridge Improvement Program – Call for LB Applications

- The Bridge Investment Program is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition.
 - FHWA BIP page: <https://www.fhwa.dot.gov/bridge/bip/>
- On September 27, 2023, the FHWA opened a Notice of Funding Opportunity (NOFO) for up to \$9.62 billion in FYs 2023 through 2026 Large Bridge Project grant applications under the BIP
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 - Minimum grant awards of \$50 million
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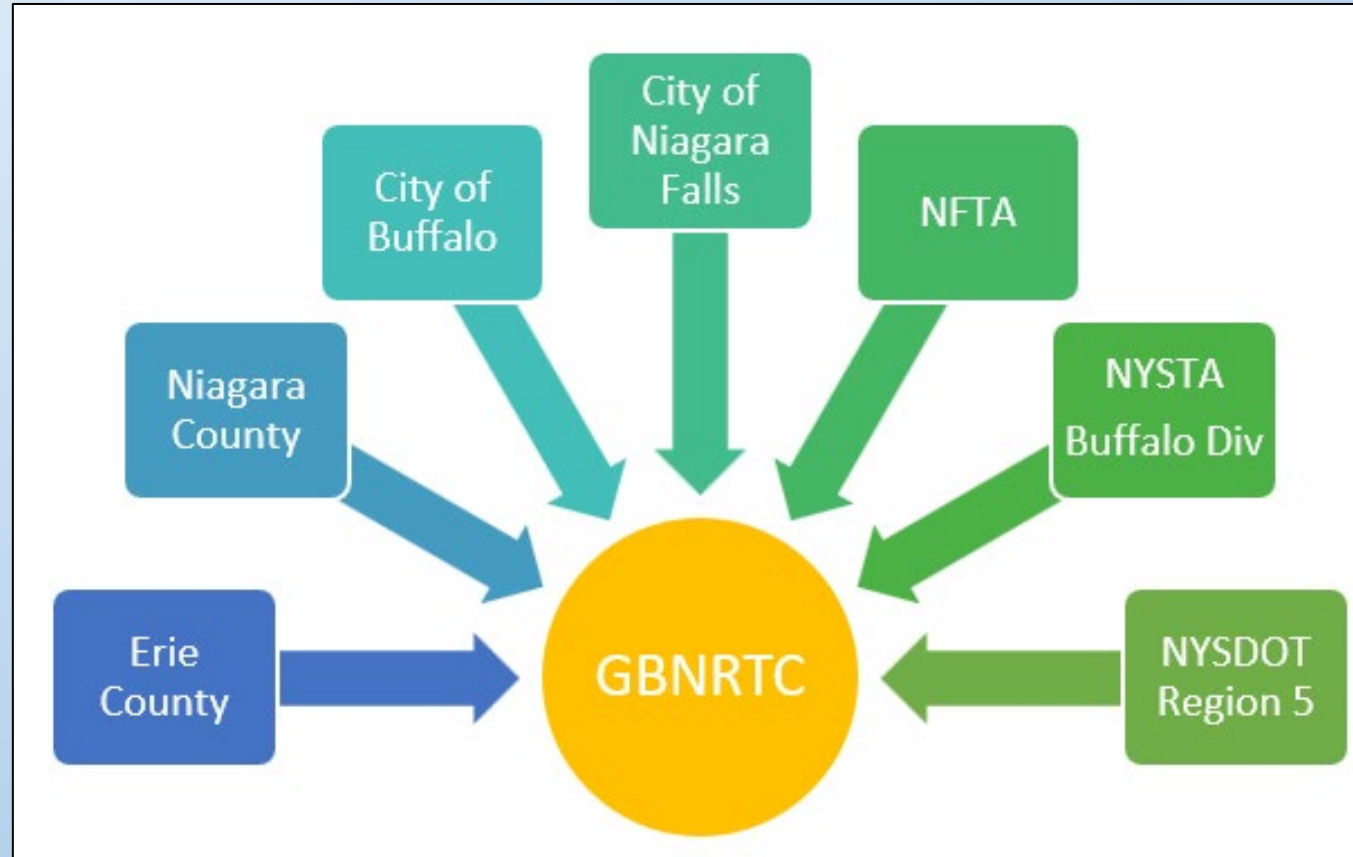
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 - USDOT will recommend a “Large Bridge Project” for funding only if the DOT determines that the project will
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- Requires that USDOT ensure diversity among projects based on
 - the amount of the grant requested
 - grants for single bridges vs. bridge-bundling projects

G. Bridge Improvement Program – Call for LB Applications

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

Status Reports/Information

Member Agency Reports



Executive Director's Report

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

Meeting Wrap Up

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

**Planning and Coordinating Committee (PCC) Meeting
Wednesday, November 1, 2023 @ 9:30am**

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

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

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

DRAFT AGENDA

Pledge of Allegiance

I. PROCEEDINGS

- A) Roll Call
- B) Public Participation
- C) Approval of Meeting Agenda
- D) Approval of Previous (10-4-23) Meeting Minutes

II. ACTION ITEMS

- A) Amendment #7: Six ATC/MEP Transit Projects – Add New Projects
- B) Amendment # 8: PIN 5764.88 Hammond Hill Road / Cattaraugus Creek – New Project/Initiate Public Review
- C) AdMod #42: PIN 5763.34 Bridge Replacements Of North French Rd (CR 299)/Gott Creek; BIN 3326760 & County Rd (CR 282)/Beeman Creek; BIN 3326680 – Cost Increase and Let Delay
- D) AdMod #43: PIN 5763.82 Hartland Rd over Fish Creek Bridge – Add DDES Phase and Delay Let
- E) Resolution 2023-22: 2023 GBNRTC Public Participation Plan Update – Recommend to Policy Committee
- F) Resolution 2023-23: Comprehensive Climate Action Plan (CCAP) - Recommend to Policy Committee
- G) Resolution 2023-24: Memorandum of Understanding - Recommend to Policy Committee

III. DISCUSSION ITEMS

- A) 2023 TAP/CMAQ/CRP Program - Status/Update
- B) Electric Vehicle Charger Reliability and Accessibility Accelerator - Program Announcement
- C) 2023 Draft Coordinated Human Services Transportation Plan - Status

IV. STATUS REPORTS/INFORMATION

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

V. MEETING ADJOURNMENT

Next PCC Meeting: December 6, 2023



Planning and Coordinating Committee (PCC) Meeting Minutes Wednesday October 4, 2023

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on Wednesday October 4, 2023.

The following GBNRTC-PCC representatives were present:

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

Others present:

• J. Cuozzo	NYSDOT (via Zoom)
• N. McGrath	FHWA
• D. Funke	CRT
• J. Gordon	CRT
• GBNRTC Staff (9)	

I. PROCEEDINGS

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

- A) Roll Call
 - All members were present.
- B) Public Participation
 - Doung Funke commented on the Kensington Project and announced a CRT Public Meeting in Niagara Falls on October 18th.
- C) Approval of Meeting Agenda
 - *Motion to approve the agenda as proposed (EC/NC). Approved 7-0*
- D) Approval of Previous Meeting Minutes
 - *Motion to approve the 9-6-23 meeting minutes (CNF/TWY). Approved 7-0.*

II. ACTION ITEMS

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

- This is a NYSDOT request to add a new project to the TIP which will investigate the North Adam Street bridge over the Erie Canal to determine if the bridge will be repaired, replaced, repurposed or removed
- The project will have a total cost of \$1.5M
- A total of \$0.060M (federal STBG Flex matched) and \$0.500M State Discretionary Funding (SDF) will be moved from PIN 581477 Bridge MBC & Preservation Program and transferred into the new project.
- The balance of project cost to be funded by state funding shared by NYSDOT and NYS Canal Corporation
- Fiscal constraint is maintained
- A public comment period was initiated on 8/16 and closed on 9/6 with 39 comments received (attached to the resolution)
- On 8/28/23, the Interagency Consulting Group (ICG) concurred with the proposed Air Quality Conformity exemption of C3 - Planning and technical studies that do not involve or lead directly to construction
- Today's action would be approve this new project as Amendment #6
 - *Motion to approve (DOT/CNF). Approved 7-0.*

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

- This is a NYSDOT request to modify an existing project
- Construction phase will be increased by \$10.508M to \$55M
- Increase related to increase in steel pricing and Erie County water line relocation (additional work item).
- Fiscal constraint maintained as \$10.508M offset comes from matched 100% statewide-funded Bridge Formula Program Main (BFP)
- Let is unchanged at 12/23
- Recommended by TPS on 9/20/23
- Today's action will be to approve this minor scope change
 - *Motion to approve (DOT/COB). Approved 7-0.*

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

- This is a NYSDOT request to modify an existing project
- The Construction and Construction Inspection phases will be increased by a total of \$1.172M
- Additional funding needed for signalized intersection (additional work item)
- Fiscal constraint is maintained as offset provided from PIN 5B20.06 HSIP/NHPP State Safety Program (Block)
- Let in unchanged at 12/23
- Recommended by TPS on 9/20/23
- Today's action will be to approve this minor scope change
 - *Motion to approve (DOT/NC). Approved 7-0.*

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

- This is a NYSDOT request to modify an existing project
- The Construction and Construction Inspection phase total cost will be increased by \$1.171M to \$3.166M
- Additional funding needed for roadway realignment, drainage/utilities, signage (additional work items) as well as unit cost increases
- Fiscal constraint maintained as \$1.171M offset provided from PIN 5B20.06 (HSIP/NHPP State Safety Program - Block Fund)
- Let date is unchanged at 11/23
- Recommended by TPS on 9/20/23
- Today's action will be to approve this minor scope change
 - *Motion to approve (DOT/EC). Approved 7-0.*

E) Adjusted 2020 FHWA Urban Boundary

- Every ten (10) years, following the US Census, New York State Department of Transportation (NYSDOT) in coordination with Federal Highway Administration (FHWA) and local partners are required to adjust the defined census urbanized area boundary in a process called "smoothing".
- This "smoothing" eliminates geographic irregularities, maintains administrative continuity, encompass fringe areas having residential, commercial, industrial, and/or national defense significance and determines capital program funding and eligibility.
- Public review completed on 9/28 with no comments received
- Today's PCC action would be to recommend the proposed adjusted 2020 FHWA Urban Boundary for approval to the Policy Committee via electronic ballot (due 10/16)
 - *Motion to approve (CNF/TWA). Approved 7-0.*

F) Draft Coordinated Human Services Transportation Plan (initiate public review)

What is the Coordinated Transportation Plan

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

Coordinated Transportation Plan -Key Sections

Chapter 1: Background

- Coordinated Human Services Transportation Planning
- Coordinated Transportation Plan Elements Section

- 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

Chapter 2: Mobility Today

- Demographics Analysis & Maps
- Transportation Providers
- Today's Action is Permission to solicit 30-day public review of the Draft Coordinated Human Services Transportation Plan per the Federal Transit Administration requirements.
- *Motion to approve (EC/TWY). Approved 7-0.*

G) 2024 Safety Performance Measure Targets

- The Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures by August 31, 2023, and update annually
- New York State Department of Transportation (NYSDOT) has established 2024 targets for five safety performance measures
 - Number of Fatalities – 1,016.1
 - Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) – 0.886
 - Number of Serious Injuries – 11,089.9
 - Rate of Serious Injuries per 100 million VMT – 9.606
 - Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries – 2,628.4
 - The 5-year trend was generated by NYSDOT using the FORECAST function in Excel.
 - The 5-year trend used the 5-year averages on 2013-2017, 2014-2018, 2015-2019, 2016-2020, and 2017-2021 data.
- Today's PCC action would be to recommend these updated safety PM targets to the Policy Committee for approval
- *Motion to approve (DOT/EC). Approved 7-0.*

III. DISCUSSION ITEMS

A. 9/20 TPS Approved Action Report

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

B. Public Review Status

- Six new transit projects to be added to the TIP
 - 1.PIN 5826.00 - Purchase of Eleven (11) Under 30-Foot Small buses
 - 2.PIN 5826.01 - Purchase of Twelve (12) Under 30-Foot Small buses
 - 3.PIN 5826.02 - Bus Garage Fire Alarm & Methane Detection Upgrades
 - 4.PIN 5826.03 - Purchase and Installation of Fuel Tank Upgrades
 - 5.PIN 5826.04 - Replacement of Metro Bus Wash System
 - 6.PIN 5826.05 - Purchase and Installation of Metro Bus Lifts
- The obligation (let) date for all projects is 4/1/24

- All projects to be funded with NYSDOT Accelerated Transit Capital Program (ATC) and/or NYSDOT Public Transportation Modernization and Enhancement Program (MEP) and NFTA local funds
- Public review ongoing and will complete on 10/6/23

C. FFY 22 Consolidated Rail Infrastructure and Safety Improvements (CRISI)

- The CRISI program addresses a range of rail-mobility related issues, including safety enhancements, bridge rehabilitations, and upgrades to routes carrying hazardous materials
- Over \$1.4B in grants were recently announced that includes 70 rail improvement projects in 35 states and Washington, D.C. This is the largest amount ever awarded for rail safety and rail supply chain upgrades through the CRISI program
- Selected projects include
 - Track improvements
 - Bridge rehabilitations
 - Fewer highway-rail grade crossings
 - Upgrades on routes carrying hazardous materials
 - Improved connectivity
 - Reduced shipping costs
 - Increase resiliency to extreme weather
 - Reduced emissions
 - Workforce development
- Nearly two-thirds of CRISI funding went to rural communities.
- New York awarded Projects (5)
 - Watkins Glen Rural Track Rehabilitation Project (Up to \$3,869,945) - Finger Lakes Railway Corp.
 - Livonia, Avon & Lakeville Systemwide Tier 3 Clean Locomotive Acquisition Project (Up to \$12,600,000) - Livonia, Avon & Lakeville Railroad Corp.
 - Adirondack Bridge Capacity and Resilience Project (Up to \$3,360,000) - Mohawk, Adirondack & Northern Railroad Corp. (MHW)
 - Arthur Kill Lift Bridge Capital Rehabilitation Project (Up to \$17,200,000) - New York City Department of Small Business Services
 - NYS&W Railway Syracuse Branch Rehabilitation Project (Up to \$3,467,348) - The New York, Susquehanna and Western Railway Corp. (NYS&W)

D. Public Participation Plan

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

IV. STATUS REPORTS/INFORMATION

Member Agency Reports

- Other than construction is ongoing nothing else to report for the members

Director’s Report

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

V. MEETING ADJOURNMENT

- Next PCC Meeting
 - The next PCC meeting will be held on Wednesday November 1 at 9:30 am
- *Motion to Adjourn (NC/CNF). Approved 7-0.*
- The meeting concluded at 11:15 am.

The meeting will begin shortly.



Planning and Coordinating Committee

October 4, 2023





Agenda

I. Proceedings

II. Action Items

III. Discussion Items

IV. Status Reports / Information

Proceedings

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

Action Items



 GBNRTC

A. TIP Amendment #7

Six ATC/MEP Transit Projects

- NFTA has requested to add six new projects to the TIP to be let in 2024:
 - 1. PIN 5826.00 – Purchase of Eleven (11) Under 30-Foot Small Buses**
 - This project will support the purchase of eleven (11) under 30-foot gasoline fueled paratransit vehicles that will replace life and mileage expired vehicles.
 - Total Project Cost - \$1.29M - offset will come from \$1.29M SFY 2023-24 NYSDOT Accelerated Transit Capital Program (ATC)
 - 2. PIN 5826.01 – Purchase of Twelve (12) Under 30-Foot Small Buses**
 - This project will support the purchase of twelve (12) under 30-foot gasoline fueled paratransit vehicles that will replace life and mileage expired vehicles.
 - Total Project Cost - \$1.41M - offset will come from \$1.4M SFY 2023-24 NYSDOT Accelerated Transit Capital Program (ATC)
 - 3. PIN 5826.02 – Bus Garage Fire Alarm & Methane Detection Upgrades**
 - This project will install new fire alarm and methane detection systems at all three NFTA-Metro bus garages(Cold Spring, Babcock, and Frontier).
 - Total Project Cost - \$5.14M - offset will come from \$98K (Design) SFY 2023-24 NYSDOT Public Transportation Modernization and Enhancement Program (MEP), \$2.63M (Construction) SFY 2023-24 NYSDOT Public Transportation Modernization and Enhancement Program (MEP) and \$2.41M NFTA Local Funds

A. TIP Amendment #7

Six ATC/MEP Transit Projects

4. PIN 5826.03 – Purchase and Installation of Fuel Tank Upgrades

- This project will purchase and install fuel tank upgrades at NFTA bus facilities.
- Total Project Cost - \$1.05M - offset will come from \$600K SFY 2023-24 NYSDOT Public Transportation Modernization and Enhancement Program (MEP) and \$450K NFTA Local Funds

5. PIN 5826.04 – Replacement of Metro Bus Wash System

- This this project will Replace the Metro Bus Wash system at NFTA's three bus garages located at Cold Spring, Babcock and Frontier.
- Total Project Cost - \$2.3M - offset will come from \$1.8M SFY 2023-24 NYSDOT Public Transportation Modernization and Enhancement Program (MEP) and \$500K NFTA Local Funds

6. PIN 5826.05 – Purchase and Installation of Metro Bus Lifts

- This project will replace bus lifts at NFTA's three bus garages located at Cold Spring, Babcock and Frontier.
- Total Project Cost - \$4.9M - offset will come from \$1.8M SFY 2023-24 NYSDOT Public Transportation Modernization and Enhancement Program (MEP), \$2.47M SFY 2023-24 NYSDOT Accelerated Transit Capital Program (ATC) and \$628K NFTA Local Funds

A. TIP Amendment #7

Six ATC/MEP Transit Projects

- Fiscal constraint is maintained for all projects
- All approved public outreach procedures have been followed with the 30-day public review period concluding on 10/6 with one comment received
- All projects have been classified as exempt from air quality conformity determination requirement as stated in 40 CFR §93.126 by the Interagency Consulting Group (ICG) on 9/19/23
- Today's PCC action would be to approve the addition of these six (6) new projects to the 2023-2027 TIP

B. TIP Amendment #8

PIN 5764.88 Hammond Hill Rd / Cattaraugus Creek

- This is a request by Erie County to add a new project to the TIP
- This project will
 - Replace the referenced bridge with at least a 75-year design life
 - Install scour protection to remove bridge from scour list
 - Provide lane and shoulder widths which meet current design standards
 - Upgrade bridge rail and guide rail to meet current design standards
- The new project will have a total cost of \$5.873M
- Fiscal constraint is maintained as the project was awarded \$4,750,000 statewide Bridge Formula Off System (with the 5% local match of \$250,000) and includes \$873K of Erie County Capital Funds
- Currently in consultation with ICG on AQ Conform Exemption (A-19)
- Project let date will be 11/14/25
- Today's PCC action will be to initiate a 20-day public review

C. TIP Administrative Modification #42

PIN 5763.34 Bridge Replacements of North French Rd (CR 299)/Gott Creek; BIN 3326760 & County Rd (CR 282)/Beeman Creek; BIN 3326680

- This is a request by Erie County to modify an existing TIP project
- The letting date for the project will be delayed from 2/23 (FFY23) to 11/23 (FFY24) due to a delay in completion of the design
- \$0.580M will be added due to increased cost estimate for Const. and Const. Inspection
- Fiscal constraint is maintained as the \$0.580M offset comes from additional local (EC) funds
- These changes were recommended by TPS via electronic ballot on 10/19/23
- Today's PCC action will be to approve these changes

D. TIP Administrative Modification #43

PIN 5763.82 Hartland Rd over Fish Creek Bridge

- This is a request by Niagara County to modify an existing TIP Town of Somerset (MISC) project
- Letting Date will be changed from 8/15/2023 (FFY 23) to 3/27/2024 (FFY 24) due to delay in design approval
- Detailed Design phase with \$0.092M (matched STBG OSB) will be added back into project as it was not carried over from the previous STIP and is still needed
- Fiscal constraint is maintained
- Today's PCC action will be to approve these changes

E. Resolution 2020-22

GBNRTC Public Participation Plan Update

- Addition of virtual meeting option via Facebook live.
- Affordable housing organizations added to the list of MPO stakeholders for direct public engagement.
- GBNRTC member agencies are given a minimum of 30 calendar days to review draft planning documents and provide comments to GBNRTC staff prior to initiating the public review and comment period.
- Advance notice of meetings and agendas are distributed no later than one week prior to the meeting to members of the public.
- Engagement metrics revised to align with USDOT new guide, Promising Practices for Meaningful Public Involvement in Transportation Decision-Making released in October 2022.
- The public review and comment period for TIP, MTP and UPWP amendments changed from 20 days to 30 days for consistency with FTA requirements.

E. Resolution 2020-22

GBNRTC Public Participation Plan Update

- Pubic Review and Comment Period (September 7, 2023 – October 21, 2023)
- Two public meetings held:
 - Thursday, September 21, 2023 – Hybrid 10:30-11:30am
In-person in the Downtown Central Library – West Room (Main Floor)
Virtually on Facebook: <http://facebook.com/GBNRTC>
 - Tuesday, September 26, 2023 – Virtual Only 5:30-6:30pm
Virtually on Facebook: <http://facebook.com/GBNRTC>
- No comments received.
- Today's PCC action will be to recommend approval to Policy Committee

F. Resolution 2023-23

Climate Pollution Reduction Grant (CPRG) Planning Grant



EPA Climate Pollution Reduction Grant Update

GBNRTC PCC Meeting

November 1, 2023

3 DELIVERABLES OF CPRG

OCTOBER 2023 – FEBRUARY 2024

FEBRUARY 2024 – AUGUST 2025

SEPTEMBER 2025 – AUGUST 2027

PRIORITY CLIMATE ACTION PLAN (PCAP)

COMPREHENSIVE CLIMATE ACTION PLAN (CCAP)

CCAP STATUS UPDATE

- KEY ELEMENTS**
- (1) Regional GHG Inventory (from 2010)
 - (2) Low-income and Disadvantaged Communities (LIDAC) Analysis
 - (3) Summary of priority projects
 - (4) Preliminary funding analysis

- (1) Regional GHG Inventory (updated)
- (2) Our region's strategy climate change reduction measures
- (3) Updated LIDAC
- (4) Workforce development analysis
- (5) Implementation and funding assessment

- (1) Implementation assessment of CCAP reduction measures
- (2) Updates on LIDAC and workforce development analyses
- (3) Next steps roadmap for continuing the work



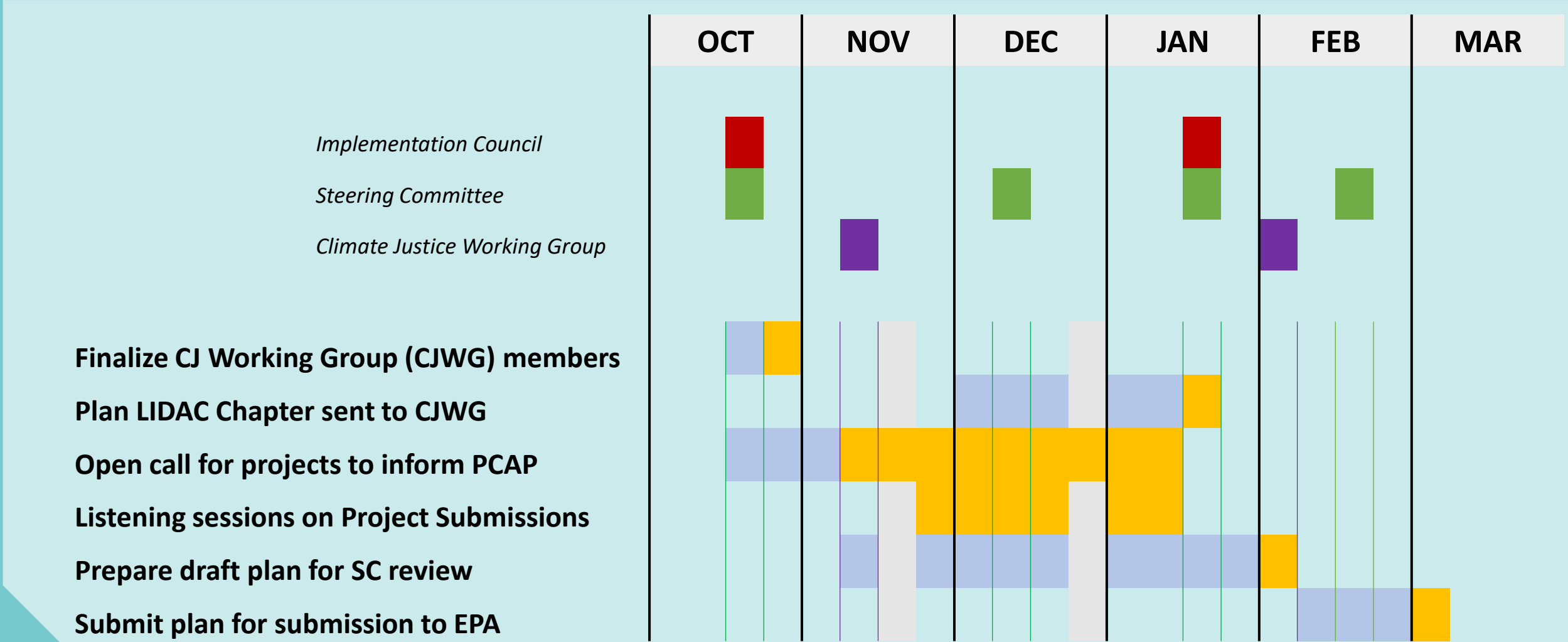
CPRG IMPLEMENTATION GRANTS

- \$4.6 billion in competitive grants available to states & municipalities to implement **GHG reduction measures identified in PCAPs**.
 - 1 round of funding, 30-115 grant awards
 - 5 award tiers: \$2 million - \$500 million
- Applicants must be from within a PCAP geographic area.
- Coalition/collaborative applications are encouraged.
- New projects or continuation/expansion of existing measures.
- 2/1/2024 – Notice of Intent to Apply (optional)
- 4/1/2024 – Applications Due
- <https://www.epa.gov/inflation-reduction-act/cprg-implementation-grants>



PRIORITY CLIMATE ACTION PLAN

TIMELINE OF MEETINGS AND KEY TASKS



QUESTIONS?



F. Resolution 2023-23

Climate Pollution Reduction Grant (CPRG) Planning Grant

- Administrative Adjustment to UPWP
 - Add the \$1,000,000 EPA grant
 - \$990,000 budgeted for UBRI* to perform the scope of services
 - \$10,000 budgeted for NFTA staff time for administrative assistance as Host Agency
 - University at Buffalo Regional Institute (UBRI) is the designated subrecipient per the EPA grant application. UBRI's subrecipient designation is subject to NFTA Board Approval at a future NFTA Board Meeting.
 - Updates to the UPWP narrative and financial tables and included in the resolution.
- Today's PCC action will be to recommend approval of UPWP Amendment to Policy Committee

G. Resolution 2023-24

Memorandum of Understanding (MOU)

- Member Agency MOU
 - Formalizes the responsibilities of member agencies and MPO staff
 - Projects are development based on three C's
 - Air quality conformity addressed by the MPO
 - Open planning and programming process
- Subject to amendment/reaffirmation annually
- Most recently affirmed Sept 7, 2022, Resolution 2022-22
- Proposed amendments:
 - Replace FAST Act references with IIJA
 - Update the date of the current Host Agency Agreement to 4/1/22
- Today's PCC action will be to recommend approval to Policy Committee

Discussion Items



A. 2023 TAP/CMAQ/CRP Status

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

A. 2023 TAP/CMAQ and CRP Status

- CRP eligibility:
 - Project in a municipality with less than 50,000 residents

<u>Municipality</u>	<u>2020 Census Population</u>
Buffalo	278,349
Amherst	129,595
Cheektowaga	89,877
Tonawanda (T)	72,636
Hamburg	60,085
Niagara Falls	48,671
West Seneca	45,500
Lancaster	45,106
Clarence	32,950
North Tonawanda	30,503

A. 2023 TAP/CMAQ and CRP Status

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

A. 2023 TAP/CMAQ/CRP Status

- All applicants must attend an informational Webinar
 - A third webinar was announced for **Thursday, Nov 2** from 9am to noon
- The application, program guidance, and workshop registration links are located at <https://www.dot.ny.gov/TAP-CMAQ>
- Application PRE-REVIEW requests must be submitted via email to TAP-CMAQ@dot.ny.gov on or before Tuesday, November 28, 2023
- NYSDOT will be accepting applications for this funding opportunity through January 9, 2024 by 5pm



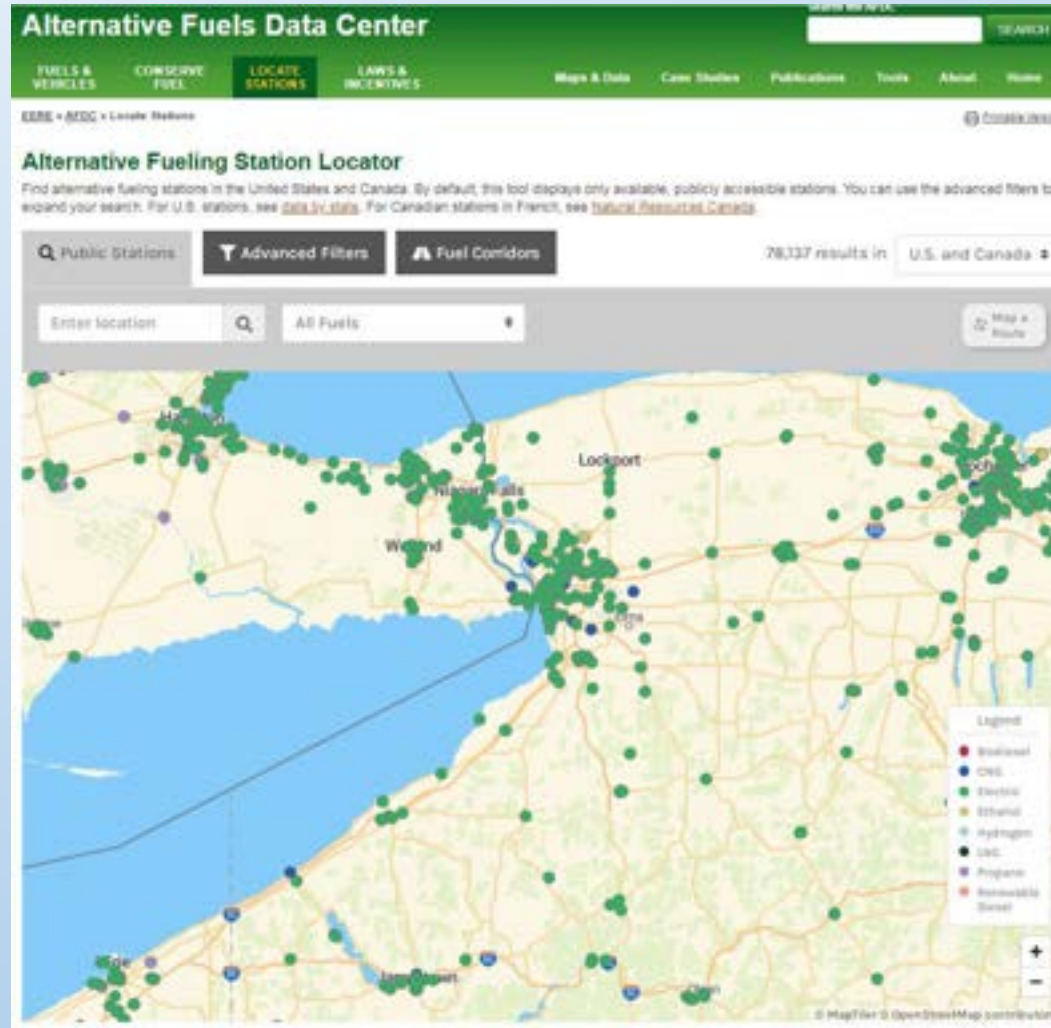
B. Electric Vehicle Charger Reliability and Accessibility Accelerator

- US Department of Energy's Alternative Fuels Data Center
 - At least 4% (6,300) of public EV chargers have been identified as non-operational.
- The National Electric Vehicle Infrastructure (NEVI) Formula Program
 - \$5 billion program created by the Bipartisan Infrastructure Law, administered by the Federal Highway Administration to help states build out EV charging sites, stipulates a 10% set-aside for grants to States and localities that require additional assistance to strategically deploy electric vehicle charging infrastructure.

B. Electric Vehicle Charger Reliability and Accessibility Accelerator

- The first round of funding will provide up to \$100 million in Federal funding and will focus on improving the reliability of the current network by repairing or replacing existing, but non-operational EV charging infrastructure.
- Program is informed by data from the Department of Energy's Alternative Fuels Data Center (AFDC) located at the National Renewable Energy Laboratory (NREL).
- Charging ports listed as “temporarily unavailable” on the AFDC will be the basis of the available funding.

B. Electric Vehicle Charger Reliability and Accessibility Accelerator



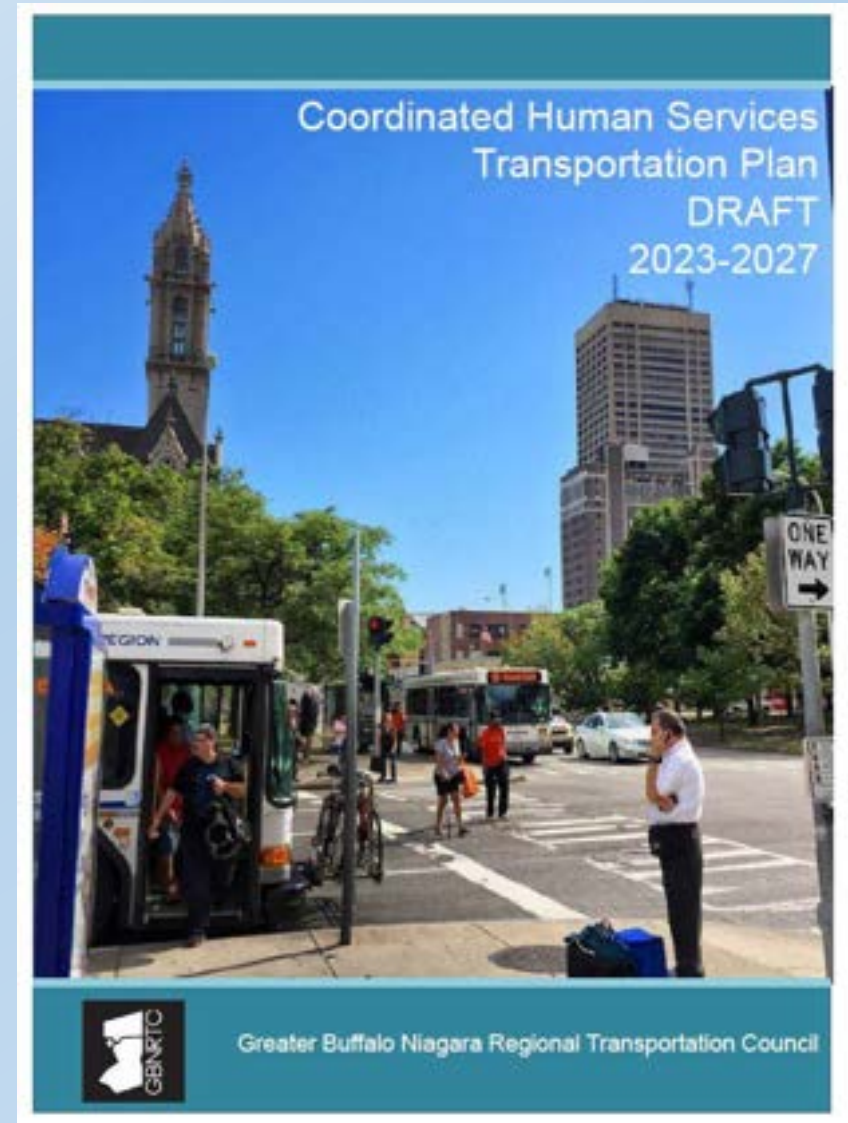
<https://afdc.energy.gov/stations/#/analyze?country=US&fuel=ELEC&status=T&region=US-NY&access=public&access=private>

B. Electric Vehicle Charger Reliability and Accessibility Accelerator

- Eligible applicants include state departments of transportation and local governments.
- Funding can be used for both publicly and privately owned charging infrastructure.
- Funding can be used for both Direct Current Fast Charger (DCFC) and Level 2 (L2) infrastructure.
- 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
- For full details - see EV Reliability and Accessibility Accelerator Notice of Funding Opportunity (NOFO)
 - <https://www.grants.gov/web/grants/view-opportunity.html?oppld=350190>
- Applications are due by November 13, 2023.

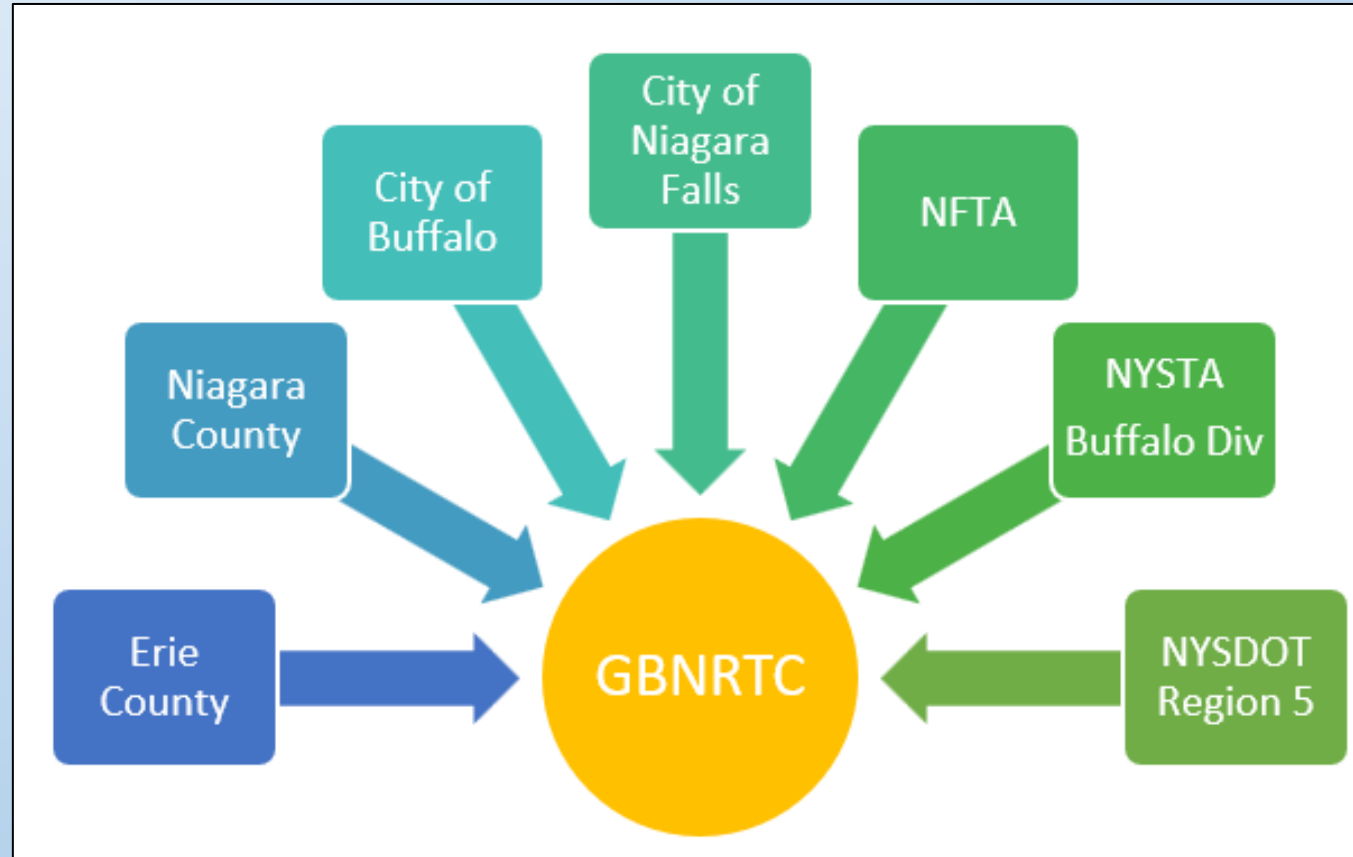
C. 2023 Draft Coordinated Human Services Transportation Plan

- Required 30-day public review of the Draft Coordinated Human Services Transportation Plan per the Federal Transit Administration requirements in process.
- Public comment review period closes on November 3, 2023.
- PCC Resolution Ballot to be distributed to members to recommend Coordinated Plan to the Policy Committee for Approval on 11/13/23.



Status Reports/Information

Member Agency Reports



Executive Director's Report

- Buffalo SS4A Award
- Policy Meeting Location
- BridgeNY

Meeting Wrap Up

- Policy Committee meeting on 11/13 at 10 am in CNF
- TPS Meeting on 11/15 will be held
 - Carbon Reduction Funds
 - UPWP 24-26
- Next PCC Meeting will be December 6, 2023
- Adjournment



Planning and Coordinating Committee (PCC) Meeting Wednesday, December 6, 2023 @ 9:30am

Live – 438 Main Street Suite 503, Buffalo (Sign in at Security Desk by Elevators)

Zoom - <https://us02web.zoom.us/j/82604426734?pwd=VIZPeEVkcZua2lnNmxoTWxBREN6QT09>
Meeting ID: 826 0442 6734 Passcode: 123524 Phone - (929) 205-6099

DRAFT AGENDA

Pledge of Allegiance

I. PROCEEDINGS

- A) Roll Call
- B) Approval of Meeting Agenda
- C) Approval of Previous (11-1-23) Meeting Minutes
- D) Communications Report - **ANGELICA**
- E) Public Participation

II. ACTION ITEMS

- A) AdMod #45: Transit Project (3) Funding Additions (Approve) – **RICH**
 - PIN 5825.77 Catenary & Insulator Replacement
 - PIN 5825.84 Replace all Rail Systems and Rail Infrastructure - 400 Block of Main St
 - PIN 5825.89 Rehab Existing Inbound and Outbound Church St Metro Rail Station Structures
- B) AdMod #46: PIN 5814.07 Bridge Rehab – 3 Erie County Bridges (Approve) – **RICH**
- C) Amendment #8: PIN 5764.88 Hammond Hill Rd @ Catt Creek – New Project (Approve) - **RICH**
- D) Amendment #13: PIN 5765.17 Lockport Rd over CSX – New Project (Initiate Public Review) – **RICH**
- E) Amendment #14: 2022 Bridge NY Awards – 7 New Projects (Initiate Public Review) - **RICH**
 - 1. PIN 5764.87 Fletcher St @ Two Mile Creek
 - 2. PIN 5764.89 Dennis Rd @ Little Sister Creek
 - 3. PIN 5764.90 Mill Rd @ Cazenovia Creek
 - 4. PIN 5764.92 East Eden Rd @ Hampton Brook
 - 5. PIN 5764.93 Golden Hill Creek @ Carmen Road
 - 6. PIN 5764.94 Rte. 271 (Stone Road) @ Tributary to Jeddo Creek
 - 7. PIN 5764.95 Kenfield @ Black Creek

III. DISCUSSION ITEMS

- A) TPS Action Report – RICH
- B) Public Review Report – RICH
- C) One Region for Climate Action – Priority Climate Action Plan (PCAP) Implementation Project Submission Form Overview – KELLY
- D) 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program - RICH

IV. STATUS REPORTS/INFORMATION

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

V. MEETING ADJOURNMENT

Next PCC Meeting: January 3, 2023 (NFTA)



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

A meeting of the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee was held on Wednesday November 1, 2023.

The following GBNRTC-PCC representatives were present:

• NFTA	Ashley Smith (Alternate)
• NYSTA	John Boser
• NYSDOT	Dave Hill
• Buffalo	Nolan Skipper
• Niagara Falls	Kevin Forma
• Erie County	Darlene Svilokos
• Niagara County	Garret Meal

Others present:

• A. Hutchins	NITTEC
• T. Richards	NYSDOT
• N. Gagliardo	via zoom
• Mike LeyDecker	via zoom
• GBNRTC Staff (6)	

I. PROCEEDINGS

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

- A) Roll Call
 - All members were present.
- B) Public Participation
 - N/A
- C) Approval of Meeting Agenda
 - *Motion to approve the agenda as proposed (TWY/NC). Approved 7-0*
- D) Approval of Previous Meeting Minutes
 - *Motion to approve the 10-4-23 meeting minutes (EC/CNF). Approved 7-0.*

II. ACTION ITEMS

A) Amendment #7: Six ATC/MEP Transit Projects

NFTA has requested to add six new projects to the TIP to be let in 2024:

- **PIN 5826.00 – Purchase of Eleven (11) Under 30-Foot Small Buses**
 - This project will support the purchase of eleven (11) under 30-foot gasoline fueled paratransit vehicles that will replace life and mileage expired vehicles.
 - Total Project Cost - \$1.29M - offset will come from \$1.29M SFY 2023-24 NYSDOT Accelerated Transit Capital Program (ATC)
- **PIN 5826.01 – Purchase of Twelve (12) Under 30-Foot Small Buses**
 - This project will support the purchase of twelve (12) under 30-foot gasoline fueled paratransit vehicles that will replace life and mileage expired vehicles.
 - Total Project Cost - \$1.41M - offset will come from \$1.4M SFY 2023-24 NYSDOT Accelerated Transit Capital Program (ATC)
- **PIN 5826.02 – Bus Garage Fire Alarm & Methane Detection Upgrades**
 - This project will install new fire alarm and methane detection systems at all three NFTA-Metro bus garages (Cold Spring, Babcock, and Frontier).
 - Total Project Cost - \$5.14M - offset will come from \$98K (Design) SFY 2023-24 NYSDOT Public Transportation Modernization and Enhancement Program (MEP), \$2.63M (Construction) SFY 2023-24 NYSDOT Public Transportation Modernization and Enhancement Program (MEP) and \$2.41M NFTA Local Funds
- **PIN 5826.03 – Purchase and Installation of Fuel Tank Upgrades**
 - This project will purchase and install fuel tank upgrades at NFTA bus facilities.
 - Total Project Cost - \$1.05M - offset will come from \$600K SFY 2023-24 NYSDOT Public Transportation Modernization and Enhancement Program (MEP) and \$450K NFTA Local Funds
- **PIN 5826.04 – Replacement of Metro Bus Wash System**
 - This project will support the purchase of twelve (12) under 30-foot gasoline fueled paratransit vehicles that will replace life and mileage expired vehicles.
 - Total Project Cost - \$1.41M - offset will come from \$1.4M SFY 2023-24 NYSDOT Accelerated Transit Capital Program (ATC)

- **PIN 5826.05 – Purchase and Installation of Metro Bus Lifts**
 - This project will replace bus lifts at NFTA’s three bus garages located at Cold Spring, Babcock and Frontier.
 - Total Project Cost - \$4.9M - offset will come from \$1.8M SFY 2023-24 NYSDOT Public Transportation Modernization and Enhancement Program (MEP), \$2.47M SFY 2023-24 NYSDOT Accelerated Transit Capital Program (ATC) and \$628K NFTA Local Funds
- Fiscal constraint is maintained for all projects
- All approved public outreach procedures have been followed with the 30-day public review period concluding on 10/6 with one comment received
- All projects have been classified as exempt from air quality conformity determination requirement as stated in 40 CFR §93.126 by the Interagency Consulting Group (ICG) on 9/19/23
- Today’s PCC action would be to approve the addition of these six (6) new projects to the 2023-2027 TIP
 - *Motion to approve (DOT/EC). Approved 7-0.*

B) Amendment #8: PIN 5764.88 Hammond Hill Rd/Cattaraugus Creek

- This is a request by Erie County to add a new project to the TIP
- This project will
 - Replace the referenced bridge with at least a 75-year design life
 - Install scour protection to remove bridge from scour list
 - Provide lane and shoulder widths which meet current design standards
 - Upgrade bridge rail and guide rail to meet current design standards
- The new project will have a total cost of \$5.873M
- Fiscal constraint is maintained as the project was awarded \$4,750,000 statewide Bridge Formula Off System (with the 5% local match of \$250,000) and includes \$873K of Erie County Capital Funds
- Currently in consultation with ICG on AQ Conform Exemption (A-19)
- Project let date will be 11/14/25
- Today’s PCC action will be to initiate a 20-day public review
- *Motion to approve (EC/COB). Approved 7-0.*

C) AdMod #42: PIN 5763.34 Bridge Replacements of North French Rd (CR 299))/ Gott Creek; BIN 3326760 & County Rd (CR282)/Beeman Creek; BIN 3326680

- This is a request by Erie County to modify an existing TIP project
- The letting date for the project will be delayed from 2/23 (FFY23) to 11/23 (FFY24) due to a delay in completion of the design
- \$0.580M will be added due to increased cost estimate for Const. and Const. Inspection
- Fiscal constraint is maintained as the \$0.580M offset comes from additional local (EC) funds
- These changes were recommended by TPS via electronic ballot on 10/19/23
- Today’s PCC action will be to approve these changes
- This is a NYSDOT request to modify an existing project
- Today’s action will be to approve this minor scope change
 - *Motion to approve (EC/DOT). Approved 7-0.*

D) AdMod #43: PIN 5763.82 Hartland Rd over Fish Creek Bridge

- This is a request by Niagara County to modify an existing TIP Town of Somerset (MISC) project

- Letting Date will be changed from 8/15/2023 (FFY 23) to 3/27/2024 (FFY 24) due to delay in design approval
- Detailed Design phase with \$0.092M (matched STBG OSB) will be added back into project as it was not carried over from the previous STIP and is still needed
- Fiscal constraint is maintained
- Today's PCC action will be to approve these changes
 - *Motion to approve (NC/CNF). Approved 7-0.*

E) Resolution 2023-22 GBNRTC Public Participation Plan Update

- Addition of virtual meeting option via Facebook live.
- Affordable housing organizations added to the list of MPO stakeholders for direct public engagement.
- GBNRTC member agencies are given a minimum of 30 calendar days to review draft planning documents and provide comments to GBNRTC staff prior to initiating the public review and comment period.
- Advance notice of meetings and agendas are distributed no later than one week prior to the meeting to members of the public.
- Engagement metrics revised to align with USDOT new guide, Promising Practices for Meaningful Public Involvement in Transportation Decision-Making released in October 2022.
- The public review and comment period for TIP, MTP and UPWP amendments changed from 20 days to 30 days for consistency with FTA requirements.
- Pubic Review and Comment Period (September 7, 2023 – October 21, 2023)
- Two public meetings held:
 - Thursday, September 21, 2023 – Hybrid 10:30-11:30am
 - In-person in the Downtown Central Library – West Room (Main Floor)
 - Virtually on Facebook: <http://facebook.com/GBNRTC>
 - Tuesday, September 26, 2023 – Virtual Only 5:30-6:30pm
 - Virtually on Facebook: <http://facebook.com/GBNRTC>
- No comments received.
- Today's PCC action will be to recommend approval to Policy Committee
 - *Motion to approve (CNF/TWY). Approved 7-0.*

F) Resolution 2023-23: Comprehensive Climate Action Plan (CCAP) EPA Climate Pollution Reduction Plan Update

- Three Deliverables for the Plan
 - 1) Priority Climate Action Plan (PCAP)
(October 2023 – February 2024)
 - Regional GHG Inventory (from 2010)
 - Low-income and Disadvantaged Communities (LIDAC) Analysis
 - Summary of priority projects
 - Preliminary funding analysis
 - 2) Comprehensive Climate Action Plan (CCAP)
(February 24 – August 25)
 - Regional GHG Inventory (updated)
 - Our region's strategy climate change reduction measures
 - Updated LIDAC
 - Workforce development analysis
 - Implementation and funding assessment

3) Comprehensive Climate Action Plan UPDATE

(September 2025 – August 2027)

- Implementation assessment of CCAP reduction measures
 - Updates on LIDAC and workforce development analyses
 - Next steps roadmap for continuing the work
 - \$4.6 billion in competitive grants available to states & municipalities to implement GHG reduction measures identified in PCAPs.
 - 1 round of funding, 30-115 grant awards
 - 5 award tiers: \$2 million - \$500 million
 - Applicants must be from within a PCAP geographic area.
 - Coalition/collaborative applications are encouraged.
 - New projects or continuation/expansion of existing measures.
 - 2/1/2024 – Notice of Intent to Apply (optional)
- 4/1/2024 – Applications Due
<https://www.epa.gov/inflation-reduction-act/cprg-implementation-grants>
- Today's PCC action will be to recommend approval to Policy Committee.
 - *Motion to approve (DOT/COB). Approved 7-0.*

G) Resolution 2023-24: Memorandum of Understanding

- Member Agency MOU
 - Formalizes the responsibilities of member agencies and MPO staff
 - Projects are development based on three C's
 - Air quality conformity addressed by the MPO
 - Open planning and programming process
- Subject to amendment/reaffirmation annually
- Most recently affirmed Sept 7, 2022, Resolution 2022-22
- Proposed amendments:
 - Replace FAST Act references with IIJA
 - Update the date of the current Host Agency Agreement to 4/1/22
- Today's PCC action will be to recommend approval to Policy Committee
 - *Motion to approve (EC/NC). Approved 7-0.*

III. DISCUSSION ITEMS

A. 2023 TAP/CMAQ/CRP Program Status

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

- Non-Governmental Organizations
- New York State Department of Transportation (only at the request of an eligible entity)

B. Electric Vehicle Charger Reliability and Accessibility Accelerator

- US Department of Energy's Alternative Fuels Data Center
 - At least 4% (6,300) of public EV chargers have been identified as non-operational.
- The National Electric Vehicle Infrastructure (NEVI) Formula Program
 - \$5 billion program created by the Bipartisan Infrastructure Law, administered by the Federal Highway Administration to help states build out EV charging sites, stipulates a 10% set-aside for grants to States and localities that require additional assistance to strategically deploy electric vehicle charging infrastructure.
- The first round of funding will provide up to \$100 million in Federal funding and will focus on improving the reliability of the current network by repairing or replacing existing, but non-operational EV charging infrastructure.
- Program is informed by data from the Department of Energy's Alternative Fuels Data Center (AFDC) located at the National Renewable Energy Laboratory (NREL).
- Charging ports listed as "temporarily unavailable" on the AFDC will be the basis of the available funding.
- Eligible applicants include state departments of transportation and local governments.
- Funding can be used for both publicly and privately owned charging infrastructure.
- Funding can be used for both Direct Current Fast Charger (DCFC) and Level 2 (L2) infrastructure.
- 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
- For full details - see EV Reliability and Accessibility Accelerator Notice of Funding Opportunity (NOFO)
- <https://www.grants.gov/web/grants/view-opportunity.html?oppld=350190>
- Applications are due by November 13, 2023.

C. 2023 Draft Coordinated Human Services Transportation Plan Status

- Required 30-day public review of the Draft Coordinated Human Services Transportation Plan per the Federal Transit Administration requirements in process.
- Public comment review period closes on November 3, 2023.
- PCC Resolution Ballot to be distributed to members to recommend Coordinated Plan to the Policy Committee for Approval on 11/13/23.

IV. STATUS REPORTS/INFORMATION

Member Agency Reports

- **NFTA** - reported the start of the new MetGo program
- **NITTEC** - moving along with the ACTDM project, Involved in many meetings regarding the 2024 Solar Eclipse
- **NYSDOT** - A new rounding funding for Bridge NY program was announced
- All other agencies nothing to report

Director's Report

- Buffalo SS4A Award
- Policy Meeting Location
- BridgeNY

V. MEETING ADJOURNMENT

- Next PCC Meeting
 - The next PCC meeting will be held on Wednesday December 6 at 9:30 am
- *Motion to Adjourn (DOT/TWY). Approved 7-0.*
- The meeting concluded at 10:15 am.



**Meeting will begin
shortly, thank you for
your patience**



Planning and Coordinating Committee (PCC)

December 6, 2023

Greater Buffalo-Niagara
Regional Transportation Council



PCC Meeting Agenda

I. Proceedings

II. Action Items

III. Discussion Items

IV. Status Reports / Information

Proceedings

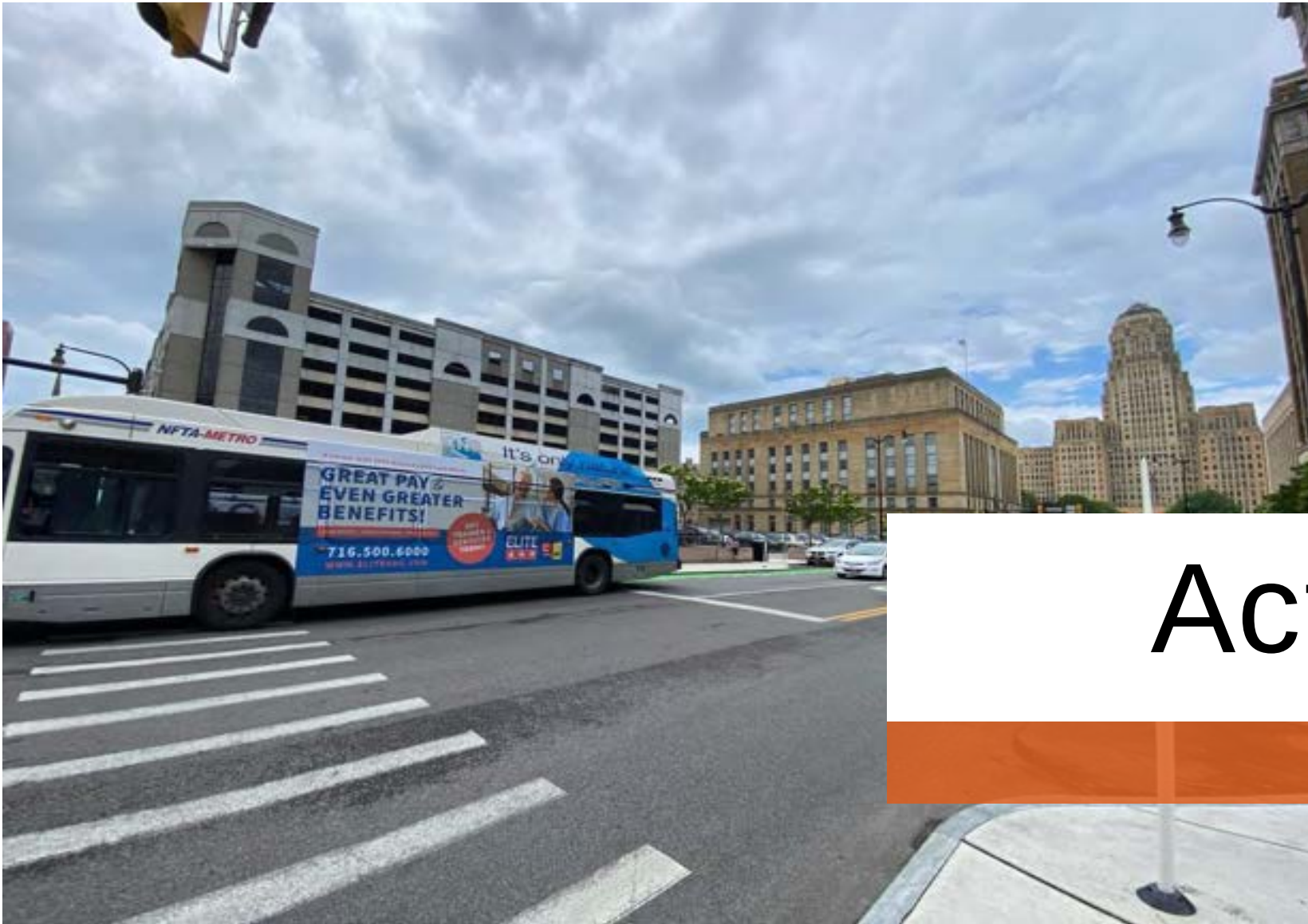
A) Roll Call

B) Approval of Meeting Agenda

C) Approval of Previous (11-1-23) Meeting Minutes

D) Communications Report

E) Public Participation



Action Items

A. AdMod #45: Transit Project (3) Funding Additions

- This is an NFTA request to add funds to three existing TIP projects
 1. PIN 5825.77 Catenary & Insulator Replacement (+\$0.612M)
 2. PIN 5825.84 Replace all Rail Systems and Rail Infrastructure - 400 Block of Main St (+\$7.46M)
 3. PIN 5825.89 Rehab Existing In and Outbound Church St Metro Rail Station Structures (+\$4M)
- Fiscal constraint is maintained as 100% offset comes from NYSDOT State Metro Rail Capital SFY 22/23 funding
- Recommended by TPS on 11/15/23
- **Today's action would be to approve these funding changes**

Change Details	Current (\$M)	Requested (\$M)	Current (\$M)	Requested (\$M)	Current (\$M)	Requested (\$M)
PIN:	582577	582577	582584	582584	582589	582589
Let Date:	24-Feb	24-Feb	24-Feb	24-Feb	24-Feb	24-Feb
Phase:	MISC	MISC	MISC	MISC	MISC	MISC
Fed. Funding Source:	FTA 5337	FTA 5337	-	-	-	-
Federal Share:	1.511	1.511	-	-	-	-
State Share:	0.189	0.801	20.171	27.630	0.400	4.400
Local Share:	0.189	0.189	-	-	-	-
Total:	1.889	2.501	20.171	27.630	0.400	4.400

B. AdMod #46: PIN 5814.07 Bridge Rehabilitation – 3 Bridges; Erie Co

- This is a NYSDOT request to modify an existing TIP project
- The Construction and Construction Inspection phases will be increased by a combined \$2.052M
- Additional funds are needed for pier work, increased reinforcements, structural lifting, approach paving, Texas Aesthetic Barrier, asbestos abatement and utility relocations
- Fiscal constraint maintained as offset is provided from 2 TIP projects:
 1. PIN 5814.77 (Bridge MBC & Preservation Program; SFY 26/27 \$1.407M)
 2. PIN 5813.90 (Bridge Painting SFY 23/24 - CATT & CHAUT Cos. \$0.645M)
- Let date is unchanged (2/24)
- Recommended by TPS on 11/15/23
- **Today's action will be approve this minor scope and funding change**

C. Amendment #8: PIN 5764.88 Hammond Hill Rd @ Catt Creek

- This is a Erie County request to add a new project to the TIP
- This project will:
 - Replace the bridge with at least a 75-year design life
 - Install scour protection to remove bridge from scour list
 - Provide lane and shoulder widths which meet current design standards
 - Upgrade bridge rail and guide rail to meet current design standards
- The project will have a total cost of \$5.873M
- Fiscal constraint is maintained as the project was awarded \$4,750,000 statewide Bridge Formula Off System (BRIDGE NY) with the 5% local match of \$250,000 and an additional \$873,000 of Erie County Capital Funds
- Project let date will be 11/14/25
- All approved public outreach procedures have been followed – no comments
- **Today's action will be approve this new project via Resolution 2023-26**

D. Amendment #13: PIN 5765.17 Lockport Rd over CSX

- This is a Niagara County request to begin the process of adding a new project to the TIP
- This project will:
 - Rehabilitate the Portland cement concrete deck
 - Reinforce concrete columns and pier caps due to delamination and spalling
 - Perform localized steel repairs due to section loss and the painting of affected areas
 - Rehab and/or replace bearings - will be determined upon further investigation
 - Seal existing bridge joints
- The project will have a total cost of \$1.334M
- Fiscal constraint is maintained as PIN 5764.28 Hartland Rd @ Golden Creek received new federal RURAL discretionary grant funding and will transfer all \$1.214M existing matched STBG Large Urban funds into PIN 5765.17 with the remainder of cost offset with additional local (Niagara County) funds
- The scheduled let date is 4/25
- **Today's action will be Initiate a 30-day public review period**

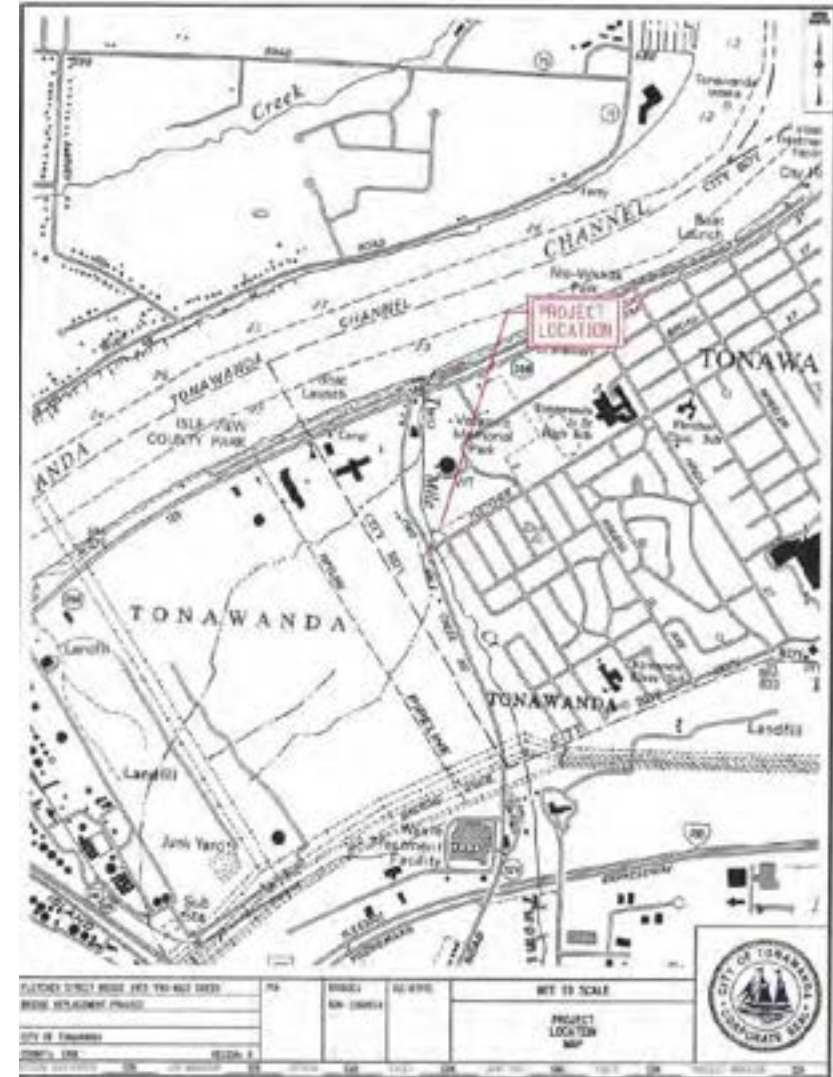
E. Amendment #14: 2022 Bridge NY Awards

- The Bridge NY program makes funding available for local governments to rehabilitate and replace bridges and culverts statewide
- This is a request to begin the process of adding seven (7) new 2022 Bridge NY Awarded projects to the TIP
 1. PIN 5764.87 Fletcher St @ Two Mile Creek
 2. PIN 5764.89 Dennis Rd @ Little Sister Creek
 3. PIN 5764.90 Mill Rd @ Cazenovia Creek
 4. PIN 5764.92 East Eden Rd @ Hampton Brook
 5. PIN 5764.93 Golden Hill Creek @ Carmen Road
 6. PIN 5764.94 Rte. 271 (Stone Road) @ Tributary to Jeddo Creek
 7. PIN 5764.95 Kenfield @ Black Creek



E. Amendment #14: 2022 Bridge NY Awards

1. PIN 5764.87 Fletcher St @ Two Mile Creek
 - Project will provide a structurally and hydraulically sound structure for at least 75 years using cost effective techniques to minimize the life cycle cost of maintenance and repair
 - The project has a total cost of \$2.131M
 - Fiscal constraint is maintained as the project was awarded \$2,024,080
 - Statewide Bridge Formula Main (Bridge NY Program) and will include the required 5% local match of
 - The scheduled let date is 7/25



E. Amendment #14: 2022 Bridge NY Awards

2. PIN 5764.89 Dennis Rd @ Little Sister Creek

- Project will replace the bridge with a 75-year design life structure, provide lane and shoulder widths meeting today's standards and upgrade bridge and guide rail to current standards
- The project will have a total cost of **\$1.923M**
- Fiscal constraint is maintained as the project was awarded **\$1,826,850** Statewide Bridge Formula Off System (Bridge NY Program) with the required 5% local match of **\$96,150**
- The scheduled let date is **11/14/25**



E. Amendment #14: 2022 Bridge NY Awards

- 3. PIN 5764.90 Miller Rd @ Cazenovia Creek**
- Project will replace the bridge with a 75-year design life structure, provide lane and shoulder widths meeting today's standards and upgrade bridge and guide rail to current standards
 - The Project will have a total cost of \$5M
 - Fiscal constraint is maintained as the project was awarded \$4,749,620 Statewide Bridge Formula Off System (Bridge NY Program) with the required 5% local match of \$249,980
 - The scheduled let date is 12/15/25



E. Amendment #14: 2022 Bridge NY Awards

4. PIN 5764.92 East Eden Rd @ Hampton Brook

- Project will replace the bridge with a 75-year design life structure, provide lane and shoulder widths meeting today's standards and upgrade bridge and guide rail to current standards
- The project has a total cost of \$3.109M
- Fiscal constraint is maintained as the project was awarded \$2,953,265 Statewide Bridge Formula Main (Bridge NY Program) with the required 5% local match of \$155,435
- The scheduled let date is 11/14/25



E. Amendment #14: 2022 Bridge NY Awards

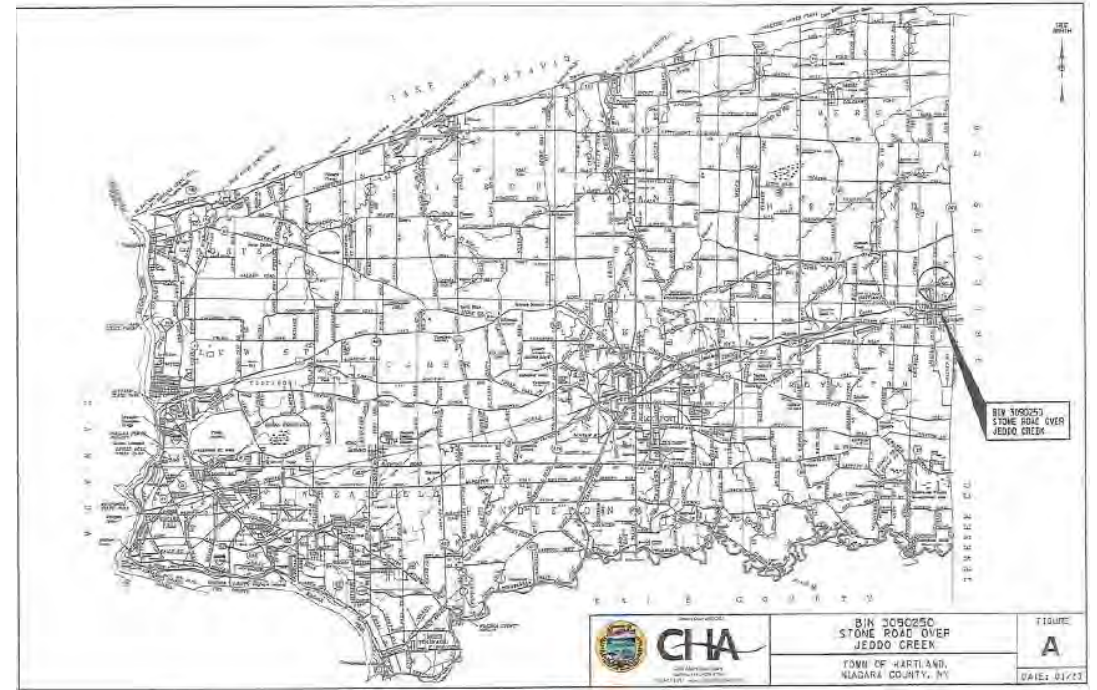
- 5. PIN 5764.93 Carmen Road @ Golden Hill Creek**
- Project will replace the existing bridge with a single span bridge will be designed to meet current design loads and safety standards
 - The project will have a total cost of \$1.658M
 - Final constraint is maintained as the project was awarded total of \$1,575,290 from the Statewide Bridge Formula Off System (Bridge NY Program). The program uses 95% Federal Funds and 5% local funds. The required local match for the Federal Funds is \$82,910. (Niagara County).



E. Amendment #14: 2022 Bridge NY Awards

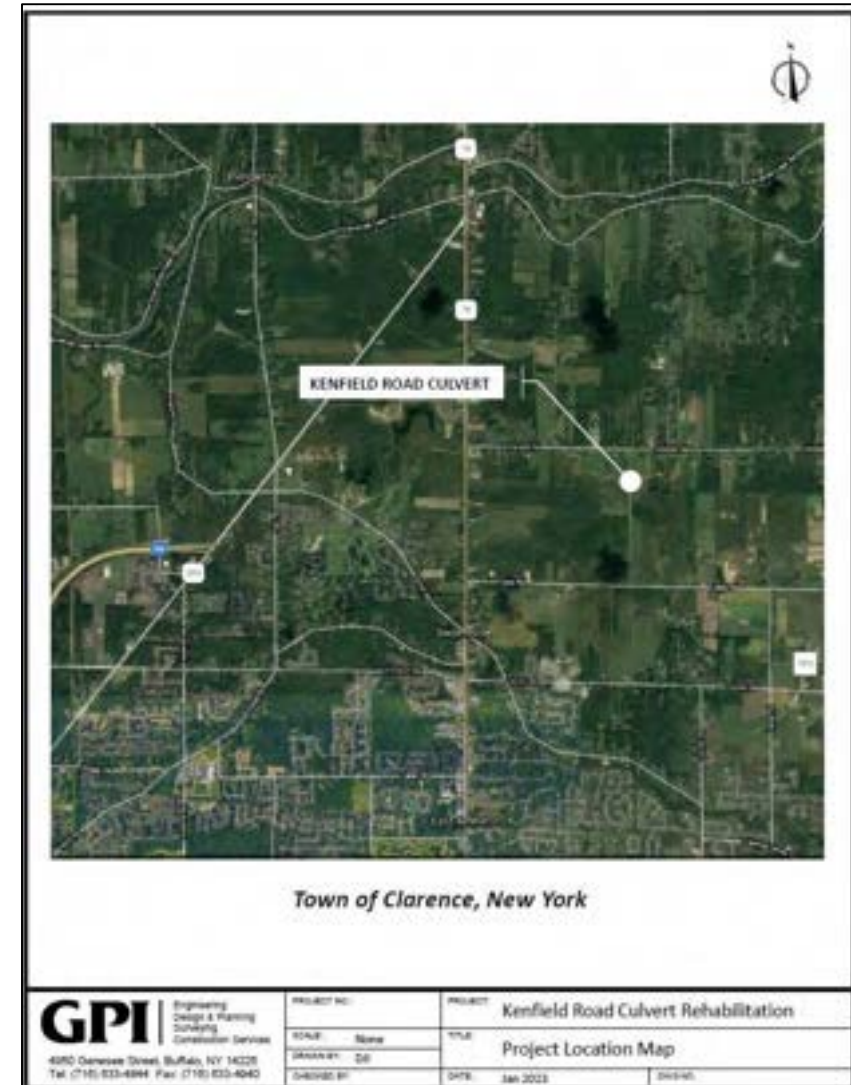
6. PIN 5764.94 Rte. 271 (Stone Road) Over Tributary to Jeddo Creek

- This project will replace the existing bridge with a new structure that is designed to current standards and a 75-year design life is warranted, ensuring a safe and reliable crossing for the public
- The project has a total cost of \$1.796M
- Fiscal constraint is maintained as the project was awarded total of \$1,706,000 from the Statewide Bridge Formula Off System (Bridge NY Program). The required local match for the Federal Funds is \$89,789 (Niagara County).
- The scheduled let is 9/30/25



E. Amendment #14: 2022 Bridge NY Awards

7. PIN 5764.95 Kenfield Rd over Black Creek
- Will provide a structurally and hydraulically sound bridge for at least 75 years using cost effective techniques to minimize the life cycle costs of maintenance and repair
 - The project will have a total cost of \$1.507M
 - Fiscal constraint is maintained as the project was awarded \$1,431,935 Statewide Bridge Formula Off System (Bridge NY Program) with the required 5% local match of \$75,365
 - The scheduled let date is 5/25



E. Amendment #14: 2022 Bridge NY Awards

- The GBNRTC is currently in consultation with the Interagency Consultation Group to determine a Transportation Conformity exemption code.
 - A19 Widening narrow pavements or reconstructing bridges (no additional travel lanes) was recommended.
- Public comments would be received for 30 days from 12/7/23 until Close of Business (COB) on 1/6/24.
- **Today's action is to initiate a 30-day public review period**

The 2023 BRIDGE NY program is now underway!

Bridge application deadline is 1/26/24

For more info on the program, go to <https://www.dot.ny.gov/BRIDGENY>

F. AdMod # 49: Buffalo Project Modifications (3 Projects)

- This request is to modify three existing TIP projects
 - PIN 5763.18 Abbott Road Phase 2 - Meriden to Dorrance**
 - PIN 5762.40 Niagara St Sustainable Corridor (Porter to Hampshire) Ph5**
 - PIN 5763.95 Tifft St Buffalo; Route 5 to McKinley Pkwy**
- Federal Funds**
 - \$4.408M moved from CONST for PIN 576395**
 - \$1.944M moved to CONST for PIN 576318**
 - \$2.464M moved to CONST for PIN 576240.**
 - \$0.240M moved from DDES to CONST for PIN 576240**
- State Funds**
 - \$0.045M moved from DETAIL to CONST in PIN 576240**

Change Details	Current Information	Requested Information	Current Information	Requested Information	Current Information	Requested Information
PIN:	576318	576318	576240	576240	576395	576395
Let Date:	12/1/23	1/31/24	10/15/23	2/14/24	6/15/24	6/18/25
Phase:	PRELIM DETAIL ROW INC ROW ACQ CONST CI	PRELIM DETAIL ROW INC ROW ACQ CONST CI	PRELIM DETAIL ROW INC ROW ACQ CONST CI	PRELIM DETAIL ROW INC ROW ACQ CONST CI	PRELIM DETAIL ROW INC ROW ACQ CONST CI	PRELIM DETAIL ROW INC ROW ACQ CONST CI
Funding Source:	STBG LOCAL	STBG LOCAL	NHPP MARCHI LOCAL	NHPP/STBG MARCHI LOCAL	STBG LOCAL	STBG LOCAL
Federal Share:	0.104 0.104 0 0 2.000 0.200	0.104 0.104 0 0 3.944 0.200	0.000 0.240 0 0 4.960 0.400	0.000 0.000 0 0 7.664 0.400	0.800 0.800 0 0 16.800 1.600	0.800 0.800 0 0 12.392 1.600
State Share:			0.000 0.045 0 0 0.930 0.075	0.000 0.000 0 0 0.975 0.075		
Local Share:	0.196 0.196 0.030 0.020 4.700 0.800	0.196 0.246 0.000 0.000 5.186 0.800	0.000 0.015 0 0 0.310 0.025	0.000 0.000 0 0 0.941 0.025	0.200 0.200 0 0 4.200 0.400	0.200 0.200 0 0 8.608 0.400
Total:	8.350	10.780	7.000	10.080	25.000	25.000

F. AdMod # 49: Buffalo Project Modifications (3 Projects)

- Local Funds
 - \$1.102M moved from CONST for PIN 576395
 - \$0.486M moved to CONST for PIN 576318
 - \$0.616M moved to CONST for PIN 576240 for 20% local match
 - \$5.510M of local funds added for PIN 576395
 - ROW funds moved to DDES totaling \$0.050M (Local Funds) for PIN 576318
 - \$0.015M moved from DDES to CONST for PIN 576240
- Let change of 5763.95 from 6/15/24 (FFY24) to 6/18/25 (FFY25)
- Today's action would be to approve these changes

Change Details	Current Information	Requested Information	Current Information	Requested Information	Current Information	Requested Information
PIN:	576318	576318	576240	576240	576395	576395
Let Date:	12/1/23	1/31/24	10/15/23	2/14/24	6/15/24	6/18/25
Phase:	PRELIM DETAIL ROW INC ROW ACQ CONST CI	PRELIM DETAIL ROW INC ROW ACQ CONST CI	PRELIM DETAIL ROW INC ROW ACQ CONST CI	PRELIM DETAIL ROW INC ROW ACQ CONST CI	PRELIM DETAIL ROW INC ROW ACQ CONST CI	PRELIM DETAIL ROW INC ROW ACQ CONST CI
Funding Source:	STBG LOCAL	STBG LOCAL	NHPP MARCHI LOCAL	NHPP/STBG MARCHI LOCAL	STBG LOCAL	STBG LOCAL
Federal Share:	0.104 0.104 0 0 2.000 0.200	0.104 0.104 0 0 3.944 0.200	0.000 0.240 0 0 4.960 0.400	0.000 0.000 0 0 7.664 0.400	0.800 0.800 0 0 16.800 1.600	0.800 0.800 0 0 12.392 1.600
State Share:			0.000 0.045 0 0 0.930 0.075	0.000 0.000 0 0 0.975 0.075		
Local Share:	0.196 0.196 0.030 0.020 4.700 0.800	0.196 0.246 0.000 0.000 5.186 0.800	0.000 0.015 0 0 0.310 0.025	0.000 0.000 0 0 0.941 0.025	0.200 0.200 0 0 4.200 0.400	0.200 0.200 0 0 8.608 0.400
Total:	8.350	10.780	7.000	10.080	25.000	25.000



Discussion Items

A. TPS (11/15/23) Action Item Report

- 1. AdMod # 44: PIN 5764.74 City of N Tonawanda Erie Canal Bike Path Extension**
 - Federal and local funding will move within project phases to match IPP
 - City of N. Tonawanda will add additional local funding to the project
 - Let date will move from 6/1/24 (FFY 24) to 12/13/24 (FFY 25) due to delays from section 106 review.
- 2. AdMod #47: Transit Project Let Updates**
 - Per FTA request, all projects will move let from FFY 23 to FFY 24
 - PIN 5825.67 Battery Electric Bus Bailey Ave Bus Rapid Transit
 - PIN 5825.72 Battery Electric Buses
 - PIN 5825.96 DL&W Station Access Improvements - Riverwalk
 - PIN 5825.97 DL&W Station Access Improvements - Keybank Center Facilities

B. Public Review Summary

- Six new projects are currently in public review
 1. PIN 5826.06 Catenary & Insulators Replacement Phase 4 (State Rail Capital)
 2. PIN 5826.07 Fastener & Pad Replacement Phase 12 (State Rail Capital)
 3. PIN 5826.08 Station & Tunnel Standpipe Replacement (State Rail Capital)
 4. PIN 5826.09 NFTA-Metro Rail Yard and Shop Trainshed Roof (State Rail Capital)
 5. PIN 5764.98 Plaza Drive/Bergholtz Creek (BRIDGE NY 2022)
 6. PIN 5764.91 Marshfield Rd/N Branch Clear Creek (BRIDGE NY 2022)
- Public comments on all will be accepted until COB on 12/16/23
- The Interagency Consultation Group has determined that all of these projects are exempt from AQ conformity determination
- Projects will be voted on for approval at the January PCC (1/3/24) meeting

C. EPA – Climate Pollution Reduction Grant

- Priority Climate Action Plan (PCAP)
 - Project Submission Form Overview



3 DELIVERABLES OF CPRG



PRIORITY CLIMATE ACTION PLAN (PCAP)

COMPREHENSIVE CLIMATE ACTION PLAN (CCAP)

CCAP STATUS UPDATE

KEY ELEMENTS

- (1) Regional GHG Inventory (from 2010)
- (2) Low-income and Disadvantaged Communities (LIDAC) Analysis
- (3) Summary of priority projects
- (4) Preliminary funding analysis

- (1) Regional GHG Inventory (updated)
- (2) Our region’s strategy climate change reduction measures
- (3) Updated LIDAC
- (4) Workforce development analysis
- (5) Implementation and funding assessment

- (1) Implementation assessment of CCAP reduction measures
- (2) Updates on LIDAC and workforce development analyses
- (3) Next steps roadmap for continuing the work

ONE REGION FORWARD

CLIMATE ACTION



English (United States) ▼



One Region For Climate Action

PROJECT SUBMISSION

What climate action projects are ready to move forward in our region?
Tell us about them between now and January 19, 2024.

[Start now](#)

<https://forms.office.com/r/6LTqsMzMVZ>

One Region For Climate Action

PCAP Project Submission



One Region For Climate Action

PCAP Project Submission

1

What is the working title of your project? *

What are you calling your project, or what should it be called?

Enter your answer

2

Please provide a brief (1 - 2 paragraph) description of the proposed project. *

What is the scope of your project? Where will it be located or focused?

Enter your answer

One Region For Climate Action

PCAP Project Submission

3

Lead Organization *

Who is responsible for leading the implementation of this project?

Enter your answer

4

Partner Organizations, if applicable

What other agencies or organizations will be involved in the project? What role will they play?

Enter your answer

One Region For Climate Action

PCAP Project Submission

5

Which emissions sector(s) would your project impact? *

If you aren't sure or want to learn more about emissions sectors, this link provides some descriptions: <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>

☐ Buildings - Housing & Commercial

☐ Industrial

☐ Transportation

☐ Electricity Generation

☐ Agriculture/Working Land

☐ Waste Management

☐ Other

One Region For Climate Action

PCAP Project Submission

6

Current stage of project development *

- ☐ Preliminary concept
- ☐ Some planning has been done
- ☐ Ready to be implemented
- ☐ Already being implemented, but needs resources/support

7

Please explain "Stage of Development" from the question above

Enter your answer

One Region For Climate Action

PCAP Project Submission

8

How will this project reduce greenhouse gas emissions? *

If possible, please provide an estimated quantity of GHG emissions or co-pollutant reduction that will result from this project. If you are able to quantitatively estimate your project's GHG impact, what data source did you use?

Enter your answer

One Region For Climate Action

PCAP Project Submission

9

How will this project contribute to climate justice in Buffalo Niagara? *

I.e. How will the project provide benefits to low-income and disadvantaged communities and/or minimize the unequal burden of climate change impacts on these communities?

For information on climate justice, you may review how NYSERDA has defined it:

<https://climate.ny.gov/resources/disadvantaged-communities-criteria/>

Enter your answer

10

What is the potential for job creation and workforce development from this project? *

Please estimate how many jobs this project might generate, and what type of jobs these would be,

Enter your answer

One Region For Climate Action

PCAP Project Submission

11
Name, Title, and Organization of Contact Person for this project proposal *

Enter your answer

12
Contact Person's Email address *

Enter your answer

13
Contact Person's Phone number *

Enter your answer

ONE REGION FORWARD

CLIMATE ACTION



English (United States) ▼



One Region For Climate Action

PROJECT SUBMISSION

What climate action projects are ready to move forward in our region?
Tell us about them between now and January 19, 2024.

[Start now](#)

<https://forms.office.com/r/6LTqsMzMVZ>

D. 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

- The RAISE Discretionary Grant program is a funding initiative by USDOT to support significant road, rail, transit, and port projects to enhance national infrastructure with an emphasis on sustainability and equity.
- Bipartisan Infrastructure Law (BIL) will provide \$1.5 billion for FFY24 RAISE
- Key points about the 2024 RAISE program include:
 - A minimum of \$15 million is allocated for projects in Areas of Persistent Poverty or Historically Disadvantaged Communities, with these projects being eligible for up to 100% federal cost share.
 - USDOT encourages projects that address climate change, promote racial equity, and remove barriers to opportunity.
 - An emphasis is placed on projects that support household budget relief, job creation, labor standards, and training programs, particularly in registered apprenticeships.
 - The program will equally distribute funding between rural and urban projects.

D. 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program

- **RAISE grants will be awarded on a competitive basis, per statute, for planning or constructing surface transportation infrastructure projects that will improve**
 - **Safety**
 - **Environmental sustainability**
 - **Quality of life**
 - **Mobility and community connectivity**
 - **Economic competitiveness and opportunity including tourism**
 - **State of good repair**
 - **Partnership and collaboration**
 - **Innovation**

D. 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program

- **Eligible Applicants**
 - **States**
 - **District of Columbia**
 - **Any territory or possession of the United States**
 - **A unit of local government**
 - **A public agency or publicly chartered authority established by one or more States**
 - **A special purpose district or public authority with a transportation function, including a port authority**
 - **A Federally recognized Indian Tribe or a consortium of such Indian Tribes**
 - **A transit agency**
 - **A multi-State or multijurisdictional group of entities that are separately eligible**

D. 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program

- **Eligible Project Types**
 - Highway or bridge projects
 - Public transportation projects
 - Passenger and freight rail transportation projects
 - Port infrastructure investments
 - The surface transportation components of an airport project eligible for assistance
 - Intermodal projects
 - Projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species
 - Projects investing in surface transportation facilities that are located on Tribal land
 - Any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program

D. 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program

- Applications must be submitted by 11:59 PM Eastern on February 28, 2024
- Applications must be submitted through Grants.gov
- A webinar schedule will be posted when available on the [RAISE outreach webpage](#)
 - How to Apply
 - How to conduct a Benefit-Cost Analysis
- For further information concerning this notice, please contact the RAISE grant program staff via e-mail at RAISEgrants@dot.gov or call Andrea Jacobson at 202-366-9603



Status Report and Information



Member Agencies Report

- **24-26 UPWP Development**
- **December TPS Meeting date**



Executive Director's Report

Michael J. Finn, P.E.



Adjournment

NEXT PCC MEETING: January 3, 2024
(NFTA)

Greater Buffalo-Niagara Regional
Transportation Council

Thank You!