



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

Transportation Projects Subcommittee (TPS) Meeting

Wednesday, January 24, 2024 9:00 AM

In-Person: Edward H. Small Conference Room (438 Main St. Buffalo Suite 503)

Agenda

1. Approval of December 19, 2023 TPS Meeting Summary
2. 2023-2027 TIP – Action Requests
 - a. AdMod #51: PIN 5268.55 NY 240; Boston-Colden Rd to Ellicott Rd – Cost Increase (*NYSDOT*)
 - b. AdMod #52: PIN 5764.25 Ewings Rd @ 18 Mile Creek (3329080) and PIN 5764.37 Quaker Rd @ Golden Hill Creek (3360430) – Advance Let (*Niagara County*)
3. Old Business
 - a. Carbon Reduction Program (CRP) Funding Allocation
4. New Business
 - a. RPPM Action Report
 - b. Public Review Status
 - c. Federal Grant NOFO Summary
 - d. USDOT Progress Report: 2021–2023
 - e. Modular Electric Freight on Rail
5. Adjournment – Next Meeting is Wednesday February 21, 2024, at 9:00 AM

TRANSPORTATION PROJECTS SUBCOMMITTEE (TPS) MEETING SUMMARY

Tuesday, December 19, 2023

9:00 A.M. in the GBNRTC Conference Room and via Zoom

Attendees: N. Skipper, N. Allen, D. Svilokos, K. Forma, A. Smith, D. Kempner, T. Richards, J. Boser, M. Finn, K. Stilwell, M. Grabau, A. Weymouth, K. Smith, and R. Guarino.

1. Approval of November 15, 2023 TPS Meeting Summary – *Motion for approval: Kempner/Svilokos. Approved.*
2. 2023-2027 TIP Discussion
 - a. AdMod #48: PIN 5764.76 Village of Williamsville Main St Sidewalk Gap – This is a NYSDOT request to modify an existing TAP/CMAQ TIP project. Due to delay in the consultant procurement, let will be delayed. The old let is 6/14/24 (FFY24) and the proposed let will be 2/26/25 (FFY25). Fiscal constraint is maintained as costs are unchanged. *Motion to approve the let date change as AdMod #48: Kempner/Svilokos. Approved.*
 - b. AdMod #50: PIN 5209.67 NY78 (Transit Rd); Roll/Klein Rds to N French Rd – This is a NYSDOT request to modify an existing TIP project. Additional funding is needed for signal work, asphalt price increase, nighttime paving cost and signs. Construction & Construction Inspection Phases need to increase by \$1.004M. Fiscal constraint is maintained as funding will be transferred from three existing projects: PIN 5814.30 Signal Replacement; SFY 23/24 (\$0.500M), PIN 5B15.55 Pavt Maint Block Fund (\$0.223M), and PIN 5B20.11 HSIP CARDS/Ped Signal Block Fund (\$0.046M) & 100% SDF (\$0.235M). *Motion to recommend these changes for approval to PCC as AdMod #50: Richards/Svilokos. Approved.*
3. Old Business
 - a. Carbon Reduction Program (CRP) – Call for MPO Projects – There is approximately \$1.6M/year (for a total of approximately \$8.0M) in CRP funds available for programming region-wide (including Cattaraugus and Chautauqua Counties) for the current TIP period. NYSDOT R5 has suggested that primary consideration be given to utilizing the CRP funds to address funding needs on existing TIP/STIP projects, rather than to program new projects. NYSDOT R5 has recently identified approximately \$26.0M in expected funding shortfalls for CRP-eligible projects on our current NYSDOT R5 five-year program. This strategy is expected to help in obligating the funding more quickly, within the current program period, and in helping to mitigate current inflationary pressures. The distributed project proposals are all DOT-sponsored projects, but they each have a strong local stakeholder component – they include work on the local system, or the project is addressing long standing goals of the community where the project is located. This plan as presented also meets the 40% benefits goal for Disadvantaged Communities, and is expected to fully comply with the State’s CRP strategy, currently in draft form. Note also that at this time, based on a number of considerations, the current proposal would invest all of the available funding within the MPO area, despite there being funding needs on CRP-eligible non-MPO-area STIP projects. Members were asked to review the proposal and suggest any other eligible projects. NFTA questioned NYSDOT whether all of the funds needed to be programmed now to avoid forfeiting any possible remaining funds.
4. New Business
 - a. RPPM Change Report – 1. PIN 5764.15 Abbott Rd, Fisher Rd to Buffalo City Line: PREDES and ROWINC Obligation Date Slipped from FFY 23 to FFY 24. There is no cost change. Approved 11/27/2023. 2. PIN 5308.42 US 62; Green Acres to ECL: ROW-A increased by \$0.027M. \$0.027M offset transferred from ROW-I of same project. Approved 11/29/2023. 3. PIN 5V24.42 NY Rt 391; from NY Rt 277 to Sunnyside Dr: Increased Construction by \$0.118M. \$0.118M offset transferred from PIN 5V24.11 Chip Seal NY Rt 98, from NY Rt 16 to NY Rt 243 in Cattaraugus County. Approved 12/18/2023.
 - b. Public Review Status – Three items completed public review on 12/16/2023. 1. Amendment #10 – Four (4) State Rail Capital funded transit projects – New Projects. 2. Amendment #11 – PIN 5764.98 BNY Plaza Dr @ Bergholtz Creek – New Project. 3. Amendment #12 – PIN 5764.91 BNY Marshfield Rd @ N. Branch Creek – New Project. Two items are currently in public review until 1/6/2024. 1. Amendment #13 – Lockport Rd Bridge @ CSX – New Project. 2. Amendment #14 – BNY Seven (7) Bridge Projects – New Projects.
 - c. 24-26 UPWP Planning – The Unified Planning Work Program (UPWP) defines the MPO staff work. MPO staff work builds towards the goals of the MTP and support member agencies. Work Plan Development will include MPO Federal and State requirements, MTP initiatives, Member initiative, and Call for Projects? Schedule: Nov 29, 2023 – Draft released to members for review. Jan 3, 2024 – PCC authorize release for public review. Feb 7, 2024 – PCC Approval. Feb 2024 (TBD) – Policy Approval. March 1, 2024 – Approved UPWP due to DOT Main Office. GBNRTC UPWP 24-26 Scope of Work includes: MPO Compliance & Perpetual Work: 1. Required work – non-perpetual: New TIP Development, MPO Recertification, IT System Upgrade & Data Management Upgrade, and NFTA On-Board Survey. 2. MTP Priority Implementation: SEMA Corridor Planning, Active Transportation Plan, Develop new regional transportation data, Regional Signal Communication Study, and Bike Master Plan Implementation. 3. Member priority: Exit 50 PEL Study, NF Road Scoring, and Buffalo ADA Transition Plan – PM. 4. Grant Execution: Regional Climate Action Plan Development, SS4A, and TMIP/EMAT.
 - d. Regional Bicycle Master Plan Implementation Program – Call for Projects Scoring Results – The goal is to fund needed planning efforts for trail and bikeway projects that improve bicycling accessibility and safety in the Buffalo Niagara region. Approximately \$100,000 is available for planning initiatives in 2024 with additional funding anticipated in future years. Current contract with GOBike to assist local municipalities and others with bicycle and trail related planning activities consistent with the RBMP. Schedule: 1. Issue a Call for Projects (10/6/2023). 2. Call for Projects Webinar (10/18/2023): Regional Bicycle Master Plan overview, Online resources available, Eligible

project tasks, Project application form(online), Project evaluation criteria, and Selection process schedule. 3. Online project application form due (11/8/2023). Projects received:

- i. **Niagara County Communities Joint Trail Outreach and Feasibility Study: Requesting Agency:** Town of Pendleton. **Project Type:** Combination of both on-road and off-road. **Project Limits:** Empire State Trail and Canalway Trail at the City of Lockport Stevenson Street Bridge. **Project Summary:** Existing trails are partially developed in North Tonawanda, Wheatfield, Pendleton, and Lockport, but current gaps prevent a cohesive, connected trail network from the Niagara River to the City of Lockport. Several opportunities exist along on-road segments and abandoned railroad corridors that are highly feasible for planning and development of a connected corridor accessible to all.
- ii. **Peanut Line Trail: Requesting Agency:** Town of Amherst. **Project Type:** Off-road. **Project Limits:** Transit Road to North Forest Road in an existing/abandoned railway corridor in the northern part of Town. **Project Summary:** Trail would connect to the Clarence Pathway Trails on the east and Tonawanda Rails to Trails on the west. Is a regional gap that would connect to the Empire State and Shoreline Trails that extend to Albany and Erie, Pennsylvania.
- iii. **Parker Blvd and Parkview Neighborhood Trail: Requesting Agency:** Town of Tonawanda. **Project Type:** Combination of both on-road and off-road. **Project Limits:** Sheridan Drive, Ellicott Creek, Town of Amherst. **Project Summary:** Provides a parallel and comfortable route to Niagara Falls Blvd connecting to businesses along the vehicle-oriented neighborhood. Connection from Tonawanda Trail, through the Parker Blvd Complete Street Project to Ellicott Creek, connecting Lincoln Park, Brighton Park and Ellicott Creek Park. Re-connect an isolated Parkview Triangle by initiating the I-290 Path and providing a starting connection to the I-290 Path at Ellicott Creek Road.
- iv. **Eighteen Mile Creek Greenway: Requesting Agency:** Town of Hamburg. **Project Type:** Off-road. **Project Limits:** Eden Road to North Hampton Brook Drive and end at Hampton Brook Drive. **Project Summary:** Trail would expand on the substantial transportation improvements made in the Village of Hamburg in recent years, connecting the Village and the Anna Mae Bacon Bird Sanctuary to Eighteen Mile Creek. Most residents do not have an easily accessible vantage point to the Creek so this path will provide residents and visitors with an excellent way to navigate along the Creek.
- v. **South Park Ave: Requesting Agency:** Town of Hamburg. **Project Type:** On-road. **Project Limits:** South Park Ave from Sowles Road to Milestrip Road. **Project Summary:** The Town is applying for a TAP grant to construct the portion of South Park stretching between Sowles and Legion Drive/Clark Street. Recently completed a study for recommendations that would better connect the Village to shopping centers, Hilbert College, and up to the Village of Blasdell. Improve connectivity and create safer road conditions for the pedestrians and bicyclist along South Park Ave.

Evaluation Criteria: Regional Bicycle Master Plan consistency: Project identified in the Regional Bicycle Master Plan; **Connectivity and Accessibility:** Connects to other existing bicycle facilities in the network and/or meaningful destinations; **Geographic Equity:** Invests in disadvantaged communities or improve the accessibility of these communities; and **Community and Political Support:** Demonstrated community and/or political support for the proposed project.

Scoring Summary: Niagara County Communities Joint Trail Outreach and Feasibility Study, Town of Pendleton (10/10), Peanut Line Trail, Town of Amherst (9.5/10), Eighteen Mile Creek Greenway Trail, Town of Hamburg (8/10), Parker Blvd and Parkview Neighborhood Trail, Town of Tonawanda (7.5/10), and South Park Ave, Town of Hamburg (7.5/10).

5. Adjourn: The next TPS meeting will be held at 9 a.m. Wednesday January 17, 2024 – Format will continue to follow the hybrid model (Live and Zoom options). *Motion to adjourn: Sviolokos/Kempner. Approved.*

Transportation Projects Subcommittee

January 24, 2024



Greater Buffalo Niagara Regional Transportation Council

1. Approval of 12-19-23 Minutes

2. Action Items

a. AdMod # 51 PIN 5268.55 NY 240 Boston-Colden Rd to Ellicott Rd

- This is a NYSDOT request to modify an existing project
- \$3.3M of federal STBG Flex will replace \$3.3M of state funds (SDF) originally programmed
- Construction phase will be increased by \$4.2M for needed for culvert and pavement work
- Fiscal constraint is maintained as the \$7.5M offset will be transferred from 5B1555 Pavt. Block Fund
- Let date remains unchanged (3/24)
- Today's TPS action would be to recommend the changes to PCC for approval on 2/7/24 (minor scope change/non-federal to federal and cost increase over \$500K)

b. AdMod #52: PIN 5764.25 Ewings @ 18 Mi Crk (3329080) and PIN 5764.37 Quaker @ Golden Hill Crk (3360430)

- This is a Niagara County request to modify two existing projects
- Both projects will advance their let dates from FFY 25 to FFY 24
 - PIN 5764.25 Ewings @ 18 Mi Creek (3329080) - 11/15/24 to 2/29/24
 - PIN 5764.37 Quaker @ Golden Hill Creek (3360430) – 11/15/24 to 2/29/24
- Fiscal constraint is maintained and there are no funding changes
- Today's TPS action would be to approve these changes

3. Old Business

a. Carbon Reduction Program (CRP) Funding Allocation Discussion

NYSDOT R5 has proposed the following CRP funding plan:

Carbon Reduction Program (CRP) Candidates

Region 5 Carbon Reduction Program (CRP) Planning Target Funding:	\$8,090,190 5-Year Program Allocation
25% programming in Disadvantaged Communities	\$1,600,000
Note total allocation is for CRP LG URBAN (Population => 200,000)	\$1,618,038 Per Year (SFY 22/23 - SFY 26/27)

Identified TIP/STIP projects which are CRP-Eligible, and are in need of supplemental funding						
PIN	Project Description	Forecast/ Target Let Date	TIP/STIP Amount (Uninflated)	Current Estimate	TIP/STIP Shortfall	NYSDOT Proposed CRP Funding
526854	NY 240 (ORCHARD PARK RD) 2 FISHER RD. INTERSECTION	8/8/2024	\$1,474,000	\$3,650,000	(\$2,176,000)	\$2,176,000
518110	NY 270 (CAMPBELL BLVD); N. FRENCH RD - NIAGARA COUNTY LINE	10/24/2024	\$4,476,000	\$6,500,000	(\$2,024,000)	\$2,024,000
581546	NY 952J ARMOUR DUELLS RD 2 MURPHY-DUERRS RD INTERSECTION	1/23/2025	\$2,038,000	\$3,300,000	(\$1,262,000)	\$0
581466	GODELL ST, TUPPER & PEARL; NY 33 (KENSINGTON EXPWY) - NY 5 (MAIN ST)	5/8/2025	\$4,400,000	\$6,000,000	(\$1,600,000)	\$1,600,000
530844	US 62 (NIAGARA FALLS BLVD); MAVIS DR - SY RD	9/17/2026	\$12,886,000	\$15,500,000	(\$2,614,000)	\$654,114
505118	US 62 (NIAGARA FALLS BLVD) @ I-190 INTERCHANGE (TAP-CMAQ 2022)	5/6/2027	\$5,800,000	\$18,300,000	(\$12,500,000)	\$1,636,076
506437	NY 394 SUSTAINABILITY, VILLAGE OF LAKEWOOD, NY 474-JAMESTOWN WCL	1/23/2025	\$5,637,000	\$9,475,000	(\$3,838,000)	\$0
Total					(\$26,014,000)	\$8,090,190

Geographical Breakdown of NYSDOT Proposed CRP Funding	
Disadvantaged Communities in MPO	
581466	GODELL ST, TUPPER & PEARL; NY 33 (KENSINGTON EXPWY) - NY 5 (MAIN ST) \$1,600,000
Subtotal Disadvantaged Communities \$1,600,000	
Other Projects in MPO Area	
518110	NY 270 (CAMPBELL BLVD); N. FRENCH RD - NIAGARA COUNTY LINE \$2,024,000
526854	NY 240 (ORCHARD PARK RD) 2 FISHER RD. INTERSECTION \$2,176,000
530844	US 62 (NIAGARA FALLS BLVD); MAVIS DR - SY RD \$654,114
505118	US 62 (NIAGARA FALLS BLVD) @ I-190 INTERCHANGE (TAP-CMAQ 2022) \$1,636,076
Subtotal Other Projects in MPO Area \$6,490,190	
Subtotal - Projects in MPO Area \$8,090,190	
Non-MPO Area Projects	
Subtotal - Non-MPO Area Projects \$0	
Total CRP Programming \$8,090,190	

b. BRIDGE NY and TAP/CMAQ/CRP Update

- Bridge NY

- Application deadline has passed
- EC and NC review teams being formed
- Waiting on R5 to transmit applications to begin reviews

- TAP/CMAQ/CRP

- Application deadline has passed
- Waiting on NYSDOT MO to transmit applications via Grants.gov for MPO to begin review

4. New Business

a. RPPM Action Report

1. PIN 5308.42 US 62; Green Acres to ECL

- Moved FFY for DD from 23 to 24
- Moved FFY for ROW-A from 22 to 24
- **Approved 1/2/24**

b. Public Review Status – Close at COB on 2/5/24

- **Amendment #15: PIN 5826.10 Purchase of BEBs & Charging Infrastructure**
 - Project will provide for the purchase of 40-foot Battery Electric Buses and charging infrastructure that will replace life and mileage expired vehicles
 - The total project cost will be \$33.7M - Offset will come from FFY23 FTA Low or No Emission Program (\$28.947M) and NFTA (\$4.737M)
 - The let will be 4/1/24
- **American Falls Illustrative Project Addition to TIP and MTP**
 - The project includes preservation of the existing stone façade, with replacement of the structural concrete arches and associated fill and topping surfaces
 - Estimated total project cost of \$62.5M
 - GBNRTC is not required to select or fund any illustrative project(s)
- **SFY 24-26 UPWP**
 - The scope of work that the GBNRTC will undertake for the State Fiscal Year (SFY) 24-26
 - There will be 2 public information meetings on Wednesday January 18, 2024

c. Federal Discretionary Grant Summary - Open

- **Make Transit Stations Accessible for All**

- \$343 million is available for the All Stations Accessibility Program (ASAP) makes competitive funding available to assist in the financing of capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities for passenger use
- The application deadline is January 30, 2024

- **Rural Autonomous Vehicle Program**

- \$25 million is available for two awards to accredited non-profit institutions of higher education, or consortia thereof, as cooperative agreements on a competitive basis, to conduct research and to work with rural and Tribal communities to address the challenges of bringing the benefits of responsible integration of automated vehicles and associated technologies for air and surface mobility to rural and Tribal communities
- The application deadline is March 13, 2024

- **Bridge Investment Program**

- \$9.7 billion is available for “Planning” grants for planning, feasibility analyses, and revenue forecasting associated with the development of a project, and “Bridge Project” grants for bridge replacement, rehabilitation, preservation, and protection projects with total eligible costs of \$100 million or less
- The application deadline is March 19, 2024

c. Federal Discretionary Grant Summary – Coming Soon

- **Prioritization Process Pilot Program (PPPP) Discretionary Grant**

- The vision of the PPPP is to fund the development and implementation of pilot prioritization processes that address and integrate the components of existing transportation programs and support projects that improve safety, climate change and sustainability, equity, and economic strength and global competitiveness
- The program provides funding to develop and implement a publicly accessible, transparent prioritization process for the ranking and selection of projects for inclusion in short-range and long-range transportation plans for state or metropolitan areas, Statewide Transportation Improvement Programs (STIPs), and Transportation Improvement Programs (TIPs) in metropolitan areas
- FHWA also seeks to award Projects that address environmental justice, barriers to opportunity, vulnerable users, transparent public involvement, complete streets, freight, and system condition and reliability
- The program was funded with \$50 million for FY 2022 thru 2026 through the BIL
 - FHWA will award no more than \$10 million in total (\$2 million maximum per award) per year for eligible projects
 - For FY22, FY 23 and FY24, up to \$30 million is available
- For more info, go to <https://www.fhwa.dot.gov/planning/pppp/index.cfm>
- Applications must be submitted electronically through Grants.gov

DELIVERING RESULTS FOR AMERICA

USDOT Progress Report: 2021–2023



U.S. Department of Transportation

Transportation Funding Opportunities Authorized Under BIL



\$82 BILLION to improve and expand public transit service



\$326 BILLION to upgrade roads, bridges, and tunnels



\$63 BILLION to improve safety and service on U.S. railroads



\$17 BILLION to strengthen ports and supply chains



\$25 BILLION to modernize airports and airfields

\$11 BILLION for improving safety and saving lives



\$15 BILLION for a nationwide network of EV chargers and to support the EV revolution

- Reduced traffic fatalities five quarters in a row after they hit an all-time high in the first quarter of 2022
- Advanced an automatic emergency braking (AEB) rulemaking for passenger cars and for heavy trucks and buses.
- Conducted more than 7,500 focused inspections on hazmat rail routes
- Hired 1,500 air traffic controllers
- Funded the modernization of nearly 270 miles of community gas pipelines

Making Roads and Vehicles Safer for All



Published the comprehensive
NATIONAL ROADWAY SAFETY STRATEGY



Improved
**ROADWAY
SAFETY
PLANNING**
FOR OVER **70%** OF THE
U.S. POPULATION

Funded safety
improvements
for **4,515**
INTERSECTIONS



Secured commitments from over
120 PARTNERS
in the public, private, and
nonprofit sectors who
responded to our
**NRSS CALL
TO ACTION**



Advanced
rules on
**AUTOMATIC
EMERGENCY
BRAKING**
in cars and trucks that
would save over
500 LIVES A YEAR



- Eliminating Dangerous Railroad Crossings and Improving Rail Infrastructure
- Raising Rail Safety Standards
- Supporting New Railway Safety Legislation
- Supporting Railroad Workers with paid sick leave for all rail workers
- Participating in the Confidential Close Call Reporting System

Improving Rail Safety



Conducted more than
7,500 RAIL SAFETY INSPECTIONS
on hazardous material routes

Funded projects to
eliminate or improve



**MORE
THAN
400
AT-GRADE
CROSSINGS**

Over 87% of Class I rail
workers now have

**PAID SICK
LEAVE**



USDOT is working with
Congress to pass the

**RAILWAY
SAFETY
ACT**



- Addressing Near Misses During Takeoff and Landing
- Hiring 1,500 Air Traffic Controllers
- Raising Aviation Safety Standards
 - Final rule requiring commercial aircraft to have a secondary barrier on the flight deck
 - Final rule requiring an increase from 8 to 10 consecutive hours of rest for all flight attendants after 14-hour shifts

Strengthening Consumer Protections for Air Travelers



INVESTIGATED
more than 20 airlines for failing to provide timely refunds. Airlines returned over

\$2.5 BILLION
to hundreds of thousands of airline consumers.



Secured commitments from major airlines guaranteeing consumers' rights such as **FREE REBOOKING, HOTELS, AND MEAL VOUCHERS** when airlines cause a delay or cancellation



Published the first-ever Airline Passengers with

DISABILITIES BILL OF RIGHTS

AIRLINE CANCELLATIONS

down to 1.2%, the lowest in a decade



Proposed new rules requiring airlines to

DISCLOSE HIDDEN FEES

for extra bags, changes, and cancellations



- Funded \$3.3B through the Reconnecting Communities and Neighborhoods Grant Program to mitigate physical barriers to mobility and access
- Awarded over \$2 billion in direct procurement to small, disadvantaged businesses in FY23.
- Set goals to ensure that at least 40 percent of the benefits of 39 different USDOT programs flow to disadvantaged communities
- Awarded nearly \$700 million to retrofit rail and subway stations to be accessible to people with disabilities, adding elevators, ramps, and other improvements through the first-ever All Stations Accessibility Program
- Published the first-ever Airline Passengers with Disabilities Bill of Rights and required new single-aisle planes to have accessible bathrooms

Advancing Equity

Funding

**\$3.3
BILLION**

to improve mobility
and access through the

**RECONNECTING
COMMUNITIES AND
NEIGHBORHOODS
PROGRAM**



Awarded

**\$686
MILLION**

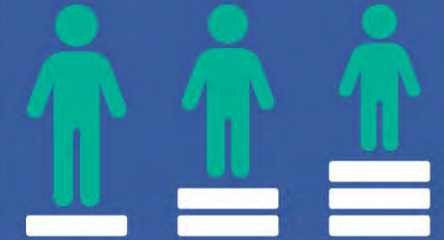
to improve
accessibility
at transit stations



In FY23, awarded over

\$2 BILLION

in direct procurement
to small, disadvantaged
businesses



Established
project labor
agreements
for 319 FHWA
projects totaling

\$9.9 BILLION,

including \$3.2 billion with

**LOCAL HIRE
PREFERENCES**



- Raised fuel economy standards for new vehicles to save consumers money at the pump and reduce carbon emissions by 2.5 billion tons
- Funded more than 2,900 zero-emission and low-emission buses, more than doubling the number on America's roadways
- Funded the development of new aviation technologies that will reduce aviation industry fuel use by 36 billion gallons of fuel
- Provided more than \$8 billion in funding for climate resilience projects to protect our roads, bridges, and highways from extreme weather
- Set the nation on a path to deliver 500,000 electric vehicle chargers by 2030.

Achieving Net-Zero Carbon Emissions



Released the U.S. National Blueprint for Transportation Decarbonization to achieve **NET-ZERO CARBON EMISSIONS BY 2050**

Providing nearly **\$9 BILLION**

in funding for climate resilience projects to protect infrastructure from extreme weather



Funding **SUSTAINABLE AVIATION FUEL** and technology to reach carbon neutral-aviation by 2050



Funded over **2,900**

ZERO-EMISSION AND LOW-EMISSION BUSES

RAISED FUEL ECONOMY STANDARDS



to save consumers money at the pump and reduce carbon emissions by 2.5 billion tons

- Building a Nationwide Electric Vehicle (EV) Charging Network to lay the groundwork for a national network of 500,000 EV chargers
- Reducing Congestion and Emissions from Idling Trucks at Ports
- Doubling the Number of Zero-Emission Transit Buses on America's Roadways

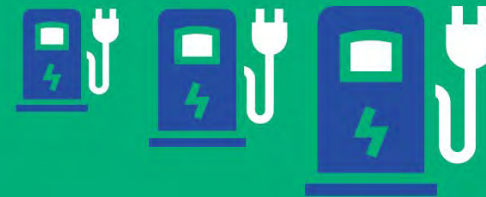
Building a Nationwide Electric Vehicle Charging Network



SET NEW NATIONAL STANDARDS FOR EV CHARGING.

The new standards will ensure everyone can use the network —no matter what EV you drive or which state you charge in.

Set the nation on the path to meet President Biden's vision of **BUILDING 500,000 CHARGERS BY 2030**



Expanded Alternative Fuel Corridors to



79,000 MILES of highways in all 50 States

PROVIDED MORE THAN \$2.2 BILLION

in funding to States and communities to build a nationwide EV charging network. This initial funding will electrify over

75,000 MILES OF ROADS.



- Launching the Advanced Research Projects Agency
- Advanced Smart Community Technology Projects
- Launched the Intersection Safety Challenge
- Supported Universities That Train the Next Generation of Transportation Professionals
- Established a \$250 Million Open Research Initiative
- Advanced Automation Technologies in Transit
- Establishing NHTSA's Office of Automation
- Funded Technology Solutions
- Supported the Responsible Use of Uncrewed Aircraft Systems

Driving Innovation



Accelerated the deployment of
**UNCREWED AVIATION SYSTEMS
AND ELECTRIC AIRCRAFT**

Funded
**59 SMART
COMMUNITY**



technology demonstration projects for the use of technologies such as connected and automated vehicles, advanced traffic signals, and uncrewed aircraft systems

Launched the
**ADVANCED RESEARCH
PROJECTS AGENCY-
INFRASTRUCTURE**

(ARPA-I) to spur the development of game-changing transportation technologies



Awarded
\$450 MILLION
to 34 university consortia to develop the next generation of transportation technology and professionals



Launched the
**INTERSECTION
SAFETY CHALLENGE**



seeking ideas to transform intersection safety

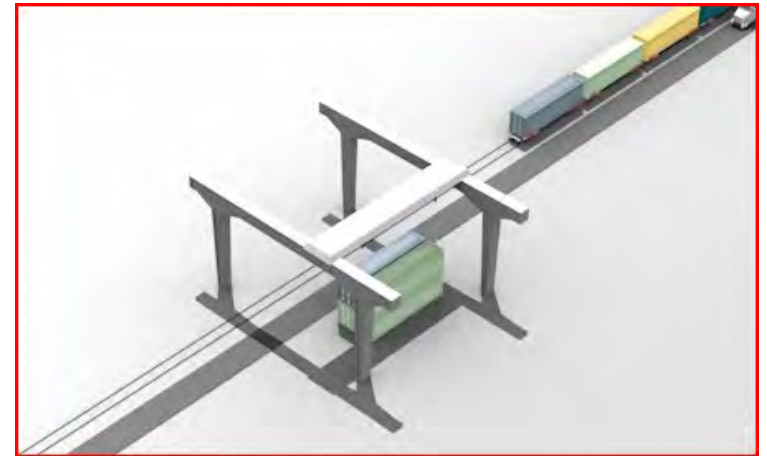
e. Modular Electric Freight on Rail (TRB Presentation by G&W)

- Parallel Systems was founded in 2020 by a group of former SpaceX engineers
- Headquartered in Los Angeles, California, the company's mission is to decarbonize freight by building a cleaner, automated rail future.
- The company has created autonomous battery-electric rail vehicles to move freight cleaner, faster, safer, and more cost effectively than traditional trains or trucks.
- The company aims to increase the utilization of today's rail network by converting some of the \$700 billion U.S. trucking business to rail.
- Currently being tested and reviewed by FRA
- To learn more, visit <https://moveparallel.com>



e. Modular Electric Freight on Rail (TRB Presentation by G&W)

- Rail is safer and 4x more efficient than trucks in moving freight
- Modular vehicle system creates new opportunities to ship containers by rail by enabling short-haul and point-to-point rail movements
 - Highly efficient using low-maintenance electric powertrain
 - Up to 500 mile range
 - Uses existing rail network
 - Each vehicle can carry a fully loaded shipping container Up to 70,000 lbs and can be unloaded using standard lifting equipment
 - Can be platooned up to 50 for additional efficiency
 - Vehicle status and location is uploaded in real-time, and data is made available to existing railroad train control and business systems



<https://vimeo.com/854522315>

Next Scheduled TPS Meeting

- Wednesday February 21 @ 9:00 AM



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

Transportation Projects Subcommittee (TPS) Meeting

Wednesday, February 21, 2024 9:00 AM

In-Person: Edward H. Small Conference Room (438 Main St. Buffalo Suite 503)

Draft Agenda

1. Approval of January 24, 2024 TPS Meeting Summary
2. 2023-2027 TIP – Action Requests
 - a. AdMod #55: PIN 5764.44 Perry Blvd; Commercial St to Erie St – Switch Federal Funding Type (NYSDOT)
 - b. AdMod #56: PIN 5764.66 Casey Rd; Paradise Park to Transit Rd – Let Delay
 - c. AdMod #57: PIN 5764.75 Clarence; Sheridan Dr; Main St to Transit Rd; Sidewalk – Let Delay
 - d. AdMod #58: PIN 5764.69 Evans: Shoreline Trail Along Lake Shore Rd – Let Delay
3. Old Business
 - a. BRIDGE NY Update
 - b. TAP/CMAQ/CRP Update
4. New Business
 - a. RPPM Action Report
 - b. Bike Plan Progress Report – Proposed Approach
 - c. State Freight Plan Update – Call for Regional Projects and Regulatory Changes
 - d. Local Projects Meetings – Spring Scheduling
5. Adjournment – Next Meeting is Wednesday March 20, 2024, at 9:00 AM

TRANSPORTATION PROJECTS SUBCOMMITTEE (TPS) MEETING SUMMARY

Wednesday, January 24, 2024
9:00 A.M. in the GBNRTC Conference Room and via Zoom

Attendees: N. Skipper, N. Allen, D. Svilokos, K. Forma, A. Smith, D. Kempner, T. Richards, J. Boser, M. Finn, K. Stilwell, K. Smith, and R. Guarino.

1. Approval of December 19, 2023 TPS Meeting Summary – *Motion for approval: Svilokos/Forma. Approved.*
2. 2023-2027 TIP Discussion
 - a. AdMod #51: PIN 5268.55 NY 240; Boston-Colden Rd to Ellicott Rd – This is a NYSDOT request to modify an existing project. \$3.3M of Federal STBG Flex will replace \$3.3M of State Funds (SDF) originally programmed. Construction Phase will be increased by \$4.2M for needed for culvert and pavement work. Fiscal constraint is maintained as the \$7.5M offset will be transferred from PIN 5B15.55 Pavt. Block Fund. Let date remains unchanged (3/2024). *Motion to recommend cost increase to PCC as AdMod #51: Richards/Svilokos. Approved.*
 - b. AdMod #52: PIN 5764.25 & PIN 5764.37 This is a Niagara County request to modify two existing projects. Both projects will advance their let dates from FFY25 to FFY24. PIN 5764.25 Ewings Rd @ 18 Mile Creek (3329080) will change from 11/15/2024 to 2/29/2024 and PIN 5764.37 Quaker Rd @ Golden Hill Creek (3360430) will change from 11/15/2024 to 2/29/2024. Fiscal constraint is maintained and there are no funding changes. *Motion to approve the let date change as AdMod #52: Allen/Forma. Approved.*
3. Old Business
 - a. Carbon Reduction Program (CRP) Funding Allocation Discussion – NYSDOT Region 5 has proposed the following CRP funding plan (see attached). There are some changes to the Disadvantaged Communities in the MPO. The question was asked if the funding can be put into a block-type program so it can be drawn from as needed.
 - b. BRIDGE NY & TAP/CMAQ Update – For Bridge NY the application deadline has passed for the culvert applications (1/19/2024), however the bridge application deadline is 1/26/2024. The Erie County and Niagara County review teams are being formed while waiting on Region 5 to transmit applications to begin reviews. For TAP/CMAQ/CRP the application deadline has passed. Currently waiting on NYSDOT MO to transmit TAP/CMAQ/CRP applications via Grants.gov so the MPO can begin reviewing them.
4. New Business
 - a. RPPM Change Report – PIN 5308.42 US 62; Green Acres to ECL: Moved FFY for DD from FFY23 to FFY24. Moved FFY for ROW-A from FFY22 to FFY24. Approved on 1/2/2024.
 - b. Public Review Status – 1. Amendment #15: PIN 5826.10 Purchase of BEBs & Charging Infrastructure: Project will provide for the purchase of 40-foot Battery Electric Buses and charging infrastructure that will replace life and mileage expired vehicles. The total project cost will be \$33.7M. The offset will come from FFY23 FTA Low or No Emission Program (\$28.947M) and NFTA (\$4.737M). The let will be 4/1/2024. 2. American Falls Illustrative Project Addition to TIP and MTP: The project includes preservation of the existing stone façade, with replacement of the structural concrete arches and associated fill and topping surfaces. The estimated total project cost of \$62.5M. GBNRTC is not required to select or fund any illustrative project(s). 3. SFY24-26 UPWP: This is the scope of work that the GBNRTC will undertake for the State Fiscal Year (SFY) 24-26. There will be 2 public information meetings on Wednesday January 18, 2024.
 - c. Federal Grant NOFO Summary
 - i. Make Transit Stations Accessible for All – \$343M is available for the All Stations Accessibility Program (ASAP) makes competitive funding available to assist in the financing of capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities for passenger use. The application deadline is January 30, 2024. Rural Autonomous Vehicle Program – \$25M is available for two awards to accredited non-profit institutions of higher education, or consortia thereof, as cooperative agreements on a competitive basis, to conduct research and to work with rural and Tribal communities to address the challenges of bringing the benefits of responsible integration of automated vehicles and associated technologies for air and surface mobility to rural and Tribal communities. The application deadline is March 13, 2024.
 - ii. Bridge Investment Program – \$9.7B is available for “Planning” grants for planning, feasibility analyses, and revenue forecasting associated with the development of a project, and “Bridge Project” grants for bridge replacement, rehabilitation, preservation, and protection projects with total eligible costs of \$100M or less. The application deadline is March 19, 2024. Prioritization Process Pilot Program (PPPP) Discretionary Grant – The vision of the PPPP is to fund the development and implementation of pilot prioritization processes that address and integrate the components of existing transportation programs and support projects that improve safety, climate change and sustainability, equity, and economic strength and global competitiveness. The program provides funding to develop and implement a publicly accessible, transparent prioritization process for the ranking and selection of projects for inclusion in short-range and long-range transportation plans for state or metropolitan areas, Statewide Transportation Improvement Programs (STIPs), and Transportation Improvement Programs (TIPs) in metropolitan areas. FHWA also seeks to award Projects that address environmental justice, barriers to opportunity, vulnerable users, transparent public involvement, complete streets, freight, and system condition and reliability. The program was funded with \$50M for FY2022 thru 2026 through the BIL. FHWA will award no more than \$10M in total (\$2M maximum per award) per year for

eligible projects. For FY22, FY23 and FY24, up to \$30M is available. For more info, go to <https://www.fhwa.dot.gov/planning/pppp/index.cfm>. Applications must be submitted electronically through Grants.gov.

- d. USDOT Progress Report: 2021-2023 – Delivering Results for America
 - i. Making Roads and Vehicles Safer for All: Reduced traffic fatalities five quarters in a row after they hit an all-time high in the first quarter of 2022; Advanced an automatic emergency braking (AEB) rulemaking for passenger cars and for heavy trucks and buses; Conducted more than 7,500 focused inspections on hazmat rail routes; Hired 1,500 air traffic controllers; and Funded the modernization of nearly 270 miles of community gas pipelines.
 - ii. Improving Rail Safety: Eliminating Dangerous Railroad Crossings and Improving Rail Infrastructure; Raising Rail Safety Standards; Supporting New Railway Safety Legislation; Supporting Railroad Workers with paid sick leave for all rail workers; and Participating in the Confidential Close Call Reporting System.
 - iii. Strengthening Consumer Protections for Air Travelers: Addressing Near Misses During Takeoff and Landing; Hiring 1,500 Air Traffic Controllers; and Raising Aviation Safety Standards – 1. Final rule requiring commercial aircraft to have a secondary barrier on the flight deck. 2. Final rule requiring an increase from 8 to 10 consecutive hours of rest for all flight attendants after 14-hour shifts.
 - iv. Advancing Equity: Funded \$3.3B through the Reconnecting Communities and Neighborhoods Grant Program to mitigate physical barriers to mobility and access; Awarded over \$2B in direct procurement to small, disadvantaged businesses in FY23; Set goals to ensure that at least 40% of the benefits of 39 different USDOT programs flow to disadvantaged communities; Awarded nearly \$700M to retrofit rail and subway stations to be accessible to people with disabilities, adding elevators, ramps, and other improvements through the first-ever All Stations Accessibility Program; and Published the first-ever Airline Passengers with Disabilities Bill of Rights and required new single-aisle planes to have accessible bathrooms.
 - v. Achieving Net-Zero Carbon Emissions: Raised fuel economy standards for new vehicles to save consumers money at the pump and reduce carbon emissions by 2.5B tons; Funded more than 2,900 zero-emission and low-emission buses, more than doubling the number on America’s roadways; Funded the development of new aviation technologies that will reduce aviation industry fuel use by 36 billion gallons of fuel; Provided more than \$8B in funding for climate resilience projects to protect our roads, bridges, and highways from extreme weather; and Set the nation on a path to deliver 500,000 electric vehicle chargers by 2030.
 - vi. Building a Nationwide Electric Vehicle (EV) Charging Network: To lay the groundwork for a national network of 500,000 EV chargers; Reducing Congestion and Emissions from Idling Trucks at Ports; and Doubling the Number of Zero-Emission Transit Buses on America’s Roadways.
 - vii. Driving Innovation: Launching the Advanced Research Projects Agency; Advanced Smart Community Technology Projects; Launched the Intersection Safety Challenge; Supported Universities That Train the Next Generation of Transportation Professionals; Established a \$250M Open Research Initiative; Advanced Automation Technologies in Transit; Establishing NHTSA’s Office of Automation; Funded Technology Solutions; and Supported the Responsible Use of Uncrewed Aircraft Systems.
 - e. Modular Electric Freight on Rail – Parallel Systems was founded in 2020 by a group of former SpaceX engineers. Headquartered in Los Angeles, California, the company’s mission is to decarbonize freight by building a cleaner, automated rail future. The company has created autonomous battery-electric rail vehicles to move freight cleaner, faster, safer, and more cost effectively than traditional trains or trucks. The company aims to increase the utilization of today’s rail network by converting some of the \$700B U.S. trucking business to rail. Currently it is being tested and reviewed by FRA. To learn more, visit <https://moveparallel.com>. Rail is safer and 4x more efficient than trucks in moving freight. Modular vehicle system creates new opportunities to ship containers by rail by enabling short-haul and point-to-point rail movements: Highly efficient using low-maintenance electric powertrain; Up to 500 mile range; Uses existing rail network; Each vehicle can carry a fully loaded shipping container Up to 70,000 lbs and can be unloaded using standard lifting equipment; Can be platooned up to 50 for additional efficiency; and Vehicle status and location is uploaded in real-time, and data is made available to existing railroad train control and business systems.
 - f. Additional items mentioned:
 - RAISE Grants – A coordinated signal system in the region could be run by NITTEC.
 - New TIP Cycle – The next new TIP cycle will begin this spring. A system condition report will be generated to help with project selection. Members are asked to submit requests for any data/analysis not in the previous report.
5. Adjourn: The next TPS meeting will be held at 9 a.m. Wednesday February 21, 2024 – Format will continue to follow the hybrid model (Live and Zoom options). *Motion to adjourn: Svikos/Kempner. Approved.*

Carbon Reduction Program (CRP) Candidates

Region 5 Carbon Reduction Program (CRP) Planning Target Funding: \$8,090,190 5-Year Program Allocation
 25% programming in Disadvantaged Communities \$1,600,000
 Note total allocation is for CRP LG URBAN (Population => 200,000) Per Year (SFY 22/23 - SFY 26/27)

Identified TIP/STIP projects which are CRP-Eligible, and are in need of supplemental funding						
PI#	Project Description	Forecast/Target Let Date	TIP/STIP Amount (Uninflated)	Current Estimate	TIP/STIP Shortfall	NYS DOT Proposed CRP Funding
526854	NY 240 (ORCHARD PARK RD) 2 FISHER RD. INTERSECTION	8/8/2024	\$1,474,000	\$3,650,000	(\$2,176,000)	\$2,176,000
518110	NY 270 (CAMPBELL BLVD); N. FRENCH RD - NIAGARA COUNTY LINE	10/24/2024	\$4,476,000	\$6,500,000	(\$2,024,000)	\$2,024,000
581546	NY 952/ARMOUR DUELLS RD 2 MURPHY-DUERRS RD INTERSECTION	1/23/2025	\$2,038,000	\$3,300,000	(\$1,262,000)	\$0
581466	GOODELL ST, TUPPER & PEARL; NY 33 (KENSINGTON EXPWY) - NY 5 (MAIN ST)	5/8/2025	\$4,400,000	\$6,000,000	(\$1,600,000)	\$1,600,000
530844	US 62 (NIAGARA FALLS BLVD); MAVIS DR - SY RD	9/17/2026	\$12,886,000	\$15,500,000	(\$2,614,000)	\$654,114
505118	US 62 (NIAGARA FALLS BLVD) @ I-190 INTERCHANGE (TAP-CMAQ 2022)	5/6/2027	\$5,800,000	\$18,300,000	(\$12,500,000)	\$1,636,076
506437	NY 394 SUSTAINABILITY, VILLAGE OF LAKEWOOD, NY 474-JAMESTOWN WCL	1/23/2025	\$5,637,000	\$9,475,000	(\$3,838,000)	\$0
			Total		(\$26,014,000)	\$8,090,190

Geographical Breakdown of NYSDOT Proposed CRP Funding	
Disadvantaged Communities in MPO	
581466	GOODELL ST, TUPPER & PEARL; NY 33 (KENSINGTON EXPWY) - NY 5 (MAIN ST) \$1,600,000
Subtotal Disadvantaged Communities \$1,600,000	
Other Projects in MPO Area	
518110	NY 270 (CAMPBELL BLVD); N. FRENCH RD - NIAGARA COUNTY LINE \$2,024,000
526854	NY 240 (ORCHARD PARK RD) 2 FISHER RD. INTERSECTION \$2,176,000
530844	US 62 (NIAGARA FALLS BLVD); MAVIS DR - SY RD \$654,114
505118	US 62 (NIAGARA FALLS BLVD) @ I-190 INTERCHANGE (TAP-CMAQ 2022) \$1,636,076
Subtotal Other Projects in MPO Area \$6,490,190	
Subtotal - Projects in MPO Area \$8,090,190	
Non-MPO Area Projects	
Subtotal - Non-MPO Area Projects \$0	
Total CRP Programming \$8,090,190	

Transportation Projects Subcommittee

February 21, 2024



Greater Buffalo Niagara Regional Transportation Council

1. Approval of 1-24-24 Minutes

2. Action Items

a. AdMod #55: PIN 5764.44 Perry Blvd; Commercial St to Erie St

- This is a NYSDOT request to modify an existing TIP project
- This project is ineligible to use programmed Lg. Urban funds.
- This request will change the fund source from STBG Lg. Urban to CRP (Carbon Reduction Program) funding as the project will include pedestrian facilities and bike facilities, to improve walkability in the waterfront consistent with the Downtown Waterfront Improvements Plan
- CRP funding will be provided from PIN 5051.18 US 62 NFB @ I-190 Interchange
- STBG Lg Urban funds currently in 5764.44 will be moved to 5051.18
- Fiscal constraint maintained as project totals (both projects) are unchanged
- **Today's TPS action would be to approve these changes**

b. AdMod #56: PIN 5764.66 Casey Rd; Paradise Park to Transit Rd

- This is a NYSDOT request to modify an existing TIP project
- The let date will be delayed from 6/14/24 (FFY24) to 6/13/25 (FFY25)
- Current let is not feasible as Draft Design Report has not yet been submitted
- Fiscal constraint is maintained as all costs are unchanged
- **Today's TPS action would be to approve this change**

c. AdMod #57: PIN 5764.75 Clarence; Sheridan Dr; Main St to Transit Rd; Sidewalk

- This is a NYSDOT request to modify an existing TIP project
- The let date will be delayed from 7/15/24 (FFY24) to 4/15/25 (FFY25)
- Section 106 and Endangered species reviews are not complete, and there are significant comments to be addressed on the design report, so the current let is not feasible
- Fiscal constraint is maintained as all costs are unchanged
- Today's TPS action would be to approve this change

d. AdMod #58: PIN 5764.69 Evans: Shoreline Trail Along Lake Shore Rd

- This is a NYSDOT request to modify an existing TIP project
- The let date will be delayed from 9/15/24 (FFY24) to 7/15/25 (FFY25)
- Current let date is not feasible - nothing has been submitted since the IPP was signed
- Fiscal constraint is maintained as all costs are unchanged
- Today's TPS action would be to approve this change

3. Old Business

a. BRIDGE NY Program Update

- Applications received by deadline
 - Niagara (4) - NC 3 and Hartland
 - Erie (6) - EC 4, Buffalo, and Concord
- EC and NC review teams have been formed
 - Erie County
 - GBNRTC
 - Erie County DPW
 - Town Aurora Highway Dept
 - Niagara County
 - GBNRTC
 - Niagara County DPW
 - Town of Hartland Highway Dept
- Erie County requests are under target – NYSDOT extended deadline to 2/28
 - Orchard Park (resubmission) and Aurora applications pending – Erie County?
 - No response – Lackawanna (resubmission)
 - Marilla did not qualify as it was a culvert project
- Scores due to R5 by 3/1

B-R5-Erie County DPW-3042470	Erie County	ERIE	3042470	240 240 53011043	Graff Brook
B-R5-Erie County DPW-3042490	Erie County	ERIE	3042490	240 X	Sprague Brook
B-R5-Erie County DPW-3327390	Erie County	ERIE	3327390	Versailles Plank	Big Sister Creek
B-R5-Erie County DPW-3367370	Erie County	ERIE	3367370	Concord Road	Spooner Creek
B-R5-C of Buffalo 2260710	City of Buffalo	ERIE	2260710	Warren Spahn Way	Cazenovia Creek
B-R5-Town of Concord-2260820	Town of Concord	ERIE	2260820	Ross Road	Graff Brook
B-R5-Town of Orchard Park-2213400	Town of Orchard Park	ERIE	2213400	Henning Drive	Branch Smokes Creek
B-R5-Niagara County-3329700	Niagara County	NIAGARA	3329700	Willow Road	E B Twelvemile Ck
B-R5-Niagara County-3360080	Niagara County	NIAGARA	3360080	Royalton Ctr Road	Mud Creek
B-R5-Town of Hartland-2213490	Town of Hartland	NIAGARA	2213490	Townline Road	Johnson Creek
B-R5-Niagara County-3329250	Niagara County	NIAGARA	3329250	Johnson Creek Road	Golden Hill Ck

b. TAP/CMAQ/CRP Program Update

- TAP/CMAQ/CRP

- 16 applications received and are under review
 - TAP: 9
 - CMAQ: 4
 - CRP: 0
 - CMAQ/CRP: 1
 - TAP/CMAQ: 1
 - TAP/CRP: 1
- Review team made up of NYSDOT Planning, GBNRTC (Rich Guarino), Empire State Development (Lynn Marinelli) and Southern Tier West (Richard Zink-Executive Director)
- GBNRTC reviews to be transmitted to R5 by 2/29

- Amherst
- Buffalo
- Clarence
- EC DPW
- Jamestown
- N Tonawanda
- NFTA (2)
- SNI (2)
- T Hamburg
- V Hamburg
- V Lancaster
- V Orchard Park
- V Williamsville
- V Youngstown

4. New Business

a. RPPM Action Report

- No changes to report from last meeting



Greater Buffalo Niagara Regional Transportation Council

Bike Plan Progress Report

Proposed Approach



Greater Buffalo Niagara Regional Transportation Council

Bike Plan Progress Report will:

- Evaluate progress made in advancing the goals and objectives of the plan as well as the recommendations for bikeways and greenway infrastructure, and bicycle-supportive programs and policies.
- Provide the opportunity to offer recommendations to address some of the challenges that have arisen since the Plan was approved and to provide thoughts on how to proceed over the next few years.



Greater Buffalo Niagara Regional Transportation Council

Key Components

- Work the GBNRTC, members, and partners have carried out since adoption of the 2020 Regional Bicycle Master Plan
 - Projects in planning phase
 - Projects constructed
 - Project under construction
 - Projects funded but not yet constructed
- Document alignment or treatment changes
- What is planned to be implemented in the near-to-immediate future (1-3 years)
- How we will measure and report future progress and proposed network changes
- Considerations for future plan updates



Greater Buffalo Niagara Regional Transportation Council

Bike Plan Progress Report

Member Discussion

c. State Freight Plan Update - Call for Regional Projects and Regulatory Changes

- NYSDOT is developing a multi-modal comprehensive statewide freight plan to guide future infrastructure investments in the freight goods movement sector
- Strategic investments to increase the reliability and enhance the movement of freight are essential to increase the economic competitiveness for the freight goods movement sectors serving New York State.
- The State is looking for assistance in identifying the following for consideration:
 - Near-Term Freight Projects - Significant infrastructure projects or operational improvements during the next five-year period that are either planned by your organization or those that you deem as essential for your organization's/the freight industry's sustainability in the near term (five years).
 - Longer-Term Projects - Significant infrastructure projects or operational improvements that are beyond the initial five-year planning horizon that you have identified as critical to either your organization's or the industry's continued economic health.
 - Regulatory Changes – Identification of State and/or federal regulations or other requirements that may impede the way in which freight is moved or handled.

c. State Freight Plan Update - Call for Regional Projects and Regulatory Changes

- To ensure that your input is fully integrated into the draft plan, please submit proposed recommendations by no later than February 29th
- MPO staff will review 2019 Freight Study Update recommendations and come up with a response
- Members who have additional ideas should contact Rich ASAP.

d. Early Spring Local Project Meetings (LPM)

- Starting to schedule for March
- Please let Kathryn know your available times and dates

Next Scheduled TPS Meeting

- Wednesday March 20 @ 9:00 AM



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

Transportation Projects Subcommittee (TPS) Meeting

Wednesday, March 20, 2024 9:00 AM

In-Person: Edward H. Small Conference Room (438 Main St. Buffalo Suite 503)

Agenda

1. Approval of February 21, 2024 TPS Meeting Summary
2. 2023-2027 TIP – Action Requests
 - a. AdMod #59: PIN 5763.32 McKinley Pkwy; Quinby Dr to Southwestern Blvd – Add Funds (*EC*)
 - b. AdMod #60: PIN 5763.79 Sharp Street Bridge over Spring Brook – Add Funds (*EC*)
 - c. AdMod #61: PIN 5764.71 Orchard Park; Sidewalks and Pedestrian Crosswalks – Let Delay (*Misc*)
 - d. AdMod #62: PIN 5825.73 NFTA Division St Bus Stop Canopy Project – Let Delay (*Misc*)
3. Old Business
 - a. BRIDGE NY and TAP/CMAQ/CRP Update
4. New Business
 - a. RPPM Action Report
 - b. Overview of Upcoming TIP Development Process
 - c. Active Transportation Infrastructure Investment Program (ATIIP) Announcement
 - d. NYS Passenger and Freight Rail Assistance Program (PFRAP) Award Announcement
 - e. SMART Grant Award Announcement
 - f. Perspectives on USDOT Discretionary Grants: House T&I Committee Hearing Summary
 - g. Recertification Process
 - h. Governance Review
5. Adjournment – Next Meeting is Wednesday April 17, 2024, at 9:00 AM

TRANSPORTATION PROJECTS SUBCOMMITTEE (TPS) MEETING SUMMARY

Wednesday, February 21, 2024

9:00 A.M. in the GBNRTC Conference Room and via Zoom

Attendees: N. Skipper, N. Allen, D. Svilokos, K. Forma, A. Smith, H. Ismail, T. Richards, J. Boser, M. Finn, K. Stilwell, K. Smith, A. Weymouth, K. Dixon, and R. Guarino.

1. Approval of January 24, 2024 TPS Meeting Summary – *Motion for approval: Svilokos/Forma. Approved.*
2. 2023-2027 TIP Discussion
 - a. AdMod #55: PIN 5764.44 Perry Blvd; Commercial St to Erie St – This is a NYSDOT request to modify an existing TIP project. This project is ineligible to use programmed Large Urban funds. This request will change the fund source from STBG Large Urban to CRP (Carbon Reduction Program) funding as the project will include pedestrian and bike facilities and improve walkability in the waterfront consistent with the Downtown Waterfront Improvements Plan. CRP funding will be provided from PIN 5051.18 US 62 NFB @ I-190 Interchange. STBG Large Urban funds currently in PIN 5764.44 will be moved to PIN 5051.18. Fiscal constraint is maintained as project totals for both projects are unchanged. *Motion to approve federal funding source change as AdMod #55: Richards/Skipper. Approved.*
 - b. AdMod #56: PIN 5764.66 Casey Rd; Paradise Park to Transit Rd – This is a NYSDOT request to modify an existing TIP project. The let date will be delayed from 6/14/2024 (FFY24) to 6/13/2025 (FFY25). The current let is not feasible as Draft Design Report has not yet been submitted. Fiscal constraint is maintained as all costs are unchanged. *Motion to approve the let date delay as AdMod #56: Svilokos/Forma. Approved.*
 - c. AdMod #57: PIN 5764.75 Sheridan Dr; Main St to Transit Rd – This is a NYSDOT request to modify an existing TIP project. The let date will be delayed from 7/15/2024 (FFY24) to 4/15/2025 (FFY25). Section 106 and Endangered Species reviews are not complete and there are significant comments to be addressed on the Design Report. Therefore, the current let is not feasible. Fiscal constraint is maintained as all costs are unchanged. *Motion to approve the let delay as AdMod #57: Richards/Svilokos. Approved.*
 - d. AdMod #58: PIN 5764.69 Evans Shoreline Trail Along Lake Shore Rd – This is a NYSDOT request to modify an existing TIP project. The let date will be delayed from 9/15/2024 (FFY24) to 7/15/2025 (FFY25). The current let date is not feasible since nothing has been submitted since the IPP was signed. Fiscal constraint is maintained as all costs are unchanged. *Motion to approve the let delay as AdMod #58: Forma/Svilokos. Approved.*
3. Old Business
 - a. BRIDGE NY Update – The applications received by deadline are as follows: Four applications were submitted from within Niagara County. Niagara County submitted three and the Town of Hartland submitted one. Six applications were submitted from within Erie County. Erie County submitted four, the City of Buffalo submitted one, and the Town of Concord submitted one. Erie County and Niagara County review teams have been formed. The Erie County review team consists of staff from GBNRTC, Erie County DPW, and Town of Aurora Highway Department. The Niagara County review team consists of staff from GBNRTC, Niagara County DPW, and Town of Hartland Highway Department. Erie County requests are under target so NYSDOT extended the deadline to 2/28/2024. The Town of Orchard Park resubmitted a project application from the last round and the Town of Aurora submitted a new project application. These new submittals are currently pending. No response from the City of Lackawanna about resubmitting their project. The Town of Marilla’s project did not qualify as it was a culvert project. Scores are due to R5 by 3/1/2024.
 - b. TAP/CMAQ/CRP Update – Sixteen applications were received and are under review. The following is a breakdown of the type of application submitted: 9 for TAP, 4 for CMAQ, 0 for CRP, 1 for CMAQ/CRP, 1 for TAP/CMAQ, and 1 for TAP/CRP. The review team is made up of NYSDOT and GBNRTC staff members. GBNRTC reviews will be transmitted to Region 5 by 2/29/2024. The following is the list of municipalities and organizations that submitted applications: Town of Amherst, City of Buffalo, Town of Clarence, EC DPW, City of Jamestown, City of North Tonawanda, NFTA, Seneca Nation of Indians, Town of Hamburg, Village of Hamburg, Village of Lancaster, Village of Orchard Park, Village of Williamsville, and Village of Youngstown.
4. New Business
 - a. RPPM Change Report – No new RPPM changes to report this month.
 - b. Bike Plan Progress Report – The Bike Plan Progress Report will evaluate the progress made in advancing the goals and objectives of the plan as well as the recommendations for bikeways and greenway infrastructure, and bicycle-supportive programs and policies. It will provide the opportunity to offer recommendations to address some of the challenges that have arisen since the Plan was approved and to provide thoughts on how to proceed over the next few years. The Key Components include: Work the GBNRTC, members, and partners have carried out since adoption of the 2020 Regional Bicycle Master Plan: 1. Projects in planning phase, 2. Projects constructed, 3. Project under construction, and 4. Projects funded but not yet constructed; Document alignment or treatment changes; What is planned to be implemented in the near-to-immediate future (1-3 years); How we will measure and report future progress and proposed network changes; and Considerations for future plan updates.
 - c. State Freight Plan Update – NYSDOT is developing a multi-modal comprehensive statewide freight plan to guide future infrastructure investments in the freight goods movement sector. Strategic investments to increase the reliability and enhance the movement of freight are essential to increase the economic competitiveness for the freight

goods movement sectors serving New York State. The State is looking for assistance in identifying the following for consideration: 1. Near-Term Freight Projects – Significant infrastructure projects or operational improvements during the next five-year period that are either planned by your organization or those that you deem as essential for your organization's/the freight industry's sustainability in the near term (five years). 2. Longer-Term Projects – Significant infrastructure projects or operational improvements that are beyond the initial five-year planning horizon that you have identified as critical to either your organization's or the industry's continued economic health. 3. Regulatory Changes – Identification of State and/or Federal regulations or other requirements that may impede the way in which freight is moved or handled. To ensure that your input is fully integrated into the draft plan, please submit proposed recommendations by no later than February 29, 2024. MPO staff will review 2019 Freight Study Update recommendations and come up with a response. Members who have additional ideas should contact Rich Guarino ASAP.

- d. Local Projects Meetings Spring Schedule – The next round of local projects meetings will begin to be scheduled for March.
 - e. RAISE Grants – GBNRTC is requesting letters of support from local municipalities and members for the Advanced Regional Traffic Signal Program. Additional information will be sent out to all members shortly.
5. Adjourn: The next TPS meeting will be held at 9 a.m. Wednesday March 20, 2024 – Format will continue to follow the hybrid model (Live and Zoom options). *Motion to adjourn: Forma/Skipper. Approved.*

Transportation Projects Subcommittee

March 20, 2024



1. Approval of 2-21-24 Minutes

2. Action Items

a. AdMod #59: PIN 5763.32 Mckinley Parkway; Quinby - Southwestern Blvd (RT 20)

- This is an Erie County request to modify an existing TIP project
- Additional \$0.836 federal HSIP funding will be added to the project for Intersection Safety Improvements
- Erie County will also increase the local contribution by \$3.049M for increased match and to offset costs associated with drainage and other improvements
- Total project cost increases by \$3.89M
 - PD/DD increases by \$0.144M
 - C/CI increases by \$3.741M
- Let date will change from 12/15/23 to 4/15/25 (remains in FFY25)
- Today's TPS action would be to recommend this minor scope change/cost increase over \$500K to PCC for approval at the April 3 meeting

b. AdMod #60: PIN 5763.79 Sharp Street Bridge over Spring Brook

- This is an Erie County request to modify an existing TIP project
- This request is to add \$0.419M in Erie County funding to construction phase for realignment of roadway south of the bridge
- Fiscal constraint is maintained as 100% of cost increase offset by additional local (Erie County) contribution
- This action will also delay the let date from 12/23 to 7/24 (remains in FFY24)
- **Today's TPS action would be to approve the cost increase/let change**

c. AdMod #61: PIN 5764.71 Orchard Park Sidewalks and Ped Crosswalks

- This is a NYSDOT request to modify an existing Orchard Park MISC TIP project
- Project was awarded federal funding under TAP
- The Town of Orchard Park, does not yet have a design consultant on board
- This request is to delay the let date
- Proposed let date will move from June 2024 (FFY 24) to Jun 2025 (FFY25)
- Fiscal constraint maintained as existing funding is not being modified
- Today's TPS action would be to approve let change

d. AdMod #62: PIN 5825.73 NFTA Division St Bus Stop Canopy Project

- This is a NYSDOT request to modify an existing NFTA TIP MISC project
- Project was awarded federal funding under TAP
- The Preliminary Design phase will take longer than originally planned
- This request is to delay the obligation date of C&CI phases
- Proposed let date will move from 1/24 (FFY24) to 12/25 (FFY26)
- Fiscal constraint maintained as existing funding is not being modified
- Today's TPS action would be to approve the let change

3. Old Business

a. BRIDGE NY and TAP/CMAQ/CRP Program Update

- BRIDGE NY

- Deadline extended to 2/28
 - 5 additional Erie County located local bridges submitted from EC, OP, Lackawanna
 - 16 total applications received (12 EC and 4 NC)
- EC/NC review team recommendations submitted to NYSDOT R5 on 2/29
 - Erie County: \$26.392M programmed out of \$26.72 available (9/12 bridges)
 - Niagara County: \$7.08M programmed out of \$7.18M available (4/4 bridges)

- TAP/CMAQ/CRP

- 19 applications received (each may apply for more than one program)
 - TAP: 13
 - CMAQ: 8
 - CRP: 4
- MPO recommendations submitted to NYSDOT R5 review team on 2/27
- Review team met on 2/29 to discuss projects and work out any concerns or large scoring discrepancies
- NYSDOT MO will make the final selections for each program – date is TBD

4. New Business

a. RPPM Action Report

- PIN 5512.52 Environmental Assessment of Rt 33 (Kensington Expressway); Best St - East Ferry St - Reconnecting Humboldt Parkway
 - Moved FFY for Detailed Design (DDES) phase from 2023 to 2024
 - **Approved 3/8/24**

b. Overview of TIP Development Process/Timeline

- The Transportation Improvement Program (TIP) is the short term capital program which schedules federal funds for transportation projects in Erie and Niagara Counties consistent with the Regional Transportation Plan (MTP/LRP)
- The TIP includes multi-modal transportation improvements scheduled for implementation in the next 5 years (updated every 3)
- Maintain focus on asset management and system preservation
- Entire Process takes about 18 months to complete
 - Development, Public review (projects and TIP) and MPO Policy Approval – 12 months
 - Inclusion in Draft STIP, STIP public review and federal approval – 6 months
- New TIP will begin 10/1/25 (FFY 26)

b. Overview of TIP Development Process/Timeline

- The TIP needs to support the following federal planning factors:
 - Support economic vitality
 - Increase safety
 - Increase security
 - Protect and enhance the environment
 - Enhance system integration and connectivity
 - Promote efficient systems management and operation
 - Emphasize preservation
 - Improve system resiliency and reliability
 - Enhance travel and tourism

b. Overview of TIP Development Process/Timeline

- Project Development

1. Review of current federal and state guidelines and legislation
2. Review projects that were programmed in the last 2 years of the current TIP if still valid/needed/wanted by sponsor and make sure they are fully funded
3. Needs identification involving a review of data sources, visualization techniques, and priority rankings
4. Review TIP/LRP Illustrative projects with members for possible inclusion
5. Solicit project proposals from member agencies via candidate project form
6. Consideration of recommendations from other long and short-term regional plans
7. Equity/social Justice review/analysis
8. Member presentation of project proposals at TPS
9. Develop fiscally constrained prioritized project listing
10. Air Quality Conformity Determination
11. 30-day public review
12. PCC Approval

b. Overview of TIP Development Process/Timeline

- Current System Conditions Report in development by MPO (April)
 - Current TIP carryover project candidates (FFY 25 and 26)
 - 2050 MTP/LRP projects
 - Current TIP/LRP illustrative projects
 - Bridge conditions
 - Pavement conditions
 - Safety PILs (intersection and segment)
 - Congestion locations
 - Freight needs
 - Bike/Ped needs
 - BNP Priority projects
 - FAIR projects
 - Transit needs

b. Overview of TIP Development Process/Timeline

- LRTP and Federal Performance Measure Alignment
 - How TIP projects connect to the Long-Range Transportation Plan (20-30 year horizon)
 - How projects will help meet defined federal performance measure goals and targets
 - Moving from projects to “placemaking”
- Overall program must always be in compliance with defined planning (funding) targets and fiscally constrained
 - Regional funding targets (by fed fund source/program) set by NYSDOT MO in guidance document
 - Region programmed projects total \leq defined regional planning targets
- For transit projects, NFTA prepares a five-year Capital Plan that sets goals and objectives for capital spending, identifies projects that will maintain system infrastructure and/or enhance the system, and itemizes estimated costs and funding sources for each project

c. Active Transportation Infrastructure Investment Program (ATIIP)

- A new competitive grant program created to construct projects that provide safe and connected active transportation facilities in active transportation networks or active transportation spines
- Two types of grants are available:
 - Planning and Design grants - must have planning and design costs of at least \$100K to be eligible
 - Construction grants - must have total costs of at least \$15M to be eligible
- A goal of both types of ATIIP grants is to integrate active transportation facilities with transit services, where available, to improve access to public transportation

c. Active Transportation Infrastructure Investment Program (ATIIP)

- Eligibility

- MPOs
- Local or regional governmental organizations
- Multicounty special districts
- State or multistate group of governments
- Indian tribes




- Funding

- Estimated total program funding: \$44.55M
- The program will allocate a minimum of \$3 million for Planning and Design grants and will ensure that at least 30% of the funding supports the construction of active transportation networks and spines
- The federal share of project costs will not exceed 80%, except for projects serving communities with high poverty rates, where it may cover up to 100%

c. Active Transportation Infrastructure Investment Program (ATIIP)

- The fiscal year (FY) 2023 Notice of Funding Opportunity (NOFO) is now open
 - Applications must be submitted electronically through grants.gov no later than 11:59 p.m., Eastern Standard Time, on Monday, June 17th
- FHWA will host two webinars to share more information on the new program:
 - Webinar for General Information: April 9, 2024, at 11:00 AM (ET)
 - Webinar for Tribal Nations: April 10, 2024, at 9:00 AM (ET)
- NOFO is available at <https://grants.gov/search-results-detail/353043>
- If you have any questions, please reach out to Katie Economou, Intergovernmental Affairs Manager, at keconomou@ampo.org



 Infrastructure  Economic Development  Environment

MARCH 12, 2024 | Albany, NY

Governor Hochul Announces Historic \$111.1 Million Investment in Freight Rail and Port Infrastructure

d. NYS Passenger and Freight Rail Assistance Program Awards

- These investments will enhance the safety and resiliency of these vital freight corridors, while also supporting New York's nation-leading agenda to combat climate change by facilitating greater use of zero-emission equipment and reducing truck traffic and congestion
- \$111.1 million investment in New York's port and freight rail infrastructure announced by Governor on March 12
- The funding, the largest amount ever awarded under the Program, will fund 38 projects located in every region of the state and will include track and bridge rehabilitation, capacity expansion, procurement of cleaner rail equipment, and the modernization and expansion of rail infrastructure in freight yards and at seaport facilities
- Winning projects were selected through a competitive solicitation process and rated based on established criteria that include a benefit cost analysis, adherence to regional economic development plans, safety enhancements, compatibility with other private and public investments, and actions that enhance resilience and reduce climate risk

d. NYS Passenger and Freight Rail Assistance Program

- Western New York Region Awards - \$8.030 Million
 1. \$5.000 million to South Buffalo Railway Company for reduced locomotive emissions plan for South Buffalo Railway.
 - This project will meet EPA Tier 1 or better.
 2. \$1.082 million to the County of Chautauqua IDA for Monofax track expansion and rehabilitation.
 - This project will increase efficiency and reduced truck loads.
 3. \$1.948 million to Chautauqua, Cattaraugus, Allegany and Steuben Southern Tier Railroad Authority for the rehabilitation of WNYP's freight mainline from Allegany to Niobe for increased rail safety
 - This project will prevent speed restrictions and improve bridge integrity

e. SMART Grant Award Announcement

- The Bipartisan Infrastructure Law established the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants program to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety
- Over \$50 million in grant awards for 34 technology demonstration projects across the country were just announce
- The selected projects include locations in 22 states, the District of Columbia, and Puerto Rico



e. SMART Grant Award Announcement



Strengthening Mobility and Revolutionizing
Transportation (SMART) Grants Program

New York

Recipient	Project Name	Funding	Project Type	Project Summary
New York State Metropolitan Transportation Authority	NY MTA - Automated Train Inspection Portal	\$2,000,000	Sensors	Integrated railcar inspection system that would utilize a suite of sensors and software systems to create automated alerts of undesirable conditions.

f. Perspectives on USDOT Discretionary Grants: House T&I Committee

- On March 7th, the House T&I Committee held a hearing to assess the USDOT competitive discretionary grant programs to gather insights from key transportation partners regarding the application and implementation processes of these grants
- The hearing highlighted the essential role of USDOT discretionary grants in enhancing the nation's transportation infrastructure while also pointing out issues in the grant application and execution processes
- The testimonies and discussions indicated a clear need for improved clarity, efficiency, and fairness in the distribution and implementation of grants
- The Committee expressed a commitment to addressing these challenges to ensure that future funding more effectively meets the diverse needs and capabilities of all communities



Highways and Transit Subcommittee Chairman Rick Crawford

f. Perspectives on USDOT Discretionary Grants: House T&I Committee

- Ms. Amy O’Leary, Executive Director, Southeast Michigan Council of Governments (MPO) testimony summary:
 - Underscored the pivotal role of MPOs in regional transportation planning and collaboration with local entities
 - Emphasized the importance of discretionary grants for addressing regional transportation challenges and fostering safety, innovation, and significant projects
 - Advocated for a shift from discretionary to formula-based direct federal funding for certain programs to ensure equitable distribution
 - Highlighted the hurdles local communities face in the grant application process, suggesting simplification and increased direct regional funding may improve project execution

f. Perspectives on USDOT Discretionary Grants: House T&I Committee

- House T&I Committee members raised concerns about:
 - The transparency and efficiency of the USDOT grant process, which they noted leads to project delays and escalated costs
 - The difficulty faced by small and rural communities in securing grants, compared to larger cities, was particularly noted, calling for a new approach
 - The inclusion of new evaluation criteria such as climate change, equity, and environmental justice, with opinions divided on whether these criteria complicate the process and disadvantage smaller communities
 - The impact of inflation on funded projects and the sufficiency of IIJA funding in current economic conditions

g. Recertification Review

- FHWA & FTA review all MPOs every 3 years to verify compliance with Federal requirements
- 2024 recertification review visit scheduled for June 2024
- Status update of 2020 Recertification Items
 - Corrective Actions completed
 - Recommendations (17) are in various states of progress

h. GBNRTC Governance Review

- The GBNRTC Governance Document was last revised over 15 years ago
 - What works well, what does not
- GBNRTC staff will review the current Governance Document to determine if any updates are warranted.
- Review of GTC, SMTC and CRTC (mid-size NY MPOs) governance Structure
 - What works well, what does not
- Members will be consulted to determine any changes that are desired
- Member roles and responsibilities - update annual MOU?

h. GBNRTC Governance Review

- Regional Strategic Stakeholders
 - Current membership
 - BN Partnership
 - Empire State Development
 - Seneca Nation of Indians
 - Serve as non-voting advisory members
 - Loose relationship
 - Roles and responsibilities need to be better defined - MOU?
 - Do we need to add additional Regional Stakeholders?
- A final updated Governance Document will be developed and submitted to the Policy Committee for approval (fall/winter 2024)

Next Scheduled TPS Meeting

- Wednesday April 17 @ 9:00 AM



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

Transportation Projects Subcommittee (TPS) Meeting

Wednesday, April 17, 2024 9:00 AM

In-Person: Edward H. Small Conference Room (438 Main St. Buffalo Suite 503)

Draft Agenda

1. Approval of March 20, 2024 TPS Meeting Summary
2. 2023-2027 TIP – Action Requests
 - a. AdMod #62: PIN 5825.73 NFTA Division St Bus Stop Canopy Project – Let Delay (*Misc*)
 - b. AdMod #63: PIN 5512.52 Kensington Corridor Project – Project Split (*NYSDOT*)
3. Old Business
 - a. BRIDGE NY and TAP/CMAQ/CRP Status
4. New Business
 - a. RPPM Action Report
 - b. TIP Development Process
 - c. 2024 Regional Bicycle Master Plan Status Report
 - d. Member Project Status Inquiry Procedures
 - e. PROTECT Award Announcement
 - f. Final OMB Uniform Grants Guidance Summary
5. Adjournment – Next Meeting is Wednesday May 15, 2024, at 9:00 AM

TRANSPORTATION PROJECTS SUBCOMMITTEE (TPS) MEETING SUMMARY

Wednesday, March 20, 2024

9:00 A.M. in the GBNRTC Conference Room and via Zoom

Attendees: N. Skipper, N. Allen, D. Svilokos, G. Hacker, K. Forma, D. Kempner, D. Hill, T. Richards, J. Boser, M. Finn, K. Stilwell, K. Smith, K. Dixon, and R. Guarino.

1. Approval of February 21, 2024 TPS Meeting Summary – *Motion for approval: Svilokos/Richards. Approved.*
2. 2023-2027 TIP Discussion
 - a. AdMod #59: PIN 5763.32 McKinley PKWY; Quinby Dr to Southwestern Blvd – Additional HSIP funding not verified yet, therefore members did not want to vote on changes to project. The project will be presented at the next PCC meeting for approval. *Motion to table AdMod #59: Svilokos/Richards. Approved.*
 - b. AdMod #60: PIN 5763.79 Sharp Street Bridge over Spring Brook – This is an Erie County request to modify an existing TIP project. This request is to add \$0.419M in Erie County funding to the Construction Phase for realignment of roadway south of the bridge. Fiscal constraint is maintained as 100% of cost increase is offset by additional local (Erie County) funds. This action will also delay the let date from 12/2023 to 7/2024 (remains in FFY24). *Motion to approve the cost increase and let date delay as AdMod #60: Svilokos/Allen. Approved.*
 - c. AdMod #61: PIN 5764.71 Orchard Park; Sidewalks and Pedestrian Crosswalks – There was a question on the original let date, therefore members did not want to vote on changes to project until the correct date was known. The project will be presented at the next PCC meeting for approval. *Motion to table AdMod #61: Svilokos/Kempner. Approved.*
 - d. AdMod #62: PIN 5825.73 NFTA Division Street Bus Stop Canopy Project – There were questions about the information submitted on the change form, therefore members did not want to vote on changes to project. The project will be presented at the next PCC meeting for approval. *Motion to table AdMod #62: Svilokos/Kempner. Approved.*
3. Old Business
 - a. BRIDGE NY & TAP/CMAQ/CRP Update – The BRIDGE NY deadline was extended to 2/28/2024. Five additional local bridges in Erie County were submitted from EC, OP, Lackawanna. Sixteen total applications were received (12 EC and 4 NC). EC/NC review team recommendations were submitted to NYSDOT Region 5 on 2/29/2024. Erie County bridge projects submitted totaled \$26.392M out of \$26.72M available for 9 out of 12 bridges. Niagara County bridge projects submitted totaled \$7.08M out of \$7.18M available for 4 out of 4 bridges. Nineteen applications were received for the TAP/CMAQ/CRP programs. Each application can be submitted for more than one program. Thirteen applications were submitted for TAP, eight for CMAQ, and four for CRP. The MPO recommendations were submitted to the NYSDOT Region 5 review team on 2/27/2024. The review team met on 2/29/2024 to discuss the project submittals and work out any concerns or large scoring discrepancies. NYSDOT MO will make the final selections for each program. Project awards to be announced at a later date.
4. New Business
 - a. RPPM Change Report – PIN 5512.52 Environmental Assessment of Rt 33 (Kensington Expressway); Best St – East Ferry St – Reconnecting Humboldt Parkway. Detailed Design (DDES) Phase was moved from FFY 2023 to FFY 2024. Approved 3/8/2024.
 - b. Overview of Upcoming TIP Development Process – The Transportation Improvement Program (TIP) is the short-term capital program which schedules federal funds for transportation projects in Erie and Niagara Counties consistent with the Regional Transportation Plan (MTP/LRP). The TIP includes multi-modal transportation improvements scheduled for implementation in the next 5 years and is updated every 3 years. The main focus is on asset management and system preservation. The entire process takes about 18 months to complete. Development, Public review (projects and TIP) and MPO Policy Approval takes 12 months to complete. Inclusion in Draft STIP, STIP public review and federal approval takes another 6 months to complete. The new TIP will begin 10/1/2025 (FFY 26). The TIP needs to support the following federal planning factors: Support economic vitality, Increase safety, Increase security, Protect and enhance the environment, Enhance system integration and connectivity, Promote efficient systems management and operation, Emphasize preservation, Improve system resiliency and reliability, and Enhance travel and tourism. Project Development includes: Review of current federal and state guidelines and legislation, Review projects that were programmed in the last 2 years of the current TIP if still valid/needed/wanted by sponsor and make sure they are fully funded, Needs identification involving a review of data sources, visualization techniques, and priority rankings, Review TIP/LRP Illustrative projects with members for possible inclusion, Solicit project proposals from member agencies via candidate project form, Consideration of recommendations from other long and short-term regional plans, Equity/social Justice review/analysis, Member presentation of project proposals at TPS, Develop fiscally constrained prioritized project listing, Air Quality Conformity Determination, 30-day public review, and PCC Approval. Current System Conditions Report in development by MPO (April 2024): Current TIP carryover project candidates (FFY 25 and 26), 2050 MTP/LRP projects, Current TIP/LRP illustrative projects, Bridge conditions, Pavement conditions, Safety PILs (intersection and segment), Congestion locations, Freight needs, Bike/Ped needs, BNP Priority projects, FAIR projects, and Transit needs. LRTP and Federal Performance Measure Alignment: How TIP projects connect to the Long-Range Transportation Plan (20-30 year horizon), How projects will help meet defined federal performance measure goals and targets, and Moving from projects to “placemaking”. Overall program must always be in compliance with

defined planning (funding) targets and fiscally constrained. Regional funding targets (by fed fund source/program) set by NYSDOT MO in guidance document. Region programmed projects total <= defined regional planning targets. For transit projects, NFTA prepares a five-year Capital Plan that sets goals and objectives for capital spending, identifies projects that will maintain system infrastructure and/or enhance the system, and itemizes estimated costs and funding sources for each project.

- c. Active Transportation Infrastructure Investment Program (ATIIP) Announcement – A new competitive grant program has been created to construct projects that provide safe and connected active transportation facilities in active transportation networks or active transportation spines. Two types of grants are available: Planning and Design Grants must have planning and design costs of at least \$100K to be eligible. Construction grants must have total costs of at least \$15M to be eligible. A goal of both types of ATIIP grants is to integrate active transportation facilities with transit services, where available, to improve access to public transportation. Eligibility: MPOs, Local or regional governmental organizations, Multicounty special districts, State or multistate group of governments, and Indian tribes. Funding: Estimated total program funding: \$44.55M. The program will allocate a minimum of \$3M for Planning and Design grants and will ensure that at least 30% of the funding supports the construction of active transportation networks and spines. The federal share of project costs will not exceed 80%, except for projects serving communities with high poverty rates, where it may cover up to 100%. The fiscal year (FY) 2023 Notice of Funding Opportunity (NOFO) is now open. Applications must be submitted electronically through grants.gov no later than 11:59p.m., Eastern Standard Time, on Monday, June 17, 2024. FHWA will host two webinars to share more information on the new program: Webinar for General Information: April 9, 2024, at 11:00 AM (ET). Webinar for Tribal Nations: April 10, 2024, at 9:00 AM (ET). NOFO is available at <https://grants.gov/search-results-detail/353043>. If you have any questions, please reach out to Katie Economou, Intergovernmental Affairs Manager, at keconomou@ampo.org.
- d. NYS Passenger & Freight Rail Assistance Program (PFRAP) Award Announcement – These investments will enhance the safety and resiliency of these vital freight corridors, while also supporting New York’s nation-leading agenda to combat climate change by facilitating greater use of zero-emission equipment and reducing truck traffic and congestion. \$111.1M investment in New York’s port and freight rail infrastructure announced by Governor on March 12, 2024. The funding, the largest amount ever awarded under the Program, will fund 38 projects located in every region of the state and will include track and bridge rehabilitation, capacity expansion, procurement of cleaner rail equipment, and the modernization and expansion of rail infrastructure in freight yards and at seaport facilities. Winning projects were selected through a competitive solicitation process and rated based on established criteria that include a benefit cost analysis, adherence to regional economic development plans, safety enhancements, compatibility with other private and public investments, and actions that enhance resilience and reduce climate risk. Western New York Region Awards worth a total of \$8.030M went to the following projects: \$5.000M to South Buffalo Railway Company for reduced locomotive emissions plan for South Buffalo Railway. This project will meet EPA Tier 1 or better. \$1.082M to the County of Chautauqua IDA for Monofax track expansion and rehabilitation. This project will increase efficiency and reduced truck loads. \$1.948M to Chautauqua, Cattaraugus, Allegany and Steuben Southern Tier Railroad Authority for the rehabilitation of WNYP’s freight mainline from Allegany to Niobe for increased rail safety. This project will prevent speed restrictions and improve bridge integrity.
- e. SMART Grant Award Announcement – The Bipartisan Infrastructure Law established the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants program to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety. Over \$50M in grant awards for 34 technology demonstration projects across the country were just announced. The selected projects include locations in 22 states, the District of Columbia, and Puerto Rico. The NYS winning project was the NYMTA Automated Train Inspection Portal. The amount awarded was \$2M for sensors.
- f. Perspectives on USDOT Discretionary Grants: House and T&I Committee Hearing Summary – On March 7, 2024, the House T&I Committee held a hearing to assess the USDOT competitive discretionary grant programs to gather insights from key transportation partners regarding the application and implementation processes of these grants. The hearing highlighted the essential role of USDOT discretionary grants in enhancing the nation's transportation infrastructure while also pointing out issues in the grant application and execution processes. The testimonies and discussions indicated a clear need for improved clarity, efficiency, and fairness in the distribution and implementation of grants. The Committee expressed a commitment to addressing these challenges to ensure that future funding more effectively meets the diverse needs and capabilities of all communities. Ms. Amy O’Leary, Executive Director, Southeast Michigan Council of Governments (MPO) testimony summary: Underscored the pivotal role of MPOs in regional transportation planning and collaboration with local entities. Emphasized the importance of discretionary grants for addressing regional transportation challenges and fostering safety, innovation, and significant projects. Advocated for a shift from discretionary to formula-based direct federal funding for certain programs to ensure equitable distribution. Highlighted the hurdles local communities face in the grant application process, suggesting simplification and increased direct regional funding may improve project execution. House T&I Committee members raised concerns about: The transparency and efficiency of the USDOT grant process, which they noted leads to project delays and escalated costs. The difficulty faced by small and rural communities in securing grants, compared to larger cities, was particularly noted, calling for a new approach. The inclusion of new evaluation criteria such as climate change, equity, and environmental justice, with opinions divided on whether these criteria complicate the process and disadvantage smaller communities. The impact of inflation on funded projects and the sufficiency of IIJA funding in current economic conditions.
- g. Recertification Process – FHWA & FTA review all MPOs every 3 years to verify compliance with Federal requirements. The 2024 recertification review visit is scheduled for June 2024. Status update of 2020 Recertification Items: The corrective actions have been completed. The recommendations (17) are in various states of progress.
- h. Governance Review – The current Regional Strategic Stakeholders include the Buffalo-Niagara Partnership, the Empire State Development, and the Seneca Nation of Indians. They serve as non-voting advisory members. It is a

loose relationship whose roles and responsibilities need to be better defined – possibly with an MOU. Do we need to add additional Regional Stakeholders? A final updated Governance Document will be developed and submitted to the Policy Committee for approval at the Fall/Winter 2024 Policy meeting.

5. Adjourn: The next TPS meeting will be held at 9 a.m. Wednesday April 17, 2024 – Format will continue to follow the hybrid model (Live and Zoom options). *Motion to adjourn: Svilokos/Richards. Approved.*

Transportation Projects Subcommittee

April 17, 2024



Greater Buffalo Niagara Regional Transportation Council

1. Approval of 3-20-24 Minutes

2. Action Items

a. AdMod #62: PIN 5825.73 NFTA Division St Bus Stop Canopy Project

- This is a NYSDOT request to modify an existing NFTA TIP MISC project
- Project was awarded federal funding under TAP
- The Preliminary Design phase will take longer than originally planned
- This request is to delay the obligation date of C&CI phases
- Proposed let date will move from 1/24 (FFY24) to 1/25 (FFY25)
- Fiscal constraint maintained as existing funding is not being modified
- Today's TPS action would be to approve the let change

b. AdMod #63: PIN 5512.52 Kensington Corridor Project

- This is a NYSDOT request to modify an existing project
- This action would split/phase the existing PIN 551252 Kensington Corridor Project
- PIN 5512.57 Best Street Bridge Replacement & New Substation will be created to let and construct the work currently approved under PIN 55125.2 in multiple phases/contracts
- PIN 5512.57 will construct the Best Street Bridge and the new substation portion of the Kensington tunnel project.
- All work being included under new PIN 5512.57 was previously included in the approved scope and cost of PIN 5512.52

b. AdMod #63: PIN 5512.52 Kensington Corridor Project

- Fiscal constraint is maintained as a total of \$79M will be transferred from PIN 5512.52
 - \$63.2M federal RCP (Reconnecting Communities Program)/NHPP
 - \$15.8M state match
- The Interagency Consultation Group (ICG) concurred on 4/16 that
 - The phased project should be classified the same as the original project (non-exempt) for transportation conformity
 - As this action is defined as an administrative modification, it will not require a new transportation conformity determination (23 CFR 450 subpart A)
- Today's TPS action would be to approve this project phasing/split

3. Old Business

a. BRIDGE NY and TAP/CMAQ/CRP Program Update

- NYSDOT MO will make the final selections for each program
- Announcement dates are unknown at this time and are at the Governor's discretion



4. New Business

a. RPPM Action Report

- PIN 5764.74 Scajaquada Trail - Buffalo; TAP; From Main St - Fillmore Av
 - Delayed PDES from FFY 23 to FFY 24
 - **Approved 3/25/24**

b. TIP Development Process

- Updated TIP will go live on 10/1/25 (FFY 26)
- Entire Process takes about 18 months to complete
 - Project Development – Provide system condition data to member agencies and intake project proposal candidates. Prioritize projects.
 - Constraint and Conformity - Develop a fiscally constrained listing based on anticipated federal planning targets provided by NYSDOT. Air Quality conformity determination. PCC approves constrained project listing.
 - Public/Agency Reviews – 30-day public review period of draft TIP and Draft Conformity Determination. Interagency Consultation. Hold a public information meeting.
 - Approvals – The TIP must be approved by the GBNRTC Policy Board, NYSDOT Main Office, FTA and FHWA before it can become active.
- Project development phase has now begun

TIP Development Tasks and Schedule

Activity	Sub-Activity/Milestone
Project Development APRIL - SEPTEMBER (5 Months)	Call for new projects at TPS
	Members review System Conditions Report to start project development
	MPO Staff will develop project scoring categories and methodology
	Members complete and submit project candidate forms
	MPO staff review and scoring of project proposals
	MPO project proposal scoring distributed to members
	Members prioritize project proposals and present at TPS
Constraint and Conformity SEPTEMBER – JANUARY 24 (4 Months)	Receive TIP Guidance and Funding targets from NYSDOT MO
	Develop draft fiscally constrained project listing
	TPS meeting(s) to discuss draft project list
	Develop final project listing
	Propose recommended air quality conformity exemption codes to ICG
	TPS recommends final project list to PCC
	Begin entering projects into eSTIP
	Complete draft air quality conformity determination document
	PCC approval of draft fiscally constrained project list
	Complete fiscal constraint tables per FHWA/FTA requirements
Public/Agency Reviews JANUARY 24 – APRIL 24 (3 Months)	Initiate AQ conformity determination 30-day public review
	Initiate Draft TIP 30-day Public Review
	FHWA, FTA and NYSDOT MO review
	Conduct TIP Public Meeting
	Interagency consultation
	Respond to all comments
	Final document assembled and completed
TIP/STIP Approvals APRIL 24 – OCTOBER 24 (6 Months)	PCC recommends TIP and conformity doc to Policy Committee
	Policy Committee approves conformity doc and TIP
	Final document printed and posted to Internet
	TIP incorporated into STIP
	STIP goes out for public review
	NYSDOT Main Office STIP approval
FHWA and FTA approval	
Final document distributed to members and posted online	

b. Overview of TIP Development Process/Timeline

- System Conditions Report
 - TIP carryover project candidates (FFY 25 and 26)
 - Regional Priority Projects
 - Bridge conditions
 - Pavement conditions
 - Safety
 - Congestion
 - Freight projects
 - Bike/Ped needs
 - Reducing Climate Impacts of Transportation
 - Transportation Equity/Communities of Concern



Bike Plan Progress Report Purpose

- Evaluate progress made in advancing the goals and objectives of the Plan and the recommendations for bikeways and greenway infrastructure.
- Provide the opportunity to offer recommendations to address some of the challenges that have arisen since the Plan was approved and to provide thoughts on how to proceed over the next few years.



Greater Buffalo Niagara Regional Transportation Council

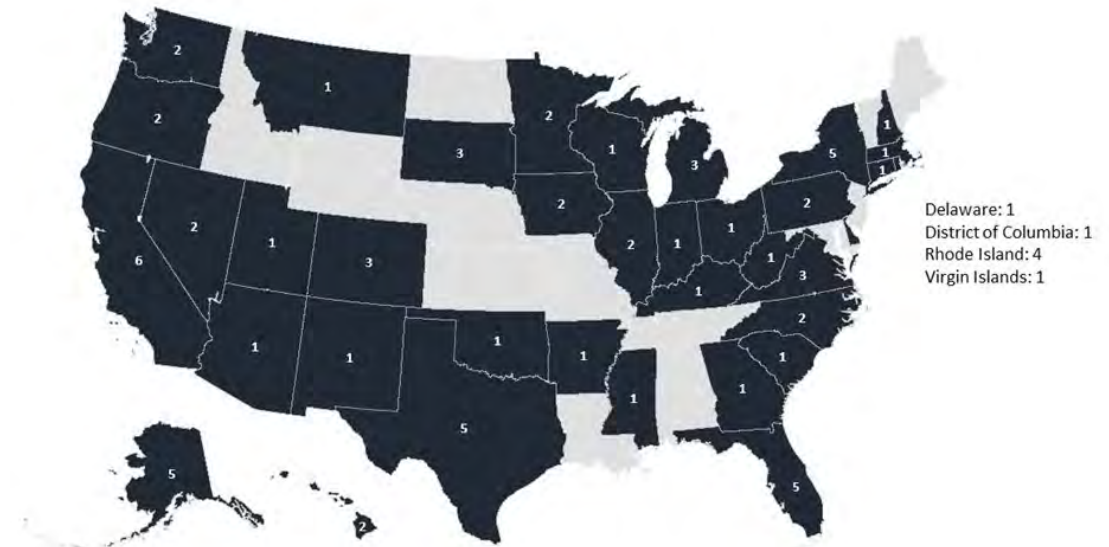
2024 Regional Bicycle Master Plan Progress Report Elements

- Regional Bicycle Master Plan Project Status
 - On-Road Network
 - Off-Road Network
- Bicycle Project Delivery Process
 - Resurfacing and Repaving Projects
 - Major Transportation Improvement Projects
 - Greenway Trail Projects
- Measuring Performance
- Funding and Resources
- Proposed Bicycle Network
- Agency Coordination and Public Engagement

d. Member Project Status Inquiry Procedures

e. Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant Award Announcement

- Funding to ensure surface transportation resilience 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.
- The program recently awarded \$829.6 million in grant funding to 80 recipients located across 37 states, the District of Columbia, and the U.S. Virgin Islands and include seven Tribal projects.
- Award Summary Link:
 - https://www.fhwa.dot.gov/environment/protect/discretionary/grant_recipients/
- 5 awards in NY totaling almost \$113M!



e. Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant Award Announcement

State	Applicant Name	Project Name	Project Description	Funding Amount	Grant Type
NY	New York City Department of Transportation	Grand Street Bridge Reconstruction	The New York City Department of Transportation will receive \$15 million to replace the 119-year-old Grand Street Bridge in Brooklyn that was severely damaged during Superstorm Sandy in 2012. The bridge will be replaced with a new structure that will have elevated electrical and mechanical equipment, which will be resilient against water damage from future anticipated sea level and storm surges, and feature standard width lanes, separated cycling infrastructure and wider walking paths.	\$15,000,000	Resilience Improvement
NY	New York State Department of Transportation	US Route 6 at Camp Smith: Flood Mitigation, At-Risk Coastal Infrastructure	The New York State Department of Transportation will receive nearly \$24 million to raise a small segment of US Route 6 from Roa Hook Road to Camp Smith approximately seven feet. The goal is to ensure the roadway remains passable when sea levels rise and to reduce the risk of roadway closures due to flooding. The segment is a key route for emergency responders and is part of the National Highway System and within FEMA's 100-year floodplain.	\$23,960,000	At-Risk Coastal Infrastructure
NY	New York State Department of Transportation	Planning for Extreme Weather: Coordinated Operations and Enhanced Resiliency in Western New York State	The New York State Department of Transportation will receive \$1.65 million to develop and coordinate emergency response plans for a four-county region in Western New York, including Erie, Niagara, Cattaraugus, and Chautauqua. The project will examine vulnerabilities around roadway and transit operations as well as maintenance practices during severe winter snowstorms made more challenging by lake-effect snow. One goal is to identify ways to consistently and proactively communicate with residents about openings, closures, travel conditions and to support emergency responders.	\$1,650,000	Planning
NY	New York State Thruway Authority	Rehabilitation and Installation of Seismic Retrofits for the South Grand Island Bridges and Additional Safety and Pedestrian Improvements	The New York State Thruway Authority will receive \$39 million to repair and modify the South Grand Island Bridges in western New York to make them more resistant to seismic activity, ground motion, and soil failure as a result of earthquakes. The twin bridges provide an evacuation route across the Niagara River on Interstate 190 to more than 21,000 residents of Grand Island. The project also will enhance safety for vehicles and maintenance operations and provide better connectivity for pedestrians and bicyclists.	\$39,000,000	Resilience Improvement
NY	NY Metropolitan Transportation Authority	NY MTA Westchester Yard Drainage - 6 Line Service Protection	The New York Metropolitan Transportation Authority (MTA) will receive over \$33.2 million to install a complete stormwater drainage system at Westchester Yard in the Bronx where subway trains are stored for the Pelham Bay 6 Line. The subway line is New York City Transit's busiest line serving an estimated 500,000 people on a typical weekday and is prone to ponding during heavy rains and flash flooding.	\$33,280,000	Resilience Improvement

f. Final OMB Uniform Grants Guidance Summary

- The Office of Management and Budget (OMB) issues guidance regarding government-wide policies for the award and administration of Federal financial assistance, often referred to as the Uniform Grants Guidance
- This guidance sets the foundational requirements for agencies in making grants and providing other forms of Federal financial assistance, such as cooperative agreements and loans
- An updated version of this guidance was released in April 2024
- Significant input from over 50 Federal agencies as well as states, local governments, Tribal organizations, nonprofits, colleges and universities, and companies
- More than 3,200 public comments

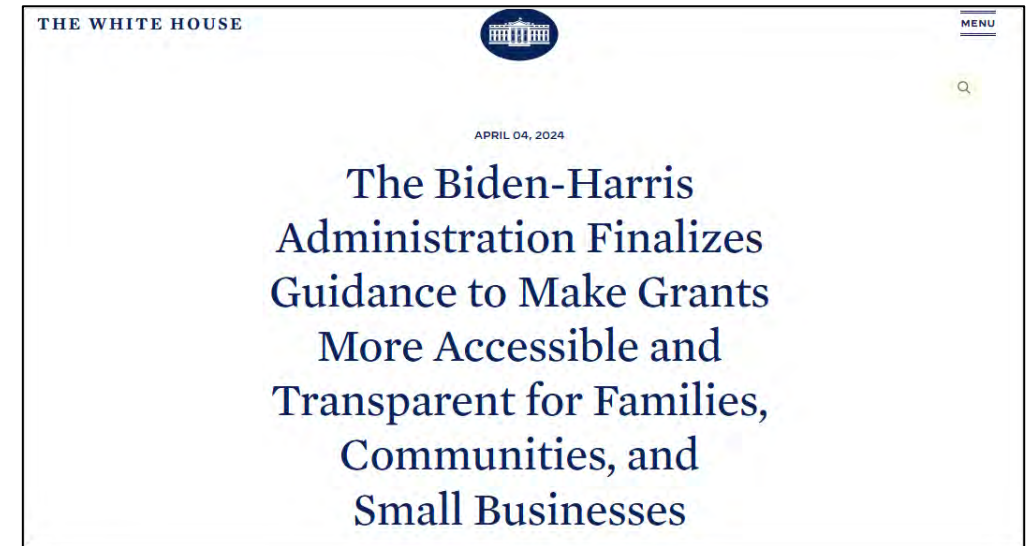
f. Final OMB Uniform Grants Guidance Summary

- Guidance Updates

- Reduce unnecessary compliance costs by modifying numerous requirements to simplify compliance and clarify ambiguous terms so that recipients can comply with the same requirement in the same way, regardless of funding source
- Increased focus on the importance of data and evaluation in program development and implementation
- Revise NOFOs to make it easier for non-experts and smaller organizations and underserved communities to apply for Federal funding and offer pre-award technical assistance
- Ensure assistance serves communities most in need of assistance including the elimination of the requirement to use English language in notices, applications, and reporting
- Strengthening the Federal Program Inventory (FPI) which is a new comprehensive, searchable tool with critical information about all Federal programs that provide grants, loans, or direct payments to individuals, governments, firms or other organizations
- Supporting programs for Tribal nations to increase the accessibility, equity, flexibility, and utility of Federal funding and support programs for Tribal Nations and Indians

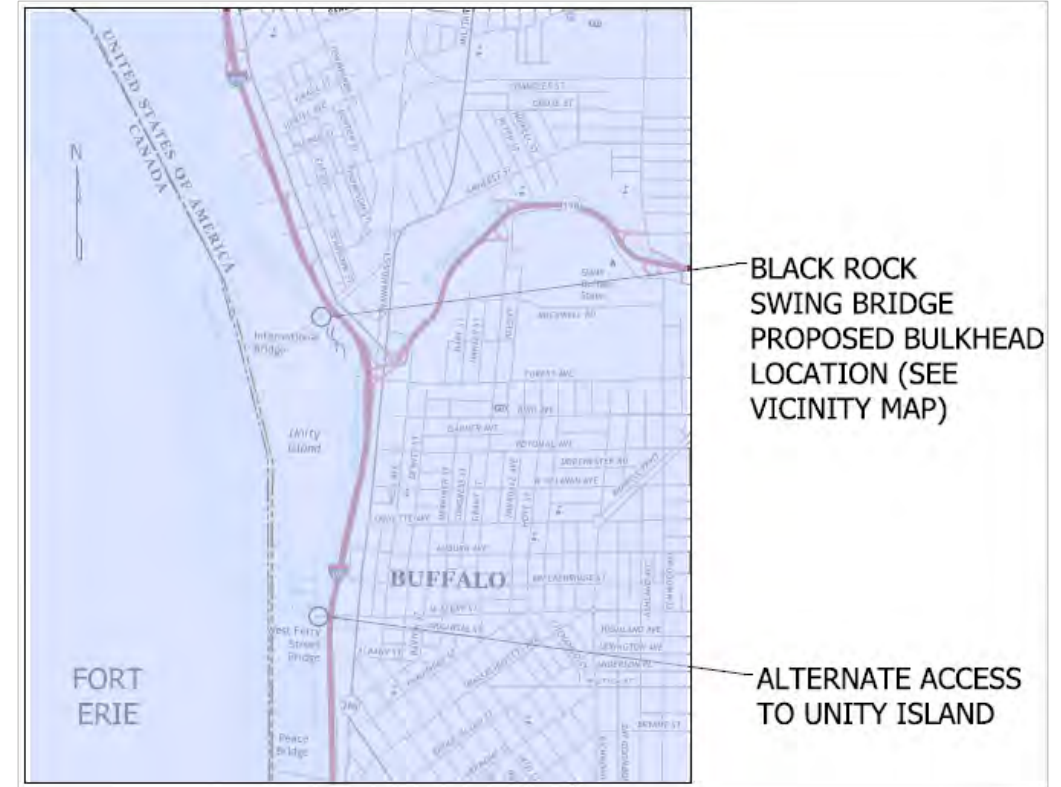
f. Final OMB Uniform Grants Guidance Summary

- This is the most substantial revision to the Uniform Grants Guidance since it went into effect ten years ago
- OMB is publishing an implementation memorandum that will direct agencies to put the revisions into effect by October 1, 2024
- Memorandum will also provide additional tools to strengthen and streamline the administration of Federal financial assistance
- <https://www.whitehouse.gov/omb/briefing-room/2024/04/04/the-biden-harris-administration-finalizes-guidance-to-make-grants-more-accessible-and-transparent-for-families-communities-and-small-businesses/>



g. USCG Public Notice – CN Bridge over Black Rock Canal

- The Commander, Ninth Coast Guard District, has received application materials from Canadian National Railroad (CN) for approval of location and plans for the modification of the Canadian National Railroad Bridge, across the Black Rock Canal, Mile 3.80, in Buffalo
- CN proposes to modify the protective bulkhead extending north and south of the existing bridge on each side of the Black Rock Canal
- The purpose and need for the project are to repair extensive deterioration to the existing sheet pile and timber bulkheads
- Comments will be received via email to michael.o.walker2@uscg.mil through May 17
- https://www.navcen.uscg.gov/sites/default/files/pdf/bridges/publicNotices/D09_PN01024_CNRailroadBridge_BlackRockCanal.pdf



h. Safe Streets for All Demonstration Grants

- SS4A Demonstration Grants provide Federal funds to develop, complete, or supplement an Action Plan.
- Demonstration activities are temporary safety improvements that inform comprehensive safety action plans (referred to as “Action Plans”) by testing proposed project and strategy approaches to determine future benefits and future scope.
- Eligible activities must measure potential benefits through data collection and evaluation (e.g., pre- and post-demonstration results) to inform an Action Plan’s list of selected projects and strategies and their future implementation at a systematic level.
- Demonstration activities do not involve permanent roadway reconstruction.
- Eligible demonstration activities include, but are not limited to the following:
 - Feasibility studies
 - MUTCD engineering studies
 - Behavioral or operational activity pilot programs
 - New technology pilot programs
- There is an opportunity for locals to submit for a SS4A Demonstration grant while the SS4A Planning Study is ongoing

Next Scheduled TPS Meeting

- Wednesday May 15 @ 9:00 AM



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

Transportation Projects Subcommittee (TPS) Meeting

Wednesday, May 15, 2024 9:00 AM

In-Person: Edward H. Small Conference Room (438 Main St. Buffalo Suite 503)

Draft Agenda

1. Approval of April 17, 2024 TPS Meeting Summary
2. 2023-2027 TIP – Action Requests
 - a. AdMod #65: FFY24 FTA Program Realignment (*NFTA*)
 - b. Amendment #17: Bailey Av BRT Project – Initiate Public Review (*NFTA*)
3. Old Business
 - a. BRIDGE NY and TAP/CMAQ/CRP – Award Status
 - b. FFY 26-30 TIP Development – Draft TIP Project Submission Form/Project Evaluation Criteria
 - c. FTA 5310 Project Recommendations for FFY 23
4. New Business
 - a. RPPM Action Report
 - b. Federal Certification
 - c. Traffic Count Contract
 - d. GBNRTC “About Us”
 - e. June TPS Meeting Date
 - f. Stage 1 SMART Grant Program NOFO Announced
5. Adjournment – Next Meeting TBD (See item 4.e.)

TRANSPORTATION PROJECTS SUBCOMMITTEE (TPS) MEETING SUMMARY

Wednesday, April 17, 2024

9:00 A.M. in the GBNRTC Conference Room and via Zoom

Attendees: N. Skipper, N. Allen, D. Svilokos, G. Hacker, K. Forma, D. A. Smith, D. Hill, T. Richards, J. Boser, M. Finn, K. Stilwell, K. Smith, A. Weymouth, M. Grabau, A. Gonzalez, K. Dixon, and R. Guarino.

1. Approval of March 20, 2024 TPS Meeting Summary – *Motion for approval: Svilokos/Forma. Approved.*
2. 2023-2027 TIP Discussion
 - a. AdMod #62: PIN 5825.73 NFTA Division Street Bus Stop Canopy Project – This is a NYSDOT request to modify an existing NFTA TIP Miscellaneous project. Project was awarded federal funding under TAP. The Preliminary Design Phase will take longer than originally planned. This request is to delay the obligation date of C&CI Phases. Proposed let date will move from 1/2024 (FFY24) to 1/2025 (FFY25). Fiscal constraint is maintained as existing funding is not being modified. *Motion to approve as AdMod #62: Smith/Richards. Approved.*
 - b. AdMod #63: PIN 5512.52 Kensington Corridor Project – This is a NYSDOT request to modify an existing project. This action would split/phase the existing PIN 5512.52 Kensington Corridor Project. PIN 5512.57 Best Street Bridge Replacement & New Substation will be created to let and construct the work currently approved under PIN 5512.52 in multiple phases/contracts. PIN 5512.57 will construct the Best Street Bridge and the new substation portion of the Kensington tunnel project. All work being done under new PIN 5512.57 was previously included in the approved scope and cost of PIN 5512.52. Fiscal constraint is maintained as a total of \$79M will be transferred from PIN 5512.52. \$63.2M Federal RCP (Reconnecting Communities Program)/NHPP and \$15.8M State match. The Interagency Consultation Group (ICG) concurred on 4/16/2024 that the phased project should be classified the same as the original project (non-exempt) for transportation conformity and as this action is defined as an administrative modification, it will not require a new transportation conformity determination (23 CFR 450 subpart A). *Motion to approve as AdMod #63: Richards/Svilokos. Approved.*
3. Old Business
 - a. BRIDGE NY & TAP/CMAQ/CRP Update – NYSDOT MO will make the final selections for each program. Announcement dates are unknown at this time and are at the Governor’s discretion.
4. New Business
 - a. RPPM Change Report – PIN 5764.74 Scajaquada Trail - Buffalo; TAP; Main St to Fillmore Av. PDES was delayed from FFY 23 to FFY 24. Approved 3/25/2024.
 - b. TIP Development Process – The updated TIP will go live on 10/1/2025 (FFY 26). The entire process takes about 18 months to complete. Project Development – Provide system condition data to member agencies and intake project proposal candidates to prioritize projects. Constraint and Conformity – Develop a fiscally constrained listing based on anticipated federal planning targets provided by NYSDOT. Air Quality Conformity Determination. PCC approves constrained project listing. Public/Agency Reviews – 30-day public review period of draft TIP and Draft Conformity Determination. Interagency Consultation. Hold a public information meeting. Approvals – The TIP must be approved by the GBNRTC Policy Board, NYSDOT Main Office, FTA and FHWA before it can become active. Project development phase has now begun. The System Conditions Report contains information on the following: TIP carryover project candidates (FFY 25 and 26), Regional Priority Projects, Bridge conditions, Pavement conditions, Safety, Congestion, Freight projects, Bike/Ped needs, Reducing Climate Impacts of Transportation, and Transportation Equity/Communities of Concern.
 - c. 2024 Regional Bicycle Master Plan Status Report – Evaluate progress made in advancing the goals and objectives of the Plan and the recommendations for bikeways and greenway infrastructure. Provide the opportunity to offer recommendations to address some of the challenges that have arisen since the Plan was approved and to provide thoughts on how to proceed over the next few years. The Regional Bicycle Master Plan Project Status includes the On-Road Network and the - Off-Road Network. The Bicycle Project Delivery Process includes resurfacing and repaving projects, major Transportation Improvement Projects, and Greenway Trail Projects. Other elements of the 2024 Regional Bicycle Master Plan Progress Report are Measuring Performance, Funding and Resources, Proposed Bicycle Network, and Agency Coordination and Public Engagement.
 - d. Member Project Status Inquiry Procedures – A form was passed to member agencies in attendance and will be emailed to all members as well. The form is to be used by members to indicate who the contact person is for each TIP project so anyone inquiring about a project can be directed to the contact person.
 - e. PROTECT Award Announcement – This funding is to ensure surface transportation resilience 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. The program recently awarded \$829.6M in grant funding to 80 recipients located across 37 states, the District of Columbia, and the U.S. Virgin Islands, along with seven Tribal projects. Award Summary Link: https://www.fhwa.dot.gov/environment/protect/discretionary/grant_recipients/. There were five awards in NY State totaling almost \$113M.
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providing other forms of Federal financial assistance, such as cooperative agreements and loans. An updated version of this guidance was released in April 2024. There was significant input from over 50 Federal agencies as well as states, local governments, Tribal organizations, nonprofits, colleges and universities, and companies. The OMB received more than 3,200 public comments. Guidance Updates: Reduce unnecessary compliance costs by modifying numerous requirements to simplify compliance and clarify ambiguous terms so that recipients can comply with the same requirement in the same way, regardless of funding source, Increased focus on the importance of data and evaluation in program development and implementation, Revise NOFOs to make it easier for non-experts and smaller organizations and underserved communities to apply for Federal funding and offer pre-award technical assistance, Ensure assistance serves communities most in need of assistance including the elimination of the requirement to use English language in notices, applications, and reporting, Strengthening the Federal Program Inventory (FPI) which is a new comprehensive, searchable tool with critical information about all Federal programs that provide grants, loans, or direct payments to individuals, governments, firms or other organizations, and Supporting programs for Tribal nations to increase the accessibility, equity, flexibility, and utility of Federal funding and support programs for Tribal Nations and Indians. This is the most substantial revision to the Uniform Grants Guidance since it went into effect ten years ago. OMB is publishing an implementation memorandum that will direct agencies to put the revisions into effect by October 1, 2024. The memorandum will also provide additional tools to strengthen and streamline the administration of Federal financial assistance. <https://www.whitehouse.gov/omb/briefing-room/2024/04/04/the-biden-harris-administration-finalizes-guidance-to-make-grants-more-accessible-and-transparent-for-families-communities-and-small-businesses/>.

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5. Adjourn: The next TPS meeting will be held at 9 a.m. Wednesday May 15, 2024 – Format will continue to follow the hybrid model (Live and Zoom options). *Motion to adjourn: Sviolkos/Forma. Approved.*

Transportation Projects Subcommittee

May 15, 2024



Greater Buffalo Niagara Regional Transportation Council

1. Approval of 4-17-24 Minutes

2. Action Items

a. AdMod #65: FFY 24 FTA Program Realignment

- This is an NFTA request to modify eight (8) existing TIP projects
- FTA planning allocations beyond one year are estimates
- Adjustments must be made annually to these estimates when actual amounts are published



a. AdMod #65: FFY 24 FTA Program Realignment

- FTA Section 5307 (FFY 24) – 3 projects
 - PIN 5825.78 Bus Capital Project (5307 Funding - FFY 25)
 - Total matched cost decrease of \$1.519M from \$8.995M to \$7.476M
 - PIN 5900.29 Bus Preventative Maintenance (5307)
 - Total matched cost decrease of \$0.026M from \$21.038M to \$21.012M
 - PIN 5900.30 Rail Preventative Maintenance (5307)
 - Total matched cost decrease of \$0.007M from \$0.625M to \$0.618M
- FTA Section 5337 (FFY 24) – 2 projects
 - PIN 5900.35 Rail Preventative Maintenance
 - Total matched cost decrease of \$0.018M from \$3.084M to \$3.066M
 - PIN 5825.79 Rail Capital Project (5337 Funding FFY 25)
 - Total matched cost decrease of \$0.158M from \$2.776M to \$2.618M

a. TIP AdMod #65: FFY 24 FTA Program Realignment

- FTA Section 5339 (FFY 24) – 3 projects
 - PIN 5900.50 Purchase Bus Shelters (5339)
 - Total matched cost decrease of \$0.147M from \$0.647M to \$0.500M
 - PIN 5900.48 Purchase Revenue Vehicles (5339)
 - Total matched cost increase of \$0.806M from \$0.647M to \$1.453M
 - PIN 5900.49 Purchase Paratransit Vehicles (5339)
 - Total matched cost decrease of \$0.647M
 - Project will now be 100% NFTA (locally) funded (+ \$0.647M)
- Fiscal constraint is maintained as these the projects costs now reflect actual FTA published amounts
- As some of the changes are over the \$500K TPS threshold, today's TPS action would be to recommend these changes to PCC for approval at the June 5 meeting

b. Bailey Avenue Lower/No Emission Bus Rapid Transit & TOD Planning

- This is a request from NFTA to add three (3) new projects to the TIP
- These projects will complete design for and construct a low or no emission Bus Rapid Transit line and context-sensitive roadway safety improvements along the entire length of Bailey Avenue from the terminus of the NFTA-Metro Rail system at the State University of New York @ Buffalo South Campus to South Park Avenue
- The projects will also include Equitable Transit-Oriented Development (ETOD) planning along the Bailey Avenue corridor to identify and advance community-supported improvements with a focus on the station areas surrounding future BRT stops
- The total project cost is \$104.65M
- Scheduled let will be 6/1/24



b. Bailey Avenue Lower/No Emission Bus Rapid Transit & TOD Planning

- Project was broken out into three PINs for administrative purposes
 1. PIN 5826.12 Bailey Avenue Lower/No Emission Bus Rapid Transit & TOD Planning; TOD Planning Project
 - \$960,000 FY23 Transit-Oriented Development (TOD) Planning Project (100%)
 2. PIN 5826.13 Bailey Avenue Lower/No Emission Bus Rapid Transit & TOD Planning; NAE Program
 - \$102,692,562 FY23 Neighborhood Access & Equity (NAE) Program (100%)
 3. PIN 5826.14 Bailey Avenue Lower/No Emission Bus Rapid Transit & TOD Planning; FTA Earmark
 - \$1,000,000 FTA Earmark (100%)
- Fiscal constraint is maintained as this is new funding to the region
- Projects are currently under review for transportation conformity by the Interagency Consultation Group for Air Quality Conformity (ICG)
- **Today's action would be to initiate a 30-day public review period**

3. Old Business

a. BRIDGE NY and TAP/CMAQ/CRP Program Update

- NYSDOT MO making the final selections for each program
- Mid June Announcement expected



b. FFY 26-30 TIP Development – Project Submission Form and Evaluation Criteria

- 23 CFR 450.326 Development and Content of the TIP
 - The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d)
 - The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets
- Transportation Performance Management (TPM)
 - USDOT requires state DOT's, transit operators and MPOs to move toward adopting a performance-based approach based on Performance-Based Planning and Programming (PBPP) regulations
 - https://www.transit.dot.gov/sites/fta.dot.gov/files/Performance_Based_Planning_and_Programming_Guidebook.pdf (see chapter 8)

MPO Project Evaluation

- Federal Planning Factors - 23 CFR §450.306(b)
 - Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
 - Increase the **safety** of the transportation system for motorized and non-motorized users
 - Increase the **security** of the transportation system for motorized and non-motorized users
 - Increase **accessibility and mobility** of people and freight
 - Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
 - Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight
 - Promote **efficient system management** and operation
 - Emphasize **preservation of the existing transportation system**
 - Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation
 - Enhance **travel and tourism**

MPO Project Evaluation

- Alignment with federal Transportation Performance Management (TPM) goals, rulemaking and defined MPO targets - 23 CFR §450.306(d)
 - **Safety**
 - **Capital Assets Condition**
 - **Congestion Reduction**
 - **System Reliability**
 - **Freight Movement and Economic Vitality**
 - **Environmental Sustainability**
 - **Reduced Project Delivery Delays**
- GBNRTC PM target resolutions state that the MPO will program projects that will contribute to meeting these defined PM rules/targets

MPO Project Evaluation

- Linkage to 2050 MTP/LRP goals - 23 CFR §450.326(d)
 - **Community opportunities** providing residents with various lifestyle choices and attracting new, diverse residents, businesses and investments
 - A **competitive economy** with shared prosperity that spreads economic opportunities and benefits to all residents
 - **Environmental health, access and sustainability** for all residents
 - **Innovative decision-making** for planning, funding and implementing transportation improvements

MPO Project Evaluation – Candidate Project Questions

- Project candidate form contains 3 sections
 1. General Project Information
 2. Projects costs by phase
 3. Evaluation criteria
- Online form will be used (in development)
 - Can all members use Google?
- Link to reference material will be provided (in development)
- Answers provided to these questions will be stored in a database and will be used to generate a project evaluation score and ranking
- Opportunity for members to discuss evaluation criteria and provide feedback
- This process needs to be completed in next few weeks so that members can start filling out forms

Scoring Evaluation for FFY 26-30 GBNRTC TIP Project Candidates

Q#	Category	Question	Max	Scoring Breakdown
1	NHS	Is this project located on the National Highway System (NHS)?	8	No - 0 Yes - 8
2	Bridge Conditions	What is the latest NBI Bridge Condition?	8	Good/NA - 0 Fair - 4 Poor - 8
3	Pavement Conditions	What is the latest pavement condition?	8	Good/NA - 0 Fair - 4 Poor - 8
4	Innovation	Does this project include any of the following innovative elements?	6	Innovative Funding +2 Innovative Technology +2 Innovative Delivery +2
5	Roadway Safety	Did the project area experience any fatal or serious injuries for the last 5 years?	6	No - 0 No, but has other Safety Improvements - 2 Yes, but project does not contain safety improvements - 3 Yes, and project does contain safety improvements - 6
6	Bicycle	Are any recommendations from the GBNRTC Regional Bicycle Master Plan included in the project?	8	No - 0 No, But has other Bike Improvements - 2 Yes, but not full recommendation - 4 Yes, Tier 1, 2 or 3 as Recommended - 8
7	Truck Percentage	What is truck percentage (%) of AADT?	6	N/A or less than 2% - 0 Greater than 2% and less than 5% - 1 Greater than 5% and less than 10% - 3 Greater than 10% and less than 15% - 4 Greater than 15% - 6
8	System Performance/Freight	Will the project reduce roadway congestion/improve travel reliability?	7	No/NA - 0 Yes - 3 Yes and is located on a LOTTR >1.5 segment - 7
9	Environmental Sustainability	Does the project include any of the following elements to advance sustainability?	6	Renewable energy +3 Green Infrastructure - +3
10	Public Transit Linkage	Does the project make improvements the public transit system?	6	No - 0 No, but project is located on a transit line - 2 Yes - 6
11	Transportation Equity	Enter the number of Community of Concern population groups over regional thresholds in project census tract.	9	One point per COC threshold exceeded
12	Americans with Disabilities Act (ADA)	Does the project include ADA components?	6	No, project does not include any ADA elements - 0 Yes, project contains some components necessary for ADA compliance - 1 Yes, project includes all components necessary for ADA compliance - 3 Yes, project includes components that will exceed ADA compliance - 6
13	Accessibility, Mobility and Economic Vitality	Will the project impact regional economic growth in any of the following ways?	8	None - 0 Reduced Delays/Improved Efficiency +2 Increased Reliability +2 Increased Job, education or healthcare access +2 Increased access to regional tourism destinations +2
14	Integration and Connectivity	Does the project increase connectivity in any of the following ways:	8	None - 0 Integrated transportation and land use planning +2 Reduced distances between key destinations +2 Improved local pedestrian and bicycle infrastructure +2 Improved incident response, public transportation signal prioritization, and/or congestion management +2

Maximum Total Score: 100

c. FTA 5310 Project Recommendations Update

- The Enhanced Mobility of Seniors and Individuals with Disabilities Public Transportation grants program (49 USC, Section 5310) provides funding to improve accessibility and mobility for seniors and persons with disabilities.
- Project recommendations were presented at May PCC and a 30-day public review was initiated (ends May 30)
- All 7 projects have been classified by ICG as exempt from regional air quality conformity determination
- NYSDOT Albany will make the final decision on awards



4. New Business

a. RPPM Action Report

- PIN 5764.68 Forest Ave Mult-use Pathway
 - PREDES Obligation Date Slip from FFY 23 TO FFY 24
 - **Approved 4/18/24**
- PIN 5806.29 RT 324 Sustainability; Sheridan Park to Tonawanda Trail
 - DETDES & ROW-A Obligation Date Slip from FFY 23 TO FFY 24
 - Cost Increased by 0.019M
 - **Approved 4/25/24**
- PIN 5764.29 Townline Rd, from Quaker Rd East to County Line
 - PDES and DES Obligation Date Slip from FFY 23 TO FFY 24
 - Federal Fund Source Change from STBG LG URBAN TO STBG FLEX
 - **Approved 4/25/24 and 5/5/24**
- PIN 5764.09 Bridge Washing & Deck Sealing
 - Approx \$65K Funding Being Moved Within Project
 - **Approved 5/13/24**

b. Federal Certification

- Federal Certification Visit is set for June 4-6, virtual wrap up on June 10
- Full schedule in your packet
- Members are welcome to attend any or all sessions – not required
- Feds will make a presentation at PCC on Jun 5 and open for member and public feedback

c. Traffic Count Contract

- GBNRTC has had a Traffic Count Program in place over the last 30 years.
- The GBNRTC and its member agencies place much reliance on the Council's yearly traffic counts.
- This information is the basis for modeling and forecasting traffic and for developing long-range transportation plans.
- The data is also useful in corridor related studies as well as assessing the impacts of specific transportation projects and development proposals.
- Every year our goal is to count about 150 intersections and over 400 road segments (ATR's) throughout Erie & Niagara Counties.

c. Traffic Count Contract

- Up until 2017 only ATR counts were contracted out to a consultant.
- Intersection Turning Movement Counts were conducted by hired summer interns.
- 2018-Present, both ATR counts and Intersection Turning Movement Counts have been contracted out to a consultant.
- Years 2020-2024 we contracted out our traffic count program to include both ATR counts and Intersection counts.
- Last year cost came in at \$130,000 for the consultant to complete our requested traffic counts for both ATR's and Intersection counts.

c. Traffic Count Contract

- 2024-2028 Traffic Count RFP Posted (March 2024).
- Two vendor submissions received and reviewed.
 - Vendor #1 cost came in at \$303,600 for each year.
 - Vendor #2 cost came in at \$419,550 for each year.
- Contract bids for the four year cost totals were determined to be over budget. (Well Over 2x previous Years)
- Currently planning to put out a new one year contract RFP
- Start Traffic count program July 2024

c. Traffic Count Contract

- We are currently taking request for Traffic Counts and need to be made aware of priority counts needed.
- Questions / Comments

GBNRTC About Us



Who Are We?

The Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) is the Metropolitan Planning Organization (MPO) for Erie and Niagara Counties.

GBNRTC leads transportation development in the region by coordinating regional transportation planning and addressing issues related to land use, air quality, energy, economic development, and commerce.

MPO

What is an MPO?

An MPO (Metropolitan Planning Organization) is a body designated by federal law and appointed by the governor of each state to represent each urban area with a population of 50,000 or more. The MPO creates a policy and planning context for federal transportation investment decisions within metropolitan areas.

MPOs direct federal surface transportation formula funds that are authorized by Congress, through the Bipartisan Infrastructure Law, including money for roads, bridges, sidewalks, bike and bus lanes, and transit-supportive infrastructure.

Mission

GBNRTC's Mission

GBNRTC's mission is to plan for a safe, efficient, and accessible transportation system by adhering to the following:

- Provide quality information and proactive transportation and regional development planning.
- As a non-partisan platform, we provide insight and ideas on transportation issues to local policymakers, community groups, and businesses in the region.
- We collect, manage, and analyze data used to support and meet the needs of regional transportation planning and policy.
- We identify and actively pursue innovative partnerships and funding opportunities.

What

What We Do

GBNRTC is focused on establishing a comprehensive, cooperative, and continuing transportation planning process for Erie and Niagara Counties' metropolitan area.

This is done by developing long and short-range transportation plans and programs, project plans, and technical analyses of transportation.

Major Planning Products

- Long-Range Transportation Plan (LRTP)
- Transportation Improvement Program (TIP)
- Unified Planning Work Program (UPWP)

Why

Why Is It Important?

GBNRTC is an impartial organization dedicated to representing all transportation users and methods. We act as a reliable resource of knowledge and understanding of transportation topics for local policymakers, community organizations, and businesses. Through the gathering, organization, and analysis of data, GBNRTC aids decision-makers and enhances their capacity to meet the needs of regional transportation planning and policy. GBNRTC addresses interconnected issues that impact the Buffalo Niagara's region's transportation environment, including land use, air quality, energy, economic growth, and trade, by coordinating regional transportation planning projects.

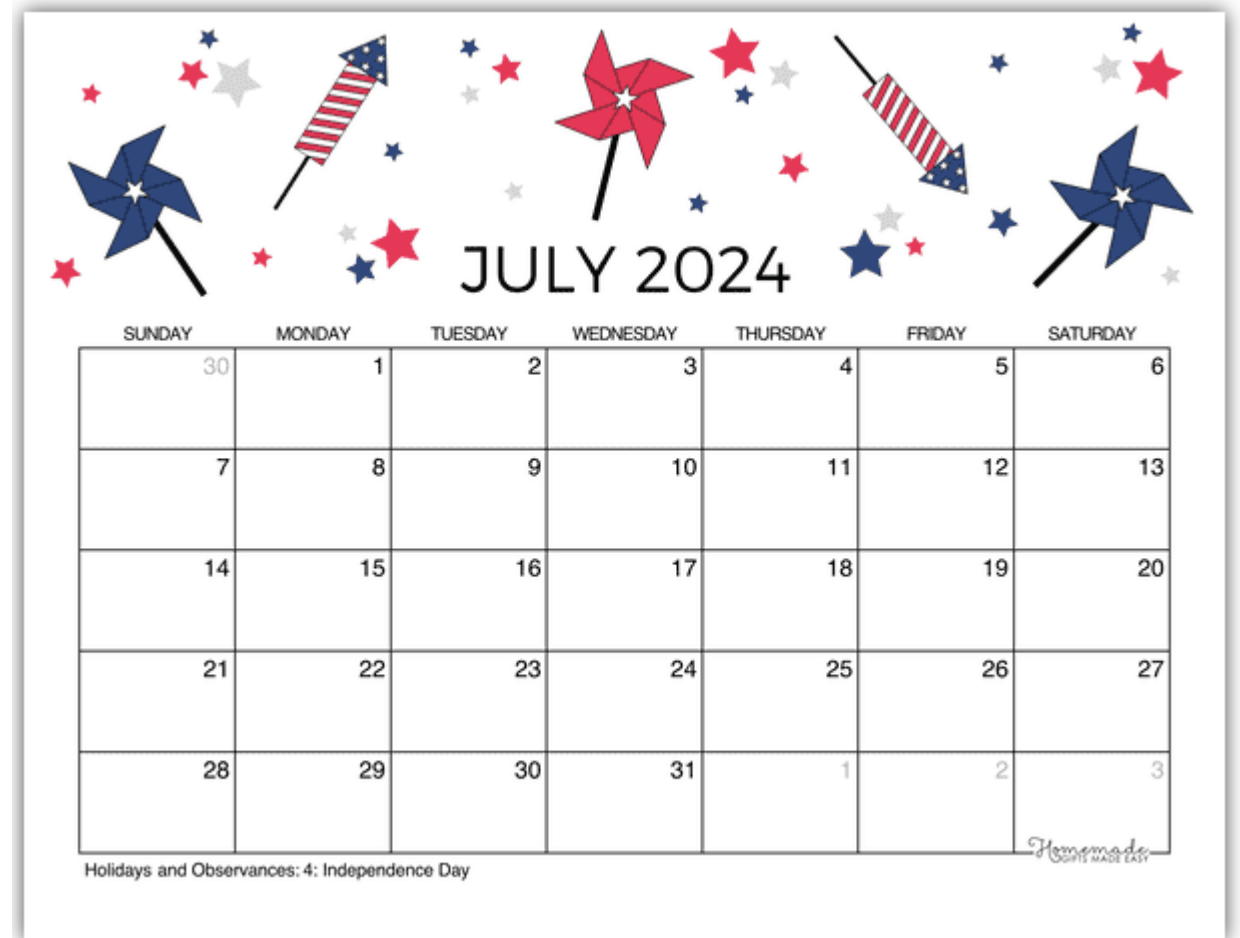
Public
Input

Need of Public Input

Public input ensures that the transportation plans and projects align with the needs and priorities of the community. The data gathered through public input is invaluable for shaping transportation plans by providing insights into specific challenges, preferences, and aspirations of residents, leading to more effective and inclusive planning.

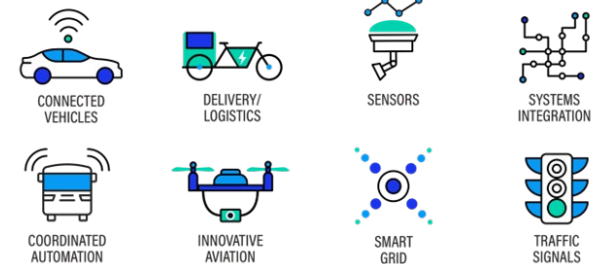
e. June TPS Meeting Date, etc.

- Third Wednesday in June (6/19) is Juneteenth Holiday
- Need alternate date
 - Tues June 18th or Thurs June 20th at 9am?
- July PCC is 7/3 as scheduled
 - Proposing shifting July PCC to 7/10 at 930am AND TPS to 7/24 at 9am
 - July has 5 Wednesdays – maintain 2 week meeting schedule



f. SMART Grants Program NOFO (Stage 1) Now Open

- The Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program funds projects that focus on using technology interventions to solve real-world challenges facing communities
- USDOT is now accepting applications for the third year of the SMART Program.
 - This NOFO is open to Stage 1: Planning and Prototyping projects.
 - This is expected to be the final Stage 1 NOFO under the current authorized funding for the SMART Grants Program.
 - USDOT expects to award approximately 30 Stage 1 grants of up to \$2,000,000 in this round. There is an anticipated minimum award size of \$250,000.



f. SMART Grants Program NOFO (Stage 1) Now Open

- **Stage 1 applications are due July 12th at 5 PM ET.** Late applications will not be accepted.
- To view the Notice of Funding Opportunity (NOFO), [click here](#). The NOFO is [also posted on Grants.gov](#).
- For more information on applying, see the resources under [How to Apply](#).
- A webinar on How to Apply for the FY24 Stage 1 SMART Grant NOFO will be held on **May 28th, 2024, at 1pm ET.**
 - [Register](#) for the webinar. A recording will be made available after the webinar.

Next Scheduled TPS Meeting

- Tuesday, June 18 @ 9:00 AM
- JULY dates
 - PCC July 10
 - TPS July 24



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

Transportation Projects Subcommittee (TPS) Meeting

Please note the change in date

Tuesday, June 18, 2024 9:00 AM

In-Person: Edward H. Small Conference Room (438 Main St. Buffalo Suite 503)

Agenda

1. Approval of May 15, 2024 TPS Meeting Summary
2. 2023-2027 TIP – Action Requests
 - a. AdMod #66: PIN 5268.54 NY 240 (Orchard Park Rd) @ Fisher Rd Intersection – Add New Funding Source (NYSDOT)
3. Old Business
 - a. BRIDGE NY and TAP/CMAQ/CRP – Award Status
 - b. FFY 26-30 TIP Development – Draft TIP Project Submission Form/Project Evaluation Criteria
 - c. Federal Certification Debrief
4. New Business
 - a. RPPM Action Report
 - b. Proposed CHIPS Policy Change
 - c. Reconnecting Communities Pilot (RCP) Program
5. Adjournment – Next Meeting is Wednesday July 24, 2024, at 9:00 AM

TRANSPORTATION PROJECTS SUBCOMMITTEE (TPS) MEETING SUMMARY

Wednesday, May 15, 2024

9:00 A.M. in the GBNRTC Conference Room and via Zoom

Attendees: N. Skipper, N. Allen, D. Svilokos, G. Hacker, K. Forma, A. Smith, S. Koelmeyer, D. Kempner, T. Richards, J. Boser, M. Finn, K. Stilwell, K. Smith, A. Weymouth, V. Powell, A. Gonzalez, K. Dixon, and R. Guarino.

1. Approval of April 17, 2024 TPS Meeting Summary – *Motion for approval: Svilokos/Forma. Approved.*
2. 2023-2027 TIP Discussion
 - a. AdMod #65: PINs 5825.78, 5900.29, 5900.30, 5900.35, 5825.79, 5900.50, 5900.48, & 5900.49 – This is an NFTA request to modify eight (8) existing TIP projects. FTA planning allocations beyond one year are estimates. Adjustments must be made annually to these estimates when actual amounts are published. FTA Section 5307 (FFY 24) – 3 projects: 1. PIN 5825.78 Bus Capital Project (5307 Funding - FFY 25): Total matched cost has a decrease of \$1.519M from \$8.995M to \$7.476M. 2. PIN 5900.29 Bus Preventative Maintenance (5307): Total matched cost has a decrease of \$0.026M from \$21.038M to \$21.012M. 3. PIN 5900.30 Rail Preventative Maintenance (5307): Total matched cost has a decrease of \$0.007M from \$0.625M to \$0.618M. FTA Section 5337 (FFY 24) – 2 projects: 1. PIN 5900.35 Rail Preventative Maintenance: Total matched cost has a decrease of \$0.018M from \$3.084M to \$3.066M. 2. PIN 5825.79 Rail Capital Project (5337 Funding FFY 25): Total matched cost has a decrease of \$0.158M from \$2.776M to \$2.618M. FTA Section 5339 (FFY 24) – 3 projects: 1. PIN 5900.50 Purchase Bus Shelters (5339): Total matched cost has a decrease of \$0.147M from \$0.647M to \$0.500M. 2. PIN 5900.48 Purchase Revenue Vehicles (5339): Total matched cost has an increase of \$0.806M from \$0.647M to \$1.453M. 3. PIN 5900.49 Purchase Paratransit Vehicles (5339): Total matched cost has a decrease of \$0.647M. Project will now be 100% NFTA (locally) funded (+ \$0.647M). Fiscal constraint is maintained as the project costs now reflect actual FTA published amounts. As some of the changes are over the \$500K TPS threshold, today's TPS action would be to recommend these changes to PCC for approval at the June 5 meeting. *Motion to recommend AdMod #65 to PCC: Kempner/Forma. Approved.*
 - b. Amendment #17: PINs 5826.12, 5826.13, & 5826.14 – This is a request from NFTA to add three (3) new projects to the TIP. All three (3) projects will complete design for and construct a low or no emission Bus Rapid Transit line and context-sensitive roadway safety improvements along the entire length of Bailey Avenue from the terminus of the NFTA-Metro Rail system at the State University of New York @ Buffalo South Campus to South Park Avenue. The projects will also include Equitable Transit-Oriented Development (ETOD) planning along the Bailey Avenue corridor to identify and advance community-supported improvements with a focus on the station areas surrounding future BRT stops. Project is being added as three PINs for NFTA financial administration. The total project cost is \$104.65M. The obligation date will be 7/1/2024. The main title of each project needs to be changed to “Bailey Avenue Low or No Emission BRT Line and TOD Planning” before it can go to public review and “let date will be 6/1/2024” needs to be changed to “obligation date will be 7/1/2024”. *Motion to approve changes to IPP/TIP Change Form for Amendment #17 before recommending a 30-day public review: Kempner/Skipper. Approved. Motion to recommend Amendment #17 for a 30-day public review: Kempner/Richards. Approved.*
3. Old Business
 - a. BRIDGE NY & TAP/CMAQ/CRP Update – NYSDOT MO is making the final selections for each program. A mid-June announcement expected.
 - b. FFY 26-30 TIP Development – Project Submission Form and Evaluation Criteria – 23 CFR 450.326 Development and Content of the TIP. The TIP shall be designed such that once implemented, it makes progress toward:
 - Achieving the performance targets established under § 450.306(d). The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets. Transportation Performance Management (TPM): USDOT requires state DOT's, transit operators and MPOs to move toward adopting a performance-based approach based on Performance-Based Planning and Programming (PBPP) regulations. More information can be found here: https://www.transit.dot.gov/sites/fta.dot.gov/files/Performance_Based_Planning_and_Programming_Guidebook.pdf (see chapter 8).
 - Federal Planning Factors - 23 CFR §450.306(b):
 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency,
 2. Increase the safety of the transportation system for motorized and non-motorized users,
 3. Increase the security of the transportation system for motorized and non-motorized users,
 4. Increase accessibility and mobility of people and freight,
 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns,
 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight,
 7. Promote efficient system management and operation,

8. Emphasize preservation of the existing transportation system,
 9. Improve the resiliency and reliability of the transportation system
 10. Reduce or mitigate stormwater impacts of surface transportation, and Enhance travel and tourism.
- Linkage to 2050 MTP/LRP goals - 23 CFR §450.326(d):
 1. Community opportunities providing residents with various lifestyle choices and attracting new, diverse residents, businesses, and investments,
 2. A competitive economy with shared prosperity that spreads economic opportunities and benefits to all residents,
 3. Environmental health, access, and sustainability for all residents, and
 4. Innovative decision-making for planning, funding, and implementing transportation improvements.
 - Project candidate form contains 3 sections:
 1. General Project Information,
 2. Projects costs by phase, and
 3. Evaluation criteria.

Online form will be used (in development), as long as all members can use Google. A link to reference material will be provided (in development). Answers provided to these questions will be stored in a database and will be used to generate a project evaluation score and ranking. There will be an opportunity for members to discuss evaluation criteria and provide feedback. This process needs to be completed in next few weeks so that members can start filling out forms.

- c. FTA 5310 Project Recommendations for FFY 23 – The Enhanced Mobility of Seniors and Individuals with Disabilities Public Transportation grants program (49 USC, Section 5310) provides funding to improve accessibility and mobility for seniors and persons with disabilities. Project recommendations were presented at May PCC and a 30-day public review was initiated and ends May 30, 2024. All 7 projects have been classified by ICG as exempt from regional air quality conformity determination. NYSDOT Albany will make the final decision on awards.
4. New Business
 - a. RPPM Change Report – PIN 5764.68 Forest Av Multi-Use Pathway: PREDES Obligation date slipped from FFY 23 TO FFY 24. Approved 4/18/2024. PIN 5806.29 Rt 324 Sustainability; Sheridan Park to Tonawanda Trail: DETDES & ROW-A Obligation date slipped from FFY 23 to FFY 24. Cost increased by \$0.019M. Approved 4/25/2024. PIN 5764.29 Townline Rd. from Quaker Rd East to County Line: PDES and DES Obligation date slipped from FFY 23 to FFY 24. The federal fund source changed from STBG Lg Urban TO STBG Flex. Approved 4/25/2024 and 5/5/2024. PIN 5764.09 Bridge Washing & Deck Sealing: Approximately \$65K in funding is being moved within the project. Approved 5/13/2024.
 - b. Federal Certification – Federal Certification visit is set for June 4-6, 2024, with a virtual wrap up on June 10, 2024. The full schedule in the TPS packet. Members are welcome to attend any or all sessions but it is not required. FHWA/FTA will make a presentation at PCC on June 5, 2024 and is open for member and public feedback.
 - c. Traffic Count Contract – GBNRTC has had a Traffic Count Program in place over the last 30 years. The GBNRTC and its member agencies place much reliance on the GBNRTC’s yearly traffic counts. This information is the basis for modeling and forecasting traffic and for developing long-range transportation plans. The data is also useful in corridor related studies as well as assessing the impacts of specific transportation projects and development proposals. Every year our goal is to count about 150 intersections and over 400 road segments (ATRs) throughout Erie & Niagara Counties. Up until 2017 only ATR counts were contracted out to a consultant. Intersection Turning Movement Counts were conducted by hired summer interns. 2018 to Present, both ATR counts and Intersection Turning Movement Counts have been contracted out to a consultant. Years 2020-2024 we contracted out our traffic count program to include both ATR counts and Intersection counts. Last year the program cost came in at \$130K for the consultant to complete our requested traffic counts for both ATR’s and Intersection counts. 2024-2028 Traffic Count RFP was posted (March 2024). Two vendor submissions were received and reviewed. Vendor #1 cost came in at \$303,600 for each year. Vendor #2 cost came in at \$419,550 for each year. Contract bids for the four-year cost totals were determined to be over budget. They were well over 2x previous years contracts. Currently planning to put out a new one-year contract RFP. Traffic Count program will start July 2024. We are currently taking request for Traffic Counts and need to be made aware of priority counts needed.
 - d. GBNRTC “About Us public “one-pager” and standardized meeting slide deck presentation
 - Who Are We? The Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) is the Metropolitan Planning Organization (MPO) for Erie and Niagara Counties. GBNRTC leads transportation development in the region by coordinating regional transportation planning and addressing issues related to land use, air quality, energy, economic development, and commerce. What is an MPO? An MPO (Metropolitan Planning Organization) is a body designated by federal law and appointed by the governor of each state to represent each urban area with a population of 50,000 or more. The MPO creates a policy and planning context for federal transportation investment decisions within metropolitan areas. MPOs direct federal surface transportation formula funds that are authorized by Congress, through the Bipartisan Infrastructure Law, including money for roads, bridges, sidewalks, bike and bus lanes, and transit-supportive infrastructure.
 - GBNRTC’s Mission: GBNRTC’s mission is to plan for a safe, efficient, and accessible transportation system by adhering to the following: Provide quality information and proactive transportation and regional development planning. As a non-partisan platform, we provide insight and ideas on transportation issues to local policymakers, community groups, and businesses in the region. We collect, manage, and analyze data used to support and meet the needs of regional transportation planning and policy. We Identify and actively pursue innovative partnerships and funding opportunities.
 - What We Do: GBNRTC is focused on establishing a comprehensive, cooperative, and continuing transportation planning process for Erie and Niagara Counties’ metropolitan area. This is done by developing long and short-range transportation plans and programs, project plans, and technical analyses of transportation. Major Planning

Products: Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and Unified Planning Work Program (UPWP).

- Why Is It Important? GBNRTC is an impartial organization dedicated to representing all transportation users and methods. We act as a reliable resource of knowledge and understanding of transportation topics for local policymakers, community organizations, and businesses. Through the gathering, organization, and analysis of data, GBNRTC aids decision-makers and enhances their capacity to meet the needs of regional transportation planning and policy. GBNRTC addresses interconnected issues that impact the Buffalo Niagara's region's transportation environment, including land use, air quality, energy, economic growth, and trade, by coordinating regional transportation planning projects. Need of Public Input: Public input ensures that the transportation plans and projects align with the needs and priorities of the community. The data gathered through public input is invaluable for shaping transportation plans by providing insights into specific challenges, preferences, and aspirations of residents, leading to more effective and inclusive planning.
- e. June TPS Meeting Date – Due to the Juneteenth Holiday on Wednesday June 19, 2024, the TPS meeting has been moved to Tuesday June 18, 2024. The July PCC and TPS meetings have also been rescheduled due to the July 4th Holiday. The PCC meeting has been changed to Wednesday July 10, 2024 and the TPS meeting has been changed to Wednesday July 24, 2024.
 - f. Stage 1 SMART Grant Program NOFO Announced – The Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program funds projects that focus on using technology interventions to solve real-world challenges facing communities. USDOT is now accepting applications for the third year of the SMART Program. This NOFO is open to Stage 1: Planning and Prototyping projects. This is expected to be the final Stage 1 NOFO under the current authorized funding for the SMART Grants Program. USDOT expects to award approximately 30 Stage 1 grants of up to \$2M in this round. There is an anticipated minimum award size of \$250K. Stage 1 applications are due July 12, 2024 at 5PM ET. Late applications will not be accepted. To view the NOFO go to Grants.gov. For more information on applying, see the resources under How to Apply. A webinar on How to Apply for the FY24 Stage 1 SMART Grant NOFO will be held on May 28, 2024, at 1PM ET. You must register for the webinar. A recording will be made available after the webinar.
5. Adjourn: The next TPS meeting will be held at 9 a.m. Tuesday June 18, 2024 – Format will continue to follow the hybrid model (Live and Zoom options). *Motion to adjourn: Svilos/Forma. Approved.*

Transportation Projects Subcommittee

June 18, 2024



Greater Buffalo Niagara Regional Transportation Council

1. Approval of 5-15-24 Minutes

2. Action Items

a. AdMod #66: PIN 526854 NY 240 (Orchard Park Rd) @ Fisher Rd Intersection

- This is a NYSDOT request to modify an existing project
- This request is to add \$0.889 M for C & CI to cover additional required work involving drainage, stormwater, landscaping, utilities, signs, and signals
- Funding to be taken from PIN 5B2006 - HSIP/NHPP State Safety Program
- Today's TPS action would be to recommend this to PCC for approval at the July 10th meeting (cost increase over \$500K)

3. Old Business

a. BRIDGE NY and TAP/CMAQ/CRP Program Update

- “No clear date for announcement, very soon”



b. FFY 26-30 TIP Development

Transportation Improvement Program (TIP) Guidebook for Project Sponsors

6/12/2024



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

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b. FFY 26-30 TIP Development

- MPO Project Evaluation

- Project candidate form contains 4 sections (38 questions total)
 1. Email (1)
 2. General Project Info (16)
 3. Costs by Phase (7)
 4. Project Evaluation (14)
- The online project submission form (with GIS links to data) was created using Google Forms and is available at: <https://forms.gle/get1GyCK8a2osLDY9>
- Answers provided to the form questions will be stored in a database and will be used to generate evaluation scores and ranking
- Members were provided with an opportunity to discuss and provide feedback to project evaluation questions/scoring early in process
- Any additional eval comments questions need to be submitted/addressed ASAP
- Eval Scoring breakdown/distribution is available in TIP Guidebook

b. FFY 26-30 TIP Development

TIP Development Tasks and Schedule

Activity	Sub-Activity/Milestone	
Project Development APRIL - SEPTEMBER (5 Months)	Distribute System Conditions Report/Interactive map (4/1)	✓
	Call for new projects at TPS (4/17)	✓
	MPO staff develop project evaluation categories and scoring (May)	✓
	MPO staff develop TIP Project Submission Form and Guidebook (May)	✓
	Members submit project candidate forms and prioritization list (Due 8/1)	✓
	MPO staff complete MPO project scoring of submitted project proposals	✗
	Members presentation/discussion of project proposals at August TPS	✗
	MPO project proposal MPO scoring presented to members at August TPS	✗
	Receive TIP Guidance and Funding targets from NYSDOT MO	✗

c. Federal Certification Debrief

- Overall certification went very well
- Draft findings Labor Day – 30 day ‘technical’ review
- Initial Findings
- Commendations
 - MTP
 - UPWP inclusion of SS4A long term support
 - TIP project candidate form and System Condition Mapping Tool
 - ITS
 - Relationship with Seneca Nation
 - Freight plan collaboration and outreach
 - Embracing PEL
 - Climate leadership – CCAP and PCAP

c. Federal Certification Debrief

- Corrective Action – Title VI
 - Enhance access to information on GBNRTC members
 - Represent EJ Communities in our committees
 - Update Title VI Plan (2012)
- Update underway – Goal of substantial completion before Labor Day
 - Proposing
 - Review by FHWA/FTA/DOT Main Office
 - Review by member agencies
 - Public Review

c. Federal Certification Debrief

- Recommendations

- Process for updating new projects in LRTP
- Strengthening MPO involvement of planning Regionally Significant Projects
- Process for capturing non-Federal funded projects in TIP
- Monitor TIP performance as obligation rate data is provided by MO
- Support update ITS Architecture Plan (NITTEC)
- Documenting engagement with Tribal Nations
- Thinking strategically about projects for CRP and PROTECT

4. New Business

a. RPPM Action Report

- PIN 5764.12 Goodrich Road Bridge / Ransom Creek
 - DETDES & ROW-I Obligation Date Slip from FFY 23 TO FFY 24
 - **Approved 5/30/24**
- PIN 5764.42 Bailey Avenue; Kensington – Delavan
 - PREDES & DETDES Obligation Date Advance to FFY 24
 - **Approved 5/31/24**
- PIN 5134.50 Bridge Replacement; Route 5 & Route 20
 - ROWINC Cost Increase - Added \$0.005M from PIN 581476
 - **Approved 6/6/24**

b. CHIPS Policy Proposal

- NYSCHSA asking munis to provide input on PM treatments
 - Micro-surfacing, Nova Chips, single/double course chip seal or oil/stone
- Current CHIPS guideline:
 - PM treatments can be applied/reimbursed once every 10 years per location
- Proposed CHIPS guideline:
 - Road rated “Good” can get a second PM treatment can be performed and reimbursed between 5-10 years.
 - Many details to be worked out
- Send feedback to CHIPS@dot.ny.gov

c. Reconnecting Communities Pilot (RCP) Program

- The RCP Program is awarded on a competitive basis for projects that reconnect communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development
- This NOFO will include two grant types that involve the following activities:
 1. Capital Construction
 - DOT may award funding for eligible construction activities necessary to carry out a project to remove, retrofit, or mitigate an existing eligible facility or replace an existing eligible facility with a new facility that reconnects communities. BIL specifies that the minimum capital construction grant award is \$5 million. DOT anticipates that Capital Construction Grants may range from \$5 million to \$100 million. If a project is partially funded, project components executed through the RCP award must demonstrate independent utility.
 2. Community Planning
 - DOT may award funding for eligible public engagement, feasibility studies, and other planning activities. BIL specifies that the maximum RCP Program Planning Grant award is \$2 million.

c. Reconnecting Communities Pilot (RCP) Program

- Additional considerations include cost effectiveness, demonstrated project readiness (including technical assessment, financial completeness, and environmental review), permitting risk, and geographic diversity among recipients – including a balance between the needs of urban and rural projects
- Additional information on how to apply, frequently asked questions, and the USDOT's Benefit-Cost Analysis Guidance for Discretionary Grant Programs are forthcoming and will be available at the [Reconnecting Communities Program Website](#)
- NOFO to be released in early July with a series of webinars to follow

Next Scheduled TPS Meeting

- Wednesday, July 24 @ 9:00 AM
- JULY dates
 - PCC July 10
 - TPS July 24



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Transportation Projects Subcommittee (TPS) Meeting

Please note the change in date and location:

Wednesday, July 24, 2024 9:00 AM

In-Person: NFTA 181 Ellicott St Buffalo – 1st Floor Conference Room

Draft Agenda

1. Approval of June 18, 2024 TPS Meeting Summary
2. 2023-2027 TIP – Action Requests
 - a. AdMod #67: NYSDOT Project Changes
 - a. PIN 5011.38 NY 93; Bypass – Raymond Rd (NYSDOT) – Cost Change
 - b. PIN 5101.99 US 219; NY 39 – Genesee Rd; Phase 1 (NYSDOT) – Cost Change
 - c. PIN 5209.68 NY 78 (Transit Rd); Niagara Co Line – Lockport SCL (NYSDOT) – Cost Change
 - d. PIN 5308.40 US 62/NY 75 Resurfacing & US 62/NY 75 Intersection Improvements (NYSDOT) – Cost Change
 - e. PIN 5308.42 US 62; Green Acres to Erie County Line (NYSDOT) – Cost Change
 - f. PIN 5806.65 ITS Maint; SFY 17/18 - 26/27 (NYSDOT) – FFY Funding Transfers
 - g. PIN 5814.61 Lg Culvert Preservation and Renewal: North (NYSDOT) – Cost Change
3. Old Business
 - a. BRIDGE NY Bridge and Culvert Awards Summary
 - b. FFY 26-30 TIP Development – Draft TIP Project Submission Form/Project Evaluation Criteria
 - c. Critical Urban Freight Corridors (CUFC) – US 62 Addition
 - d. Title VI Discussion
4. New Business
 - a. RPPM Action Report
 - b. Miovision Scout Plus Update
 - c. Passenger Rail Initiatives
 - d. NY State Freight Plan
 - e. GBNRTC Intern Work Presentations
 - f. Local Projects Meetings Schedule
5. Adjournment – Next Meeting is Wednesday August 21, 2024, at 9:00 AM

TRANSPORTATION PROJECTS SUBCOMMITTEE (TPS) MEETING SUMMARY

Tuesday, June 18, 2024

9:00 A.M. in the GBNRTC Conference Room and via Zoom

Attendees: N. Skipper, N. Allen, D. Svilokos, G. Hacker, A. Smith, T. Richards, M. Finn, K. Stilwell, K. Smith, L. Smolen, S. Pawlowski, M. Tullo, A. Bullers, and R. Guarino.

1. Approval of May 15, 2024 TPS Meeting Summary – *Motion for approval: Svilokos/Allen. Approved.*
2. 2023-2027 TIP Discussion
 - a. AdMod #66: PIN 5268.54 NY 240 (Orchard Park Rd) @ Fisher Rd Intersection – This is a NYSDOT request to modify an existing project. This request is to add \$0.889M for C&CI to cover additional required work involving drainage, storm water, landscaping, utilities, signs, and signals. Funding to be taken from PIN 5B20.06 – HSIP/NHPP State Safety Program. *Motion to recommend AdMod #66 to PCC: Richards/Svilokos. Approved.*
3. Old Business
 - a. BRIDGE NY & TAP/CMAQ/CRP Update – NYSDOT MO is making the final selections for each program. There is still no clear date for the awards announcement, but it should be very soon.
 - b. FFY 26-30 TIP Development – MPO Project Evaluation: The project candidate form contains 4 sections (38 questions total) – Email (1), General Project Info (16), Costs by Phase (7), and Project Evaluation (14). The online project submission form (with GIS links to data) was created using Google Forms and is available at: <https://forms.gle/get1GyCK8a2osLDY9>. Answers provided to the form questions will be stored in a database and will be used to generate evaluation scores and ranking. Members were provided with an opportunity to discuss and provide feedback to project evaluation questions/scoring early in process. Any additional evaluation comments questions need to be submitted/addressed ASAP. Evaluation Scoring breakdown/distribution is available in TIP Guidebook.

TIP Development Tasks and Schedule	
Activity	Sub-Activity/Milestone
Project Development	Distribute System Conditions Report/Interactive map (4/1)
APRIL - SEPTEMBER	Call for new projects at TPS (4/17)
(5 Months)	MPO staff develop project evaluation categories and scoring (May)
	MPO staff develop TIP Project Submission Form and Guidebook (May)
	Members submit project candidate forms and prioritization list (Due 8/1)
	MPO staff complete MPO project scoring of submitted project proposals
	Members presentation/discussion of project proposals at August TPS
	MPO project proposal MPO scoring presented to members at August TPS
	Receive TIP Guidance and Funding targets from NYSDOT MO

- c. Federal Certification Debrief – Overall certification went very well. Draft findings to be send by Labor Day with a 30 day ‘technical’ review. Initial findings include: Commendations – MTP, UPWP inclusion of SS4A long term support, TIP project candidate form and System Condition Mapping Tool, ITS, Relationship with Seneca Nation, Freight plan collaboration and outreach, Embracing PEL, and Climate leadership – CCAP and PCAP. Corrective Action – Title VI – Enhance access to information on GBNRTC members, Represent EJ Communities in our committees, and Update Title VI Plan (2012). Update underway with a goal to have substantial completion before Labor Day. Proposing to have updated plan reviewed by FHWA/FTA/DOT Main Office, member agencies and public. Recommendations given include: Process for updating new projects in LRTP, Strengthening MPO involvement of planning Regionally Significant Projects, Process for capturing non-Federal funded projects in TIP, Monitor TIP performance as obligation rate data is provided by MO, Support update ITS Architecture Plan (NITTEC), Documenting engagement with Tribal Nations, and Thinking strategically about projects for CRP and PROTECT.
4. New Business
 - a. RPPM Change Report – 1. PIN 5764.12 Goodrich Road Bridge/Ransom Creek – DETDES & ROW-I Obligation Date Slip for FFY 23 TO FFY 24. Approved 5/30/2024. 2. PIN 5764.42 Bailey Avenue; Kensington – Delavan – PREDES & DETDES Obligation Date Advance to FFY 24. Approved 5/31/2024. 3. PIN 5134.50 Bridge Replacement; Route 5 & Route 20 – ROWINC Cost Increase – Added \$0.005M from PIN 5814.76. Approved 6/6/2024.
 - b. Proposed CHIPS Policy Change – NYSCHSA is asking municipalities to provide input on PM treatments such as Micro-surfacing, Nova Chips, single/double course chip seal or oil/stone. Current CHIPS guideline is that PM treatments can be applied/reimbursed once every 10 years per location. Proposed CHIPS guideline is for roads rated “Good” to be able to get a second PM treatment that can be performed and reimbursed between 5-10 years. There are still many details to be worked out. Send feedback to CHIPS@dot.ny.gov.
 - c. Reconnecting Communities Pilot (RCP) Program – The Reconnecting Communities Program (RCP) is awarded on a competitive basis for projects that reconnect communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development. This NOFO will include two grant types that involve the following activities: 1. Capital Construction – DOT may award funding for eligible construction activities necessary to carry out a project to remove, retrofit, or

mitigate an existing eligible facility or replace an existing eligible facility with a new facility that reconnects communities. BIL specifies that the minimum capital construction grant award is \$5M. DOT anticipates that Capital Construction Grants may range from \$5M to \$100M. If a project is partially funded, project components executed through the RCP award must demonstrate independent utility. 2. Community Planning – DOT may award funding for eligible public engagement, feasibility studies, and other planning activities. BIL specifies that the maximum RCP Program Planning Grant award is \$2M. Additional considerations include cost effectiveness, demonstrated project readiness (including technical assessment, financial completeness, and environmental review), permitting risk, and geographic diversity among recipients – including a balance between the needs of urban and rural projects. Additional information on how to apply, frequently asked questions, and the USDOT’s Benefit-Cost Analysis Guidance for Discretionary Grant Programs are forthcoming and will be available at the [Reconnecting Communities Program Website](#). NOFO to be released in early July with a series of webinars to follow.

- d. July TPS Meeting Date – Due to the July 4th Holiday on Thursday July 4, 2024, the PCC and TPS meetings have each been moved out a week. The July PCC meeting has been changed to Wednesday July 10, 2024 and the TPS meeting has been changed to Wednesday July 24, 2024.
5. Adjourn: The next TPS meeting will be held at 9 a.m. Wednesday July 24, 2024 – Format will continue to follow the hybrid model (Live and Zoom options). *Motion to adjourn: Smith/Richards. Approved.*

Transportation Projects Subcommittee

July 24, 2024



Greater Buffalo Niagara Regional Transportation Council

1. Approval of 6-18-24 Minutes

2. Action Items

a. AdMod #67: Seven (7) NYSDOT Project Changes

- This is a NYSDOT Request to modify seven (7) existing TIP projects
1. PIN 5011.38 NY 93; Bypass to Raymond Rd
 - Phase cost increases to investigate alternatives
 - Increase PDES \$0.666M from \$0.146M to \$0.812M
 - Increase ROW-I \$0.035M from \$0.000M to \$0.035M
 - Fiscal constraint maintained as \$0.701M to be transferred from C/CI phases of PIN 5308.44 – US 62 (Niagara Falls Blvd); Mavis – Sy Rd
 - Funding to be restored under TIP Program Update
 2. PIN 5101.99 US 219; NY 39 to Genesee Rd; Phase 1
 - Increase PDES \$0.267M from \$0.636M to \$0.903M to investigate alternatives
 - Funding to be taken from C/CI phases of PIN 5308.44 – US 62 (Niagara Falls Blvd); Mavis – Sy Rd
 - Funding to be restored under TIP Program Update

a. AdMod #67: Seven (7) NYSDOT Project Changes

3. PIN 5209.68 NY 78 (Transit Rd); Niagara Co Line to Lockport SCL
 - Cost increase for traffic signal improvements
 - Construction increases \$2.066M from \$6.294M to \$8.360M
 - Construction Inspection Increases \$0.248M from \$0.755M to \$1.003M
 - \$2.314M to be transferred from C/CI phases of PIN 5308.44 – US 62 (Niagara Falls Blvd); Mavis – Sy Rd
 - Funding to be restored under TIP Program Update
4. PIN 5308.40 US 62/NY 75 Resurfacing and US 62/NY 75 Intersection
 - Increase PDES \$0.421M from \$0.368 M to \$0.789 M to investigate alternatives
 - \$0.421M to be transferred from C/CI phases of PIN 5308.44 – US 62 (Niagara Falls Blvd); Mavis – Sy Rd
 - Funding to be restored under TIP Program Update

a. AdMod #67: Seven (7) NYSDOT Project Changes

5. PIN 5308.42 US 62; Green Acres to Erie County Line

- Let date is slipping from 5/24 to 9/24
- Increase costs to cover cost increases for paving, drainage, traffic signals, signage, and increases in market prices
 - Increase Construction \$2.716M from \$4.284M to \$7.000M
 - Increase Construction Inspection \$0.330M from \$0.510M to \$0.840M
- \$3.046M to be transferred from C/CI phases of PIN 5308.44 – US 62 (Niagara Falls Blvd); Mavis – Sy Rd
- Funding to be restored under TIP Program Update

6. PIN 5806.65 ITS Maintenance; SFY 17/18 - 26/27

- Move unused funding from FFY 2023 to FFY 2024, FFY 2025, and FFY 2026 to cover yearly cost increase from \$0.448M to \$0.605M.
- Cost Increase of \$0.023 M to be transferred from PIN 5B1555 - Pavement Block to cover balance

a. AdMod #67: Seven (7) NYSDOT Project Changes

7. PIN 581461 – Lg Culvert Preservation and Renewal: North

- Increase Construction \$0.647M from \$4.381M to \$5.028M for market price increases
- Decrease Construction Inspection \$0.123M from \$0.726 M to \$0.603 M for 12% of C value
- \$0.524M to be transferred from C/CI phases of PIN 5308.44 – US 62 (Niagara Falls Blvd); Mavis – Sy Rd
- Funding to be restored under TIP Program Update

3. Old Business

a. BRIDGE NY Award Announcement

- More than \$484 million in enhanced assistance awarded to 137 local governments across the State to rehabilitate and replace bridges and culverts, enhancing safety and improving the resiliency and sustainability of New York's vital transportation infrastructure
 - Capital Region - \$43.1 million
 - Central New York Region - \$37.5 million
 - Finger Lakes Region - \$46.4 million
 - Mid-Hudson Region - \$63.5 million
 - Mohawk Valley Region - \$40.2 million
 - North Country Region - \$43.4 million
 - Southern Tier Region - \$58 million
 - **Western New York Region - \$77.4 million**
 - Long Island Region - \$910,000
 - New York City Region - \$73.8 million

a. BRIDGE NY Award Announcement

- Western New York MPO Area Awarded Bridges (16 @ \$43.13M)
 - Erie County (12 @ \$36.044M)
 1. \$4.697M to the **City of Buffalo** for the replacement of Warren Spahn Way bridge over Cazenovia Creek
 2. \$4.057M to **Erie County** for the replacement of Ketchum Road bridge over North Branch Clear Creek
 3. \$3.928M to **Erie County** for the replacement of Bagdad Road bridge over Clear Creek
 4. \$3.752M to **Erie County** for the replacement of Glenwood East Concord Road (Route 30) bridge over Sprague Brk
 5. \$3.142M to **Erie County** for the superstructure replacement of Versailles Plank bridge over Big Sister Creek
 6. \$2.888M to **Erie County** for the replacement of Glenwood East Concord Road (Route 30) bridge over Graff Brook
 7. \$2.565M to **Erie County** for the replacement of Meahl Road bridge over Branch Murder Creek
 8. \$2.375M to **Erie County** for the replacement of Concord Road bridge over Spooner Creek
 9. \$3.660M to the City of Lackawanna for the replacement of Warsaw Avenue bridge over Smokes Creek
 10. \$2.288M to the Town of Aurora for the replacement of Brooklea Drive bridge over Tannery Brook
 11. \$1.831M to the Town of Orchard Park for the replacement of Henning Drive bridge over Branch Smokes Creek
 12. \$1.491M to the Town of Concord for the replacement of Ross Road bridge over Graff Brook
 - Niagara County (4 @ \$7.083M)
 1. \$2.018M to **Niagara County** for the replacement of Willow Road bridge over East Branch Twelvemile Creek
 2. \$2.057M to **Niagara County** for the replacement of Royalton Center Road bridge over Mud Creek
 3. \$1.430M to **Niagara County** for the replacement of Johnson Creek Road bridge over Golden Hill Creek
 4. \$1.578M to the Town of Hartland for the replacement of Townline Road bridge over Johnson Creek

a. BRIDGE NY Award Announcement

- Western New York Region Bridges Outside MPO Area (6 @ \$14.94M)
 - Cattaraugus County (3 @ \$5.83M)
 - \$2.744M to Cattaraugus County for the replacement of County Road 21 bridge over Elton Creek
 - \$1.085M to Cattaraugus County for the superstructure replacement of Eagle Street bridge over Clear Creek
 - \$2.002M to Cattaraugus County for the replacement of County Road 15 bridge over Dublin Creek
 - Chautauqua County (1 @ \$2.53M)
 - \$2.533M to Chautauqua County for the superstructure replacement of County Road 30 bridge over Western New York & Pennsylvania Railroad
 - Allegany County (2 @ \$6.58M)
 - \$3.612 million to Allegany County for the replacement of Route 49 bridge over Caneadea Creek
 - \$2.968 million to Allegany County for the superstructure replacement of County Road 23 bridge over Cold Creek

a. BRIDGE NY Award Announcement

- Western New York Region Culverts (15 @ \$18.399M)

- MPO Area (9 @ \$11.255M)

1. \$1.269M to **Niagara County** for the replacement of Porter Center Road culvert carrying the Tributary to Six Mile Creek
2. \$1.500M to **Erie County** for the replacement of Exchange Street (Route 578) culvert carrying the Tributary to Cayuga Creek
3. \$1.221M to **Erie County** for the replacement of North Forest Road (Route 294) culvert carrying the Tributary to Ellicott Creek
4. \$0.945M to the Town of Amherst for the replacement of Frankhauser Road culvert
5. \$0.749M to the Village of Depew for the replacement of Warner Road culvert carrying the Tributary of Scajaquada Creek
6. \$1.486M to the Town of Aurora for the replacement of Cornwall Road culvert carrying the Cazenovia Creek Tributary
7. \$1.318M to the Town of Wheatfield for the replacement of Hoover Road culvert carrying Bergholtz Creek
8. \$1.496M to the Town of Hartland for the replacement of Pearson Road culvert carrying Johnson Creek
9. \$1.271M to the Town of Aurora for the replacement of Shearer Avenue culvert carrying Tannery Brook

- Outside MPO Area (6 @ \$7.144M)

1. \$1.471M to Cattaraugus County for the replacement of County Road 20 culvert carrying McKinstry Creek
2. \$1.200M to the Town of Ashford for the replacement of Folts Road culvert carrying the Tributary of Cattaraugus Creek
3. \$0.950M to the Town of Mina for the replacement of West Mina Road culvert carrying Darrow Brook
4. \$0.801M to Chautauqua County for the replacement of Jackson Avenue culvert carrying the Tributary to Chautauqua Lake
5. \$1.500 M to the City of Jamestown for Water Street culvert carrying Minnow Brook
6. \$1.500M to Allegany County for the replacement of County Road 15A culvert carrying the Tributary to Rush Creek

b. FFY 26-30 TIP Development

- Project development should be complete/nearing completion
- Project proposals must be entered into Google form
- All project proposals due by COB on 8/1/24
- Contact GBNRTC with any technical issues

TIP Development Tasks and Schedule

Activity	Sub-Activity/Milestone	
Project Development APRIL - SEPTEMBER (5 Months)	Distribute System Conditions Report/Interactive map (4/1)	✓
	Call for new projects at TPS (4/17)	✓
	MPO staff develop project evaluation categories and scoring (May)	✓
	MPO staff develop TIP Project Submission Form and Guidebook (May)	✓
	Members submit project candidate forms and prioritization list (Due 8/1)	✓
	MPO staff complete MPO project scoring of submitted project proposals	✗
	Members presentation/discussion of project proposals at August TPS	✗
	MPO project proposal MPO scoring presented to members at August TPS	✗
	Receive TIP Guidance and Funding targets from NYSDOT MO	✗

c. Critical Urban Freight Corridors (CUFC) – Route US 62 Addition

- CUFCs are public roadways situated within urbanized regions (typically areas with a population exceeding 50,000) that facilitate access and connectivity to various components of the National Highway Freight Network (NHFN)
- Critical Rural Freight Corridors (CRFCs) serve a similar purpose in rural areas
- These corridors play a pivotal role in linking crucial freight and transportation hubs, such as intermodal facilities and ports.
- In New York State, the designation allows for up to 150 miles of CUFCs to be identified
- NYSDOT updates the State's CU/RFC segments on a project-by-project basis to extend access to the National Highway Freight Program funding

c. Critical Urban Freight Corridors (CUFC) – Route US 62 Addition

- NYSDOT is looking to add the following to the network
 - 3.58 miles of CRFC
 - 11.68 miles of CUFC
- In the GBNRTC planning area, 0.2 miles of US 62 will be added as a CUFC to access National Highway Freight Program (NHFP) funding for the US 62 (Niagara Falls Boulevard) at I-190 interchange project - PIN 5051.18 (\$9M)
 - Descriptor category K- Corridor that is important to the movement of freight within the region, as determined by the MPO or the State.
- GBNRTC will submit a letter to FHWA to add this CUFC segment

d. Title VI Plan Update

- Refresher:
 - Cert Review caught deficiencies in the current 2012 Title VI plan
 - Discussion at June TPS cautioned against limiting flexibility in future plans
- Staff reviewed regulations in detail and communicated with FHWA
 - Checklist!
 - Classified checklist items with respect to impact on flexibility in future plans
 - Can impact
 - Low potential impact
 - Not applicable to MPOs

d. Title VI Plan Update

- Can Impact:

- Program review procedures & Data Collection – Reporting – Analysis

- 2012 Plan “...identify and create demographic profile maps of low-income and minority populations...these maps...assist in targeting public outreach efforts to these groups.”

- Current State of Practice – Communities of Concern mapping

- 2024 Recommendation – Specify Communities of Concerns mapping ‘for use in planning efforts as applicable’. Broad language allows for specificity to be addressed within each planning effort

- Limited English Proficiency (LEP) Plan

- 2012 Plan – LEP plan was built into Title VI Plan

- Current State of Practice – No change

- 2024 Recommendation – Make stand alone LEP plan with no changes

- Dissemination of Title VI Information

- 2012 Plan – References PPP

- Current State of Practice – No change

- 2024 Recommendation – Reference updated PPP, FHWA/FTA were happy with the PPP update

d. Title VI Plan Update

- Little Impact:
 - Standard DOT Title VI Assurances
 - Organization and Staffing
 - Title VI Training
 - Complaint Procedures
 - Review of directives
- Not applicable to MPOs
 - Sub-recipient review procedures
 - Sub-recipient enforcement procedures

4. New Business

a. RPPM Action Report

- PIN 581539 NY 954D (Elm/ Oak); Swan St to Goodell St
 - Increased ROW-I from \$0.010 M (NHPP) to \$0.031 M (NHPP)
 - Fiscal constraint maintained as \$21K NHPP transferred from PIN 5B1555 Pavt Maint – Block Fund
 - **Approved 7/1/24**
- PIN 581393 Guiderail Replacement
 - Fed Fund Source Change for Construction and Construction Inspection Phases
 - **Approved 7/5/24**

Miovision Scout Plus Update

- GBNRTC recently purchased and received a Miovision Scout Plus Camera.
- Miovision Scout Plus is a portable Traffic Counting Camera that can be used for safety studies, volume counts, TMCs, pedestrian/bicycle pathways/trails, and obtaining speed data.

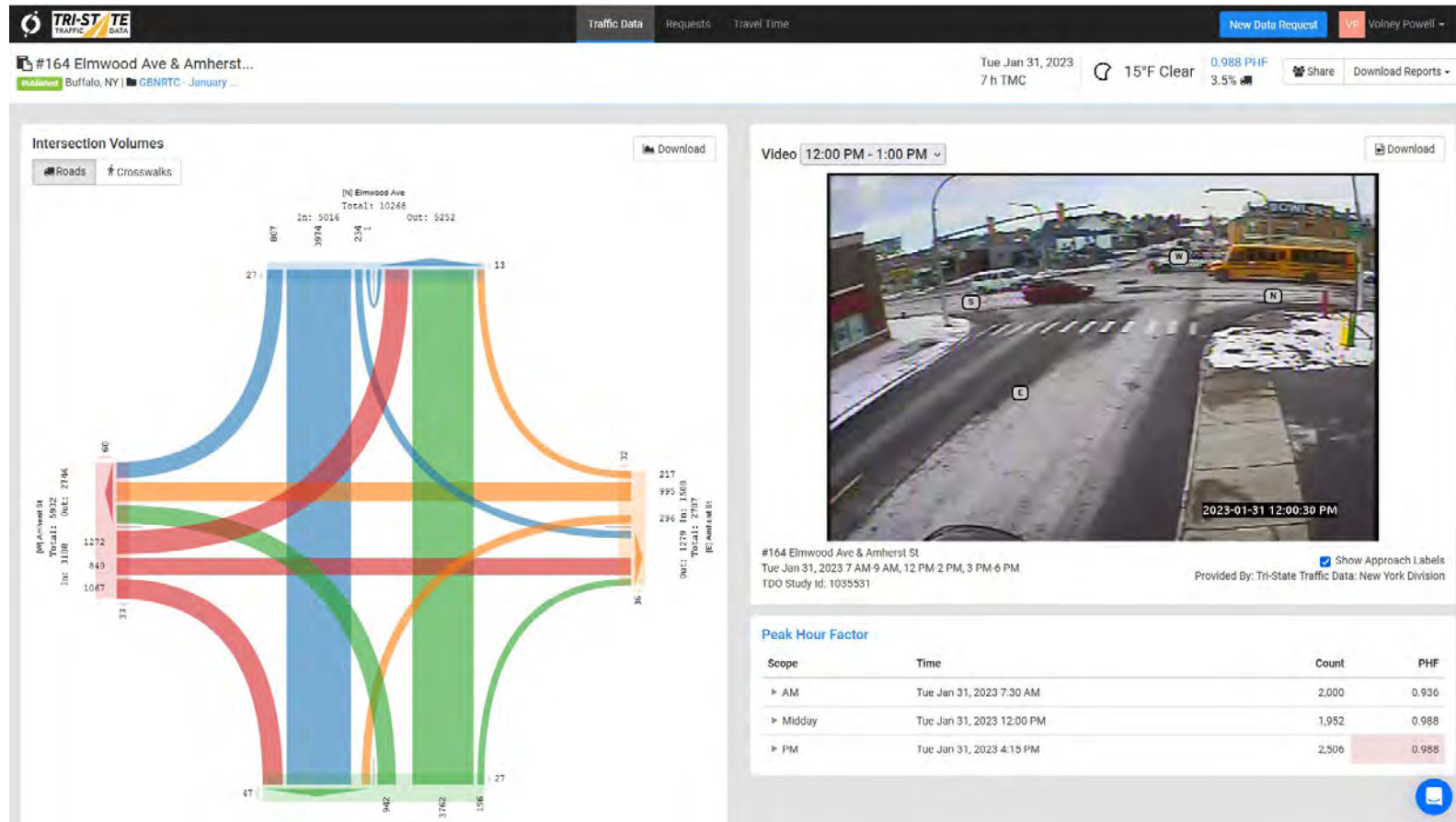


Miovision Scout® Plus



Miovision Scout Plus Update

- Miovision's Online Data Link portal allows you to view video footage and auto generate various types of visuals for your project.



Miovision Scout Plus Update

- GBNRTC will be deploying the Scout Plus this week to conduct some test Intersection counts.
- We also plan to use the unit to conduct Bicycle and Pedestrian counts along the Empire State Trail, Shoreline Trail, Niagara St Bike lanes and others.
- GBNRTC is open to suggestions of locations that you would like to see counted.

c. Passenger Rail Initiatives

- Brief update on Passenger Rail Initiatives:
 - UPWP Long Range Transportation Planning task
 - Passenger Rail Working Group
 - High Speed Rail Tier 1 FEIS
 - Resolution supporting Tier 1 FEIS projects

c. Passenger Rail Initiatives

- Long Range Transportation Planning task in GBNRTC 2024-2026 UPWP
 - Objective :
 - Assess intercity bus and rail connectivity per federal requirements
 - Support and maintain a passenger rail working group
 - Product:
 - Provide support for the implementation of the High Speed Rail EIS
 - Initiatives to improve access and connectivity in the region
 - Participate in the new FRA Corridor Identification and Development Program
 - Framework to facilitate the development of new, enhanced and restored intercity passenger rail corridors.
 - Investigate FRA CRISI funding
 - Planning funds to study new corridors such as Toronto-Niagara Falls-Buffalo-Cleveland

c. Passenger Rail Initiatives

- Passenger Rail Working Group

- Informal working group established in 2022
- Active Participants:
 - GBNRTC Members: NYSDOT, NFTA, City of Niagara Falls, Erie County
 - Others: City of Jamestown, Citizens for Regional Transit, ESPA, Local Advocates
- Five meetings since September 8th, 2022
 - Last met on May 21st, 2024
- Major topics discussed:
 - Regional Studies – past and future
 - NYSDOT's / FRA's High Speed Rail Tier 1 FEIS
 - Funding Opportunities
 - To advance local projects in the EIS
 - To fund new planning initiatives

c. Passenger Rail Initiatives

- Four alternatives were evaluated
 - 90A, 90B, 110, and 125
 - Primary objectives:
 - Improve systemwide reliability / on-time performance to at least 90%
 - Reduce travel time along all segments of the Empire Corridor
 - Increase frequency of service beyond existing four round trips
 - Generate new ridership
 - Minimize interference with freight operations

Exhibit 6-9—Comparative Analysis of Alternatives

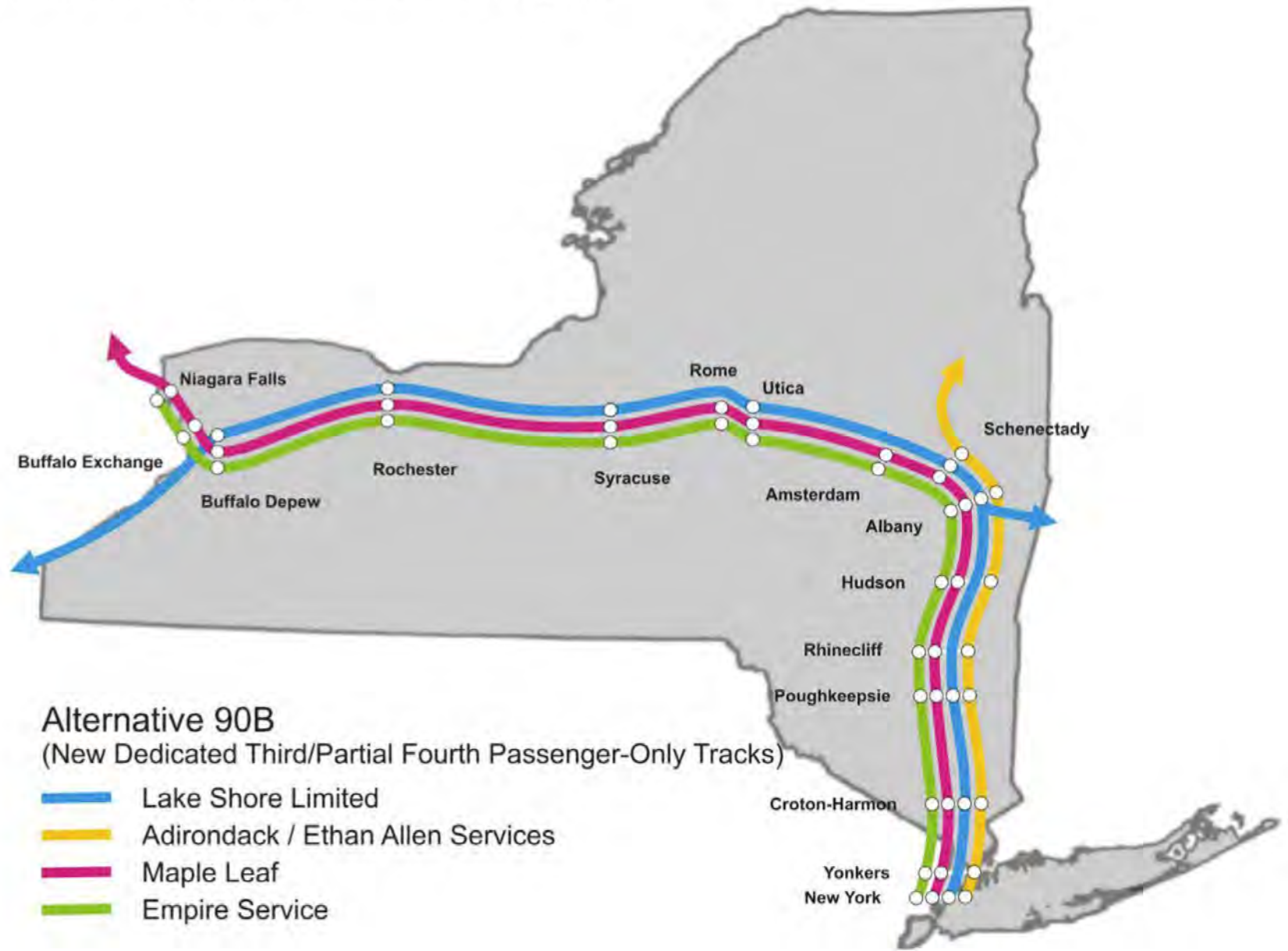
Evaluation Criteria	Alternatives				
	Base	90A	90B Preferred Alternative	110	125
Service Levels (In round-trips/day)					
Frequency of Service NYC to Albany	13	16	17	17	24
Frequency of Service Albany to Buffalo	4	8	8	8	15 (express) 4 (regional)
Frequency of Service Albany to Niagara Falls	3	7	7	7	6
Average Speed NYC to Niagara Falls (mph)	51	57	61	63	77 (express) 53 (regional)
Travel Time: (hrs.:min.) NYC to Niagara Falls	9:06	8:08	7:36	7:22	6:02 (express) 8:40 (regional)
Time Savings: Compared to Base Alternative (hrs.: min.)	-	0:58	1:30	1:44	3:04 (express) 0:26 (regional)
On-Time Performance	83.0%	92.4%	95.4%	94.9%	100% (express) 83.0% (regional)
Ridership (Annual One Way)					
Total (2035)	1.6 million	2.3 million	2.6 million	2.8 million	4.3 million
Increase as Compared to Base Alternative	-	0.7 million (44%)	1.0 million (63%)	1.2 million (75%)	2.7 million (169%)
Costs¹					
Capital Costs (Billions)	\$0.310	\$1.72	\$5.97	\$6.69	\$15.74
O&M Costs, Annual (Millions)	\$106	\$160	\$176	\$178	\$312
Revenue, Annual (Millions)	\$79	\$122	\$143	\$153	\$252
Total [Deficit]/Surplus (Millions)	[\$27]	[\$38]	[\$33]	[\$25]	[\$60]
Operating Ratio (percent O&M costs covered by revenue)*	75%	76%	81%	86%	81%
Cost Effectiveness (Annualized O&M Cost per Rider)	\$66.26	\$69.57	\$67.69	\$63.57	\$72.56
[Subsidy]/Surplus per Rider (rounded)	[\$17]	[\$17]	[\$13]	[\$9]	[\$14]

¹Capital Costs are in 2017 dollars

* Operating Ratio is the annual revenue as a percentage of the operating and maintenance costs. For Alternative 90B, the Preferred Alternative, this would be \$143 million/\$176 million = 81 %.

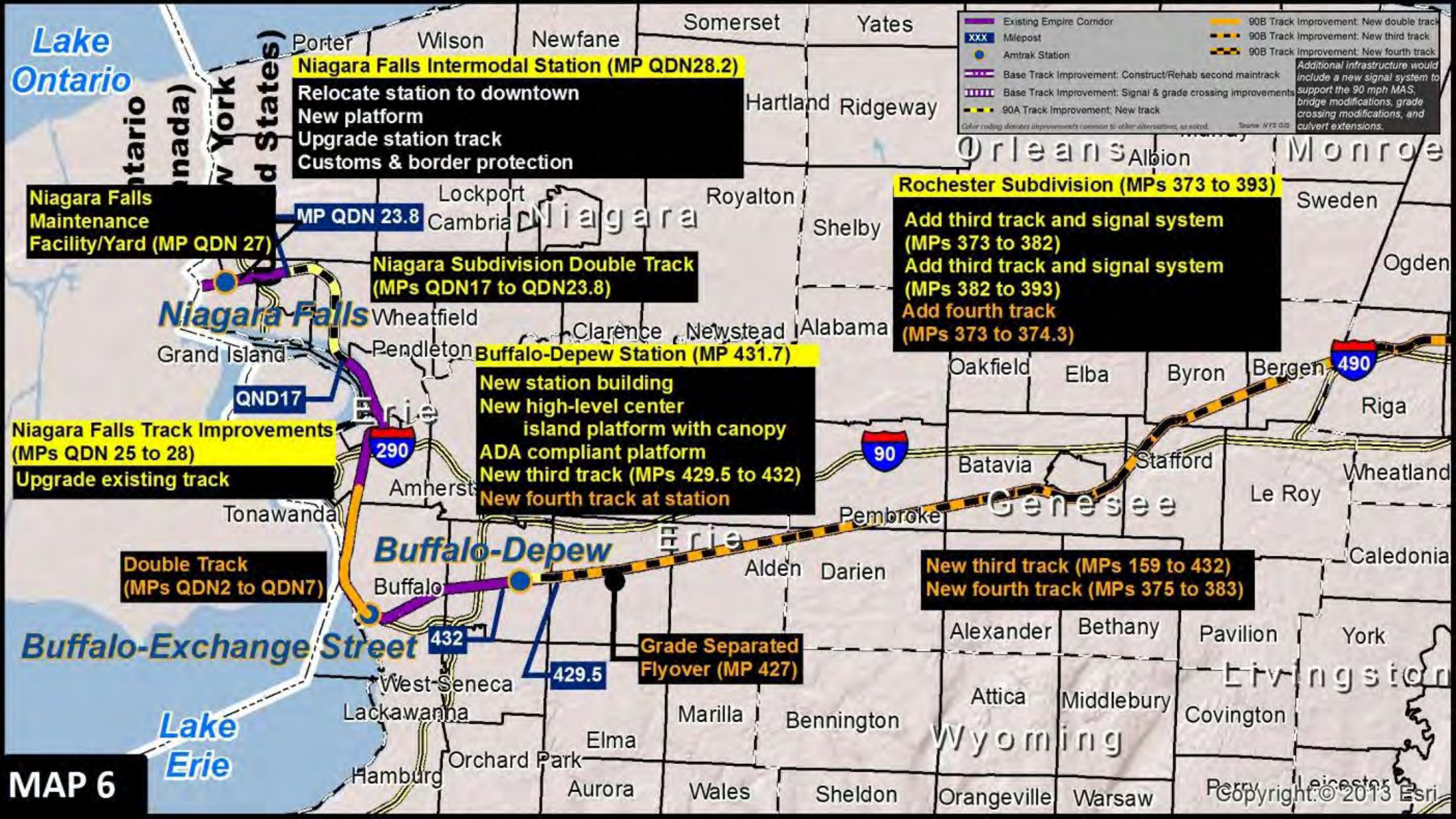
Exhibit D-25 - Alternative 90B Service Diagram

Evaluation Criteria	Base	90B Preferred Alternative
Service Levels (In round-trips/day)		
Frequency of Service NYC to Albany	13	17
Frequency of Service Albany to Buffalo	4	8
Frequency of Service Albany to Niagara Falls	3	7
Average Speed NYC to Niagara Falls (mph)	51	61
Travel Time: (hrs.:min.) NYC to Niagara Falls	9:06	7:36
Time Savings:		
Compared to Base Alternative (hrs.: min.)	-	1:30
On-Time Performance	83.0%	95.4%
Ridership (Annual One Way)		
Total (2035)	1.6 million	2.6 million
Increase as Compared to Base Alternative	-	1.0 million (63%)
Costs¹		
Capital Costs (Billions)	\$0.310	\$5.97
O&M Costs, Annual (Millions)	\$106	\$176
Revenue, Annual (Millions)	\$79	\$143
Total [Deficit]/Surplus (Millions)	[\$27]	[\$33]
Operating Ratio (percent O&M costs covered by revenue)*	75%	81%
Cost Effectiveness (Annualized O&M Cost per Rider)	\$66.26	\$67.69
[Subsidy]/Surplus per Rider (rounded)	[\$17]	[\$13]



c. Passenger Rail Initiatives

- Preferred Alternative: 90B
 - 90 MPH
 - 370+ miles of additional third and fourth track west of Schenectady
 - New signal system to support the new 90 MPH maximum allowed speed
 - Bridge & grade crossing modifications
 - Culvert extensions
 - Three grade separated flyovers including one in Buffalo Metro (MP 427)
 - Projects specific to WNY:
 - Niagara Branch to receive double track between MPs QDN 2 and 7.
 - New Buffalo-Depew Station
 - Niagara Falls Maintenance Facility



Niagara Falls Intermodal Station (MP QDN28.2)

Relocate station to downtown
 New platform
 Upgrade station track
 Customs & border protection

Niagara Falls Maintenance Facility/Yard (MP QDN 27)

MP QDN 23.8

Niagara Subdivision Double Track (MPs QDN17 to QDN23.8)

Rochester Subdivision (MPs 373 to 393)

Add third track and signal system (MPs 373 to 382)
 Add third track and signal system (MPs 382 to 393)
 Add fourth track (MPs 373 to 374.3)

Niagara Falls Track Improvements (MPs QDN 25 to 28)

Upgrade existing track

Buffalo-Depew Station (MP 431.7)

New station building
 New high-level center island platform with canopy
 ADA compliant platform
 New third track (MPs 429.5 to 432)
 New fourth track at station

Double Track (MPs QDN2 to QDN7)

**New third track (MPs 159 to 432)
 New fourth track (MPs 375 to 383)**

Grade Separated Flyover (MP 427)

Buffalo-Exchange Street

MAP 6

Existing Empire Corridor	90B Track Improvement: New double track
Milepost	90B Track Improvement: New third track
Amtrak Station	90B Track Improvement: New fourth track
Base Track Improvement: Construct/Rehab second maintrack	Additional Infrastructure would include a new signal system to support the 90 mph MAS, bridge modifications, grade crossing modifications, and culvert extensions.
Base Track Improvement: Signal & grade crossing improvements	
90A Track Improvement: New track	

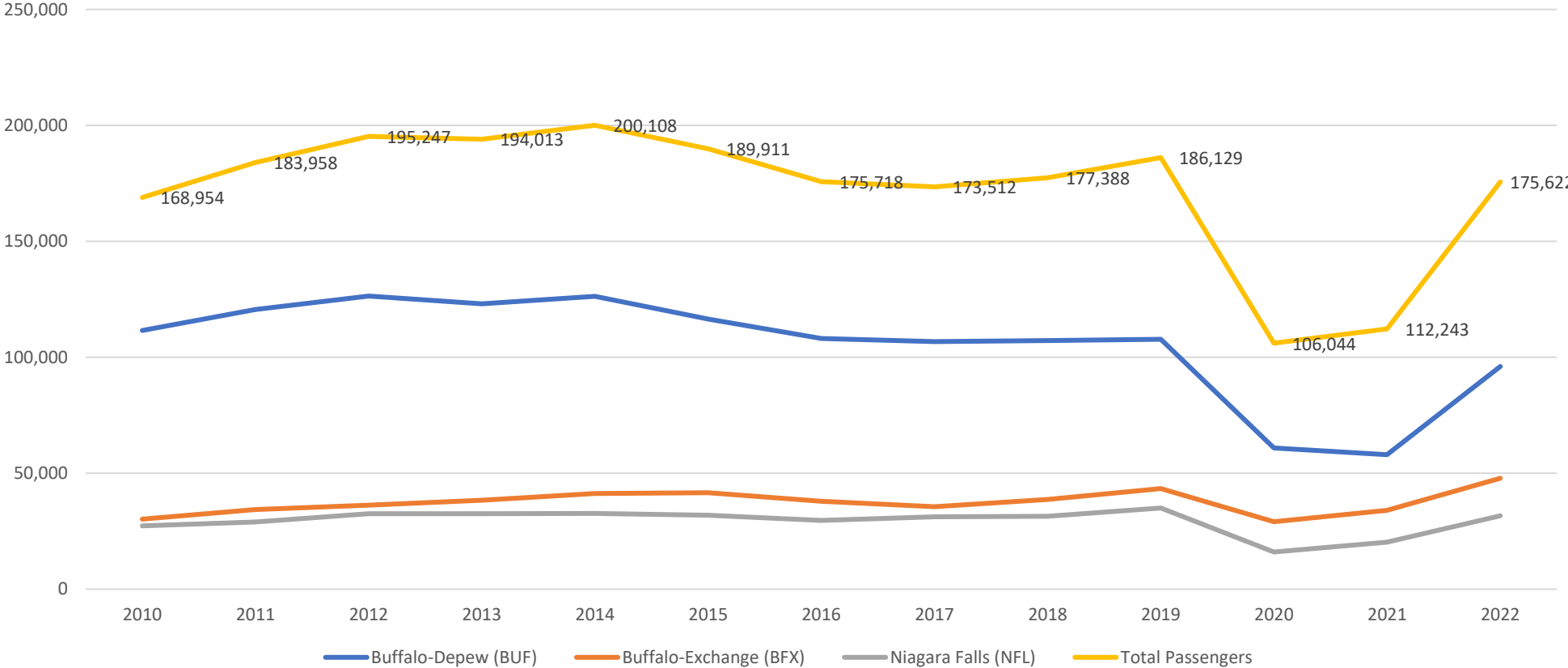
Color coding denotes improvements common to other alternatives, as noted. Source: NYS GIS

c. Passenger Rail Initiatives

- Niagara Subdivision Double Track
 - Improve capacity by adding a second track between BFX and NFL
- Niagara Falls Maintenance Facility / Yard Improvements
 - Improve reliability by adding storage tracks and a maintenance building to provide shore power, potable water, inspection, cleaning and light repair capabilities.
 - Decreases time to prepare for AM departures and eliminates delays from frozen equipment. Increases layover capacity.
- Buffalo-Depew Station Improvements
 - Improve reliability by constructing new station with high level / double edge platform.
 - Improve train operations and reduce dwell time.

c. Passenger Rail Initiatives

- Amtrak passenger totals by year
 - Boardings and Alightings by WNY Station



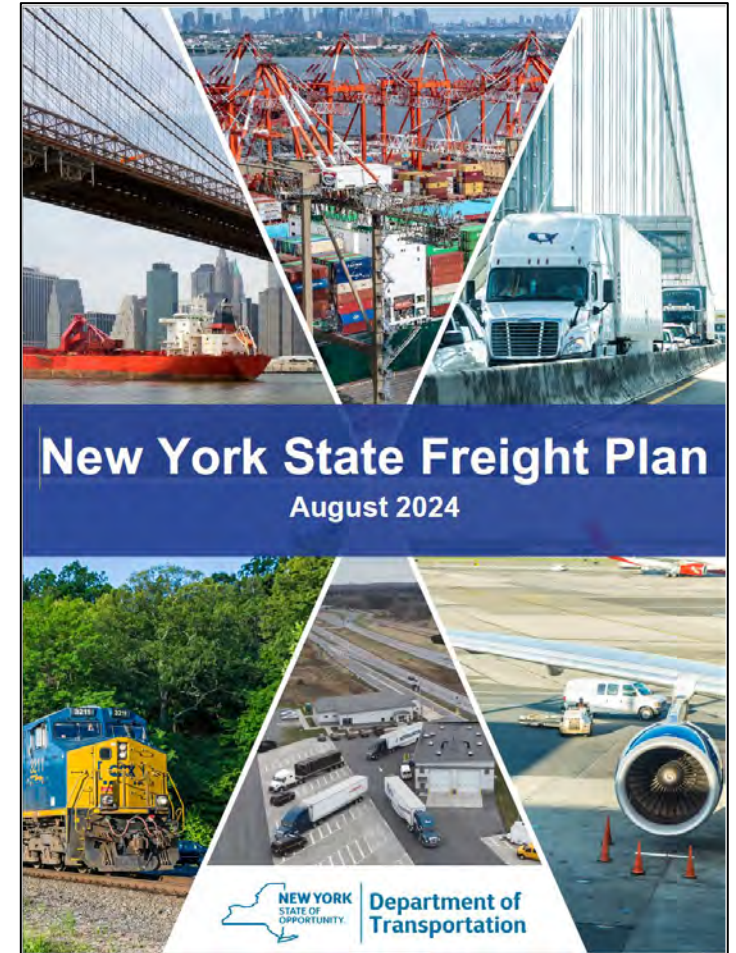
Source: Bureau of Labor Statistics (Dec 2023)

c. Passenger Rail Initiatives

- Next Steps...
- Draft Resolution
 - To acknowledge and support HSR Tier 1 FEIS Projects
 - Emphasis on the proposed new Niagara Falls Maintenance Facility and the Niagara Branch of the Empire Corridor
 - Acknowledge the need for additional passenger rail planning in WNY
 - The HSR Tier 1 FEIS focuses on the Empire Corridor
 - Niagara Branch is key for other potential services TBD.
 - Potential tourism connections such as Niagara Falls to Jamestown
 - Obtain updated costs for Tier 1 FEIS projects
 - GBNRTC recognizes the need for additional resources, funding and policy actions necessary to advance projects identified for WNY
 - Strengthens grant applications

d. New York State Freight Plan (SFP)

- States are required by the US Department of Transportation (USDOT) to develop a state freight plan to be eligible to spend their allocation of Federal National Highway Freight Program (NHFP) funds
- The 2021 Infrastructure Investment and Jobs Act (IIJA) established new freight planning requirements that augment prior planning requirements set in the Fixing America's Surface Transportation (FAST) Act



d. NY State Freight Plan

- Notable new IJA requirements
 - State freight plans must now be updated every 4 years (Previously 5)
 - Freight forecasting must be changed to 8 years (Previously 5)
 - Include an updated inventory of commercial ports within the state
 - Include the most recent assessment of commercial motor vehicle parking facilities
 - If applicable, show consideration of findings or recommendations from any multi-State compact of which the State is a member
 - Examine the impacts of e-commerce in the State
 - Show consideration of military freight within the freight plan New requirement
 - Develop strategies and goals to decrease the following:
 - Severity of impacts from extreme weather events or natural disasters on freight mobility
 - Local air pollution from freight
 - Flooding and stormwater runoff impacts from freight
 - Wildlife habitat loss from freight

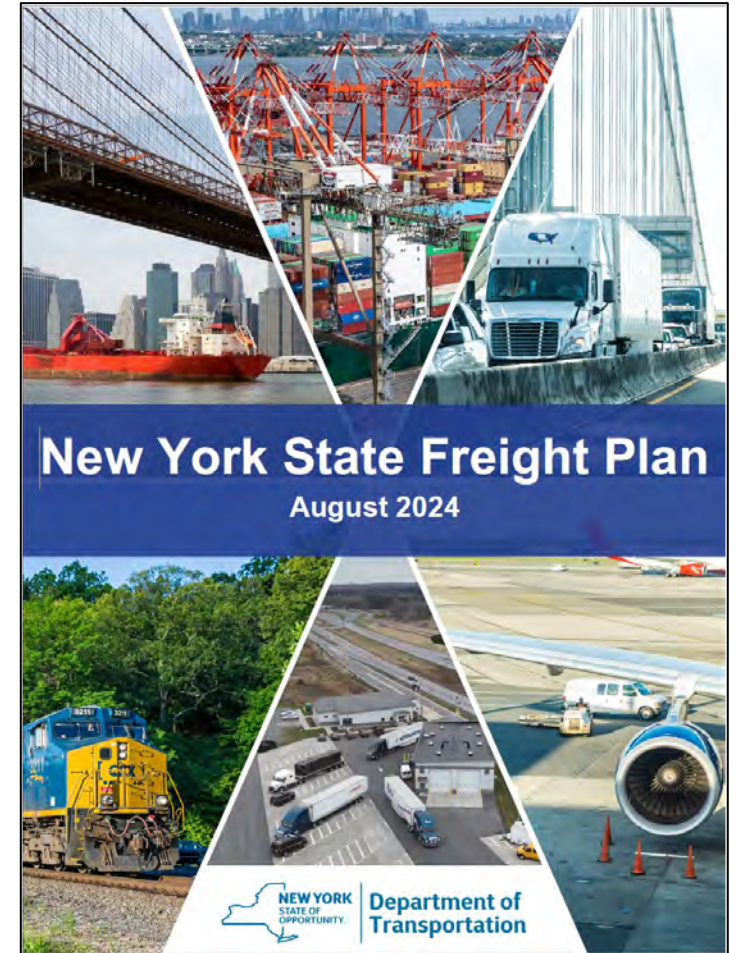
d. NY State Freight Plan

- Under both previous and current federal requirements, states must provide a comprehensive assessment of their freight system and potential solutions through:
 - Statewide inventories of existing freight assets
 - Performance assessment of the inventoried freight system
 - Freight investment plan with a list of priority projects
- The 2024 New York SFP was developed in alignment with FAST Act and IIJA legislation and delineates the State's freight transportation trends, challenges, and requirements, providing key insights to shape freight policy and guide strategic investment decisions.



d. NY State Freight Plan

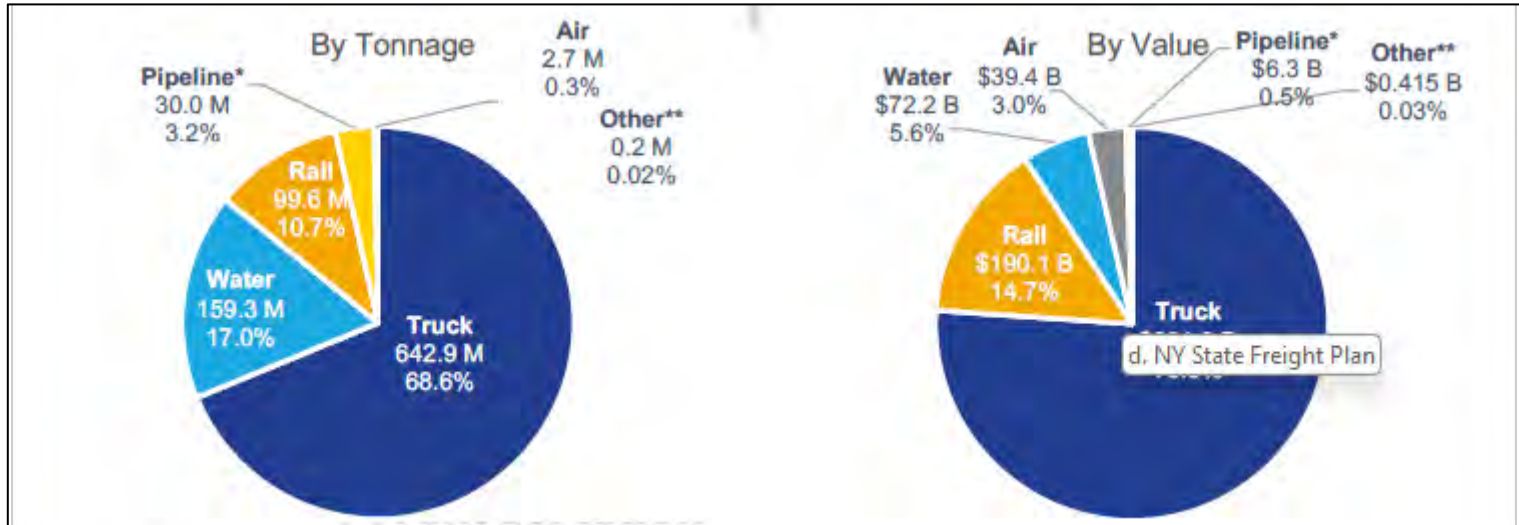
- A Freight Working Group (FWG) acted as a key advisory group throughout the SFP development
 - State economic development corporations
 - MPOs (including GBNRTC)
 - Shipping and logistics providers
 - Trucking Associations,
 - NYSDOT regional offices
 - Port Authorities
 - Rail Carriers
 - Border crossing authorities
- One-on-one interviews were used to obtain detailed feedback on plan development and ongoing or emerging trends
- An online survey brought in the voices of a wider range of individuals from each REDC, MPO, and any other contact identified by NYSDOT



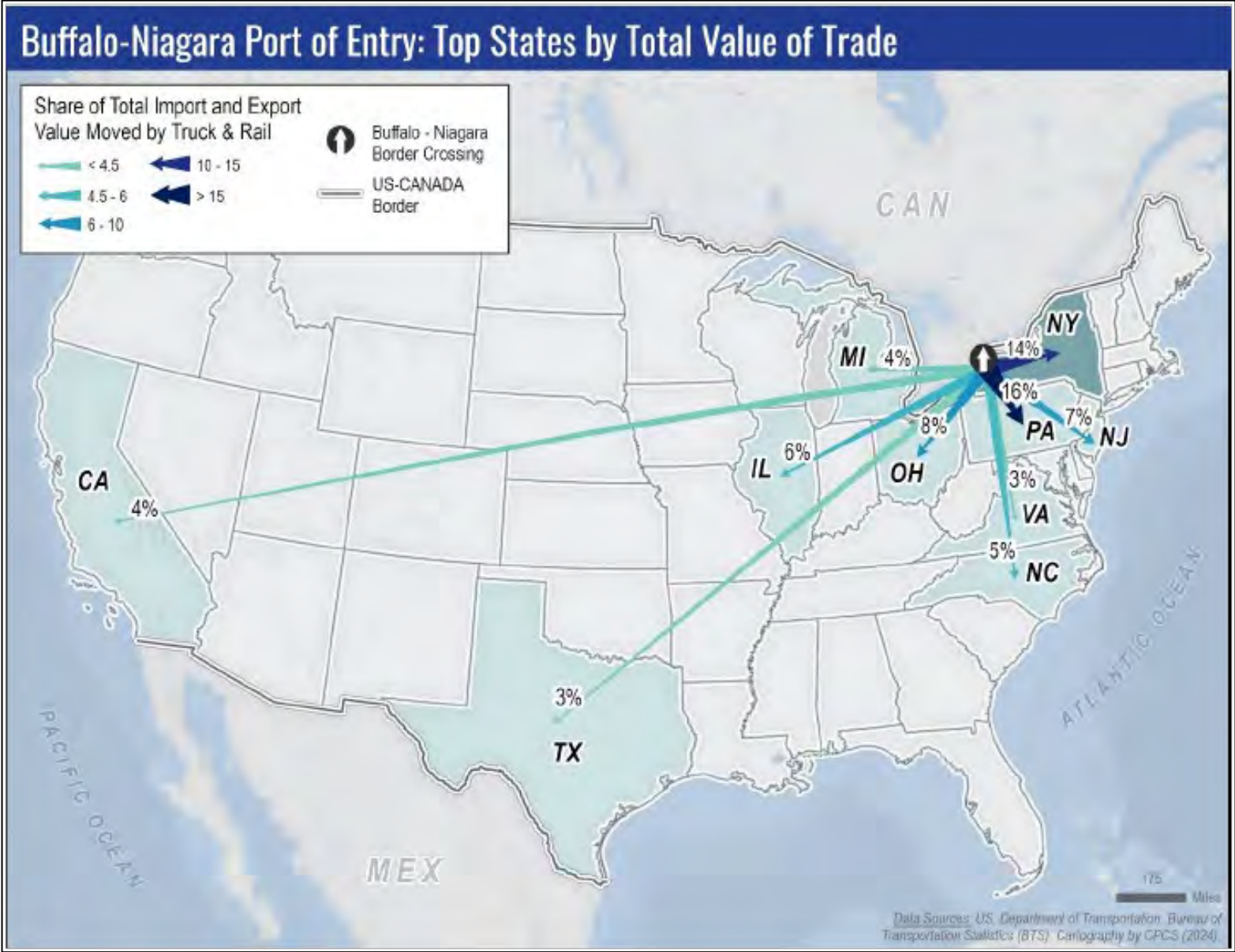
d. NY State Freight Plan

- Truck parking shortage is a safety concern nationwide, posing hazards for truck drivers and other road users
 - Studies and surveys of truck drivers have found that almost half of drivers see parking as a top concern and often resort to parking at unsafe spots due to scarcity
- Emerging Trends in Freight Operations
 - Climate Change and Extreme Weather Events
 - Union strikes, aging workforces, and shifting working condition challenges
 - Record Growth at PANYNJ Activity
 - Rising E-commerce Sales
 - Drop-in Manufacturing Activity
 - Growth in Trade with Canada

d. NY State Freight Plan

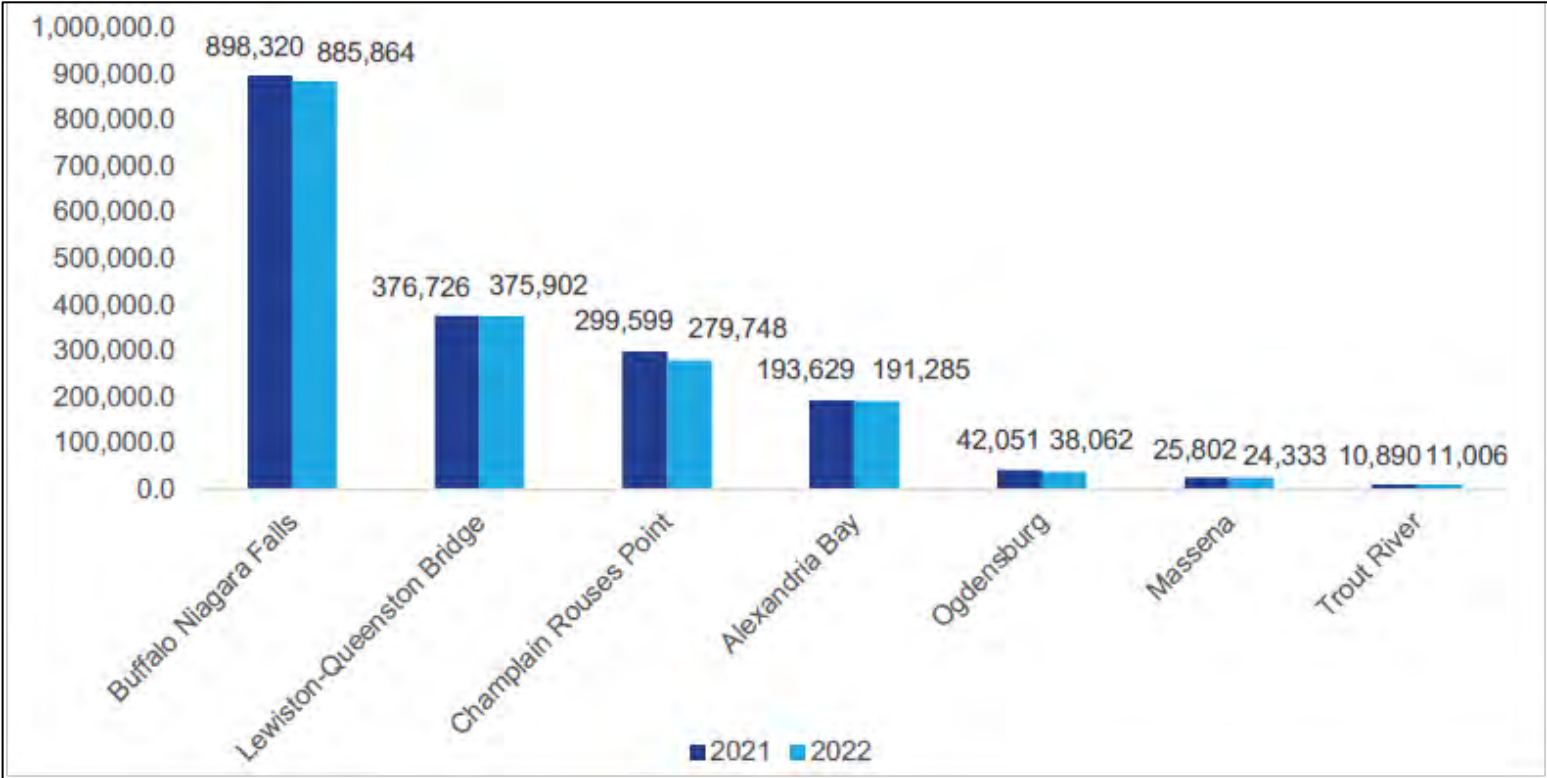


d. NY State Freight Plan

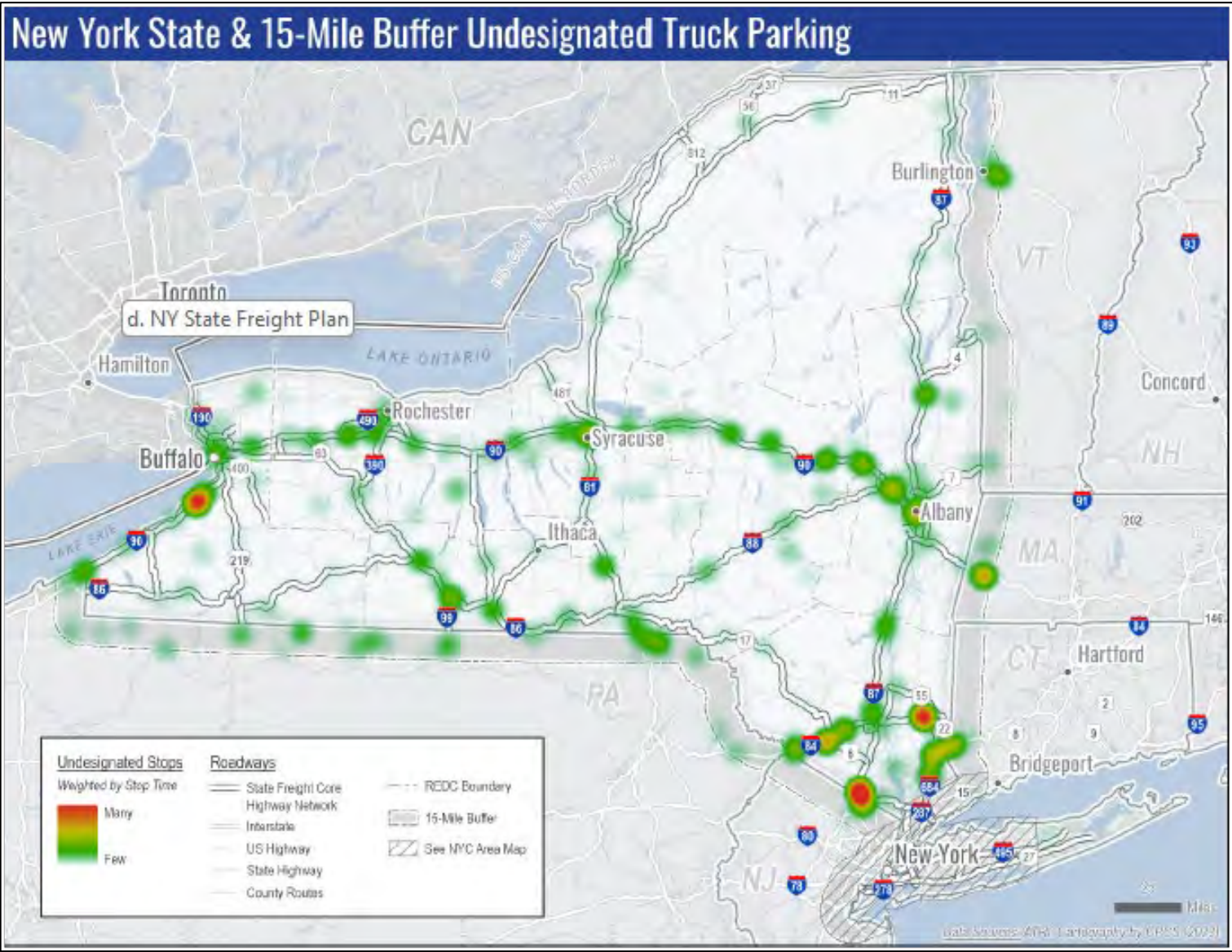


d. NY State Freight Plan

Highway Border Crossing Inbound Truck Volume (2021-2022)



d. NY State Freight Plan



d. NY State Freight Plan

WNY Freight Investment Plan

Short-Term Highway Projects

Highway projects that are currently funded and are planned for implementation over the next five years

REDC Region	Title	NHFP Funding (M)	Total Cost (M)	Sponsor
Statewide	Truck Parking Expansion	\$ 4.00	\$ 4.00	NYSDOT
Statewide	Truck Parking Expansion	\$ 4.00	\$ 4.00	NYSDOT
Statewide	Truck Parking Expansion	\$ 4.00	\$ 4.00	NYSDOT
Statewide	Truck Parking Expansion	\$ 8.00	\$ 8.00	NYSDOT
	Enhance Existing Screening Systems and Implement New Screening Systems Which Will Include but Not Be Limited to Weigh-In-Motion, Overview Cameras, Automated License Plate Reader (ALPR), Automated Tire Pressure Systems (ATPS), And			
Statewide	Automated Thermal Inspection Systems (ATIS)	\$ -	\$ -	NYSDOT
Western NY	I-86; Exit 20 - Rm 17 51123034	\$ -	\$ 9.43	NYSDOT
Western NY	US 62 (Niagara Falls Blvd) at I-190 Interchange	\$ 10.00	\$ 30.29	NYSDOT
Western NY	NY 219/Great Valley Creek	\$ -	\$ 7.67	NYSDOT
Western NY	NY 219 - Phase 3; River Road	\$ 7.00	\$ 11.34	NYSDOT
Western NY	US Rt 219 at Peters Rd/ Miller Rd	\$ -	\$ 5.00	NYSDOT
Western NY	I-990 at NY 263 Millersport Hwy Intersection Reconfiguration & Culvert Replacement	\$ -	\$ 9.00	NYSDOT
Western NY	Route 5/Abandoned Railroad, City of Buffalo	\$ -	\$ 7.28	NYSDOT
Western NY	Bridge and Large Culvert Replacement; Route 5 & Route 20; Erie County	\$ -	\$ 31.09	NYSDOT
Western NY	NY Route 5 at Barnum Road Intersection	\$ -	\$ 2.09	NYSDOT
Western NY	NY 270 (Campbell Blvd); N. French Road - Niagara County Line	\$ -	\$ 8.43	NYSDOT
Western NY	NY 240 (Orchard Park Rd) at Fisher Road Intersection	\$ -	\$ 6.68	NYSDOT
Western NY	US 62 (Niagara Falls Blvd); Mavis Drive - Sy Road	\$ -	\$ 20.51	NYSDOT
Western NY	NY 384 (Delaware Ave) Traffic Signal Replacement	\$ -	\$ 5.41	NYSDOT
Western NY	I-290 at Main St, Interchange Reconfiguration - CMAQ	\$ -	\$ 11.82	NYSDOT
Western NY	Bridge Renewal (BINs 1043751 And 1043752) I-290 and Route 263	\$ 11.00	\$ 16.03	NYSDOT
Western NY	Elk Street / Norfolk Southern	\$ -	\$ 5.12	NYSDOT
Western NY	Twin City Memorial Highway (NY 425) Improvements	\$ -	\$ 0.69	NYSDOT
Western NY	NY 179 (Mile strip) Freight Corridor; NY 5 - I-90	\$ -	\$ 5.50	NYSDOT
Western NY	Over Height Vehicle Safety Project, Young Street/ CSX Railroad Bridge (BIN 7046540)	\$ -	\$ 1.20	NYSDOT
Western NY	MP 475.25 and MP 475.26: I-90 Bridges over CSX & Norfolk Southern RR		\$ 30.00	NYSTA
Western NY	MP 425.9 I-90 West of Williams St. (Exit 52A) to MP 427.7 of West Seneca (Exit 54) and I-190 (Niagara Section), I-90 to MP 900.7: Pavement Resurfacing		\$ 24.00	NYSTA
			\$ 268.58	

d. NY State Freight Plan

WNY Freight Investment Plan

Other Planned Railroad Projects

In response to NYSDOT's requests for highlighting projects relevant to the State's freight system, several railroads in New York State

Owner	Title	Description
Buffalo & Pittsburgh Railroad	Track Rehabilitation	Renewal and upgrade of ties, rail, ballast, surfacing, grade crossing surfaces, turnouts, and other track components
Buffalo & Pittsburgh Railroad	Automatic Warning Devices	Upgrade and replacement of obsolete highway automatic warning devices
Buffalo & Pittsburgh Railroad	Bridge Strengthening and Rehabilitation	Upgrade and rehabilitate bridges to achieve or maintain 286K capacity. Repair or replace spans and substructure at MP83.74 and MP89.80
Buffalo & Pittsburgh Railroad	Locomotive Fleet	Reduce diesel emissions and improve EPA tier of diesel locomotive fleet through rebuilds and acquisition of modern locomotives
Buffalo & Pittsburgh Railroad	Radio Controlled Turnouts	Improve fluidity and reduce grade crossing blockage by upgrading hand throw turnouts at strategic locations to radio control power switches
Buffalo & Pittsburgh Railroad	Yard Improvements	Improve track configuration and state of good repair of Buffalo Creek Yard to allow for efficient interchange and growth of traffic.
Buffalo & Pittsburgh Railroad	Equipment Defect Detectors	Upgrade and expand coverage of equipment defect detectors to reduce derailment risk.
Buffalo & Pittsburgh Railroad	Double Stack Clearances	Improve vertical clearances on BPRR Machias and BPRR Main Line subdivisions for full double stack clearance
South Buffalo Railway	Track Rehabilitation	Renewal and upgrade of ties, rail, ballast, surfacing, turnouts and other track components
South Buffalo Railway	Bridge Strengthening and Rehabilitation	Upgrade and rehabilitate bridges to achieve or maintain 286K capacity.
South Buffalo Railway	Locomotive Fleet	Reduce diesel emissions and improve EPA tier of diesel locomotive fleet through rebuilds and acquisition of modern locomotives
South Buffalo Railway	Radio Controlled Turnouts	Improve fluidity and reduce grade crossing blockage by upgrading hand throw turnouts at strategic locations to radio control power switches
South Buffalo Railway	Yard Improvements	Improve track configuration and state of good repair of D Yard, PS Yard, and other yards to allow for efficient interchange and growth of traffic. Improve geometry of sharp curvature and turnouts to reduce the risk of derailment.
South Buffalo Railway	Facility Improvements	Replace or upgrade existing car shop, locomotive shop, and office space.
South Buffalo Railway	Rolling Stock	Acquire boxcars to replace end-of-life rolling stock to support existing auto parts rail traffic.
South Buffalo Railway	Port Rail Access	Improve rail infrastructure and access to the Port of Buffalo
Genesee & Wyoming Railroad	Track Rehabilitation	Renewal and upgrade of ties, rail, ballast, surfacing, grade crossing surfaces, turnouts, and other track components
Genesee & Wyoming Railroad	Automatic Warning Devices	Upgrade and replacement of obsolete highway automatic warning devices
Genesee & Wyoming Railroad	Bridge Strengthening and Rehabilitation	Upgrade and rehabilitate bridges to achieve or maintain 286K capacity. Rehabilitate or replace steel structures with salt corrosion.
Genesee & Wyoming Railroad	Locomotive Fleet	Reduce diesel emissions and improve EPA tier of diesel locomotive fleet through rebuilds and acquisition of modern locomotives
Genesee & Wyoming Railroad	Radio Controlled Turnouts	Improve fluidity and reduce grade crossing blockage by upgrading hand throw turnouts at strategic locations to radio control power switches
Genesee & Wyoming Railroad	Equipment Defect Detectors	Upgrade and expand coverage of equipment defect detectors to reduce derailment risk.
Genesee & Wyoming Railroad	Facility Improvements	Replace or upgrade the existing car shop, locomotive shop, and office space in Retsoff, NY.
Genesee & Wyoming Railroad	Rolling Stock	Acquire 75 or more aggregate hoppers to replace end-of-life rolling stock to support existing rail traffic.



Sidewalk Inventory

Buffalo –Niagara Region

July 2024

Greater Buffalo-Niagara
Regional Transportation
Council

Leah Smolen

I was born and raised in Texas

I am studying for a Master's in Urban Planning at UB

I was formerly a civil engineer in land development working in Austin

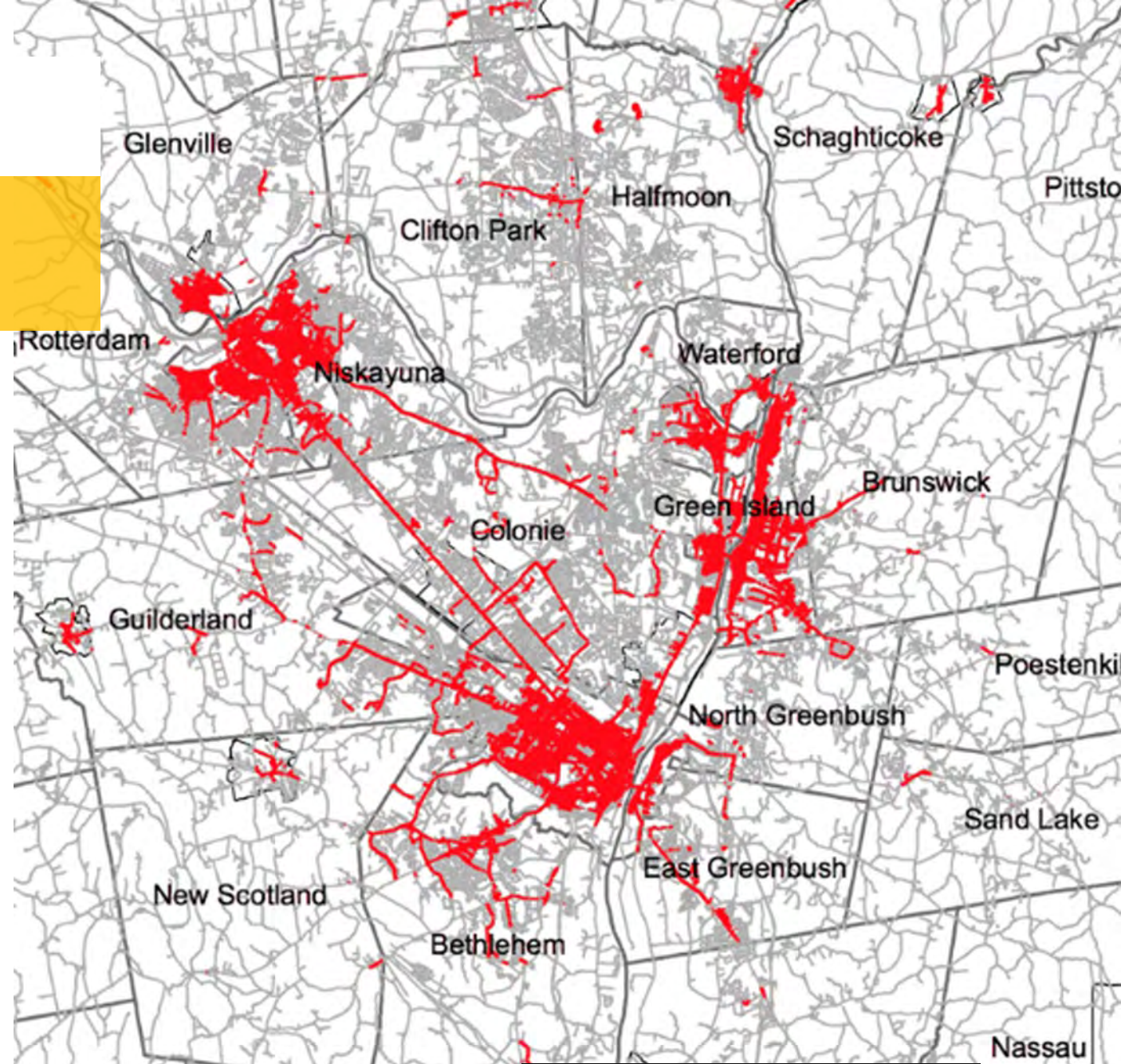
Fun Fact: I have been to more than a 1/3 of the national parks in the US



Sidewalk Inventories

What Are They and,
Why do We Want to Conduct One

- To identify gaps in the pedestrian network
- Use to integrate with the Active Transportation Plan, Bike Master Plan, and Trail network
- Show progress in for ADA Transition plan
- Can be built off of for condition, maintenance, planning expansion, etc.



Sidewalk

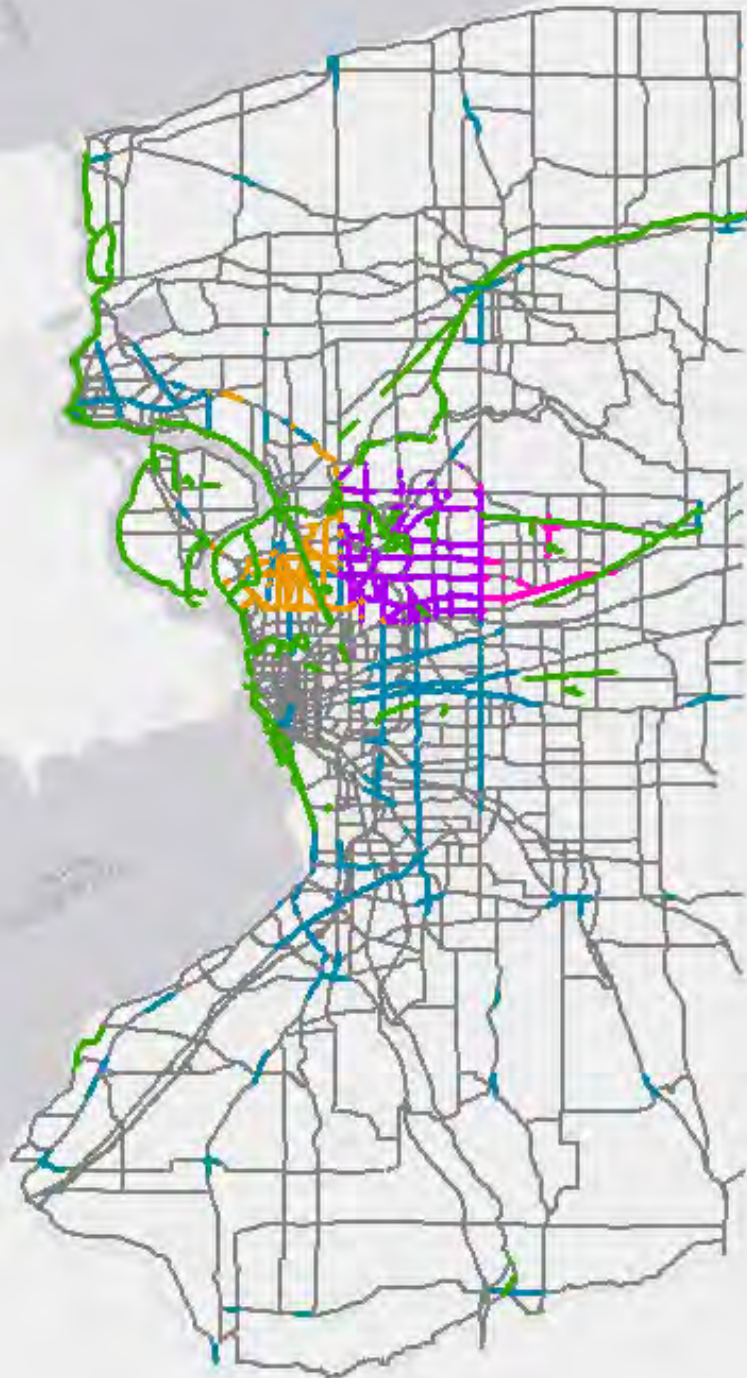
Continually defined path for pedestrians delineating through the pavement (not pavement markings) typically adjacent to a roadway



Our Determined Process & Best Practices Summary

- Record sidewalk presence/absence
- Use satellite imagery, Streetview, and in-field investigations & existing sources for mapping in GIS
- Conduct analysis municipality by municipality
- Should Result in:
 - Exhibits and a report for municipalities
 - Public available GIS database
- Could be a Long Process

Sources of Data



Legend

— Multi-Use Trail

Data Source

— Amherst

— Clarence

— NYSDOT

— Satellite Image

— Street View

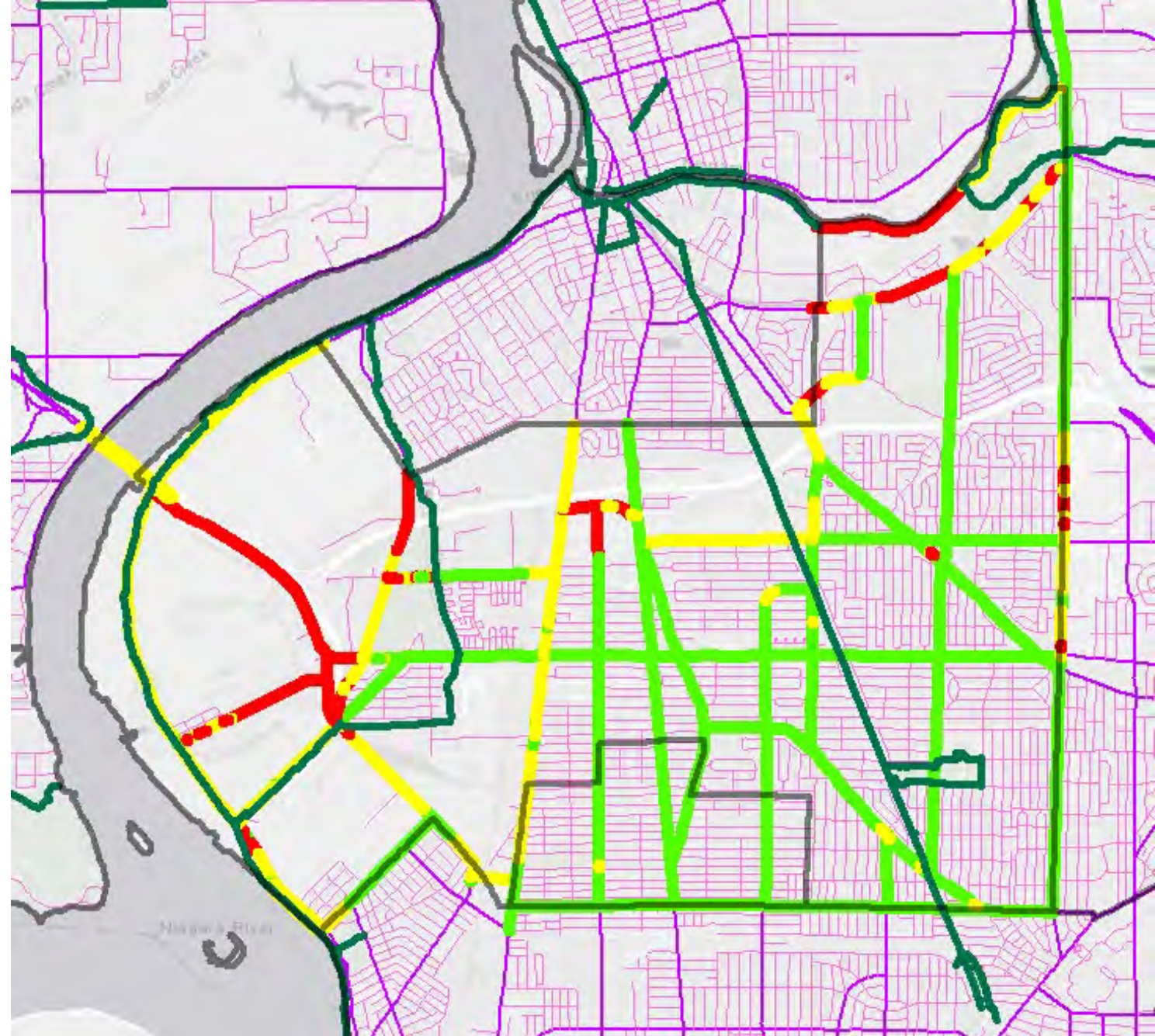
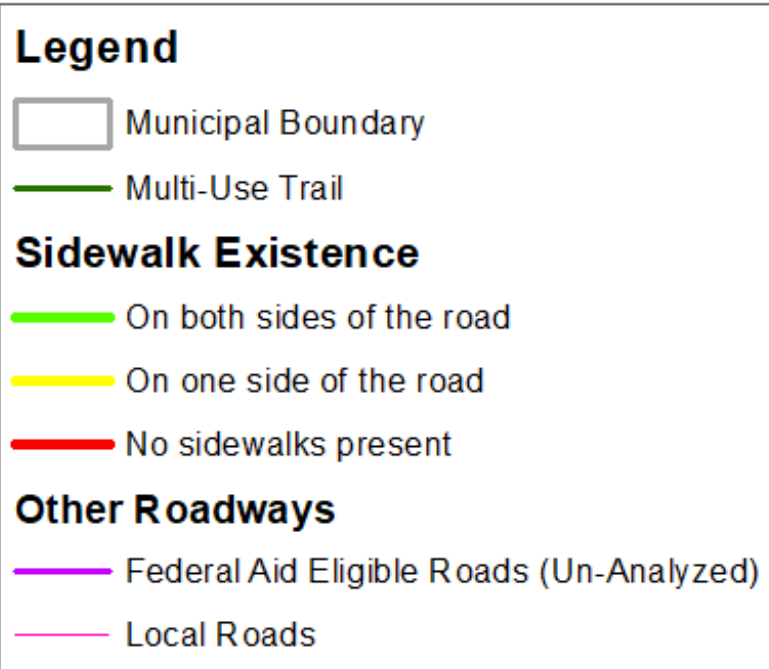
Federal Aid Eligable Roads

— Federal Aid Eligable Roads

- Multi-Use Trails
- NYSDOT
- Amherst
- Clarence
- Google
 - Satellite Images
 - Street View

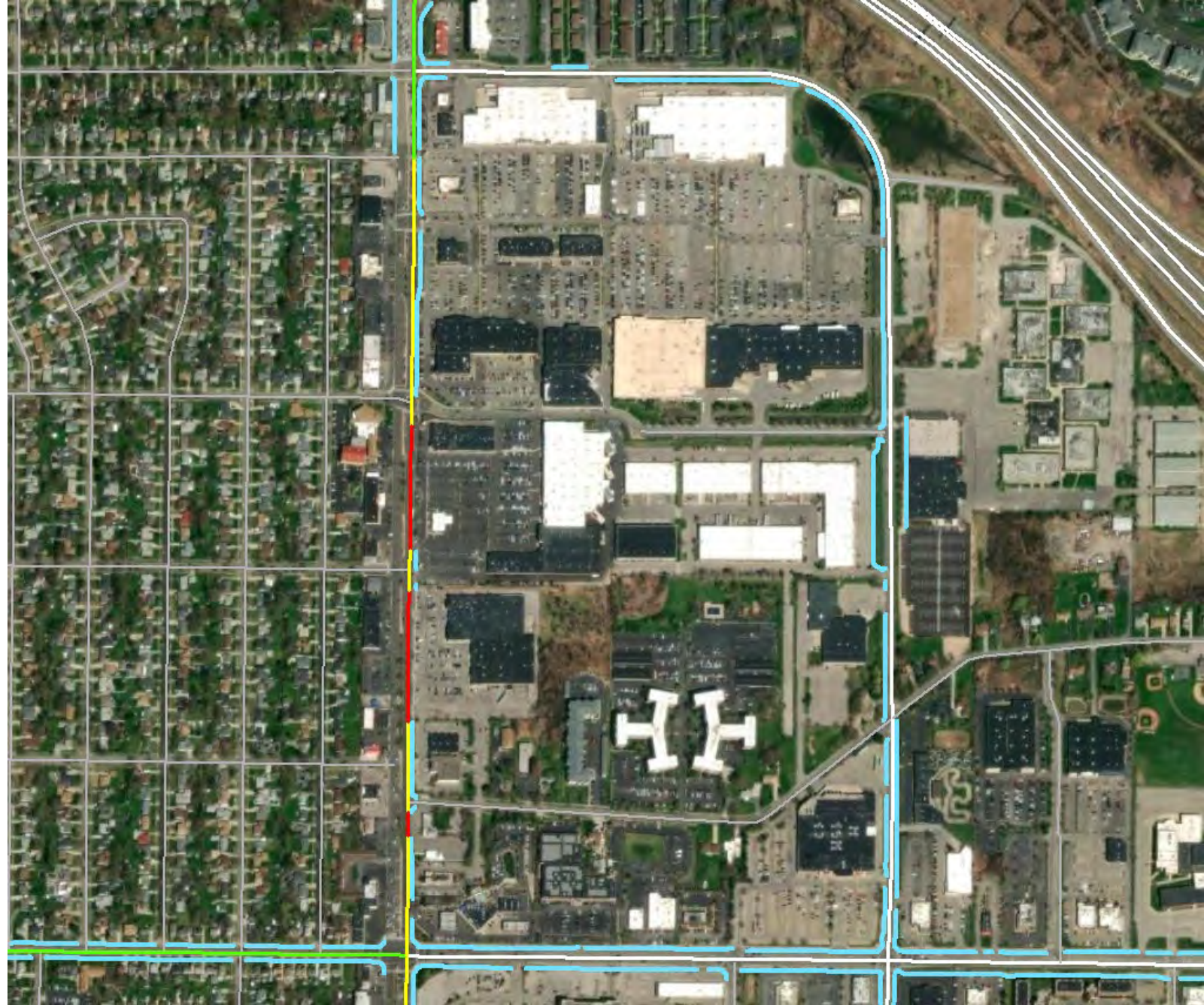
Tonawanda

Sidewalk Location and gaps Macro-Level



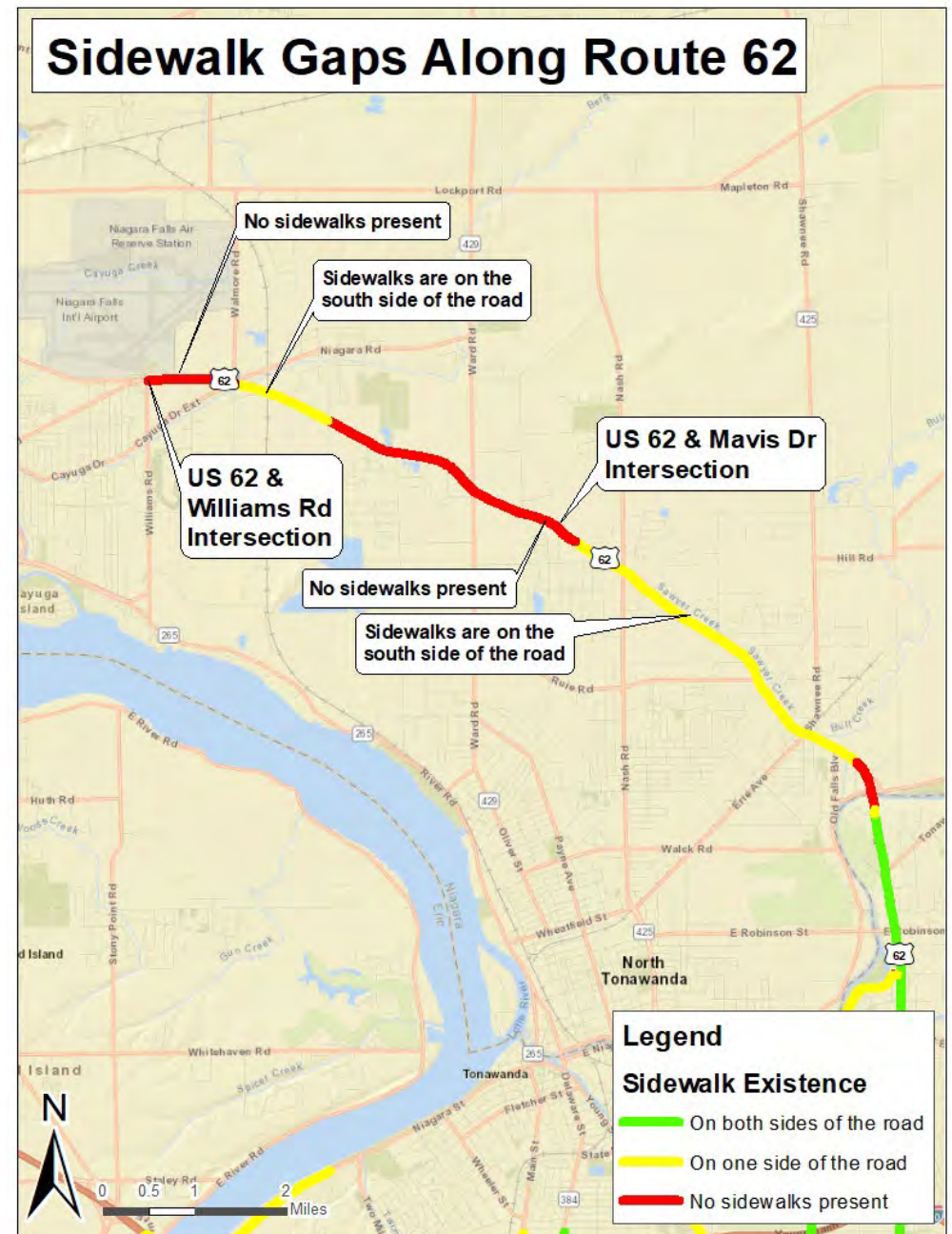
The Boulevard

Sidewalk Location and gaps Micro-Level



Route 62 Exhibit

Send to NYSDOT to assist in their application for funding for the Route 62 project in Wheatfield





Thank You

Leah Smolen@gbnrtc.org



716-856-2026



Lsmolen@gbnrtc.org



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





Regional Model Project

By Steven Pawlowski

A Bit About Me

- Current UB MUP student
- Graduated UB undergrad with BA in Urban and Public Policy
- Lived in Buffalo my whole life
- Fun Fact: I'm an advisor for a Christian club at UB



Regional Model Project

○ Background

- Traffic Demand model
- Forecasting tool for GBNRTC
- Useful Ex.)
 - Kensington Expressway rerouting

○ Problem

- Old model software couldn't calculate center turn lanes



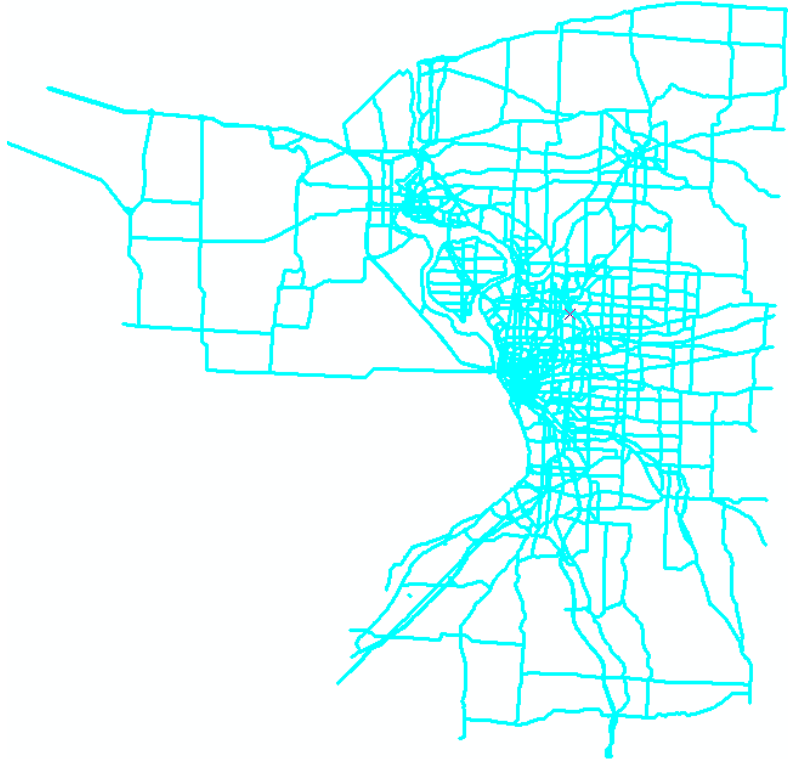
Regional Model Project

- My contribution
 - System now has center turn lane capacity
- Two step approach
 - Center turn lane
 - Lane Count
- Project will assure more accurate model and information output for all projects



Regional Model Project

Project Outlook



Tangible Benefits





Thank You

Steven Pawlowski

716-725-5516

spawlowski@gbnrtc.org

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





Maintenance Jurisdiction Map

7/24-Matt Tullo

Greater Buffalo-Niagara Regional
Transportation Council

About me

- From Long Island, New York
- Currently an Engineering Sustainability graduate student at UB
- Undergraduate degree in Environmental Design from UB
 - Minored in Architecture
- Fun Fact(s)
 - Play Club Ice Hockey at UB
 - Volunteer assistant coach for Canisius High School Ice Hockey



University at Buffalo

School of Engineering
and Applied Sciences



University at Buffalo

School of Architecture
and Planning

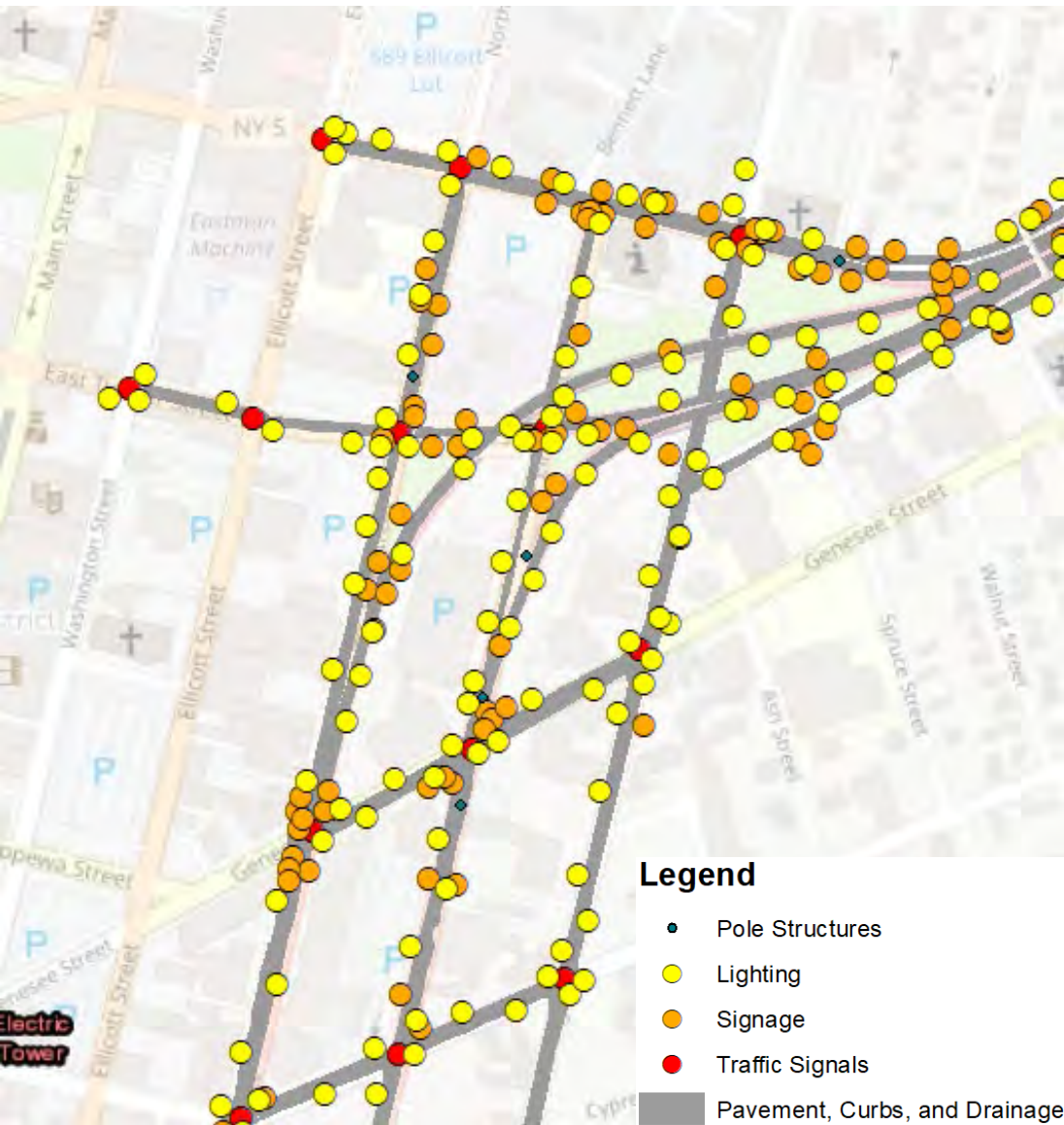


My Project

- A maintenance jurisdiction map along Interstate 190
 - Originated and developed through cooperation with John Boser of the NYSTA
 - This is a new concept
- Using ArcGIS develop this map and input data
 - Google earth and Google Maps for visual guidance
- Project scope focuses on Interstate 190
 - Downtown and neighboring sectors are included
- Main stakeholders are NYSTA, NYSDOT, and the City of Buffalo
- Collaboration between Steven and myself



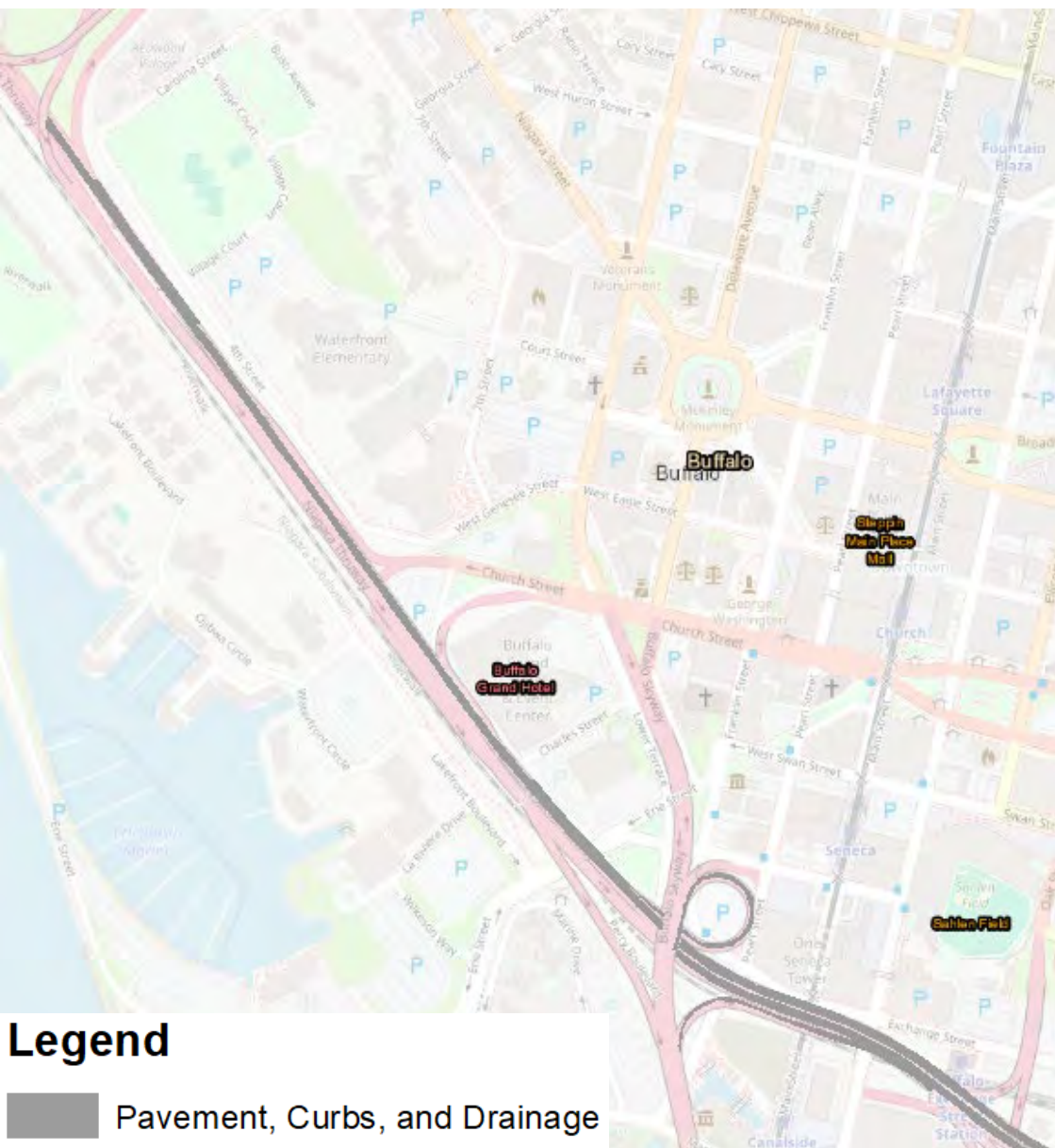
Maintenance Jurisdiction Map



- Creating a map and database for maintenance jurisdictions
- Assets incorporated
 - Pavement/Curbs/Drainage (Roadways)
 - Snow & Ice removal
 - Street lights
 - Directional signage/Pole structures
 - Landscaping (Mowing)
 - Traffic signal systems
 - Striping
- First completed section incorporated Elm and Oak Street assets between Route 33 and I-190

Current Status

- Goal: complete highway and label assets from exit 1 (Ogden Street) to the Peace Bridge area
 - Process: Complete segments in between each overpass on the I-190
 - Mark/label areas near on/off ramps on local roads
- Progress: Pavement layer started
 - exit 1 (Ogden Street) to Skyway overpass over is entirely complete
 - Skyway overpass to Niagara Street on/off ramps partially completed



Next Steps & Member Benefits

- Mapping and logging assets on and along I-190
- Update symbology and formatting
- End Goal: clear, organized, and easily readable map
- Benefits
 - Clear mapping of asset locations
 - Ownership and Responsibility outlined
 - Improve communication between agencies/groups



Thank You

Matt Tullo



516-695-5694



mtullo@gbnrtc.org



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



f. Local Projects Meetings Schedule

Next Scheduled Meetings

- Combined PCC/Policy Meeting
 - Wednesday, August 7 @ 9:30 am
- TPS
 - August 21 @ 9 am



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

Transportation Projects Subcommittee (TPS) Meeting

Wednesday, August 21, 2024 9:00 AM

In-Person: Edward H. Small Conference Room (438 Main St. Buffalo Suite 503)

Agenda

1. Approval of July 24, 2024 TPS Meeting Summary
2. 2023-2027 TIP – Action Requests
 - a. AdMod #68: PIN 5764.71 Orchard Park: Sidewalks and Pedestrian Crosswalks – Let Delay (*NYSDOT*)
 - b. AdMod #69: PIN 5763.36 William St Reconstruction – Phase Cost Changes (*Erie County*)
 - c. AdMod #70: PIN 5134.54 NY Rt 5; SNI Line to Kennedy – Add Project back to TIP/STIP & MSC (*NYSDOT*)
 - d. AdMod #71: PIN 5460.33 NY 384 (Delaware Ave) Traffic Signal Replacement – Cost Increase (*NYSDOT*)
 - e. Amendment 18: PIN 5512.57 Best Street Bridge Replace/New Substation – Project Split (*NYSDOT*)
3. Old Business
 - a. Critical Urban Freight Corridors (CUFC) – Mileage Addition Update
 - b. Passenger Rail Update
 - c. FFY 26-30 TIP Development – Project Summary and Member Presentations
4. New Business
 - a. RPPM Action Report
 - b. Federal Program Award Announcements
 - i. Bridge Investment Program (BIP) Planning Grant Awards 2024
 - ii. Grants for Buses and Bus Facilities Program/Low or No Emission Grant Program
 - iii. Climate Pollution Grants
 - c. Federal Program Announcements
 - i. Reconnecting Communities Pilot (RCP) Program
 - ii. Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program
 - iii. Railroad Crossing Elimination (RCE) Grant Program
 - iv. Restoration and Enhancement (R&E) Grant Program
5. Adjournment – Next Meeting is Wednesday September 18, 2024, at 9:00 AM

TRANSPORTATION PROJECTS SUBCOMMITTEE (TPS) MEETING SUMMARY

Wednesday, July 24, 2024
9:00 A.M. in the NFTA Conference Room and via Zoom

Attendees: N. Skipper, N. Allen, D. Svilokos, D. Kempner, T. Richards, M. Finn, K. Stilwell, K. Smith, L. Smolen, S. Pawlowski, M. Tullo, M. Grabau, K. Dixon, A. Weymouth, A. Gonzalez, K. Forma, J. Boser, and R. Guarino.

1. Approval of June 18, 2024 TPS Meeting Summary – *Motion for approval: Svilokos/Skipper. Approved.*
2. 2023-2027 TIP Discussion
 - a. AdMod #67: NYSDOT Project Changes – This is a NYSDOT Request to modify seven (7) existing TIP projects. 1. PIN 5011.38 NY 93; Bypass to Raymond Rd Phase cost increases to investigate alternatives. Increase PDES by \$0.666M from \$0.146M to \$0.812M. Increase ROW-I by \$0.035M from \$0.000M to \$0.035M. Fiscal constraint maintained as \$0.701M to be transferred from C/CI phases of PIN 5308.44 US 62 (Niagara Falls Blvd); Mavis – Sy Rd. Funding to be restored under TIP Program Update. 2. PIN 5101.99 US 219; NY 39 to Genesee Rd; Phase 1. Increase PDES by \$0.267M from \$0.636M to \$0.903M to investigate alternatives. Funding to be taken from C/CI phases of PIN 5308.44 US 62 (Niagara Falls Blvd); Mavis – Sy Rd. Funding to be restored under TIP Program Update. 3. PIN 5209.68 NY 78 (Transit Rd); Niagara Co Line to Lockport SCL. Cost increase for traffic signal improvements. Construction increases by \$2.066M from \$6.294M to \$8.360M. Construction Inspection Increases by \$0.248M from \$0.755M to \$1.003M. \$2.314M to be transferred from C/CI phases of PIN 5308.44 US 62 (Niagara Falls Blvd); Mavis – Sy Rd. Funding to be restored under TIP Program Update. 4. PIN 5308.40 US 62/NY 75 Resurfacing and US 62/NY 75 Intersection. Increase PDES by \$0.421M from \$0.368M to \$0.789M to investigate alternatives. \$0.421M to be transferred from C/CI phases of PIN 5308.44 US 62 (Niagara Falls Blvd); Mavis – Sy Rd. Funding to be restored under TIP Program Update. 5. PIN 5308.42 US 62; Green Acres to Erie County Line. Let date is slipping from 5/2024 to 9/2024. Increase costs to cover cost increases for paving, drainage, traffic signals, signage, and increases in market prices. Increase Construction by \$2.716M from \$4.284M to \$7.000M. Increase Construction Inspection by \$0.330M from \$0.510M to \$0.840M. \$3.046M to be transferred from C/CI phases of PIN 5308.44 US 62 (Niagara Falls Blvd); Mavis – Sy Rd. Funding to be restored under TIP Program Update. 6. PIN 5806.65 ITS Maintenance; SFY 17/18 – 26/27. Move unused funding from FFY 2023 to FFY 2024, FFY 2025, and FFY 2026 to cover yearly cost increase from \$0.448M to \$0.605M. Cost Increase of \$0.023M to be transferred from PIN 5B15.55 – Pavement Block to cover balance. 7. PIN 5814.61 Lg Culvert Preservation and Renewal: North. Increase Construction by \$0.647M from \$4.381M to \$5.028M for market price increases. Decrease Construction Inspection by \$0.123M from \$0.726M to \$0.603M for 12% of Construction value. \$0.524M to be transferred from C/CI phases of PIN 5308.44 US 62 (Niagara Falls Blvd); Mavis – Sy Rd. Funding to be restored under TIP Program Update. *Motion to recommend AdMod #67 to PCC for Approval: Richards/Svilokos. Approved.*
3. Old Business
 - a. BRIDGE NY & Culvert Awards Summary – More than \$484M in enhanced assistance was awarded to 137 local governments across the State to rehabilitate and replace bridges and culverts, enhancing safety and improving the resiliency and sustainability of New York’s vital transportation infrastructure. The following are awards given to each region: Capital Region – \$43.1M, Central New York Region – \$37.5M, Finger Lakes Region – \$46.4M, Mid-Hudson Region – \$63.5M, Mohawk Valley Region – \$40.2M, North Country Region – \$43.4M, Southern Tier Region – \$58M, Western New York Region – \$77.4M, Long Island Region – \$910,000, and New York City Region – \$73.8M. Western New York MPO Area Awarded Bridges (16 @ \$43.13M) – Erie County (12 @ \$36.044M): \$4.697M to the City of Buffalo for the replacement of Warren Spahn Way bridge over Cazenovia Creek, \$4.057M to Erie County for the replacement of Ketchum Road bridge over North Branch Clear Creek, \$3.928M to Erie County for the replacement of Bagdad Road bridge over Clear Creek, \$3.752M to Erie County for the replacement of Glenwood East Concord Road (Route 30) bridge over Sprague Brook, \$3.142M to Erie County for the superstructure replacement of Versailles Plank bridge over Big Sister Creek, \$2.888M to Erie County for the replacement of Glenwood East Concord Road (Route 30) bridge over Graff Brook, \$2.565M to Erie County for the replacement of Meahl Road bridge over Branch Murder Creek, \$2.375M to Erie County for the replacement of Concord Road bridge over Spooner Creek, \$3.660M to the City of Lackawanna for the replacement of Warsaw Avenue bridge over Smokes Creek, \$2.288M to the Town of Aurora for the replacement of Brooklea Drive bridge over Tannery Brook, \$1.831M to the Town of Orchard Park for the replacement of Henning Drive bridge over Branch Smokes Creek, and \$1.491M to the Town of Concord for the replacement of Ross Road bridge over Graff Brook. Niagara County (4 @ \$7.083M): \$2.018M to Niagara County for the replacement of Willow Road bridge over East Branch Twelvemile Creek. \$2.057M to Niagara County for the replacement of Royalton Center Road bridge over Mud Creek. \$1.430M to Niagara County for the replacement of Johnson Creek Road bridge over Golden Hill Creek, and \$1.578M to the Town of Hartland for the replacement of Townline Road bridge over Johnson Creek. Western New York Region Bridges Outside MPO Area (6 @ \$14.94M) – Cattaraugus County (3 @ \$5.83M): \$2.744M to Cattaraugus County for the replacement of County Road 21 bridge over Elton Creek. \$1.085M to Cattaraugus County for the superstructure replacement of Eagle Street bridge over Clear Creek. \$2.002M to Cattaraugus County for the replacement of County Road 15 bridge over Dublin Creek. Chautauqua County (1 @ \$2.53M): \$2.533M to Chautauqua County for the superstructure replacement of County Road 30 bridge over Western New York & Pennsylvania Railroad. Allegany County (2 @ \$6.58M): \$3.612M to Allegany County for the replacement of Route 49 bridge over Caneadea Creek, and \$2.968M to Allegany County for the superstructure replacement of County Road

23 bridge over Cold Creek. Western New York Region Culverts (15 @ \$18.399M) – MPO Area (9 @ \$11.255M): \$1.269M to Niagara County for the replacement of Porter Center Road culvert carrying the Tributary to Six Mile Creek, \$1.500M to Erie County for the replacement of Exchange Street (Route 578) culvert carrying the Tributary to Cayuga Creek, \$1.221M to Erie County for the replacement of North Forest Road (Route 294) culvert carrying the Tributary to Ellicott Creek, \$0.945M to the Town of Amherst for the replacement of Frankhauser Road culvert, \$0.749M to the Village of Depew for the replacement of Warner Road culvert carrying the Tributary of Scajaquada Creek, \$1.486M to the Town of Aurora for the replacement of Cornwall Road culvert carrying the Cazenovia Creek Tributary, \$1.318M to the Town of Wheatfield for the replacement of Hoover Road culvert carrying Bergholtz Creek, \$1.496M to the Town of Hartland for the replacement of Pearson Road culvert carrying Johnson Creek, and \$1.271M to the Town of Aurora for the replacement of Shearer Avenue culvert carrying Tannery Brook. Outside MPO Area (6 @ \$7.144M): \$1.471M to Cattaraugus County for the replacement of County Road 20 culvert carrying McKinstry Creek, \$1.200M to the Town of Ashford for the replacement of Folts Road culvert carrying the Tributary of Cattaraugus Creek, \$0.950M to the Town of Mina for the replacement of West Mina Road culvert carrying Darrow Brook, \$0.801M to Chautauqua County for the replacement of Jackson Avenue culvert carrying the Tributary to Chautauqua Lake, \$1.500M to the City of Jamestown for Water Street culvert carrying Minnow Brook, and \$1.500M to Allegany County for the replacement of County Road 15A culvert carrying the Tributary to Rush Creek.

- b. FFY 26-30 TIP Development – Project development should be complete/nearing completion. Project proposals must be entered into Google form. All project proposals are due by close of business on 8/1/2024. Contact GBNRTC with any technical issues.
 - c. Critical Urban Freight Corridors (CUFC) – CUFCs are public roadways situated within urbanized regions (typically areas with a population exceeding 50,000) that facilitate access and connectivity to various components of the National Highway Freight Network (NHFN). Critical Rural Freight Corridors (CRFCs) serve a similar purpose in rural areas. These corridors play a pivotal role in linking crucial freight and transportation hubs, such as intermodal facilities and ports. In New York State, the designation allows for up to 150 miles of CUFCs to be identified. NYSDOT updates the State’s CU/RFC segments on a project-by-project basis to extend access to the National Highway Freight Program funding. NYSDOT is looking to add the following to the network 3.58 miles of CRFC and 11.68 miles of CUFC. In the GBNRTC planning area, 0.2 miles of US 62 will be added as a CUFC to access National Highway Freight Program (NHFP) funding for the US 62 (Niagara Falls Boulevard) at I-190 interchange project – PIN 5051.18 (\$9M). Descriptor category K- Corridor that is important to the movement of freight within the region, as determined by the MPO or the State. GBNRTC will submit a letter to FHWA to add this CUFC segment.
 - d. Title VI Discussion – The federal certification review debrief discussed deficiencies in the GBNRTC’s current 2012 Title VI plan. Discussion at the June TPS cautioned against limiting flexibility in future plans. Staff reviewed the regulations in detail and communicated with FHWA. They created a checklist and classified the checklist items with respect to the impact on flexibility for future plans. There are three categories for the checklist: Can Impact future plans, Low Potential to impact future plans, and Not Applicable to MPOs. Can Impact Future Plans: Program review procedures & data collection – Reporting – Analysis: 2012 Plan “...identify and create demographic profile maps of low-income and minority populations...these maps...assist in targeting public outreach efforts to these groups.” Current State of Practice is to create Communities of Concern maps. 2024 Recommendation – Specify Communities of Concerns mapping ‘for use in planning efforts as applicable’. Broad language allows for specificity to be addressed within each planning effort. Limited English Proficiency (LEP) Plan: 2012 Plan – LEP plan was built into Title VI Plan. Current State of Practice – No change. 2024 Recommendation – Make stand-alone LEP plan with no changes. Dissemination of Title VI Information: 2012 Plan – References Public Participation Plan (PPP). Current State of Practice – No change. 2024 Recommendation – Reference updated PPP and FHWA/FTA were happy with the PPP update. Little Impact: Standard DOT Title VI Assurances, Organization and Staffing, Title VI Training, Complaint Procedures, and Review of directives. Not applicable to MPOs: Sub-recipient review procedures and Sub-recipient enforcement procedures.
4. New Business
- a. RPPM Change Report – 1. PIN 5815.39 NY 954D (Elm/ Oak); Swan St to Goodell St: Increased ROW-I from \$0.010M (NHPP) to \$0.031M (NHPP). Fiscal constraint maintained as \$21K NHPP transferred from PIN 5B15.55 Pavt Maint – Block Fund. Approved 7/1/2024. 2. PIN 5813.93 Guiderail Replacement: Fed Fund Source Change for Construction and Construction Inspection Phases. Approved 7/5/2024.
 - b. Miovision Scout Plus Update – GBNRTC recently purchased and received a Miovision Scout Plus Camera. Miovision Scout Plus is a portable Traffic Counting Camera that can be used for safety studies, volume counts, TMCs, pedestrian/bicycle pathways/trails, and obtaining speed data. Miovision’s Online Data Link portal allows you to view video footage and auto generate various types of visuals for your project. GBNRTC will be deploying the Scout Plus this week to conduct some test Intersection counts. We also plan to use the unit to conduct Bicycle and Pedestrian counts along the Empire State Trail, Shoreline Trail, Niagara St Bike lanes and others. GBNRTC is open to suggestions of locations that you would like to see counted.
 - c. Passenger Rail Initiatives – Brief update on Passenger Rail Initiatives: UPWP Long Range Transportation Planning task, Passenger Rail Working Group, High Speed Rail Tier 1 FEIS, and Resolution supporting Tier 1 FEIS projects. Long Range Transportation Planning task in GBNRTC 2024-2026 UPWP: Objective – Assess intercity bus and rail connectivity per federal requirements and support and maintain a passenger rail working group. Product – Provide support for the implementation of the High Speed Rail EIS, Initiatives to improve access and connectivity in the region, Participate in the new FRA Corridor Identification and Development Program – Framework to facilitate the development of new, enhanced and restored intercity passenger rail corridors, and Investigate FRA CRISI funding – Planning funds to study new corridors such as Toronto-Niagara Falls-Buffalo-Cleveland. Passenger Rail Working Group: Informal working group established in 2022. Active Participants: GBNRTC Members – NYSDOT, NFTA, City of Niagara Falls, Erie County. Others – City of Jamestown, Citizens for Regional Transit, ESPA, Local

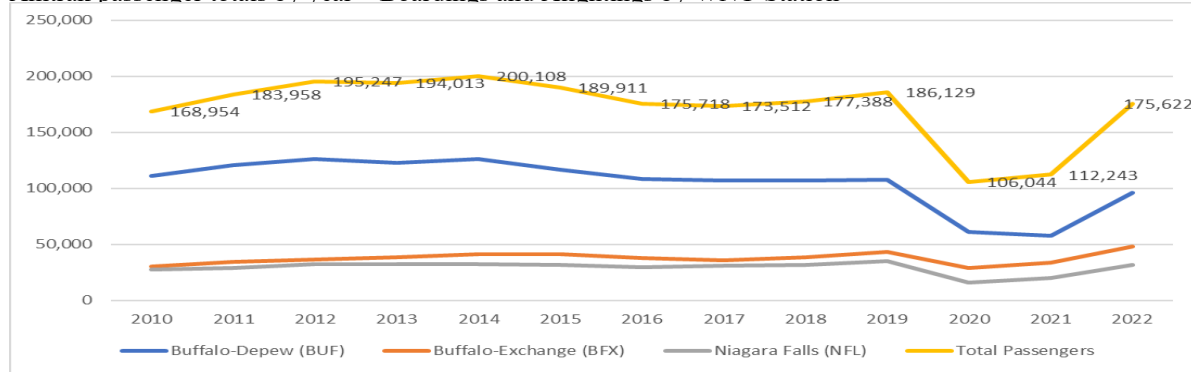
Advocates. Five meetings since September 8, 2022. Last met on May 21, 2024. Major topics discussed: 1. Regional Studies – past and future. 2. NYSDOT’s/FRA’s High Speed Rail Tier 1 FEIS. 3. Funding Opportunities – to advance local projects in the EIS and to fund new planning initiatives. High Speed Rail Tier 1 FEIS: 2014 Draft EIS prepared by NYSDOT and FRA. FRA signed the Tier 1 FEIS on February 2, 2023. Evaluation of proposed system improvements to intercity passenger rail along the 464-mile Empire Corridor – NYC’s Penn Station to Niagara Falls. Four alternatives were evaluated – 90A, 90B, 110, and 125. Primary objectives: Improve systemwide reliability/on-time performance to at least 90%, Reduce travel time along all segments of the Empire Corridor, Increase frequency of service beyond existing four round trips, Generate new ridership, and Minimize interference with freight operations. Preferred Alternative: 90B – 90 MPH, 370+ miles of additional third and fourth track west of Schenectady, New signal system to support the new 90 MPH maximum allowed speed, Bridge & grade crossing modifications, Culvert extensions, and Three grade-separated flyovers, including one in Buffalo Metro (MP 427). Projects specific to WNY: 1. Niagara Branch to receive double track between MPs QDN 2 and 7, 2. New Buffalo-Depew Station, and 3. Niagara Falls Maintenance Facility. Niagara Subdivision Double Track: Improve capacity by adding a second track between BFX and NFL. Niagara Falls Maintenance Facility/Yard Improvements: Improve reliability by adding storage tracks and a maintenance building to provide shore power, potable water, inspection, cleaning and light repair capabilities. Decreases time to prepare for AM departures and eliminates delays from frozen equipment. Increases layover capacity. Buffalo-Depew Station Improvements: Improve reliability by constructing a new station with high-level/double-edge platform. Improve train operations and reduce dwell time.

Timeline for Alt 90B – 25-year program buildout

High Speed Rail Empire Corridor Service Development Plan Errata

Project Number	Project Description – Location	Years																									Total	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25		
HSR-16	Rochester Station, 3 rd & 4 th Track, MPs 373-374.3 Rebuild CP-373										\$30																	\$30
HSR-17	West Rochester, 3 rd Track, MPs 374-388											\$100	\$99	\$99														\$298
HSR-18	Rochester Subdivision, 3 rd Track, MPs 389-399												\$118	\$117														\$235
HSR-19, EWC-34	South Byron – East Buffalo, 3 rd Track, MPs 399-432 Buffalo-Depew Station																		\$150	\$150	\$150	\$150	\$160					\$760
EWC-18	Niagara Falls Maintenance Facility								\$47	\$47	\$47																	\$141
HSR-20, EWC-21	North Tonawanda – Niagara Branch 2 nd Track, MPs QDN2-7 and QDN17-22.8. Upgrade existing single track QDN25-28									\$168	\$167																	\$335
Total Annual Investment (Millions)		\$133	\$133	\$133	0	\$60	\$265	\$332	\$379	\$311	\$396	\$320	\$321	\$320	\$365	\$363	\$337	\$359	\$314	\$285	\$264	\$357	\$390	\$390	\$389	\$388	\$7,274	

Amtrak passenger totals by year – Boardings and Alightings by WNY Station



The Draft Resolution will: Acknowledge and support HSR Tier 1 FEIS Projects. Place emphasis on the proposed new Niagara Falls Maintenance Facility and the Niagara Branch of the Empire Corridor. Acknowledge the need for additional passenger rail planning in WNY. The HSR Tier 1 FEIS focuses on the Empire Corridor, Niagara Branch is key for other potential services TBD, potential tourism connections such as Niagara Falls to Jamestown, and obtain updated costs for Tier 1 FEIS projects. GBNRTC recognizes the need for additional resources, funding, and policy actions necessary to advance projects identified for WNY which then strengthens grant applications.

- d. New York State Freight Plan – States are required by the US Department of Transportation (USDOT) to develop a state freight plan to be eligible to spend their allocation of Federal National Highway Freight Program (NHFP) funds. The 2021 Infrastructure Investment and Jobs Act (IIJA) established new freight planning requirements that augment prior planning requirements set in the Fixing America’s Surface Transportation (FAST) Act. Notable new IIJA requirements: State freight plans must now be updated every 4 years (Previously 5), Freight forecasting must be changed to 8 years (Previously 5), Include an updated inventory of commercial ports within the state, Include the most recent assessment of commercial motor vehicle parking facilities. If applicable, show consideration of findings or recommendations from any multi-State compact of which the State is a member, Examine the impacts of e-commerce in the State, Show consideration of military freight within the freight plan – new requirement, and Develop strategies and goals to decrease the following: Severity of impacts from extreme weather events or natural disasters on freight mobility, Local air pollution from freight, Flooding and stormwater runoff impacts from freight, and Wildlife habitat loss from freight. Under both previous and current federal requirements, states must provide a comprehensive assessment of their freight system and potential solutions through: Statewide inventories of existing freight assets,

Performance assessment of the inventoried freight system, and Freight investment plan with a list of priority projects. The 2024 New York SFP was developed in alignment with FAST Act and IIJA legislation and delineates the State's freight transportation trends, challenges, and requirements, providing key insights to shape freight policy and guide strategic investment decisions. A Freight Working Group (FWG) acted as a key advisory group throughout the SFP development: State economic development corporations, MPOs (including GBNRTC), Shipping and logistics providers, Trucking Associations, NYSDOT regional offices, Port Authorities, Rail Carriers, and Border crossing authorities. One-on-one interviews were used to obtain detailed feedback on plan development and ongoing or emerging trends. An online survey brought in the voices of a wider range of individuals from each REDC, MPO, and any other contact identified by NYSDOT. Truck parking shortage is a safety concern nationwide, posing hazards for truck drivers and other road users. Studies and surveys of truck drivers have found that almost half of drivers see parking as a top concern and often resort to parking at unsafe spots due to scarcity. Emerging Trends in Freight Operations: Climate Change and Extreme Weather Events, Union strikes, aging workforces, and shifting working condition challenges, Record Growth at PANYNJ Activity, Rising E-commerce Sales, Drop-in Manufacturing Activity, and Growth in Trade with Canada.

WNY Freight Investment Plan

Short-Term Highway Projects

Highway projects that are currently funded and are planned for implementation over the next five years

REDC Region	Title	NHFP Funding (M)	Total Cost (M)	Sponsor
Statewide	Truck Parking Expansion	\$ 4.00	\$ 4.00	NYSDOT
Statewide	Truck Parking Expansion	\$ 4.00	\$ 4.00	NYSDOT
Statewide	Truck Parking Expansion	\$ 4.00	\$ 4.00	NYSDOT
Statewide	Truck Parking Expansion	\$ 8.00	\$ 8.00	NYSDOT
Statewide	Enhance Existing Screening Systems and Implement New Screening Systems Which Will Include but Not Be Limited to Weigh-In-Motion, Overview Cameras, Automated License Plate Reader (ALPR), Automated Tire Pressure Systems (ATPS), And			
Statewide	Automated Thermal Inspection Systems (ATIS)	\$ -	\$ -	NYSDOT
Western NY	I-86; Exit 20 - Rm 17 51123034	\$ -	\$ 9.43	NYSDOT
Western NY	US 62 (Niagara Falls Blvd) at I-190 Interchange	\$ 10.00	\$ 30.29	NYSDOT
Western NY	NY 219/Great Valley Creek	\$ -	\$ 7.67	NYSDOT
Western NY	NY 219 - Phase 3; River Road	\$ 7.00	\$ 11.34	NYSDOT
Western NY	US Rt 219 at Peters Rd/ Miller Rd	\$ -	\$ 5.00	NYSDOT
Western NY	I-990 at NY 263 Millersport Hwy Intersection Reconfiguration & Culvert Replacement	\$ -	\$ 9.00	NYSDOT
Western NY	Route 5/Abandoned Railroad, City of Buffalo	\$ -	\$ 7.28	NYSDOT
Western NY	Bridge and Large Culvert Replacement; Route 5 & Route 20; Erie County	\$ -	\$ 31.09	NYSDOT
Western NY	NY Route 5 at Barnum Road Intersection	\$ -	\$ 2.09	NYSDOT
Western NY	NY 270 (Campbell Blvd); N. French Road - Niagara County Line	\$ -	\$ 8.43	NYSDOT
Western NY	NY 240 (Orchard Park Rd) at Fisher Road Intersection	\$ -	\$ 6.68	NYSDOT
Western NY	US 62 (Niagara Falls Blvd); Mavis Drive - Sy Road	\$ -	\$ 20.51	NYSDOT
Western NY	NY 384 (Delaware Ave) Traffic Signal Replacement	\$ -	\$ 5.41	NYSDOT
Western NY	I-290 at Main St, Interchange Reconfiguration - CMAQ	\$ -	\$ 11.82	NYSDOT
Western NY	Bridge Renewal (BINs 1043751 And 1043752) I-290 and Route 263	\$ 11.00	\$ 16.03	NYSDOT
Western NY	Elk Street / Norfolk Southern	\$ -	\$ 5.12	NYSDOT
Western NY	Twin City Memorial Highway (NY 425) Improvements	\$ -	\$ 0.69	NYSDOT
Western NY	NY 179 (Mile strip) Freight Corridor; NY 5 - I-90	\$ -	\$ 5.50	NYSDOT
Western NY	Over Height Vehicle Safety Project, Young Street/ CSX Railroad Bridge (BIN 7046540)	\$ -	\$ 1.20	NYSDOT
Western NY	MP 475.25 and MP 475.26: I-90 Bridges over CSX & Norfolk Southern RR	\$ -	\$ 30.00	NYSTA
Western NY	MP 425.9 I-90 West of Williams St. (Exit 52A) to MP 427.7 of West Seneca (Exit 54) and I-190 (Niagara Section), I-90 to MP 900.7: Pavement Resurfacing	\$ -	\$ 24.00	NYSTA
			\$ 268.58	

Other Planned Railroad Projects

In response to NYSDOT's requests for highlighting projects relevant to the State's freight system, several railroads in New York State

Owner	Title	Description
Buffalo & Pittsburgh Railroad	Track Rehabilitation	Renewal and upgrade of ties, rail, ballast, surfacing, grade crossing surfaces, turnouts, and other track components
Buffalo & Pittsburgh Railroad	Automatic Warning Devices	Upgrade and replacement of obsolete highway automatic warning devices
Buffalo & Pittsburgh Railroad	Bridge Strengthening and Rehabilitation	Upgrade and rehabilitate bridges to achieve or maintain 286K capacity. Repair or replace spans and substructure at MP83.74 and MP89.80
Buffalo & Pittsburgh Railroad	Locomotive Fleet	Reduce diesel emissions and improve EPA tier of diesel locomotive fleet through rebuilds and acquisition of modern locomotives
Buffalo & Pittsburgh Railroad	Radio Controlled Turnouts	Improve fluidity and reduce grade crossing blockage by upgrading hand throw turnouts at strategic locations to radio control power switches
Buffalo & Pittsburgh Railroad	Yard Improvements	Improve track configuration and state of good repair of Buffalo Creek Yard to allow for efficient interchange and growth of traffic.
Buffalo & Pittsburgh Railroad	Equipment Defect Detectors	Upgrade and expand coverage of equipment defect detectors to reduce derailment risk.
Buffalo & Pittsburgh Railroad	Double Stack Clearances	Improve vertical clearances on BPRR Machias and BPRR Main Line subdivisions for full double stack clearance
South Buffalo Railway	Track Rehabilitation	Renewal and upgrade of ties, rail, ballast, surfacing, turnouts and other track components
South Buffalo Railway	Bridge Strengthening and Rehabilitation	Upgrade and rehabilitate bridges to achieve or maintain 286K capacity.
South Buffalo Railway	Locomotive Fleet	Reduce diesel emissions and improve EPA tier of diesel locomotive fleet through rebuilds and acquisition of modern locomotives
South Buffalo Railway	Radio Controlled Turnouts	Improve fluidity and reduce grade crossing blockage by upgrading hand throw turnouts at strategic locations to radio control power switches
South Buffalo Railway	Yard Improvements	Improve track configuration and state of good repair of D Yard, PS Yard, and other yards to allow for efficient interchange and growth of traffic. Improve geometry of sharp curvature and turnouts to reduce the risk of derailment.
South Buffalo Railway	Facility Improvements	Replace or upgrade existing car shop, locomotive shop, and office space.
South Buffalo Railway	Rolling Stock	Acquire boxcars to replace end-of-life rolling stock to support existing auto parts rail traffic.
South Buffalo Railway	Port Rail Access	Improve rail infrastructure and access to the Port of Buffalo
Genesee & Wyoming Railroad	Track Rehabilitation	Renewal and upgrade of ties, rail, ballast, surfacing, grade crossing surfaces, turnouts, and other track components
Genesee & Wyoming Railroad	Automatic Warning Devices	Upgrade and replacement of obsolete highway automatic warning devices
Genesee & Wyoming Railroad	Bridge Strengthening and Rehabilitation	Upgrade and rehabilitate bridges to achieve or maintain 286K capacity. Rehabilitate or replace steel structures with salt corrosion.
Genesee & Wyoming Railroad	Locomotive Fleet	Reduce diesel emissions and improve EPA tier of diesel locomotive fleet through rebuilds and acquisition of modern locomotives
Genesee & Wyoming Railroad	Radio Controlled Turnouts	Improve fluidity and reduce grade crossing blockage by upgrading hand throw turnouts at strategic locations to radio control power switches
Genesee & Wyoming Railroad	Equipment Defect Detectors	Upgrade and expand coverage of equipment defect detectors to reduce derailment risk.
Genesee & Wyoming Railroad	Facility Improvements	Replace or upgrade the existing car shop, locomotive shop, and office space in Retsoff, NY.
Genesee & Wyoming Railroad	Rolling Stock	Acquire 75 or more aggregate hoppers to replace end-of-life rolling stock to support existing rail traffic.

- e. GBNRTC Intern Presentations – 1. Sidewalk Inventory by Leah Smolen: What Are They and Why do We Want to Conduct One To identify gaps in the pedestrian network, Use to integrate with the Active Transportation Plan, Bike Master Plan, and Trail network, Show progress in for ADA Transition plan, Can be built off of for condition, maintenance, planning expansion, etc., and Continually defined path for pedestrians delineating through the pavement (not pavement markings) typically adjacent to a roadway. Our Determined Process & Best Practices Summary – Record sidewalk presence/absence, Use satellite imagery, Streetview, and in-field investigations & existing sources for mapping in GIS, Conduct analysis municipality by municipality, Should Result in: Exhibits and a report for municipalities and a Publicly available GIS database, and Could be a Long Process. Sources of Data: Multi-Use Trails, NYSDOT, Amherst, Clarence, and Google (Satellite Images & Street View). Tonawanda & The Boulevard: Sidewalk Locations and gaps & Macro-Level. Route 62 Exhibit: Sent to NYSDOT to assist in their application for funding for the Route 62 project in Wheatfield. 2. Regional Model Project by Steven Pawlowski: Regional Model Project. Background on the Traffic Demand model which is a forecasting tool for GBNRTC. A useful example is the Kensington Expressway rerouting. The Problem: Old model software couldn't calculate center turn lanes. My contribution: The system now has center turn lane capacity. Two step approach to fixing problem: Track and create Center turn lane & Create an accurate Lane Count. Project will assure more accurate model and information output for all projects. Project Outlook – Map the entire MPO Region. Tangible Benefits – Better Model Results. 3. Maintenance Jurisdiction Map by Matt Tullo: To create a maintenance jurisdiction map along Interstate 190. Originated and developed through cooperation with John Boser of the NYSTA. This is a new concept. Using ArcGIS to develop this map and input data. Also used Google earth and Google Maps for visual guidance. Project scope focuses on Interstate 190. The downtown and neighboring sectors are included. Main stakeholders are NYSTA, NYSDOT, and the City of Buffalo. Collaboration between Steven and myself. Creating a map and database for maintenance jurisdictions. Assets incorporated: Pavement/Curbs/Drainage (Roadways), Snow & Ice removal, Street lights, Directional signage/Pole structures, Landscaping (Mowing), Traffic signal systems, and Striping. First completed section incorporated Elm and Oak Street assets between Route 33 and I-190. Current Status: Goal: Complete highway and label assets from Exit 1(Ogden Street) to the Peace Bridge area. Process: Complete segments in between each overpass on the I-190. Mark/label areas near on/off ramps on local roads. Progress: Pavement layer

started – Exit 1(Ogden Street) to Skyway overpass over is entirely completed. Skyway overpass to Niagara Street on/off ramps partially completed. Next Steps & Member Benefits – Mapping and logging assets on and along I-190, Update symbology and formatting, End Goal: Clear, organized, and easily readable map, and Benefits: Clear mapping of asset locations, Ownership and Responsibility outlined, and Improve communication between agencies/groups.

- f. Local Projects Meetings Schedule – The next round of Local Projects Meetings will soon be scheduled. Members involved were asked to respond to forthcoming email regarding scheduling times.
5. Adjourn: The next TPS meeting will be held at 9 a.m. Wednesday August 21, 2024 – Format will continue to follow the hybrid model (Live and Zoom options). *Motion to adjourn: Forma/Svilokos. Approved.*

Transportation Projects Subcommittee

August 21, 2024



Greater Buffalo Niagara Regional Transportation Council

1. Approval of 7-24-24 Minutes

2. Action Items

a. AdMod #68 PIN 5764.71 Orchard Park: Sidewalks and Pedestrian Crosswalks

- This is a request by NYSDOT to modify an existing MISC project
- The Town of Orchard Park, does not yet have a design consultant on board
- Let date will slip from 6/25 to 6/26
- Fiscal constraint is maintained as existing funding is not being modified
- Today's TPS action would be to approve this change

b. AdMod #69: PIN 5763.36 William St Reconstruction

- This is a request by Erie County to modify an existing project
- Due to scope changes and ROW acquisition, the following cost changes are required
 - Preliminary Design increases \$0.146M from \$0.250 M to \$0.396 M
 - Final Design increases \$0.150M from \$0.250 M to \$0.400 M
 - ROW Incidentals increases \$0.360M from \$0.100 M to \$0.460 M
 - ROW Acquisition increases \$0.323M from \$0.300 M to \$0.623 M
- \$1.356M State Marcheselli funding will be added to the project to assist with local match
- Fiscal constraint maintained as additional funding to be transferred from construction phase of same project - funding anticipated to be returned to project during TIP update
- Total project cost (\$10.14M) remains unchanged
- **Today's TPS action would be to recommend approval of this action to PCC**

c. AdMod #70: PIN 5134.54 NY Route 5; SNI Line to Kennedy

- This is a NYSDOT request to modify an existing project
- This project was never carried over from previous TIP/STIP (PIN 5V23.41) when project was converted from a VPP to D-Contract to address corridor needs
- This request is to add this project back to the TIP/STIP with the following funding
 - Detailed Design \$0.102M
 - Construction \$2.600M
 - Construction Inspection \$0.312M
 - Total cost = \$3.014M
- Fiscal constraint is maintained via transferring cost savings on PINs 5V2421 (\$1.3M) and 5V2441 (\$0.424M) and C and CI phases of PIN 530844 – US 62 (Niagara Falls Blvd); Mavis – Sy Rd (\$1.3M)
- Funding for PIN 530844 anticipated to be restored under Program Update and new TIP/STIP
- Today's TPS action would be to recommend approval of this action to PCC

d. AdMod #71: PIN 5460.33 NY 384 (Delaware Ave) Traffic Signal Replacement

- This is a request by NYSDOT to modify an existing project
- Preliminary Engineering will be increased from \$0.204 M to \$0.400 M (+\$0.196M) for alternative development
- Fiscal constraint is maintained as funding to be transferred from Construction and Construction Inspection phases of PIN 5308.44 – US 62 (Niagara Falls Blvd); Mavis – Sy Rd.
- PIN 5308.44 funding anticipated to be restored under TIP Update
- **Today's TPS action would be to approve this change**

e. Amendment #17: PIN 5512.57 Best St Bridge Replacement and New Substation

- This action will be submitted to ICG for concurrence on a conformity determination
- Today's action would be to table this item

3. Old Business










a. Critical Urban Freight Corridors (CUFC) – Route US 62 Addition (Update)

- In the GBNRTC planning area, 0.6 miles of US 62 will be added as a CUFC to access National Highway Freight Program (NHFP) funding for the US 62 (Niagara Falls Boulevard) at I-190 interchange project - PIN 5051.18 (\$9M)
- Descriptor category K- Corridor that is important to the movement of freight within the region, as determined by the MPO or the State.
- GBNRTC has submitted a letter to FHWA to add this CUFC segment

b. Passenger Rail Planning Update

c. FFY 26-30 TIP Development

TIP Development Tasks and Schedule

Activity	Sub-Activity/Milestone
Project Development APRIL - SEPTEMBER (5 Months)	Distribute System Conditions Report/Interactive map (4/1) 
	Call for new projects at TPS (4/17) 
	MPO staff develop project evaluation categories and scoring (May) 
	MPO staff develop TIP Project Submission Form and Guidebook (May) 
	Members submit project candidate forms and prioritization list (Due 8/1) 
	MPO staff complete MPO project scoring of submitted project proposals 
	Members presentation/discussion of project proposals at August TPS 
	MPO project proposal MPO scoring presented to members at August TPS 
	Receive TIP Guidance and Funding targets from NYSDOT MO 

4. New Business

a. RPPM Action Report

- PIN 5181.10 NY 270 (Campbell Blvd); N. French Rd - Niagara County Line
 - DETDES & ROW-A Obligation Date Slip from FFY 23 to FFY 24
 - ROWACQ Cost Increase by 0.058M - Offset Provided by 5B1555
 - **Approved 8/12/24**

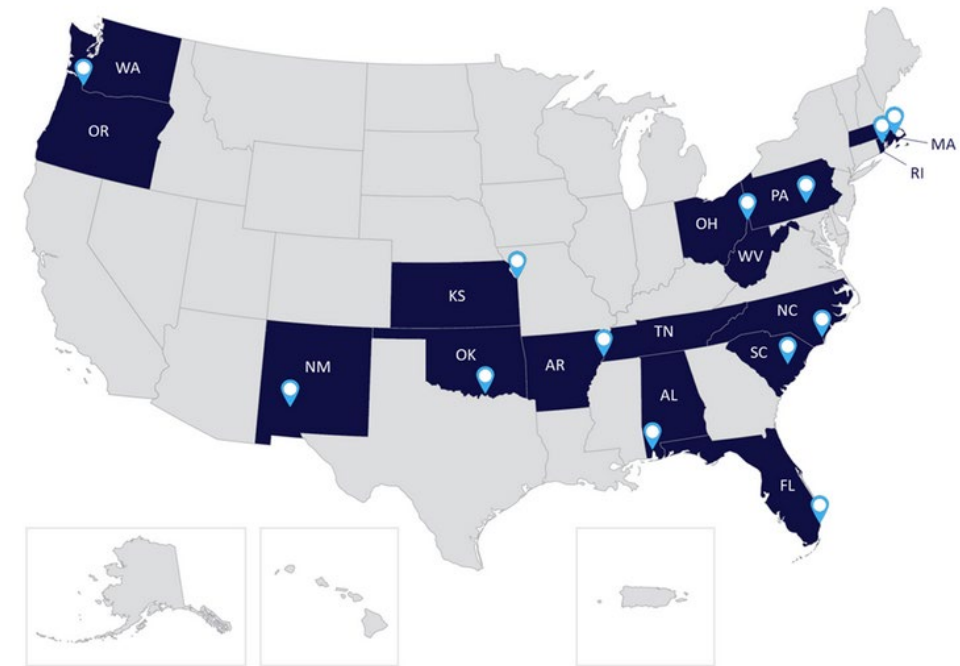
b. Federal Program Award Announcements

• \$5 Billion in Awards for Nationally Significant Large Bridges

- On July 17, 2024, the Federal Highway Administration (FHWA) announced more than \$5 billion in awards through the Bridge Investment Program.
- The grants will fund the reconstruction, repair, and restoration of 13 nationally significant bridges in 16 states that connect communities to jobs and resources, support the economy, and serve as critical corridors for freight travel
- Go to <https://www.fhwa.dot.gov/bridge/bip/largebridgegrants2024/> for more information

FY24 Large Bridge Grant Award Recipients

[View Fact Sheets About the Projects](#)



b. Federal Program Award Announcements

• \$1.5 Billion in Awards to Replace Buses and Modernize Bus Facilities

- On July 9, 2024, the Federal Transit Administration (FTA) announced approximately \$1.5 billion in awards from the Grants for Buses and Bus Facilities Program and Low or No Emission Grant Program.

- The grants will support 117 public transportation projects in 47 states

- Go to <https://www.transit.dot.gov/funding/grants/fy24-fta-bus-and-low-and-no-emission-grant-awards> for more information

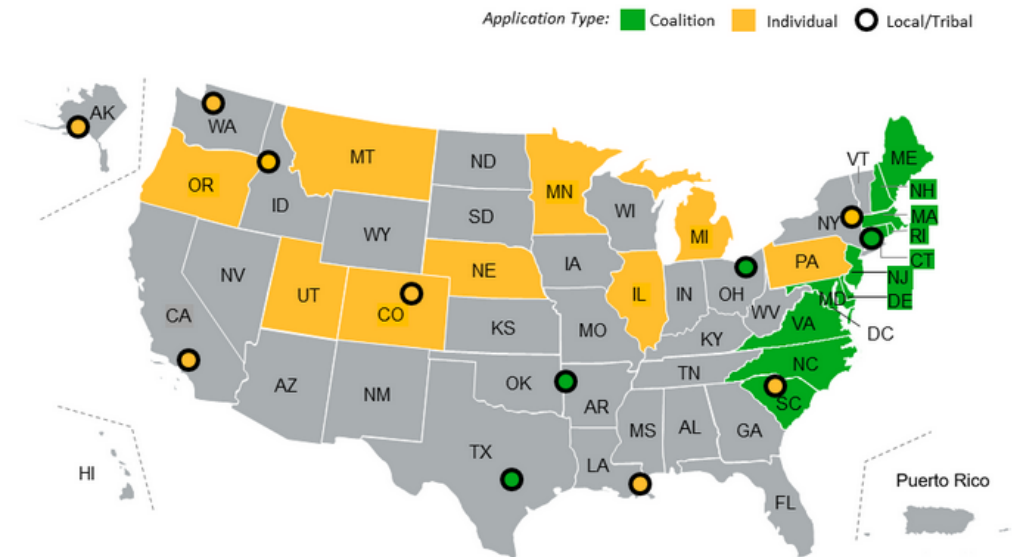
NY	Tompkins County, New York on behalf of Tompkins Consolidated Area Transit (TCAT)	Low-No	Tompkins County, on behalf of Tompkins Consolidated Area Transit in New York state, will receive funding to buy new hybrid-electric buses to replace older diesel models and enhance the fleet with advanced technology. The buses will reduce emissions, improve efficiency, and contribute to a cleaner and healthier environment for the community.	\$1,215,776
NY	Rochester Genesee Regional Transportation Authority	BBF	The Rochester Genesee Regional Transportation Authority (RGRTA) will receive funding to buy new hydrogen fuel cell electric buses to replace older diesel buses and to upgrade an existing maintenance facility to properly maintain its battery electric buses. This initiative will enable RGRTA to transition to zero-emission bus fleets in the future, improving transit and air quality in Rochester.	\$18,113,192
NY	Central New York Regional Transportation Authority	Low-No	The Central New York Regional Transportation Authority will receive funding to buy new hydrogen fuel cell buses, fueling equipment, conduct facility modifications and provide worker training to operate and maintain its zero-emission buses. This project will improve service, reliability and improve air quality for residents in Onondaga County.	\$7,260,435
NY	Broome County Department of Public Transportation	Low-No	The Broome County Department of Public Transportation (BC Transit) will receive funding to buy battery electric buses to replace older buses, purchase support equipment, and initiate a workforce training program. This project will allow BC Transit to replace older buses that have exceeded their useful life with clean, reliable transportation while improving quality of life for people in and around Binghamton.	\$8,883,743
NY	County of Westchester	Low-No	Westchester County (The Bee-Line) will receive funding to buy new hybrid electric buses to replace older diesel buses. The project will improve safety, reliability, and mobility for transit riders throughout Westchester County.	\$12,431,250

b. Federal Program Award Announcements

- \$4.3 Billion in Awards for Climate Pollution Reduction Grants
 - On July 22, 2024, the U.S. Environmental Protection Agency (EPA) announced \$4.3 billion in awards through the Climate Pollution Reduction Grants (CPRG) Program
 - 25 projects awarded for reducing greenhouse gas emissions from transportation, electric power, commercial and residential buildings, industry, agriculture, and waste and materials management
 - Hudson Valley Regional Council: Mid-Hudson Municipal Landfill Emissions Mitigation
 - Go to <https://www.epa.gov/inflation-reduction-act/cprg-implementation-grants-general-competition-selections> for more info

Selected Applications

The 25 selected applications are from 13 state applicants, 11 municipal applicants, and 1 Tribal applicant and will fund projects in 30 states. Eight of the selected applications were submitted by coalitions of multiple entities that will collaborate to implement the proposed projects.



c. Federal Program Announcements

- **Reconnecting Communities Pilot Program (RCP)**
 - USDOT's RCP Program aims to advance and support reconnection of communities divided by transportation infrastructure with a priority on helping disadvantaged communities improve access to daily needs, such as jobs, schools, healthcare, grocery stores, and recreation
 - \$600M available
 - The application deadline is September 30, 2024
 - More information is available [here](#)
- **Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)**
 - FHWA's NSFLTP Program provides funding for the construction, reconstruction, and rehabilitation of nationally significant projects within, adjacent to, or accessing Federal and Tribal lands.
 - \$153M available
 - The application deadline is October 16, 2024
 - More information is available [here](#)

c. Federal Program Announcements

- **Railroad Crossing Elimination Grant Program (RCE)**

- FRA's RCE Grant Program provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.
- \$1.1B available
- The application deadline is September 23, 2024
- More information is available [here](#)

- **Restoration and Enhancement Grant Program (R&E)**

- The R&E Grant Program provides funding for initiating, restoring, or enhancing intercity passenger rail transportation.
- \$153M available
- The application deadline is September 30, 2024.
- More information is available [here](#).

Next Scheduled Meetings

- PCC
 - Wednesday, September 4 @ 9:30 am (Buffalo City Hall)
- TPS
 - September 18 @ 9 am (GBNRTC)



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

Transportation Projects Subcommittee (TPS) Meeting

Wednesday September 18, 2024 @ 9:00 AM

In-Person: Edward H. Small Conference Room (438 Main St. Buffalo Suite 503)

Draft Agenda

1. Approval of August 21, 2024 TPS Meeting Summary
2. 2023-2027 TIP – Action Requests
 - a. TIP AdMod #75: PIN 5764.28 Hartland Rd Bridge over Golden Hill Creek – Let Delay (*Niagara County*)
 - b. TIP AdMod #76: End of FFY TIP Project Schedule Adjustment Requests (*Various*)
 - c. TIP Amendment #19: PIN 5765.19 Traffic Signals Upgrade – New Project (*North Tonawanda*)
3. Old Business
 - a. FFY 26-30 TIP Update
 - Funding Targets – TBD (*NYSDOT*)
 - Past Process for TIP Negotiations (*GBNRTC, NYSDOT*)
 - Member Expectations for Upcoming TIP (*All Members*)
 - Fiscal Constraint – General Overview and Discussion (*GBNRTC, NYSDOT*)
 - Next Steps
 - Open Discussion
 - b. NITTEC Shared Space Update
 - c. Public Review Status
4. New Business
 - a. PIN 5B62.83 Local Infrastructure Renewal MPO Area – Member Discussion
 - b. FFY 22 TIP Performance
 - c. RPPM Action Report
 - d. Member Agency Representative Update
 - e. Low Carbon Transportation Materials (LCTM) Program NOFO
 - f. Proposed EV Charging Station Accessibility Rule
5. Adjournment – Next Meeting is Wednesday October 16, 2024, at 9:00 AM

TRANSPORTATION PROJECTS SUBCOMMITTEE (TPS) MEETING SUMMARY

Wednesday, August 21, 2024

9:00 A.M. in the GBNRTC Conference Room and via Zoom

Attendees: N. Skipper, N. Allen, D. Svilokos, A. Smith, A Hutchins, J. Michniewicz, T. Richards, M. Finn, K. Stilwell, K. Smith, L. Smolen, S. Pawlowski, M. Tullo, M. Grabau, K. Dixon, K. Forma, J. Boser, and R. Guarino.

1. Approval of July 24, 2024 TPS Meeting Summary – *Motion for approval: Svilokos/Forma. Approved.*
2. 2023-2027 TIP Discussion
 - a. AdMod #68: PIN 5764.71 Orchard Park – Sidewalks & Pedestrian Crosswalks – This is a request by NYSDOT to modify an existing Miscellaneous project. Since the Town of Orchard Park does not yet have a design consultant on board, the let date will slip from 6/2025 to 6/2026. Fiscal constraint is maintained as existing funding is not being modified. *Motion to approve AdMod #68: Richards/Svilokos. Approved (7-0).*
 - b. AdMod #69: PIN 5763.36 William St Reconstruction – This is a request by Erie County to modify an existing project. Due to scope changes and ROW Acquisition, the following cost changes are required: Preliminary Design increases by \$0.146M from \$0.250M to \$0.396M. Final Design increases by \$0.150M from \$0.250M to \$0.400M. ROW Incidentals increases by \$0.360M from \$0.100M to \$0.460M. ROW Acquisition increases by \$0.323M from \$0.300M to \$0.623M. \$1.356M State Marcheselli funding will be added to the project to assist with the local match. Fiscal constraint is maintained as additional funding to be transferred from Construction Phase of same project. Construction funding is anticipated to be returned to the project during TIP update process. Total project cost \$10.14M remains unchanged. *Motion to recommend AdMod #69 to PCC: Svilokos/Skipper. Approved (7-0).*
 - c. AdMod #70: PIN 5134.54 NY Rt 5; SNI Line to Kennedy – This is a NYSDOT request to modify an existing project. This project was never carried over from previous TIP/STIP (PIN 5V23.41) when project was converted from a VPP to D-Contract to address corridor needs. This request is to add this project back to the TIP/STIP with the following funding: Detailed Design \$0.102M; Construction \$2.600M; and Construction Inspection \$0.312M; for a total cost of \$3.014M. Fiscal constraint is maintained via transferring cost savings on PINs 5V24.21 (\$1.3M) and 5V24.41 (\$0.424M) and C&CI Phases of PIN 5308.44 US 62 (NF Blvd); Mavis to Sy Rd (\$1.3M). Funding for PIN 5308.44 anticipated to be restored under Program Update and new TIP/STIP. *Motion to recommend AdMod #70 to PCC: Richards/Svilokos. Approved (7-0)*
 - d. AdMod #71: PIN 5460.33 NY 384 Delaware Av Traffic Signal Replacement – This is a request by NYSDOT to modify an existing project. Preliminary Engineering will be increased from \$0.204M to \$0.400M (+\$0.196M) for alternative development. Fiscal constraint is maintained as funding is to be transferred from Construction and Construction Inspection phases of PIN 5308.44 – US 62 (NF Blvd); Mavis to Sy Rd. PIN 5308.44 funding anticipated to be restored under TIP Update process. *Motion to approve AdMod #71: Forma/Skipper. Approved. (7-0)*
 - e. Amendment 17: PIN 5512.57 Best Street Bridge Replacement/New Substation – This request will be submitted to ICG for transportation conformity consultation. ICG response will determine the process to move this action forward. *Motion to table: Svilokos/Forma. Approved (7-0).*
3. Old Business
 - a. Critical Urban Freight Corridors (CUFC) – This item was presented at the July TPS meeting. Since then, the GBNRTC was contacted by NYSDOT MO to modify the requested mileage addition. In the GBNRTC planning area, 0.6 miles of US 62 will be added as a CUFC to access National Highway Freight Program (NHFP) funding for the US 62 (Niagara Falls Boulevard) at I-190 interchange project - PIN 5051.18 (\$9M). This is an increase of .4 miles over the July request. GBNRTC has submitted this request to FHWA to add this additional CUFC mileage to the National Highway Freight Network (NHFN). This action will make this segment eligible for NHFP funding.
 - b. Passenger Rail Update – The resolution was presented at the last TPS meeting. The subcommittee is waiting for comments through the end of this week. The subcommittee will then make changes to the resolution based on comments received and will then present the updated resolution at the next meeting.
 - c. FFY 26-30 TIP Development – The new TIP development is running on schedule. The members presented their project lists and discussed which ones were a priority. A report card was presented that gave the rankings of their project lists. The members were asked to make sure that carry-over project costs were updated if needed. Members were asked to submit any mission projects or any submitted project changes by COB Friday, August 30.
4. New Business
 - a. RPPM Change Report – PIN 5181.10 NY 270 (Campbell Blvd); N. French Rd – Niagara County Line: DETDES & ROW-A Obligation Date Slip from FFY 23 to FFY 24. ROWACQ Cost Increase by 0.058M - Offset Provided by 5B15.55. Approved 8/12/2024.
 - b. Federal Program Award Announcements – \$5B in Awards for Nationally Significant Large Bridges: On July 17, 2024, the Federal Highway Administration (FHWA) announced more than \$5B in awards through the Bridge Investment Program. The grants will fund the reconstruction, repair, and restoration of 13 nationally significant bridges in 16 states that connect communities to jobs and resources, support the economy, and serve as critical corridors for freight travel. Go to <https://www.fhwa.dot.gov/bridge/bip/largebridgegrants2024/> for more information. \$1.5B in Awards to Replace Buses and Modernize Bus Facilities: On July 9, 2024, the Federal Transit Administration

(FTA) announced approximately \$1.5B in awards from the Grants for Buses and Bus Facilities Program and Low or No Emission Grant Program. The grants will support 117 public transportation projects in 47 states. Go to <https://www.transit.dot.gov/funding/grants/fy24-fta-bus-and-low-and-no-emission-grant-awards> for more information. \$4.3B in Awards for Climate Pollution Reduction Grants: On July 22, 2024, the U.S. Environmental Protection Agency (EPA) announced \$4.3B in awards through the Climate Pollution Reduction Grants (CPRG) Program. 25 projects were awarded for reducing greenhouse gas emissions from transportation, electric power, commercial and residential buildings, industry, agriculture, and waste and materials management. Hudson Valley Regional Council: Mid-Hudson Municipal Landfill Emissions Mitigation. Go to <https://www.epa.gov/inflation-reduction-act/cprg-implementation-grants-general-competition-selections> for more information.

- c. Federal Program Announcements – Reconnecting Communities Pilot Program (RCP): USDOT’s RCP Program aims to advance and support reconnection of communities divided by transportation infrastructure with a priority on helping disadvantaged communities improve access to daily needs, such as jobs, schools, healthcare, grocery stores, and recreation. \$600M is available. The application deadline is September 30, 2024. More information is available [here](#). Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP): FHWA’s NSFLTP Program provides funding for the construction, reconstruction, and rehabilitation of nationally significant projects within, adjacent to, or accessing Federal and Tribal lands. \$153M is available. The application deadline is October 16, 2024. More information is available [here](#). Railroad Crossing Elimination Grant Program (RCE): FRA’s RCE Grant Program provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. \$1.1B is available. The application deadline is September 23, 2024. More information is available [here](#). Restoration and Enhancement Grant Program (R&E): The R&E Grant Program provides funding for initiating, restoring, or enhancing intercity passenger rail transportation. \$153M is available. The application deadline is September 30, 2024. More information is available [here](#).
5. Adjourn: The next TPS meeting will be held at 9 a.m. Wednesday September 18, 2024 – Format will continue to follow the hybrid model (Live and Zoom options). *Motion to adjourn: Boser/Forma. Approved.*

Transportation Projects Subcommittee

September 18, 2024



Greater Buffalo Niagara Regional Transportation Council

1. Approval of 8-21-24 Minutes

2. Action Items

a. AdMod #75: PIN 5764.28 Hartland Rd Bridge over Golden Hill Creek

- This is a request by Niagara County to modify an existing project
- Prelim Design phase took longer than expected due to the addition of several endangered/threatened species.
- This request is to change the FFY for C & CI from FFY24 to FFY25.
- Let date will slip from 6/25 to 6/26
- Fiscal constraint is maintained as existing funding is not being modified
- Today's TPS action would be to approve this change

b. AdMod #76: End of FFY TIP Project Schedule Adjustment Requests

- This is a request to modify thirty (30) existing projects
 - NYSDOT - 7
 - Buffalo – 7
 - Niagara Falls – 2
 - Erie County – 3
 - Niagara County – 3
 - NFTA – 1
 - MISC - 7

b. AdMod #76: End of FFY TIP Project Schedule Adjustment Requests

- NYSDOT Programming Adjustments (7 Projects)
 1. PIN 508629 RT 324 (Sheridan Dr) Road Diet; Sheridan Park To Tonawanda Rail Trail
 - Move Let from FFY 2024 to FFY 2025
 2. PIN 518110 NY 270 (Campbell Blvd); North French To Niagara County Line & N French Rd
 - Move Let from FFY 2024 to FFY 2025
 3. PIN 526853 NY 240; NY 400 Overpass To Mineral Springs Rd
 - Move Let from FFY 2024 to FFY 2025
 4. PIN 539247 NY 400; Lein Rd Underpass (W of Transit) to I-190
 - Move Let from FFY 2024 to FFY 2025
 5. PIN 581466 Goodell St, Tupper & Pearl; NY 33 (Kensington Expwy) - NY 5
 - Move Let from FFY 2024 to FFY 2026
 6. PIN 581546 952J Armour Duells Rd
 - Move Let from FFY 2024 to FFY 2025
 7. PIN 582551 NY 179 (Milestrip) Freight Corridor; NY 5 - 1-90
 - Move Let from FFY 2024 to FFY 2025

b. AdMod #76: End of FFY TIP Project Schedule Adjustment Requests

- Buffalo Programming Adjustments (7 Projects)
 1. 576319 Bailey Ave; Winspear To Dartmouth
 - Preliminary design included lengthy Public Outreach component
 - Move from FFY 2024 to FFY 2025
 2. 576324 Michigan St; South Division To Genesee
 - Delay with Sponsor procuring Consultant
 - Move from FFY 2024 to FFY 2025
 3. 576393 Cars Sharing On Main St; Exchange to Church and 576394 Cars Sharing On Main St; Mohawk to Exchange
 - Grant written based on limits for 576393 and 576394, requiring both to be merged
 - Design of 576394 lagged 576393 and had to be brought up to same level for both to proceed
 - Move from FFY 2024 to FFY 2025
 4. 576395 Tiffy St; Fuhmann To McKinley
 - Funding shortfall delayed preliminary design
 - Move from FFY 2024 to FFY 2025
 5. 576467 City of Buffalo Scajaquada Trail Rehabilitation: Main St To Fillmore Ave
 - Delay with Sponsor procuring Consultant
 - Move from FFY 2024 to FFY 2025
 6. 576468 City of Buffalo Forest Ave Multiuse Pathway Continuation
 - Delay with Sponsor procuring Consultant
 - Move from FFY 2024 to FFY 2025

b. AdMod #76: End of FFY TIP Project Schedule Adjustment Requests

- Niagara Falls Programming Adjustments (2 Projects)
 1. 576328 College Ave; Deveaux St - Highland Ave
 - The Sponsor is short staffed and has not yet hired a design consultant
 - Move from FFY 2024 to FFY 2025
 2. 576330 Lindbergh Avenue Bridge Rehabilitation
 - The Sponsor is short staffed and has not yet hired a design consultant
 - Move from FFY 2024 to FFY 2025
- Erie County Programming Adjustments (3 Projects)
 1. 576333 Elmwood Ave; Kenmore Ave To Knoche
 - Project crossed NYS roadway/project. Project reviews/coordination time-consuming
 - Move from FFY 2024 to FFY 2025
 2. 576337 Four Rod Rd / Little Buffalo Ck
 - ROW acquisition taking longer than anticipated
 - Move from FFY 2024 to FFY 2025
 3. 576416 Erie County Bridge Deck Sealing And Washing (FFY 2024)
 - Project was started late
 - Move from FFY 2024 to FFY 2025

b. AdMod #76: End of FFY TIP Project Schedule Adjustment Requests

- Niagara County Programming Adjustments (3 Projects)

1. 576425 Ewings / 18 Mi Crk (3329080)

- Due to the addition of several endangered/threatened species, design approval has been delayed
- Move from FFY 2024 to FFY 2025

2. 576437 Quaker / Golden Hill Crk (3060430)

- Due to the addition of several endangered/threatened species, design approval has been delayed
- Move from FFY 2024 to FFY 2025

3. 576433 Bridge Deck Overlays 2024

- Due to the addition of several endangered/threatened species, design approval has been delayed
- Move from FFY 2024 to FFY 2025

- NFTA Programming Adjustments (1 Project)

1. PIN 582573 Division Street Canopy

- Move Let from FFY 2024 to FFY 2025

b. AdMod #76: End of FFY TIP Project Schedule Adjustment Requests

- MISC Programming Adjustments (7 Projects)
 1. 576380 State St / Murder Ck (Akron)
 - Rock is full of voids so micropiles needed. This added time to design
 - Move from FFY 2024 to FFY 2026
 2. 576466 Casey Rd: Paradise Park To Transit Rd (Bike/Ped Imp Project - Amherst)
 - Design has taken longer than anticipated
 - Move from FFY 2024 to FFY 2025
 3. 576469 Town Of Cheektowaga PSAP; 9 SIGNALS
 - Design has taken longer than anticipated
 - Move from FFY 2024 to FFY 2025
 4. 576471 Town of Orchard Park Pedestrian Walkability Project
 - Sponsor was taken a long time to select design consultant and start project
 - Move from FFY 2024 to FFY 2026
 5. 576473 Riverwalk Multiuse Pedestrian Trail (Town of Tonawanda)
 - There have been unanticipated delays related to the utility corridor the project is to utilize
 - Move from FFY 2024 to FFY 2025
 6. 576475 Sheridan Dr; Main St to Transit Rd; Sidewalk (Clarence)
 - Design/review has been complicated by stream crossing
 - Move from FFY 2024 to FFY 2025
 7. 576476 MAIN ST: SIDEWALK CURBS AND RAMPS (WILLIAMSVILLE)
 - ROW acquisitions determined to be necessary which delayed project
 - Move from FFY 2024 to FFY 2025

b. AdMod #76: End of FFY TIP Project Schedule Adjustment Requests

- Today's action would be to approve the proposed schedule changes

3. Old Business

a. FFY 26-30 TIP Development Update

- Project Candidates Received – 404

Submitted Projects

Sponsor: City of Buffalo	Number of Projects Submitted:	32	Total Project Cost:	\$228.60
Sponsor: Erie County	Number of Projects Submitted:	49	Total Project Cost:	\$422.45
Sponsor: Misc	Number of Projects Submitted:	14	Total Project Cost:	\$45.74
Sponsor: NFTA	Number of Projects Submitted:	112	Total Project Cost:	\$556.87
Sponsor: Niagara County	Number of Projects Submitted:	30	Total Project Cost:	\$54.42
Sponsor: Niagara Falls	Number of Projects Submitted:	10	Total Project Cost:	\$34.53
Sponsor: NYSDOT	Number of Projects Submitted:	156	Total Project Cost:	\$1,220.74
Sponsor: NYSTA	Number of Projects Submitted:	1	Total Project Cost:	\$24.30

a. FFY 26-30 TIP Development Update

- Primary Work Type

Submitted Projects - Primary Work Type

Primary Work Type: Bike/Ped	Number of Projects Submitted:	9
Primary Work Type: Bike/Ped; Other	Number of Projects Submitted:	1
Primary Work Type: Bridge Maintenance	Number of Projects Submitted:	31
Primary Work Type: Bridge Rehabilitation	Number of Projects Submitted:	24
Primary Work Type: Bridge Replacement	Number of Projects Submitted:	49
Primary Work Type: Capacity	Number of Projects Submitted:	4
Primary Work Type: Intersection	Number of Projects Submitted:	17
Primary Work Type: Mobility	Number of Projects Submitted:	7
Primary Work Type: Other	Number of Projects Submitted:	43
Primary Work Type: Pavement Maintenance	Number of Projects Submitted:	6
Primary Work Type: Pavement Reconstruction	Number of Projects Submitted:	27
Primary Work Type: Pavement Rehabilitation	Number of Projects Submitted:	48
Primary Work Type: Safety	Number of Projects Submitted:	12
Primary Work Type: Study	Number of Projects Submitted:	1
Primary Work Type: Technology/ITS	Number of Projects Submitted:	13
Primary Work Type: Transit	Number of Projects Submitted:	112

a. FFY 26-30 TIP Development Update

- Funding Targets – TBD (NYSDOT)
- Past Process for TIP Negotiations (GBNRTC, NYSDOT)
- Member Expectations for Upcoming TIP (All Members)
- Fiscal Constraint – General Overview and Discussion (GBNRTC, NYSDOT)
- Next Steps in TIP Development Process
 - Member New Project Prioritization
 - Fiscal Constraint and Project Selection
 - Final constrained project listing out for public review and ICG AQ conformity determination
- Open Discussion

b. NITTEC Shared Space Update

c. Public Review Status

4. New Business

a. Local Infrastructure Renewal Block Programming

CURRENT PROJECT LISTING ?

Searching on A PIN like 5b6283 and Region 05 and An MPO of GBNRTC and A Project Status of Pending/Active

PIN 5B6283				
PIN 5B6283	TIP # 5B6283	Region 05	MPO GBNRTC	County MULTI
Resp Agency NYSDOT		AQC J1	Let Date 12/1969	District Code 27
Project Type CAPITAL		Program HIGHWAY	Major Mode HIGHWAY	Worktype TRAFFIC
TIP Strip		LOCAL INFRASTRUCTURE RENEWAL MPO AREA - BLOCK FUND		
Project Description		LOCAL INFRASTRUCTURE RENEWAL MPO AREA - BLOCK FUND		
Project Remarks				

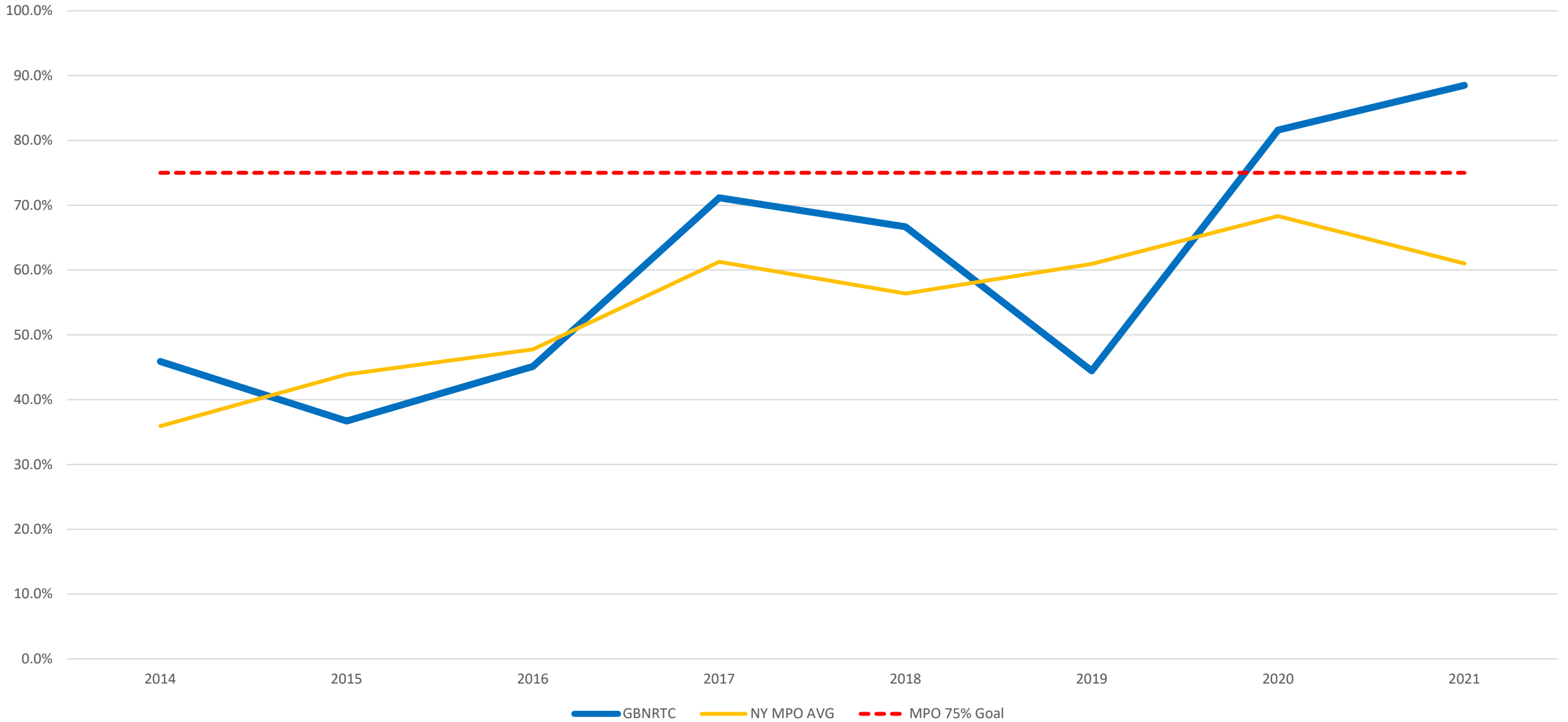
Rec #	Obt Date	Phase	Fund	Fed \$	NFA \$	Total \$	Status	Phase Remarks
52661	06/2027	MISC	STBG LG URB	3.344	LOCAL 0.836	4.180	T.O. ACTIVE	-
52662	06/2027	MISC	STBG FLEX	0.110	LOCAL 0.027	0.137	T.O. ACTIVE	-
52663	06/2027	MISC	NHPP	1.650	LOCAL 0.412	2.062	T.O. ACTIVE	-
Project Totals				5.104	1.275			
							PIN Total	6.379

*Please note that calculated totals include all phases, including those being replaced by proposed records.

Result 1
of 1 Project

b. TIP Performance Update

GBNRTC Obligation Rate Performance



b. TIP Performance Update

(Amended FFY 2022 Goal: 95%)

Performance by Number of Construction Projects Obligated			
MPO	Total	Oblig	% Oblig
AGFTC	6	2	33.0%
BMTS	18	14	78.0%
CDTC	19	5	26.0%
ECTC	6	6	100.0%
GBNRTC	50	17	34.0%
GTC	16	15	94.0%
HOCTC	15	13	87.0%
ITCTC	2		
MHSTCC	27	23	85.0%
N/STCC	24	18	75.0%
NYCTCC	22	12	55.0%
OCTC	9	7	78.0%
PDCTC	5	4	80.0%
SMTC	13	7	54.0%
UCTC	1	1	100.0%
WJCTC	6	4	67.0%
Total	239	148	61.9%

Red Performance < 75%

c. RPPM Action Report

- PIN 5764.27 Hunt Street Bridge/ Bergholtz Creek; BIN 3329200
 - DETDES, CONST, CONSTINSP phases fund Source Change
 - From STBGP LARGE URBAN to STBGP OFF SYSTEM (Fed to Fed)
 - Fiscal Constraint Maintained
 - **Approved 8/22/24**

d. Member Agency Representation Update

e. Low Carbon Transportation Materials (LCTM) Program

- The LCTM Program was authorized in the Inflation Reduction Act with the purpose of increasing the use of materials that have “substantially lower levels of embodied greenhouse gas emissions” as described by the EPA
- Program Goals
 - Increase the use of lower carbon materials and products that are used in projects funded under Title 23.
 - Facilitate the use of low carbon transportation materials while ensuring appropriateness for use in projects funded under Title 23.
 - Facilitate the use of low carbon transportation materials while ensuring adequate engineering performance through an update to relevant agency specifications and development of special provisions, as appropriate.
 - Promote technology transfer and enhance workforce development to increase the adoption of environmental quantification techniques used in decision-making by transportation agencies.

e. Low Carbon Transportation Materials (LCTM) Program

- FHWA will award up to \$800 million to eligible non-State DOT entities through the NOFO
- The FHWA Office of Infrastructure will host an informational webinar on Wednesday, September 25, 2024 from 2:00 to 3:00 PM ET – [Register HERE!](#)
- Additional information on the NOFO and the LCTM Program: [Low-Carbon Transportation Materials Grants Program](#)
- **Application materials from eligible non-State DOT entities must be submitted through [grants.gov](https://www.grants.gov) by November 25, 2024, at 11:59 p.m., EDT.**



f. Proposed EV Charging Station Accessibility Rule

- The U.S. Access Board has released a notice of proposed rulemaking (NPRM) that could significantly impact transportation infrastructure planning, specifically regarding electric vehicle (EV) charging stations
- This proposed rule aims to ensure EV charging stations are accessible to individuals with disabilities, as required under the Americans with Disabilities Act (ADA) and the Architectural Barriers Act (ABA)
 - The proposed rule includes “minimum guidelines to ensure that EV charging stations are readily accessible to and usable by persons with disabilities, including both physical access to the EV charging station and access to the interface to operate and pay for the charging session.”

f. Proposed EV Charging Station Accessibility Rule

- MPOs working with federal funds, such as those from the NEVI Formula Program or the Discretionary Grant Program for Charging and Fueling Infrastructure, should ensure that EV infrastructure complies with these new guidelines
- The proposed rule includes a sliding scale for determining the required number of accessible EV charging spaces based on the total number of charging spaces provided.
- <https://www.federalregister.gov/documents/2024/09/03/2024-18820/americans-with-disabilities-act-and-architectural-barriers-act-accessibility-guidelines-ev-charging>
- Public comments are open until November 4th, 2024 (use the above link)



g. NYSERDA Seeking EV Charger Proposals

- Governor Hochul announced \$21 million is now available to install electric vehicle fast chargers along major travel corridors in New York State.
- NYSERDA seeks proposals to develop Direct Current Fast Charging (DCFC) Electric Vehicle Supply Equipment (EVSE) along Alternative Fuel Corridors (AFCs) in New York State north of and including I-84 using up to \$21.5 million of the federal formula funding under the National Electric Vehicle Infrastructure (NEVI) program. This program is intended to reduce the cost of purchasing and installing DCFC EVSE for use in New York State and ultimately accelerate electric vehicle (EV) adoption.
- Proposals are due on December 4 by 3:00 p.m. ET. Proposers may apply to install DCFC stations within one travel mile of an exit from an eligible Alternative Fuel Corridor (AFC).

g. NYSERDA Seeking EV Charger Proposals

- To be eligible, sites must accommodate simultaneous charging for at least four vehicles at a minimum of 150 kW. Each proposal should include one site, but applicants may submit multiple proposals. A complete list of all eligibility rules and evaluation criteria can be found at the solicitation summary on NYSERDA's website.
- NYSERDA will host two optional webinars for potential proposers on Thursday, September 19 at 4:00 p.m. ET as well as Monday, October 21 at 3:00 p.m. ET.
 - September 19: <https://nyserdany.webex.com/weblink/register/r627ee1cb01bc3095b77990f82b59b3ab>
 - October 21: <https://nyserdany.webex.com/weblink/register/r242d527dca444cf53593f44ce2207a71>

Next Scheduled Meetings

- PCC
 - Wednesday, October 2 @ 9:30 am (NYSTA)
- TPS
 - October 16 @ 9 am (GBNRTC)



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

Transportation Projects Subcommittee (TPS) Meeting

Wednesday October 23, 2024 @ 9:00 AM

In-Person: Edward H. Small Conference Room (438 Main St. Buffalo Suite

Agenda

1. Approval of September 18, 2024 TPS Meeting Summary
2. 2023-2027 TIP – Action Requests
 - a. TIP AdMod 77: PIN 5764.24 Gasport Rd @ 18 Mile Creek – Add Funds (*Niagara County*)
 - b. TIP AdMod 78: PIN 5815.35 NITTEC TOC Annual Staffing – Funding Increase (*NYSDOT/NITTEC*)
 - c. TIP AdMod 79: PIN 5806.65 ITS Maint; SFY 22/23 – 26/27 – Let Delay (*NYSDOT*)
 - d. TIP Amendment 20: PIN 5134.54 NY Rt 5; NY N of SNI Line to S of Herr Rd– New Project (*NYSDOT*)
 - e. TIP Amendment 22: PIN 5815.63 NY 438 @ Versailles Plank Rd Intersection – New Project (*NYSDOT*)
 - f. TIP Amendment 23: PIN 5765.24 Clarence Center Sidewalks (CMAQ) – New Project (*MISC/Clarence*)
 - g. TIP Amendment 24: PIN 5765.39 Royalton Center Road over Mud Creek – New Project (*Niagara County*)
 - h. TIP Amendment 25: PIN 5765.26 Central Av Improvements.; Safe Routes for All, Erie County (TAP) – New Project (*MISC/V. Lancaster*)
 - i. TIP Amendment 26: PIN 5765.44 Ross Road over Graff Brook (BNY) – New Project (*MISC/Concord*)
 - j. TIP Amendment 27: PIN 5765.46 Brooklea Drive over Tannery Brook (BNY) – New Project (*MISC/Aurora*)
 - k. TIP Amendment 28: PIN 5765.20 Purchase of Battery Electric Buses & Charging Infrastructure (CMAQ) – New Project (*NFTA*)
3. Old Business
 - a. FFY 26-30 TIP Update – Regional Planning Targets
 - b. Updated GBNRTC Member Representatives/Eligible to Vote List
4. New Business
 - a. RPPM Action Report
 - b. National Scenic Byways Program (NSBP) Funding Opportunity
 - c. FHWA Requesting Information on Electric Charging Technologies and Infrastructure Needs
5. Adjournment – Next Meeting is Wednesday November 20, 2024, at 9:00 AM

TRANSPORTATION PROJECTS SUBCOMMITTEE (TPS) MEETING SUMMARY

Wednesday, September 18, 2024
9:00 A.M. in the GBNRTC Conference Room and via Zoom

Attendees: N. Skipper, N. Allen, D. Svilokos, G. Hacker, S. Koelemeyer, D. Kempner, A Hutchins, D. Hill, T. Richards, M. Finn, K. Stilwell, K. Smith, K. Dixon, K. Forma, and R. Guarino.

1. Approval of August 21, 2024 TPS Meeting Summary – *Motion for approval: Svilokos/Skipper. Approved (5-0, NC had not yet arrived).*
2. 2023-2027 TIP Discussion
 - a. AdMod #75: PIN 5764.28 Hartland Rd Bridge over Golden Hill Creek – This is a request by Niagara County to modify an existing project. Preliminary Design Phase took longer than expected due to the addition of several endangered/threatened species. This request is to change the FFY for C&CI from FFY24 to FFY25. Let date will slip from 6/2025 to 6/2026. Fiscal constraint is maintained as existing funding is not being modified. *Motion to approve AdMod #75: Svilokos/Forma. Approved (5-0 NC had not yet arrived).*
 - b. AdMod #76: End of FFY TIP Project Schedule Adjustment Requests – This is a request to modify thirty (30) existing projects: 7 NYSDOT projects, 7 Buffalo projects, 2 Niagara Falls projects, 3 Erie County projects, 3 Niagara County projects, 1 NFTA project, and 7 Miscellaneous projects. **NYSDOT Programming Adjustments (7 Projects):** 1. PIN 5086.29 Rt 324 (Sheridan Dr) Road Diet; Sheridan Park to Tonawanda Rail Trail: Move Let from FFY 2024 to FFY 2025. 2. PIN 5181.10 NY 270 (Campbell Blvd); North French Rd to Niagara County Line: Move Let from FFY 2024 to FFY 2025. 3. PIN 5268.53 NY 240; NY 400 Overpass to Mineral Springs Rd: Move Let from FFY 2024 to FFY 2025. 4. PIN 5392.47 NY 400; Lein Rd Underpass (W of Transit) to I-190: Move Let from FFY 2024 to FFY 2025. 5. PIN 5814.66 Goodell St, Tupper St & Pearl St; NY 33 (Kensington Expwy) to NY 5: Move Let from FFY 2024 to FFY 2026. 6. PIN 5815.46 952J Armor Duells Rd: Move Let from FFY 2024 to FFY 2025. 7. PIN 5825.51 NY 179 (Milestrip Rd) Freight Corridor; NY 5 to I-90: Move Let from FFY 2024 to FFY 2025. **Buffalo Programming Adjustments (7 Projects):** 1. PIN 5763.19 Bailey Av; Winspear Av to Dartmouth Av: Preliminary Design included lengthy Public Outreach component. Move from FFY 2024 to FFY 2025. 2. PIN 5763.24 Michigan St; S Division St to Genesee St: Delay with Sponsor procuring Consultant. Move from FFY 2024 to FFY 2025. 3. PIN 5763.93 Cars Sharing on Main St; Exchange St to Church St and 4. PIN 5763.94 Cars Sharing on Main St; Mohawk St to Exchange St: Grant written based on limits for PIN 5763.93 and PIN 5763.94, requiring both to be merged. Design of PIN 5763.94 lagged behind PIN 5763.93 and had to be brought up to same level for both to proceed. Move from FFY 2024 to FFY 2025. 5. PIN 5763.95 Tiftt St; Fuhrmann Blvd to Mckinley Pkwy: Funding shortfall delayed preliminary design. Move from FFY 2024 to FFY 2025. 6. PIN 5764.67 City of Buffalo Scajaquada Trail Rehabilitation: Main St to Fillmore Av: Delay with Sponsor procuring Consultant. Move from FFY 2024 to FFY 2025. 7. PIN 5764.68 City of Buffalo Forest Av Multiuse Pathway Continuation: Delay with Sponsor procuring Consultant. Move from FFY 2024 to FFY 2025. **Niagara Falls Programming Adjustments (2 Projects):** 1. PIN 5763.28 College Avenue; Deveaux St to Highland Av: The Sponsor is short staffed and has not yet hired a design consultant. Move from FFY 2024 to FFY 2025. 2. PIN 5763.30 Lindbergh Avenue Bridge Rehabilitation: The Sponsor is short staffed and has not yet hired a design consultant. Move from FFY 2024 to FFY 2025. **Erie County Programming Adjustments (3 Projects):** 1. PIN 5763.33 Elmwood Av; Kenmore Av to Knoche Rd: Project crossed NYS roadway/project. Project reviews/coordination have been time-consuming. Move from FFY 2024 to FFY 2025. 2. PIN 5763.37 Four Rod Rd/Little Buffalo Creek: ROW Acquisition taking longer than anticipated. Move from FFY 2024 to FFY 2025. 3. PIN 5764.16 Erie County Bridge Deck Sealing and Washing (FFY 2024): Project was started late. Move from FFY 2024 to FFY 2025. **Niagara County Programming Adjustments (3 Projects):** 1. PIN 5764.25 Ewings/18 Mile Creek (3329080): Due to the addition of several endangered/threatened species, design approval has been delayed. Move from FFY 2024 to FFY 2025. 2. PIN 5764.37 Quaker/Golden Hill Crk (3060430): Due to the addition of several endangered/threatened species, design approval has been delayed. Move from FFY 2024 to FFY 2025. 3. PIN 5764.33 Bridge Deck Overlays 2024: Due to the addition of several endangered/threatened species, design approval has been delayed. Move from FFY 2024 to FFY 2025. **NFTA Programming Adjustments (1 Project):** 1. PIN 5825.73 Division Street Canopy: Move Let from FFY 2024 to FFY 2025. **Miscellaneous Programming Adjustments (7 Projects):** 1. PIN 5763.80 State St/Murder Creek (Akron): Rock is full of voids so micropiles needed which has added time to design. Move from FFY 2024 to FFY 2026. 2. PIN 5764.66 Casey Rd; Paradise Park to Transit Rd (Bike/Ped Imp Project – Amherst): Design has taken longer than anticipated. Move from FFY 2024 to FFY 2025. 3. PIN 5764.69 Town of Cheektowaga PSAP; 9 Signals: Design has taken longer than anticipated. Move from FFY 2024 to FFY 2025. 4. PIN 5764.71 Town of Orchard Park Pedestrian Walkability Project: Sponsor was taking a long time to select design consultant and start project. Move from FFY 2024 to FFY 2026. 5. PIN 5764.73 Riverwalk Multiuse Pedestrian Trail (Town of Tonawanda): There have been unanticipated delays related to the utility corridor the project is to utilize. Move from FFY 2024 to FFY 2025. 6. PIN 5764.75 Sheridan Dr; Main St to Transit Rd; Sidewalk (Clarence): Design/review has been complicated by stream crossing. Move from FFY 2024 to FFY 2025. 7. PIN 5764.76 Main St; Sidewalk Curbs and Ramps (Williamsville): ROW Acquisitions determined to be necessary which

delayed project. Move from FFY 2024 to FFY 2025. *Motion to approve AdMod #76: Kempner/Hill. Approved (6-0).*

- c. Amendment #19: PIN 5756.19 Traffic Signals Upgrade – This request is to add a new CRP project to the TIP. The City of North Tonawanda was awarded a traffic signal upgrade project that involves upgrades at 19 signalized intersections, including installation of traffic cameras, signal controllers, LED indication upgrades, signal wiring and electrical meters. CRP funds awarded through the TAP/CMAQ/CRP process. *Motion to start a 30-day public review: Hill/Forma. Approved (6-0).*

3. Old Business

- a. FFY 26-30 TIP Development – Funding targets still to be determined. Past process for TIP Negotiations. Member expectations for upcoming TIP. Fiscal constraint – general overview and discussion. Next steps in TIP development process: 1 Member new project prioritization, 2 Fiscal constraint and project selection, and 3 Final constrained project listing out for public review and ICG AQ conformity determination.

Submitted Projects			
Sponsor: City of Buffalo	Number of Projects Submitted:	32	Total Project Cost: \$228.60
Sponsor: Erie County	Number of Projects Submitted:	49	Total Project Cost: \$422.45
Sponsor: Misc	Number of Projects Submitted:	14	Total Project Cost: \$45.74
Sponsor: NFTA	Number of Projects Submitted:	112	Total Project Cost: \$556.87
Sponsor: Niagara County	Number of Projects Submitted:	30	Total Project Cost: \$54.42
Sponsor: Niagara Falls	Number of Projects Submitted:	10	Total Project Cost: \$34.53
Sponsor: NYSDOT	Number of Projects Submitted:	156	Total Project Cost: \$1,220.74
Sponsor: NYSTA	Number of Projects Submitted:	1	Total Project Cost: \$24.30

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Submitted Projects - Primary Work Type		
Primary Work Type: Bike/Ped	Number of Projects Submitted:	9
Primary Work Type: Bike/Ped; Other	Number of Projects Submitted:	1
Primary Work Type: Bridge Maintenance	Number of Projects Submitted:	31
Primary Work Type: Bridge Rehabilitation	Number of Projects Submitted:	24
Primary Work Type: Bridge Replacement	Number of Projects Submitted:	49
Primary Work Type: Capacity	Number of Projects Submitted:	4
Primary Work Type: Intersection	Number of Projects Submitted:	17
Primary Work Type: Mobility	Number of Projects Submitted:	7
Primary Work Type: Other	Number of Projects Submitted:	43
Primary Work Type: Pavement Maintenance	Number of Projects Submitted:	6
Primary Work Type: Pavement Reconstruction	Number of Projects Submitted:	27
Primary Work Type: Pavement Rehabilitation	Number of Projects Submitted:	48
Primary Work Type: Safety	Number of Projects Submitted:	12
Primary Work Type: Study	Number of Projects Submitted:	1
Primary Work Type: Technology/ITS	Number of Projects Submitted:	13
Primary Work Type: Transit	Number of Projects Submitted:	112

Tuesday, September 17, 2024 Page 1 of 1

- b. NITTEC Shared Space Update – Various needs and amenities were addressed in the search for shared office space. Space requirements for both NITTEC and GBNRTC were considered along with shared spaces. A large conference room was requested by NITTEC that could be partitioned into smaller spaces if needed. The cost of building out specific spaces within overall office space would be included in long-term rent.
- c. Public Review Status – Nothing out for public review currently. City of Buffalo was reminded to submit paperwork for Middle Main project so it can go out for public review.

4. New Business

- a. PIN 5B62.83 Local Infrastructure Renewal MPO Area – Some local agencies have asked if there is an easier method for them to use the Local Infrastructure Block since there are limits on the types of work it can be used for. It was asked if the funds can be flexed to another type of funding or swap the funding source to allow them access to the block funds. Niagara County would like to be able to use the funds to fill funding gaps in existing projects, however the block funds are currently listed on the back end of the current TIP so they are not available right now.

CURRENT PROJECT LISTING ?

Searching on A PIN like 5b6283 and Region 05 and An MPO of GBNRTC and A Project Status of Pending/Active

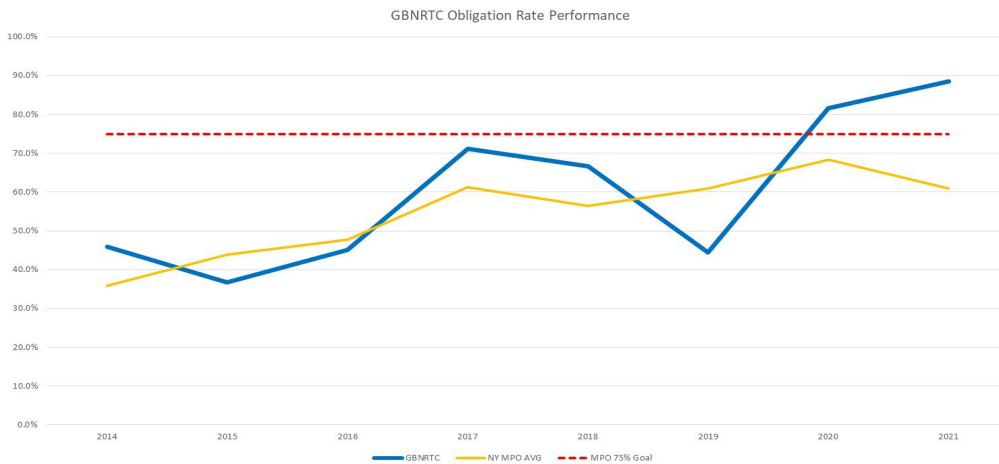
PIN 5B6283								
PIN 5B6283	TIP # 5B6283	Region 05	MPO GBNRTC	County MULTI				
Resp Agency NYSDOT		AQC J1	Let Date 12/1969	District Code 27				
Project Type CAPITAL		Program HIGHWAY	Major Mode HIGHWAY	Worktype TRAFFIC				
TIP Strip		LOCAL INFRASTRUCTURE RENEWAL MPO AREA - BLOCK FUND						
Project Description		LOCAL INFRASTRUCTURE RENEWAL MPO AREA - BLOCK FUND						
Project Remarks								

Rec #	Obl Date	Phase	Fund	Fed \$	NFA \$	Total \$	Status	Phase Remarks
52661	06/2027	MISC	STBG LG URB	3,344	LOCAL 0.836	4,180	T.O. ACTIVE	-
52662	06/2027	MISC	STBG FLEX	0,110	LOCAL 0.027	0,137	T.O. ACTIVE	-
52663	06/2027	MISC	NHPP	1,650	LOCAL 0.412	2,062	T.O. ACTIVE	-
Project Totals				5,104	1,275			
								<i>PIN Total 6.379</i>

*Please note that calculated totals include all phases, including those being replaced by proposed records.

Result 1
of 1 Project

b. FFY 22 TIP Performance – The following graph and table show the current TIP Performance.



Performance by Number of Construction Projects Obligated			
MPO	Total	Oblig	% Oblig
AGFTC	6	2	33.0%
BMTS	18	14	78.0%
CDTC	19	5	26.0%
ECTC	6	6	100.0%
GBNRTC	50	17	34.0%
GTC	16	15	94.0%
HOCTC	15	13	87.0%
ITCTC	2		
MHSTCC	27	23	85.0%
N/STCC	24	18	75.0%
NYCTCC	22	12	55.0%
OCTC	9	7	78.0%
PDCTC	5	4	80.0%
SMTC	13	7	54.0%
UCTC	1	1	100.0%
WJCTC	6	4	67.0%
Total	239	148	61.9%

- c. RPPM Change Report – PIN 5764.27 Hunt Street Bridge/Bergholtz Creek; BIN 3329200: DETDES, CONST, CONSTINSP Phases fund Source Change. From STBGP LARGE URBAN to STBGP OFF SYSTEM (Fed to Fed). Fiscal Constraint Maintained. Approved 8/22/2024.
 - d. Member Agency Representative Update – Member agencies were asked to update their Representatives for PCC and TPS and send updated form to GBNRTC.
 - e. Low Carbon Transportation Materials (LCTM) Program NOFO – The LCTM Program was authorized in the Inflation Reduction Act with the purpose of increasing the use of materials that have “substantially lower levels of embodied greenhouse gas emissions” as described by the EPA. Program Goals include the following: Increase the use of lower carbon materials and products that are used in projects funded under Title 23; Facilitate the use of low carbon transportation materials while ensuring appropriateness for use in projects funded under Title 23; Facilitate the use of low carbon transportation materials while ensuring adequate engineering performance through an update to relevant agency specifications and development of special provisions, as appropriate; and Promote technology transfer and enhance workforce development to increase the adoption of environmental quantification techniques used in decision-making by transportation agencies. FHWA will award up to \$800M to eligible non-State DOT entities through the NOFO. The FHWA Office of Infrastructure will host an informational webinar on Wednesday, September 25, 2024 from 2:00 to 3:00 PM ET – [Register HERE!](#) Additional information on the NOFO and the LCTM Program: [Low-Carbon Transportation Materials Grants Program](#). Application materials from eligible non-State DOT entities must be submitted through [grants.gov](#) by November 25, 2024, at 11:59 p.m., EDT.
 - f. Proposed EV Charging Station Accessibility Rule – The US Access Board has released a notice of proposed rulemaking (NPRM) that could significantly impact transportation infrastructure planning, specifically regarding electric vehicle (EV) charging stations. This proposed rule aims to ensure EV charging stations are accessible to individuals with disabilities, as required under the Americans with Disabilities Act (ADA) and the Architectural Barriers Act (ABA). The proposed rule includes “minimum guidelines to ensure that EV charging stations are readily accessible to and usable by persons with disabilities, including both physical access to the EV charging station and access to the interface to operate and pay for the charging session.” MPOs working with federal funds, such as those from the NEVI Formula Program or the Discretionary Grant Program for Charging and Fueling Infrastructure, should ensure that EV infrastructure complies with these new guidelines. The proposed rule includes a sliding scale for determining the required number of accessible EV charging spaces based on the total number of charging spaces provided. <https://www.federalregister.gov/documents/2024/09/03/2024-18820/americans-with-disabilities-act-and-architectural-barriers-act-accessibility-guidelines-ev-charging>. Public comments are open until November 4, 2024 (use the above link).
 - g. NYSERDA Seeking EV Charger Proposals – Governor Hochul announced \$21M is now available to install electric vehicle fast chargers along major travel corridors in New York State. NYSERDA seeks proposals to develop Direct Current Fast Charging (DCFC) Electric Vehicle Supply Equipment (EVSE) along Alternative Fuel Corridors (AFCs) in New York State north of and including I-84 using up to \$21.5M of the federal formula funding under the National Electric Vehicle Infrastructure (NEVI) program. This program is intended to reduce the cost of purchasing and installing DCFC EVSE for use in New York State and ultimately accelerate electric vehicle (EV) adoption. Proposals are due on December 4, 2024 by 3:00PM ET. Proposers may apply to install DCFC stations within one travel mile of an exit from an eligible Alternative Fuel Corridor (AFC). To be eligible, sites must accommodate simultaneous charging for at least four vehicles at a minimum of 150kW. Each proposal should include one site, but applicants may submit multiple proposals. A complete list of all eligibility rules and evaluation criteria can be found at the solicitation summary on NYSERDA’s website. NYSERDA will host two optional webinars for potential proposers on Thursday September 19, 2024 at 4:00PM ET as well as Monday October 21, 2024 at 3:00PM ET. September 19, 2024: <https://nyserdany.webex.com/weblink/register/r627ee1cb01bc3095b77990f82b59b3ab>. October 21, 2024: <https://nyserdany.webex.com/weblink/register/r242d527dca444cf53593f44ce2207a71>.
 - h. One Region for Climate Action 2024 Symposium – The symposium will be held Friday October 4, 2024 from 8:30AM – 4:00PM at the University at Buffalo Center for Tomorrow. The event will feature information, resources, and discussions that can help local municipalities shape and implement climate mitigation strategies in their communities.
5. Adjourn: The next TPS meeting will be held at 9 a.m. Wednesday October 16, 2024 – Format will continue to follow the hybrid model (Live and Zoom options). *Motion to adjourn: Svilokos/Forma. Approved.*

Transportation Projects Subcommittee

October 23, 2024



Greater Buffalo Niagara Regional Transportation Council

1. Approval of 9-18-24 Minutes

2. Action Items

a. AdMod #77: PIN 5764.24 Gasport Rd @ 18 Mile Creek

- This is a request by Niagara County to modify an existing TIP project
- \$0.387M of local funds (Niagara County) will be added to project due to
 - Increase in the Engineer's estimate for construction cost
 - Removal of fed/state funding for preliminary engineering
- Overall project cost increases by \$0.387M to \$1.987M
- Today's TPS action would be to approve these changes

b. AdMod #78: PIN 5815.35 NITTEC TOC Annual Staffing

- This is a request by NYSDOT to modify an existing TIP project
- This request increases SFY 25/26 NITTEC Funding by \$0.890M
- Fiscal constraint maintained as \$0.890M funding increase provided from SFY 26/27 NITTEC funds in same project
- Today's TPS action would be to recommend to PCC for approval

c. AdMod #79: PIN 5806.65 ITS Maint; SFY 22/23 – 26/27

- This is a request by NYSDOT to modify an existing TIP project
- This request is to move FFY from 2024 to 2025, to submit additional funding
- Project cost is unchanged at \$0.605M
- Today's TPS action would be to approve

d. Amendment #20: PIN 5134.54 NY Rt 5; N of SNI Line to S of Herr Rd

- This is a request by NYSDOT to add a new TIP project
- This project will:
 - Restore the pavement condition to at least a score of 8 (or higher) using effective pavement treatments which provide a service life of at least 8 years.
 - Improve bicycle facilities within the corridor
 - Reduce expected accident rates by providing a consistent lane configuration along the corridor with a two-way center turn lane
- Total project cost is \$2.577M
- Fiscal constraint is maintained (\$2.029 NHPP from PIN 5B15.55 – Pavement Maintenance Block + \$0.548 SDF)
- Proposed let is 4/25
- Proposed AQ exemption is A10 - Pavement resurfacing and/or rehab
- **Today's TPS action would be to initiate a 30-day public review period**

e. Amendment #22: PIN 5815.63 NY 438 and Versailles Plank Rd

- This is a request by NYSDOT to add a new TIP project
- Project objective is to improve overall safety and operations at the intersection and improve pedestrian accommodations along NY Route 438
- A roundabout alternative was advanced under a previous project (PIN 5814.68) and should continue to be pursued as the preferred alternative
- Other work to be investigated includes intersection lighting, improved drainage, sidewalks, or multi-use path(s)
- Total project cost is \$3.835M
- Fiscal constraint is maintained (\$1.75M HSIP from PIN 5B2006 HSIP Safety Block + \$2.085M SDF)
- Proposed AQ exemption is A2 - Projects that correct, improve, or eliminate a hazardous location or feature
- Today's TPS action would be to initiate a 30-day public review period

f. Amendment #23: PIN 5765.24 Clarence Center Sidewalks (CMAQ)

- This is a request by NYSDOT (MISC) to add a new TIP project
- The project involves creating new and upgrading existing pedestrian accommodations within the project limits that meet American with Disabilities Act Accessibility Guidelines (ADAAG) and Public Right of Way Accessibility Guidelines (PROWAG)
- The total project cost is \$10.931M
- Fiscal constraint is maintained (\$6.25M CMAQ + \$4.68M Clarence local match + overmatch)
- The obligation date will be 6/1/27
- The ICG has concurred that the project is exempt from AQ conformity determination (C2 - Bicycle and pedestrian facilities)
- Today's TPS action would be to initiate a 30-day public review period

g. Amendment #24: PIN 5765.39 Royalton Center Rd over Mud Creek (BNY)

- This is a request by Niagara County to add a new TIP project
- The objective of this project is to:
 - Provide a cost-effective, structurally sound bridge structure with a minimum 75-year service life
 - Improve the safety features (railings and guide-railing)
 - Improve embankments and minimize erosion potential
 - Reduce aggradation and the propensity to collect debris
- The total project cost is \$2.165M
- Fiscal constraint is maintained (\$2.057M Bridge New York award + \$0.108M local match (Royalton))
- The obligation date will be 4/15/26.
- The ICG has concurred that the project is exempt from AQ conformity determination (A19 - Widening narrow pavements or reconstructing bridges (no additional travel lanes))
- **Today's TPS action would be to initiate a 30-day public review period**

h. Amendment #25: PIN 5765.26 Central Ave Imp.; Safe Routes for All Erie County (TAP)

- This is a request by NYSDOT (MISC) to add a new TIP project
- The project will replace and improve pedestrian infrastructure that connects to recent public investments in public access and mobility to create a cohesive 1-mile system of streetscape infrastructure along Central to advance the pedestrian-oriented transformation of this vital corridor
- The total project cost is \$4.241M
- Fiscal constraint is maintained. (\$3.393M Transportation Alternatives program award + \$0.848M V. Lancaster local match)
- The obligation date will be 9/26.
- The ICG has concurred that the project is exempt from AQ conformity determination (C2 - Bicycle and pedestrian facilities)
- Today's TPS action would be to initiate a 30-day public review period

i. Amendment #26: PIN 5765.44 Ross Rd. over Graff Brook (BNY)

- This is a request by NYSDOT (MISC) to add a new TIP project
- The project will involve the complete replacement of the existing two-span corrugated steel culvert pipes and concrete wingwalls and removal of the stacked concrete wingwalls. The existing two-span, 24.6' long bridge will be replaced by a 26' long x 8'-6" high three-sided frame
- The total project cost is \$1.57M
- Fiscal constraint is maintained (\$1.491M Bridge New York award + \$0.079M Concord local match)
- The obligation date will be 10/26.
- The ICG has concurred that the project is exempt from AQ conformity determination (A19 - Widening narrow pavements or reconstructing bridges (no additional travel lanes))
- Today's TPS action would be to initiate a 30-day public review period

j. Amendment #27: PIN 5765.46 Brooklea Drive over Tannery Brook (BNY)

- This is a request by NYSDOT (MISC) to add a new TIP project
- The project will involve the complete replacement of the existing two-span corrugated steel pipes. The existing two-span, 24.7' long bridge will be replaced by a 35' long x 8' high precast adjacent box beam superstructure on cast-in-place abutments on spread footings
- The total project cost is \$2.408M
- Fiscal constraint is maintained (\$2.288M Bridge New York award + \$0.120M T. Aurora local match)
- The obligation date will be 7/26.
- The ICG has concurred that the project is exempt from AQ conformity determination (A19 - Widening narrow pavements or reconstructing bridges (no additional travel lanes))
- Today's TPS action would be to initiate a 30-day public review period

k. Amend #28: PIN 5765.20 Purchase of Battery Electric Buses & Charging Infr. (CMAQ)

- This is a request by NFTA to add a new TIP project
- This project will provide for the purchase of Battery Electric Buses and charging infrastructure that will replace life and mileage expired vehicles
- The total project cost is \$6.25M
- Fiscal constraint is maintained (\$5M CMAQ + \$1.25M Local Match (NFTA))
- The obligation date will be 10/1/24.
- The ICG has concurred that the project is exempt from AQ conformity determination (B10 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions (< 10%) of the fleet)
- Today's TPS action would be to initiate a 30-day public review period

3. Old Business

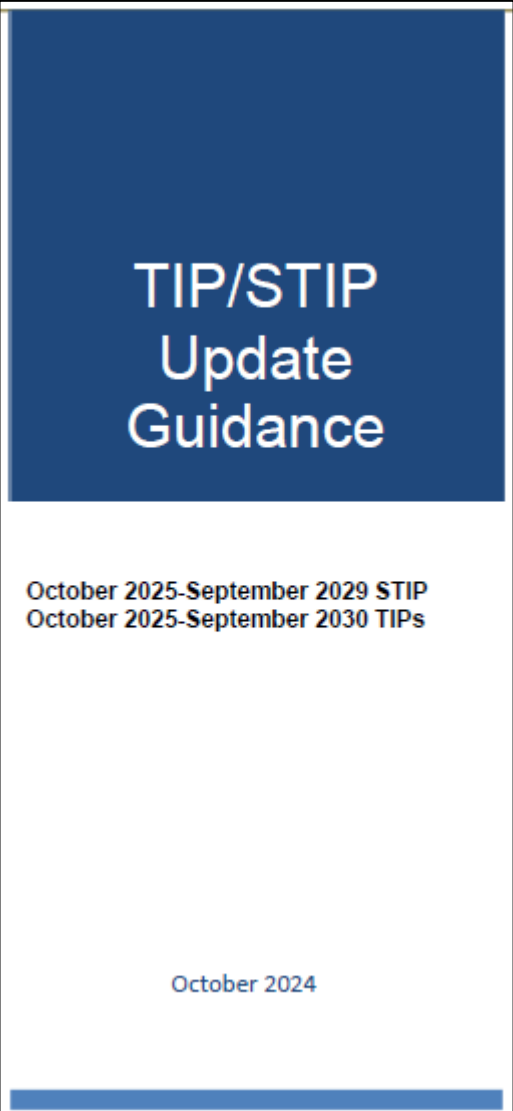
a. FFY 26-30 TIP Development Regional Planning Targets

- NYSDOT TIP/STIP Guidance
- NYSDOT Regional Planning Targets
- Open Discussion

a. FFY 26-30 TIP Development Regional Planning Targets

- NYSDOT TIP/STIP Guidance

- The guidance is intended to assist Metropolitan Planning Organizations (MPO) and the New York State Department of Transportation (NYSDOT) Regions in developing federally required fiscally constrained TIPs/STIP
- This Transportation Improvement Program/Statewide Transportation Improvement Program (TIP/STIP) Update process incorporates heightened considerations to ensure New York State's transportation system can
 - Facilitate the efficient movement of individuals and commerce
 - Withstand the increasing intensity and frequency of extreme weather events
 - Support changing personal mobility and travel demands
 - Minimize the impact on greenhouse gas emissions
- In addition to emphasizing engineering-based asset management principles, this TIP/STIP update process emphasizes improvements that address climate/resilience vulnerabilities; reduces the carbon footprint of transportation; supports operational enhancements and emergency response efforts through Traffic Systems Management and Operations (TSMO) activities; and improves overall safety and accessibility for all system users, including motorists, transit users, bicyclists and pedestrians



TIP/STIP Update Guidance

October 2025-September 2029 STIP
October 2025-September 2030 TIPs

October 2024

a. FFY 26-30 TIP Development Regional Planning Targets

Regional Planning Target Comparison
FFY 22-26 vs FFY 25-29

Region	2nd half FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	2nd half FFY 25	FFY 26	FFY 27	FFY 28	FFY 29
1	48,630,193	97,260,385	97,260,385	97,260,385	97,260,385	62,500,487	125,000,975	125,000,975	125,000,975	125,000,975
2	18,920,827	37,841,655	37,841,655	37,841,655	37,841,655	26,152,406	52,304,811	52,304,811	52,304,811	52,304,811
3	37,117,995	74,235,989	74,235,989	74,235,989	74,235,989	48,000,992	96,001,984	96,001,984	96,001,984	96,001,984
4	35,231,689	70,463,378	70,463,378	70,463,378	70,463,378	45,425,998	90,851,996	90,851,996	90,851,996	90,851,996
5	44,342,720	88,685,440	88,685,440	88,685,440	88,685,440	58,775,562	117,551,124	117,551,124	117,551,124	117,551,124
6	20,492,282	40,984,564	40,984,564	40,984,564	40,984,564	27,205,730	54,411,460	54,411,460	54,411,460	54,411,460
7	15,646,939	31,293,879	31,293,879	31,293,879	31,293,879	22,094,372	44,188,743	44,188,743	44,188,743	44,188,743
8	86,997,047	173,994,095	173,994,095	173,994,095	173,994,095	107,286,821	214,573,643	214,573,643	214,573,643	214,573,643
9	35,944,686	71,889,373	71,889,373	71,889,373	71,889,373	43,122,478	86,244,955	86,244,955	86,244,955	86,244,955
10	85,558,590	171,117,180	171,117,180	171,117,180	171,117,180	104,852,897	209,705,794	209,705,794	209,705,794	209,705,794
11	192,861,137	385,722,274	385,722,274	385,722,274	385,722,274	226,236,104	452,472,207	452,472,207	452,472,207	452,472,207
Regional Total	621,744,106	1,243,488,212	1,243,488,212	1,243,488,212	1,243,488,212	771,653,846	1,543,307,692	1,543,307,692	1,543,307,692	1,543,307,692
Statewide	399,021,345	798,042,690	798,042,690	798,042,690	798,042,690	423,628,431	847,256,861	847,256,861	847,256,861	847,256,861
Not Allocated*	142,380,753	284,761,506	284,761,506	284,761,506	284,761,506	168,432,095	336,864,190	336,864,190	336,864,190	336,864,190
Grand Total	1,163,146,204	2,326,292,408	2,326,292,408	2,326,292,408	2,326,292,408	1,363,714,372	2,727,428,743	2,727,428,743	2,727,428,743	2,727,428,743

*includes Statewide Planning and Research, Rail Highway Crossings, TAP, Recreational Trails, Metropolitan Planning, National Highway Freight Program, Carbon Reduction Program Flex/Sm Urban/Rural, PROTECT, and Bridge Formula Off System

a. FFY 26-30 TIP Development Regional Planning Targets

- The **funding levels are estimated**, based on the existing Federal IJA and the Governor’s current capital plan, and projected as flat though the TIP/STIP period.
- While the total of all federal fund source targets increased compared to last TIP update, **the region’s total core funding (federal + state) remains relatively flat due to a decrease in available state funding for this TIP period**. Much of the net increase in federal funds this TIP period is comprised of NHPP and BFP Main funds. This is based on the previous TIP/STIP update funding uncertainty with IJA and substitution of state funds for federal funds at that time.
- As you are aware, the Bridge NY Program has significantly increased federal and state funding allocations to local system bridges and culverts. Therefore, **the additional BFP Main funding included in the regional targets is intended to primarily focus on the on-state system bridges, as state bridges are not eligible to receive funding from the Bridge NY Program**. Federal and state funding levels allocated to local Bridge NY projects, absent the Bridge NY program, would have been included within regional targets. As NYSDOT has implemented the Bridge NY Program through the existing Regional and MPO capital program planning process and away from a stand-alone statewide solicitation used in past years, Bridge NY funding increases should be considered in developing TIP/STIP projects and balancing on-state and local investments from the core targets.
- **Funding targets for this TIP period were adjusted upwards to account for the region’s fixed costs** (e.g., TMC, HELP trucks, signal maintenance, etc.). These costs will be programmed “off the top” of regional targets before remaining target funding is appropriated to new projects.
- **Consideration should be given to the size and deliverability of the program**, past STIP performance, and fiscal constraint requirements when developing the TIP. There should be a HIGH level of confidence that the projects which are programmed will be delivered in the FFY that is proposed.
- As noted in the attached Planning Target spreadsheet, and consistent with past practice, the STBG Flex target also includes STBG Medium Urban, Small Urban and Rural funds. Please note that **the various categories of federal funding must be utilized in the appropriate eligible areas**. For example - STBG Medium Urban funds must be utilized in a federally designated medium urban area. However, for the purpose of evaluating fiscal constraint, we will continue to fold these funds together with STBG Flex.
- Since designated large urban areas have a dedicated fund source and separate planning target (STBG Large Urban), **STBG Flex funds should generally be focused toward locations outside of these areas**.

Region	22-26 Total	25-29 Total	Difference	Change
1	\$ 437,671,734	\$ 562,504,386	\$ 124,832,651	22.2%
2	\$ 170,287,445	\$ 235,371,651	\$ 65,084,205	27.7%
3	\$ 334,061,951	\$ 432,008,930	\$ 97,946,978	22.7%
4	\$ 317,085,202	\$ 408,833,982	\$ 91,748,780	22.4%
5	\$ 399,084,480	\$ 528,980,056	\$ 129,895,576	24.6%
6	\$ 184,430,539	\$ 244,851,569	\$ 60,421,030	24.7%
7	\$ 140,822,454	\$ 198,849,345	\$ 58,026,890	29.2%
8	\$ 782,973,427	\$ 965,581,393	\$ 182,607,966	18.9%
9	\$ 323,502,178	\$ 388,102,299	\$ 64,600,121	16.6%
10	\$ 770,027,308	\$ 943,676,073	\$ 173,648,765	18.4%
11	\$ 1,735,750,234	\$ 2,036,124,932	\$ 300,374,698	14.8%
Total	\$ 5,595,696,953	\$ 6,944,884,615	\$ 1,349,187,662	19.4%

a. FFY 26-30 TIP Development Regional Planning Targets

Region 5 Planning Target Comparison FFY 22-26 vs FFY 25-29

Fund	FFY 22-26					FFY 25-29				
	2nd half FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	2nd half FFY 25	FFY 26	FFY 27	FFY 28	FFY 29
CMAQ	\$ 500,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 500,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
HSIP	\$ 2,860,145	\$ 5,720,290	\$ 5,720,290	\$ 5,720,290	\$ 5,720,290	\$ 3,723,916	\$ 7,447,832	\$ 7,447,832	\$ 7,447,832	\$ 7,447,832
NHPP	\$ 25,859,305	\$ 51,718,611	\$ 51,718,611	\$ 51,718,611	\$ 51,718,611	\$ 30,417,576	\$ 60,835,153	\$ 60,835,153	\$ 60,835,153	\$ 60,835,153
STBG Flex	\$ 6,728,265	\$ 13,456,529	\$ 13,456,529	\$ 13,456,529	\$ 13,456,529	\$ 5,750,858	\$ 11,501,717	\$ 11,501,717	\$ 11,501,717	\$ 11,501,717
STBG Off Sys Br	\$ 1,338,430	\$ 2,676,859	\$ 2,676,859	\$ 2,676,859	\$ 2,676,859	\$ 2,489,316	\$ 4,978,633	\$ 4,978,633	\$ 4,978,633	\$ 4,978,633
STBG Large Urban	\$ 7,056,575	\$ 14,113,150	\$ 14,113,150	\$ 14,113,150	\$ 14,113,150	\$ 6,671,830	\$ 13,343,659	\$ 13,343,659	\$ 13,343,659	\$ 13,343,659
CRP Large Urban	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 807,806	\$ 1,615,611	\$ 1,615,611	\$ 1,615,611	\$ 1,615,611
CRP Med Urban	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BFP Main	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,414,259	\$ 16,828,518	\$ 16,828,518	\$ 16,828,518	\$ 16,828,518
Total	\$ 44,342,720	\$ 88,685,440	\$ 88,685,440	\$ 88,685,440	\$ 88,685,440	\$ 58,775,562	\$ 117,551,124	\$ 117,551,124	\$ 117,551,124	\$ 117,551,124

Fund	22-26 Total	25-29 Total	Difference	% Change
CMAQ	✓ \$ 4,500,000	✓ \$ 4,500,000	\$ -	0.0%
HSIP	✓ \$ 25,741,306	✓ \$ 33,515,246	\$ 7,773,940	23.2%
NHPP	✓ \$ 232,733,749	✓ \$ 273,758,188	\$ 41,024,439	15.0%
STBG Flex	✓ \$ 60,554,382	✓ \$ 51,757,725	\$ (8,796,658)	-17.0%
STBG Off Sys Br	✓ \$ 12,045,866	✓ \$ 22,403,848	\$ 10,357,983	46.2%
STBG Large Urban	✓ \$ 63,509,177	✓ \$ 60,046,466	\$ (3,462,711)	-5.8%
CRP Large Urban	✓ \$ -	✓ \$ 7,270,251	\$ 7,270,251	100.0%
CRP Med Urban	✓ \$ -	✓ \$ -	\$ -	0.0%
BFP Main	✓ \$ -	✓ \$ 75,728,333	\$ 75,728,333	100.0%
Total	\$ 399,084,480	\$ 528,980,056	\$ 129,895,576	24.6%

b. Updated GBNRTC Member/Voting List

GBNRTC Member Representatives Eligible to Vote (As of 10-15-24)

Policy Committee		
Municipality	Eligible Titles	Name
NYSDOT	Regional Director	Eric Meka
Alternate	Regional Planning & Program Manager	David Hill
Alternate	Associate Transportation Analyst	Tom Richards
NFTA	Executive Director	Kim Minkel
Alternate	Vice President, Operations	Tom George
Alternate	Director, Grants & Development	Darren Kempner
Alternate	Director, Public Transit	James Morrell
NYSTA	Division Director	Matt Latko
Alternate	Capital Program Engineer	John Boser
Alternate	Construction Supervisor	Sean Carrington
Erie County	County Executive	Mark Poloncarz
Alternate	Commissioner DPW	William Geary
Alternate	Director of Engineering	Darlene Svilkos
City of Buffalo	Mayor	Christopher Scanlon
Alternate	Commissioner DPW	Nathan Marton
Alternate	City Engineer/Deputy Commissioner	Nolan Skipper
Niagara County	County Legislature Chair	Rebecca J. Wydysh
Alternate	Commissioner Public Works	Garret Meal
Alternate	Deputy Comm. DPW	Norman Allen
City of Niagara Falls	Mayor	Robert Restaino
Alternate	Director of Planning, Environment & Eco. Dev	Kevin Forma
Alternate	City Engineer	Robert Buzzelli

PCC / TPS		
Municipality	Eligible Titles	Name
NYSDOT	Regional Planning & Program Manager	David Hill
Alternate	Associate Transportation Analyst	Tom Richards
Alternate	Sr. Transportation Analyst	Greg Szewczyk
Alternate	Planning Unit Supervisor	Haris Ismail
Alternate	Local Projects Unit Manager	Nick Gagliardo
NFTA	Director, Grants & Development	Darren Kempner
Alternate	Deputy Director, Public Transit	Rob Jones
Alternate	Manager, Service Planning	Nadine Chalmers
Alternate	Assistant Manager, Government Relations and Development	Ashley Smith
NYSTA	Division Director	Matt Latko
Alternate	Capital Program Engineer	John Boser
Alternate	Construction Supervisor	Sean Carrington
Erie County	Commissioner DPW	William Geary
Alternate	Director of Engineering	Darlene Svilkos
City of Buffalo	Commissioner DPW	Nathan Marton
Alternate	City Engineer/Deputy Commissioner	Nolan Skipper
Niagara County	Commissioner DPW	Garret Meal
Alternate	Deputy Comm. DPW	Norman Allen
City of Niagara Falls	Director of Planning, Environment & Eco. Dev	Kevin Forma
Alternate	City Engineer	Robert Buzzelli

4. New Business

a. RPPM Action Report

- PIN 5764.11 William St, I-90 to Union Rd, Tn of Cheektowaga
 - PREDES Obligation Date Slip from FFY 24 TO FFY 25
 - **Approved 10/18/24**
- PIN 5105.43 NY 39/ US 62; Village Of Gowanda
 - PREDES Obligation Date Slip from FFY 24 TO FFY 25
 - **Approved 10/18/24**
- PIN 5011.38 NY 93; Bypass To Raymond Rd; Towns of Lockport and Pendelton
 - Move FFY for PREDES from 2024 to 2025
 - Change Fund Source from NHPP to STBG FLEX
 - **Approved 10/21/24**

b. National Scenic Byways Program (NSBP) Funding Opportunity

- FHWA announced the availability of approximately \$26.9 million in funding through the National Scenic Byways Program (NSBP)
- The purpose of the NSBP is to help recognize, preserve, and enhance selected roadways throughout the United States, including National Scenic Byways, All-American Roads (collectively America's Byways), State scenic byways, or Indian Tribe scenic byways
- The application deadline is December 16, 2024 (grants.gov)
- FHWA plans to conduct outreach regarding the NSBP in the form of a virtual meeting on Thursday, October 10, 2024, (3:00pm-4:30pm Eastern Time)
 - https://usdot.zoomgov.com/webinar/register/WN_6XRaR5MiR1-WERecb4a3cw
- More information on the grant program is available [here](#)

c. FHWA Requesting Information on Electric Charging Technologies and Infrastructure Needs

- On September 12, 2024, FHWA published a Requestion for Information in the Federal Register [[89 FR 74356](#)] to solicit feedback regarding medium- and heavy-duty electric charging technologies and infrastructure needs
- The goal is to inform appropriate future Federal Government activities to support the development and deployment of electric vehicle chargers and support the anticipated needs of original equipment manufacturers, fleet operators, drivers, charging station operators, and electric utilities
- The public comment deadline is November 12, 2024. More information is available [here](#)

Next Scheduled Meetings

- PCC
 - Wednesday, November 6 @ 9:30 am (Erie County)
- TPS
 - Wednesday, November 20 @ 9 am (GBNRTC)



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

Transportation Projects Subcommittee (TPS) Meeting

Wednesday November 20, 2024 @ 9:00 AM

In-Person: Edward H. Small Conference Room (438 Main St. Buffalo Suite 503)

Agenda

1. Approval of October 23, 2024 TPS Meeting Summary
2. 2023-2027 TIP – Action Requests
 - a. TIP Amendment 30: PINs 5826.39, 5826.40 and 5826.41 NFTA ATC-MEP Projects – New Projects (*NFTA*)
 - b. TIP Amendment 31: South Park Corridor Multimodal Rev. Project – New Project (*MISC/NYS DOT*)
 - c. TIP AdMod 80: PIN 5011.36 Rt 93 @ Tonawanda Creek (BIN 1034750) – Fund Increase (*NYS DOT*)
 - d. TIP AdMod 84: PIN 5825.73 North Division Street Canopies – Fund Increase (*NFTA*)
 - e. TIP AdMod 85: PIN 5763.79 Sharp Street Bridge Over Spring Brook – Let Delay (*Erie County*)
 - f. TIP AdMod 86: PIN 5763.57 City of Tonawanda Pedestrian Bridge – Let Delay
 - g. TIP AdMod 87: PIN 5763.33 Elmwood Ave; Kenmore to I-290 and PIN 5763.79 Sharp St/Spring Brook – Add Phase (*Erie County*)
3. Old Business
 - a. Bicycle Master Plan Progress Update
 - b. TAP/CMAQ/CRP and BNY Awards – TIP Project Status
 - c. TIP Performance Monitoring – FFY 25 Project Status
 - d. FFY 26-30 TIP Development – Update
4. New Business
 - a. RPPM Action Report
 - b. GBNRTC Governance Update – National MPO Structure Summary
 - c. 2025 GBNRTC Meeting Calendar
 - d. Rebuilding American Infrastructure with Sustainability and Equity (RAISE) NOFO
5. Adjournment – Next Meeting is Wednesday December 18, 2024, at 9:00 AM

TRANSPORTATION PROJECTS SUBCOMMITTEE (TPS) MEETING SUMMARY

Wednesday, October 23, 2024

9:00 A.M. in the GBNRTC Conference Room and via Zoom

Attendees: N. Skipper, N. Allen, D. Svilokos, S. Koelemeyer, D. Hill, T. Richards, K. Forma, G. Meal, S. Ray, M. Finn, K. Stilwell, K. Smith, L. Smolen, M. Tullo, M. Davis, K. Dixon, and R. Guarino.

1. Approval of September 18, 2024 TPS Meeting Summary – *Motion for approval: Forma (Niagara Falls)/Allen (Niagara County). Approved (5-0 - Buffalo had not arrived at time of vote).*
2. 2023-2027 TIP Discussion – Members agreed to a single vote on approval after all Action Items have been presented and discussed.
 - a. AdMod #77: PIN 5764.24 Gasport Rd @ 18 Mile Creek – This is a request by Niagara County to modify an existing TIP project. \$0.387M of local funds (Niagara County) will be added to the project due to an increase in the Engineer's estimate for construction cost and removal of fed/state funding for preliminary engineering. Overall project cost increases by \$0.387M to \$1.987M. Today's TPS action would be to approve these changes.
 - b. AdMod #78: PIN 5815.35 NITTEC TOC Annual Staffing – This is a request by NYSDOT to modify an existing TIP project. This request increases SFY 25/26 NITTEC Funding by \$0.890M. Fiscal constraint maintained as \$0.890M funding increase provided from SFY 26/27 NITTEC funds in same project. Today's TPS action would be to recommend to PCC for approval.
 - c. AdMod #79: PIN 5806.65 ITS Maint; SFY 22/23-26/27 – This is a request by NYSDOT to modify an existing TIP project. This request is to delay let from FFY 2024 to FFY 2025, in order to submit additional funding. Project cost is unchanged at \$0.605M. Today's TPS action would be to approve these changes.
 - d. Amendment #20: PIN 5134.54 NY Rt 5; NY N of SNI Line to S of Herr Rd – This is a request by NYSDOT to add a new TIP project. This project will restore the pavement condition to at least a score of 8 (or higher) using effective pavement treatments which provide a service life of at least 8 years, improve bicycle facilities within the corridor, and reduce expected accident rates by providing a consistent lane configuration along the corridor with a two-way center turn lane. Total project cost is \$2.577M. Fiscal constraint is maintained (\$2.029 NHPP + \$0.548 SDF). Proposed let is 4/2025. Proposed AQ exemption is A10 – Pavement resurfacing and/or rehab. Today's TPS action would be to initiate a 30-day public review period.
 - e. Amendment #22: PIN 5815.63 NY 438 @ Versailles Plank Rd Intersection – This is a request by NYSDOT to add a new TIP project. Project objective is to improve overall safety and operations at the intersection and improve pedestrian accommodations along NY Rt 438. A roundabout alternative was advanced under a previous project (PIN 5814.68) and should continue to be pursued as the preferred alternative. Other work to be investigated includes intersection lighting, improved drainage, sidewalks, or multi-use path(s). Total project cost is \$3.835M. Fiscal constraint is maintained (\$1.75M HSIP + \$2.085M SDF). Proposed AQ exemption is A2 – Projects that correct, improve, or eliminate a hazardous location or feature. Today's TPS action would be to initiate a 30-day public review period.
 - f. Amendment #23: PIN 5765.24 Clarence Center Sidewalks (CMAQ) – This is a request by NYSDOT/Clarence (MISC) to add a new TIP project. The project involves creating new and upgrading existing pedestrian accommodations within the project limits that meet American with Disabilities Act Accessibility Guidelines (ADAAG) and Public Right of Way Accessibility Guidelines (PROWAG). The total project cost is \$10.931M. Fiscal constraint is maintained (\$6.25M CMAQ + \$4.68M Town of Clarence local match + overmatch). The obligation date will be 6/1/2027. The ICG has concurred that the project is exempt from AQ conformity determination (C2 – Bicycle and pedestrian facilities). Today's TPS action would be to initiate a 30-day public review period.
 - g. Amendment #24: PIN 5765.39 Royalton Center Road over Mud Creek – This is a request by Niagara County to add a new TIP project. The objective of this project is to provide a cost-effective, structurally sound bridge structure with a minimum 75-year service life, improve the safety features (railings and guide-railing), improve embankments and minimize erosion potential, and reduce aggradation and the propensity to collect debris. The total project cost is \$2.165M. Fiscal constraint is maintained (\$2.057M BRIDGENY award + \$0.108M NC local match). The obligation date will be 4/15/2026. The ICG has concurred that the project is exempt from AQ conformity determination (A19 – Widening narrow pavements or reconstructing bridges (no additional travel lanes)). Today's TPS action would be to initiate a 30-day public review period.
 - h. Amendment #25: PIN 5765.26 Central Avenue Improvements; Safe Routes for All, EC (TAP) – This is a request by NYSDOT (MISC) to add a new TIP project. The project will replace and improve pedestrian infrastructure that connects to recent public investments in public access and mobility to create a cohesive one-mile system of streetscape infrastructure along Central Avenue to advance the pedestrian-oriented transformation of this vital corridor. The total project cost is \$4.241M. Fiscal constraint is maintained (\$3.393M TAP award + \$0.848M Village of Lancaster local match). The obligation date will be 9/2026. The ICG has concurred that the project is exempt

from AQ conformity determination (C2 - Bicycle and pedestrian facilities). Today's TPS action would be to initiate a 30-day public review period.

- i. Amendment #26: PIN 5765.44 Ross Road over Graff Brook (BNY) – This is a request by NYSDOT (MISC) to add a new TIP project. The project will involve the complete replacement of the existing two-span corrugated steel culvert pipes and concrete wingwalls and removal of the stacked concrete wingwalls. The existing two-span, 24.6' long bridge will be replaced by a 26' long x 8'6" high three-sided frame. The total project cost is \$1.57M. Fiscal constraint is maintained (\$1.491M BRIDGENY award + \$0.079M Concord local match). The obligation date will be 10/2026. The ICG has concurred that the project is exempt from AQ conformity determination (A19 - Widening narrow pavements or reconstructing bridges (no additional travel lanes)). Today's TPS action would be to initiate a 30-day public review period.
- j. Amendment #27: PIN 5765.46 Brooklea Drive over Tannery Brook – This is a request by NYSDOT/Aurora (MISC) to add a new TIP project. The project will involve the complete replacement of the existing two-span corrugated steel pipes. The existing two-span, 24.7' long bridge will be replaced by a 35' long x 8' high precast adjacent box beam superstructure on cast-in-place abutments on spread footings. The total project cost is \$2.408M. Fiscal constraint is maintained (\$2.288M BRIDGENY award + \$0.120M Town of Aurora local match). The obligation date will be 7/2026. The ICG has concurred that the project is exempt from AQ conformity determination (A19 - Widening narrow pavements or reconstructing bridges (no additional travel lanes)). Today's TPS action would be to initiate a 30-day public review period.
- k. Amendment #28: PIN 5764.20 Purchase of Battery Electric Buses & Charging Infrastructure (CMAQ) – This is a request by NFTA to add a new TIP project. This project will provide for the purchase of Battery Electric Buses and charging infrastructure that will replace life and mileage expired vehicles. The total project cost is \$6.25M. Fiscal constraint is maintained (\$5M CMAQ + \$1.25M NFTA local match). The obligation date will be 10/1/2024. The ICG has concurred that the project is exempt from AQ conformity determination (B10 – Purchase of new buses and rail cars to replace existing vehicles or for minor expansions (< 10%) of the fleet). Today's TPS action would be to initiate a 30-day public review period.

Motion to approve all TIP Action Items 2.a. – 2.k.: Koelemeyer (NFTA)/Meal (Niagara County). Approved. (6-0).

3. Old Business

- a. FFY 26-30 TIP Update – NYSDOT TIP/STIP Guidance – The guidance is intended to assist Metropolitan Planning Organizations (MPO) and the New York State Department of Transportation (NYSDOT) Regions in developing federally required fiscally constrained TIPs/STIP. This Transportation Improvement Program/Statewide Transportation Improvement Program (TIP/STIP) update process incorporates heightened considerations to ensure New York State's transportation system can facilitate the efficient movement of individuals and commerce, withstand the increasing intensity and frequency of extreme weather events, support changing personal mobility and travel demands, and minimize the impact on greenhouse gas emissions. In addition to emphasizing engineering-based asset management principles, this TIP/STIP update process emphasizes improvements that address climate/resilience vulnerabilities; reduces the carbon footprint of transportation; supports operational enhancements and emergency response efforts through Traffic Systems Management and Operations (TSMO) activities; and improves overall safety and accessibility for all system users, including motorists, transit users, bicyclists, and pedestrians.
- b.

Regional Planning Target Comparison
FFY 22-26 vs FFY 25-29

Region	2nd half FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	2nd half FFY 25	FFY 26	FFY 27	FFY 28	FFY 29
1	48,630,193	97,260,385	97,260,385	97,260,385	97,260,385	62,500,487	125,000,975	125,000,975	125,000,975	125,000,975
2	18,920,827	37,841,655	37,841,655	37,841,655	37,841,655	26,152,406	52,304,811	52,304,811	52,304,811	52,304,811
3	37,117,995	74,235,989	74,235,989	74,235,989	74,235,989	48,000,992	96,001,984	96,001,984	96,001,984	96,001,984
4	35,231,689	70,463,378	70,463,378	70,463,378	70,463,378	45,425,998	90,851,996	90,851,996	90,851,996	90,851,996
5	44,342,720	88,685,440	88,685,440	88,685,440	88,685,440	58,775,562	117,551,124	117,551,124	117,551,124	117,551,124
6	20,492,282	40,984,564	40,984,564	40,984,564	40,984,564	27,205,730	54,411,460	54,411,460	54,411,460	54,411,460
7	15,646,939	31,293,879	31,293,879	31,293,879	31,293,879	22,094,372	44,188,743	44,188,743	44,188,743	44,188,743
8	86,997,047	173,994,095	173,994,095	173,994,095	173,994,095	107,286,821	214,573,643	214,573,643	214,573,643	214,573,643
9	35,944,686	71,889,373	71,889,373	71,889,373	71,889,373	43,122,478	86,244,955	86,244,955	86,244,955	86,244,955
10	85,558,590	171,117,180	171,117,180	171,117,180	171,117,180	104,852,897	209,705,794	209,705,794	209,705,794	209,705,794
11	192,861,137	385,722,274	385,722,274	385,722,274	385,722,274	226,236,104	452,472,207	452,472,207	452,472,207	452,472,207
Regional Total	621,744,106	1,243,488,212	1,243,488,212	1,243,488,212	1,243,488,212	771,653,846	1,543,307,692	1,543,307,692	1,543,307,692	1,543,307,692
Statewide	399,021,345	798,042,690	798,042,690	798,042,690	798,042,690	423,628,431	847,256,861	847,256,861	847,256,861	847,256,861
Not Allocated*	142,380,753	284,761,506	284,761,506	284,761,506	284,761,506	168,432,095	336,864,190	336,864,190	336,864,190	336,864,190
Grand Total	1,163,146,204	2,326,292,408	2,326,292,408	2,326,292,408	2,326,292,408	1,363,714,372	2,727,428,743	2,727,428,743	2,727,428,743	2,727,428,743

*Includes Statewide Planning and Research, Rail Highway Crossings, TAP, Recreational Trails, Metropolitan Planning, National Highway Freight Program, Carbon Reduction Program Flex/Sm Urban/Rural, PROTECT, and Bridge Formula Off System

The funding levels are estimated, based on the existing Federal IJA and the Governor's current capital plan, and projected as flat though the TIP/STIP period. While the total of all federal fund source targets increased compared to last TIP update, the region's total core funding (federal + state) remains relatively flat due to a decrease in available state funding for this TIP period. Much of the net increase in federal funds this TIP period is comprised of NHPP and BFP Main funds. This is based on the previous TIP/STIP update funding uncertainty with IJA and substitution of state funds

for federal funds at that time. As you are aware, the Bridge NY Program has significantly increased federal and state funding allocations to local system bridges and culverts. Therefore, the additional BFP Main funding included in the regional targets is intended to primarily focus on the on-state system bridges, as state bridges are not eligible to receive funding from the Bridge NY Program. Federal and state funding levels allocated to local Bridge NY projects, absent the Bridge NY program, would have been included within regional targets. As NYSDOT has implemented the Bridge NY Program through the existing Regional and MPO capital program planning process and away from a stand-alone statewide solicitation used in past years, Bridge NY funding increases should be considered in developing TIP/STIP projects and balancing on-state and local investments from the core targets. Funding targets for this TIP period were adjusted upwards to account for the region's fixed costs (e.g., TMC, HELP trucks, signal maintenance, etc.). These costs will be programmed "off the top" of regional targets before remaining target funding is appropriated to new projects. Consideration should be given to the size and deliverability of the program, past STIP performance, and fiscal constraint requirements when developing the TIP. There should be a HIGH level of confidence that the projects which are programmed will be delivered in the FFY that is proposed. As noted in the attached Planning Target spreadsheet, and consistent with past practice, the STBG Flex target also includes STBG Medium Urban, Small Urban and Rural funds. Please note that the various categories of federal funding must be utilized in the appropriate eligible areas. For example – STBG Medium Urban funds must be utilized in a federally designated medium urban area. However, for the purpose of evaluating fiscal constraint, we will continue to fold these funds together with STBG Flex. Since designated large urban areas have a dedicated fund source and separate planning target (STBG Large Urban), STBG Flex funds should generally be focused toward locations outside of these areas.

Region	22-26 Total	25-29 Total	Difference	Change
1	\$ 437,671,734	\$ 562,504,386	\$ 124,832,651	22.2%
2	\$ 170,287,445	\$ 235,371,651	\$ 65,084,205	27.7%
3	\$ 334,061,951	\$ 432,008,930	\$ 97,946,978	22.7%
4	\$ 317,085,202	\$ 408,833,982	\$ 91,748,780	22.4%
5	\$ 399,084,480	\$ 528,980,056	\$ 129,895,576	24.6%
6	\$ 184,430,539	\$ 244,851,569	\$ 60,421,030	24.7%
7	\$ 140,822,454	\$ 198,849,345	\$ 58,026,890	29.2%
8	\$ 782,973,427	\$ 965,581,393	\$ 182,607,966	18.9%
9	\$ 323,502,178	\$ 388,102,299	\$ 64,600,121	16.6%
10	\$ 770,027,308	\$ 943,676,073	\$ 173,648,765	18.4%
11	\$ 1,735,750,234	\$ 2,036,124,932	\$ 300,374,698	14.8%
Total	\$ 5,595,696,953	\$ 6,944,884,615	\$ 1,349,187,662	19.4%

Region 5 Planning Target Comparison
FFY 22-26 vs FFY 25-29

Fund	FFY 22-26					FFY 25-29				
	2nd half FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	2nd half FFY 25	FFY 26	FFY 27	FFY 28	FFY 29
CMAQ	\$ 500,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 500,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
HSIP	\$ 2,860,145	\$ 5,720,290	\$ 5,720,290	\$ 5,720,290	\$ 5,720,290	\$ 3,723,916	\$ 7,447,832	\$ 7,447,832	\$ 7,447,832	\$ 7,447,832
NHPP	\$ 25,859,305	\$ 51,718,611	\$ 51,718,611	\$ 51,718,611	\$ 51,718,611	\$ 30,417,576	\$ 60,835,153	\$ 60,835,153	\$ 60,835,153	\$ 60,835,153
STBG Flex	\$ 6,728,265	\$ 13,456,529	\$ 13,456,529	\$ 13,456,529	\$ 13,456,529	\$ 5,750,858	\$ 11,501,717	\$ 11,501,717	\$ 11,501,717	\$ 11,501,717
STBG Off Sys Br	\$ 1,338,430	\$ 2,676,859	\$ 2,676,859	\$ 2,676,859	\$ 2,676,859	\$ 2,489,316	\$ 4,978,633	\$ 4,978,633	\$ 4,978,633	\$ 4,978,633
STBG Large Urban	\$ 7,056,575	\$ 14,113,150	\$ 14,113,150	\$ 14,113,150	\$ 14,113,150	\$ 6,671,830	\$ 13,343,659	\$ 13,343,659	\$ 13,343,659	\$ 13,343,659
CRP Large Urban	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 807,806	\$ 1,615,611	\$ 1,615,611	\$ 1,615,611	\$ 1,615,611
CRP Med Urban	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BFP Main	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,414,259	\$ 16,828,518	\$ 16,828,518	\$ 16,828,518	\$ 16,828,518
Total	\$ 44,342,720	\$ 88,685,440	\$ 88,685,440	\$ 88,685,440	\$ 88,685,440	\$ 58,775,562	\$ 117,551,124	\$ 117,551,124	\$ 117,551,124	\$ 117,551,124

Fund	22-26 Total	25-29 Total	Difference	% Change
CMAQ	\$ 4,500,000	\$ 4,500,000	\$ -	0.0%
HSIP	\$ 25,741,306	\$ 33,515,246	\$ 7,773,940	23.2%
NHPP	\$ 232,733,749	\$ 273,758,188	\$ 41,024,439	15.0%
STBG Flex	\$ 60,554,382	\$ 51,757,725	\$ (8,796,658)	-17.0%
STBG Off Sys Br	\$ 12,045,866	\$ 22,403,848	\$ 10,357,983	46.2%
STBG Large Urban	\$ 63,509,177	\$ 60,046,466	\$ (3,462,711)	-5.8%
CRP Large Urban	\$ -	\$ 7,270,251	\$ 7,270,251	100.0%
CRP Med Urban	\$ -	\$ -	\$ -	0.0%
BFP Main	\$ -	\$ 75,728,333	\$ 75,728,333	100.0%
Total	\$ 399,084,480	\$ 528,980,056	\$ 129,895,576	24.6%

- c. Updated GBNRTC Member Representatives/Eligible to Vote List – Members sent their changes to GBNRTC for Eligible Voting Representatives. Erie County stated they had another update to add to the list.

GBNRTC Member Representatives Eligible to Vote (As of 10-15-24)

Policy Committee		
Municipality	Eligible Titles	Name
NYS DOT	Regional Director	Eric Meka
	Alternate Regional Planning & Program Manager	David Hill
	Alternate Associate Transportation Analyst	Tom Richards
NFTA	Executive Director	Kim Minkel
	Alternate Vice President, Operations	Tom George
	Alternate Director, Grants & Development	Darren Kempner
	Alternate Director, Public Transit	James Morrell
NYSTA	Division Director	Matt Latko
	Alternate Capital Program Engineer	John Boser
	Alternate Construction Supervisor	Sean Carrington
Erie County	County Executive	Mark Poloncarz
	Alternate Commissioner DPW	William Geary
	Alternate Director of Engineering	Darlene Svilkos
City of Buffalo	Mayor	Christopher Scanton
	Alternate Commissioner DPW	Nathan Marton
	Alternate City Engineer/Deputy Commissioner	Nolan Skipper
Niagara County	County Legislature Chair	Rebecca J. Wydysh
	Alternate Commissioner Public Works	Garret Meal
	Alternate Deputy Comm. DPW	Norman Allen
City of Niagara Falls	Mayor	Robert Restaino
	Alternate Director of Planning, Environment & Eco. Dev	Kevin Forma
	Alternate City Engineer	Robert Buzzelli

PCC / TPS		
Municipality	Eligible Titles	Name
NYS DOT	Regional Planning & Program Manager	David Hill
	Alternate Associate Transportation Analyst	Tom Richards
	Alternate Sr. Transportation Analyst	Greg Szweczyk
	Alternate Planning Unit Supervisor	Haris Ismail
	Alternate Local Projects Unit Manager	Nick Gagliardo
NFTA	Director, Grants & Development	Darren Kempner
	Alternate Deputy Director, Public Transit	Rob Jones
	Alternate Manager, Service Planning	Nadine Chalmers
NYSTA	Alternate Assistant Manager, Government Relations and Development	Ashley Smith
	Division Director	Matt Latko
Erie County	Alternate Capital Program Engineer	John Boser
	Alternate Construction Supervisor	Sean Carrington
City of Buffalo	Commissioner DPW	William Geary
	Alternate Director of Engineering	Darlene Svilkos
Niagara County	Commissioner DPW	Nathan Marton
	Alternate City Engineer/Deputy Commissioner	Nolan Skipper
City of Niagara Falls	Commissioner DPW	Garret Meal
	Alternate Deputy Comm. DPW	Norman Allen
City of Niagara Falls	Director of Planning, Environment & Eco. Dev	Kevin Forma
	Alternate City Engineer	Robert Buzzelli

4. New Business

- a. RPPM Change Report – 1. PIN 5764.11 William St, I-90 to Union Rd, Town of Cheektowaga: PREDES Obligation Date Slip from FFY 24 TO FFY 25. Approved 10/18/2024. 2. PIN 5105.43 NY 39/ US 62; Village Of Gowanda: PREDES Obligation Date Slip from FFY 24 TO FFY 25. Approved 10/18/2024. 3. PIN 5011.38 NY 93; Bypass to Raymond Rd; Towns of Lockport and Pendelton: Move FFY for PREDES from 2024 to 2025. Change Fund Source from NHPP to STBG FLEX. Approved 10/21/2024.
 - b. National Scenic Byways Program (NSBP) Funding Opportunity – FHWA announced the availability of approximately \$26.9M in funding through the National Scenic Byways Program (NSBP). The purpose of the NSBP is to help recognize, preserve, and enhance selected roadways throughout the United States, including National Scenic Byways, All-American Roads (collectively America's Byways), State scenic byways, or Indian Tribe scenic byways. The application deadline is December 16, 2024 (grants.gov). FHWA conducted an outreach regarding the NSBP in the form of a virtual meeting on Thursday, October 10, 2024, (3:00pm-4:30pm Eastern Time). https://usdot.zoomgov.com/webinar/register/WN_6XRaR5MiR1-WERecb4a3cw. More information on the grant program is available [here](#).
 - c. FHWA Requesting Information on Electric Charging Technologies and Infrastructures Needs – On September 12, 2024, FHWA published a Request for Information in the Federal Register [89 FR 74356] to solicit feedback regarding medium- and heavy-duty electric charging technologies and infrastructure needs. The goal is to inform appropriate future Federal Government activities to support the development and deployment of electric vehicle chargers and support the anticipated needs of original equipment manufacturers, fleet operators, drivers, charging station operators, and electric utilities. The public comment deadline is November 12, 2024. More information is available [here](#).
5. Adjourn: The next TPS meeting will be held at 9 a.m. Wednesday November 20, 2024 – Format will continue to follow the hybrid model (Live and Zoom options). *Motion to adjourn: Hill (NYS DOT)/Forma (Niagara Falls). Approved. (6-0).*

Transportation Projects Subcommittee

November 20, 2024



1. Approval of 10-23-24 Minutes

2. Action Items

a. TIP Amendment 30: NFTA ATC-MEP Projects (3)

- This is a request by NFTA to add three (3) new projects to the TIP
 - 1. PIN 5826.39 - Charging Infrastructure Phase 3 at Cold Spring Bus Garage**
 - Will provide for the next phase of battery electric bus charging infrastructure located at Cold Spring Bus Garage
 - Total Project Cost - \$3.181M (SFY 2024-25 NYSDOT Public Transportation Modernization and Enhancement Program (MEP))
 - AQ Exemption Code: B6 - Construction or renovation of power, signal, and communications systems (including new systems to inform passengers of transit line schedule/status)
 - 2. PIN 5826.40 - Bus Garage Roof Project**
 - Design and replace the roofs at all three (3) NFTA-Metro bus garages (Cold Spring, Babcock and Frontier)
 - Total Project Cost - \$3.749M (\$822K (Design) SFY 2024-25 NYSDOT Public Transportation Modernization and Enhancement Program (MEP) + \$2.927M (Construction) SFY 2024-25 NYSDOT Public Transportation Modernization and Enhancement Program (MEP))
 - AQ Exemption Code: B8 - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
 - 3. PIN 5826.41 - Purchase of Twenty (20) Under 30-Foot Small buses**
 - Purchase and replace twenty (20) under 30-foot small buses
 - Total Project Cost - \$2.720M (SFY 2024-25 NYSDOT Accelerated Transit Capital Program (ATC))
 - AQ Exemption Code: B10 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions (< 10%) of the fleet
- All projects will be let (obligation) 1/15/25
- Today's TPS action would be to initiate a 30-day public review

b. TIP Amendment 31: South Park Corridor Multimodal Rev. Project (TAP)

- This is a request by NYSDOT (T. Hamburg) to add a new project to the TIP
- This project will:
 - Create new and upgrade existing pedestrian accommodations within the project limits (South Park Ave from Legion Dr/Clark St to Scranton Rd) that meet American with Disabilities Act Accessibility Guidelines (ADAAG) and Public Right of Way Accessibility Guidelines (PROWAG)
 - Improve lighting and accessibility to NFTA bus stops
 - Provide streetscape and landscape improvements.
- Total project cost is \$3.482M.
- Fiscal constraint is maintained as the project was awarded \$2,785,194 federal Transportation Alternatives Program funds (80%) and a local match of \$696,298 (20%) from Town of Hamburg
- Proposed AQ exemption: C2 (bicycle and pedestrian facilities)
- Projects to be let (obligation) 1/15/26.
- Today's TPS action would be to initiate a 30-day public review

c. AdMod 80: PIN 5011.36 Rt. 93 @ Tonawanda Creek (BIN 1034750)

- This is a request by NYSDOT to modify an existing TIP project
- This action will increase preliminary design by \$492K for design consultant.
- Fiscal constraint is maintained as the \$492K offset will be transferred from PIN 530844 (US 62 (Niagara Falls Blvd); Mavis Dr – Sy Rd
- Let date is unchanged at 5/2026
- **Today's TPS action would be to approve**

d. AdMod 84: PIN 5825.73 North Division Street Canopies

- This is a request by NFTA to modify an existing TIP project
- This request adds increase funding of \$2.458M
- Fiscal constraint maintained as additional funds are provided from SFY 24-25 NYSDOT Accelerated Transit Capital (ATC) funds
- Today's TPS action would be to recommend to PCC for approval

e. AdMod 85: PIN 5763.79 Sharp Street Bridge Over Spring Brook

- This is a request by Erie County to modify an existing TIP project
- Design approval is taking longer than anticipated
- This request is to delay let from 7/24 (FFY24) to 3/25 (FFY25)
- Fiscal constraint maintained as project cost is unchanged
- Today's TPS action would be to approve

f. AdMod 86: PIN 5763.57 City of Tonawanda Pedestrian Bridge

- This is a request by NYSDOT (City Tonawanda) to modify an existing project
- As a potential historic element/contributing feature to the Erie Canal, the project has gone through the 106 process, but is currently going through an individual 4(f) process, which at best, should take a minimum of 13 months
- This will delay let from 5/25 (FFY25) to 4/26 (FFY26)
- Project schedule is included on back of change form
- Fiscal constraint is maintained as costs are unchanged
- Today's TPS action would be to approve

g. AdMod 87: Administrative Phase Addition (2 Projects)

- This is a request by NYSDOT to modify two existing projects
 - PIN 5763.33 Elmwood Ave (CR 119); Kenmore Ave - I-290
 - PIN 5763.79 Sharp St/Spring Brook
- Detailed Design Phases for each project were obligated on the previous STIP but not carried over to current TIP
- No-cost Detailed Design Phases need to be added back for both projects in the current TIP to access previously obligated DDES funding
- Fiscal constraint is maintained as the DDES Phase funding was approved on previous STIP
- eSTIP requires \$1k to be included with a new phase but these funds will never be obligated
- Today's TPS action would be to approve

3. Old Business

WORKING
DRAFT



**BIKE
BUFFALO
NIAGARA**

**Regional Bicycle
Master Plan
2024 Status Report**

 **GBNRTC**
Greater Buffalo Niagara Regional Transportation Council

- This item has been tabled and will be on the December TPS meeting agenda.

b. TAP/CMAQ/CRP and BNY Awards – TIP Addition Status Update

- TAP/CMAQ/CRP
 - Complete/Added to TIP
 - City of North Tonawanda Traffic Signals Upgrade
 - Under Public Review
 - Clarence Center Sidewalks
 - Lancaster Central Ave Imp.; Safe Routes for All Erie County
 - NFTA Purchase of Battery Electric Buses & Charging Infrastructure
 - South Park Corridor Multimodal Revitalization Project
 - Still Need IPPs
 - Maple Road and North Bailey Avenue Intersection Reconfiguration (Amherst/MISC)
 - City of Buffalo Make-Ready Alt Transportation

b. TAP/CMAQ/CRP and BNY Awards – TIP Addition Status Update

- BRIDGE New York
 - Under Public Review
 - Royalton Center Rd @ Mud Creek
 - Ross Rd. over Graff Brook
 - Brooklea Dr. over Tannery Brook
 - Townline Road over Johnson Creek
 - Still Need IPPs
 - Willow Road Over EB Twelve Mile Creek Bridge Replacement
 - Johnson Creek Road over Golden Hill Creek Bridge Replacement Project
 - Glenwood East Concord Road over Graff Brook
 - Glenwood East Concord Road over Sprague Brook
 - Versailles Plank Road over Big Sister Creek
 - Concord Road over Spooner Creek
 - Bagdad Road over Clear Creek
 - Ketchum Road over North Branch Clear Creek
 - Meahl Road over Branch Murder Creek
 - Warren Spahn Way bridge over Cazenovia Creek
 - Henning Drive bridge over Branch Smokes Creek
 - Warsaw Avenue bridge over Smokes Creek

d. FFY 26-30 TIP Development

- Outcomes of 11/15 meeting
 - MPO to create shell TIP document for member review
 - Public review discussion
 - Draft candidate list

d. FFY 26-30 TIP Development

- Activity phase 1 is complete
- Need to improve transparency and provide public with opportunity to comment on projects before final selection is made
- Scheduling path options
 - Option 1 – Early 30-day public review of all project candidates
 - Option 2 – Later 30-day public review of constrained project list
- Members must come to consensus on which option they want to follow by December TPS
- Draft conformity document and draft TIP will require a second 30-day review starting 4/16/25

Activity	Sub-Activity/Milestone	Opt 1 - New	Opt 2 - Old
1. Project Development April to Nov 24 (~7 Months)	Call for new projects at TPS	4/17/24	4/14/24
	Members <u>review</u> System Conditions Report		
	Develop project scoring categories and methodology		
	Members complete and submit project candidate forms		
	MPO staff review and <u>scoring</u> of project proposals		
	MPO project proposal scoring distributed to members		
	Members prioritize project proposals and present at TPS		
2. Project Selection, Constraint and Conformity Nov 24 to March 25 (~4 Months)	Receive TIP Guidance and Funding targets from NYSDOT MO	10/22/24	10/22/24
	TPS meeting to discuss funding split methodology	11/20/24	11/20/24
	TPS to initiate 30-day review of project candidates (Opt1)	12/18/24	NA
	Additional meetings as necessary for project selection		
	Develop draft fiscally constrained project listing		
	Candidate list public comment period closes	1/21/25	
	MPO Staff summarize public comments for members	1/31/25	
	Propose project AQ conformity exemption codes to ICG		
	Develop regional and MPO fiscal constraint tables		
	TPS recommends final project listing to PCC	3/19/25	2/19/25
	Begin entering projects into eSTIP		
3. Public/Agency Reviews March 25 to June 25 (~4 Months)	Submit draft air quality conformity document to ICG		
	PCC approval of final constrained project listing (Opt1)	4/2/25	NA
	Develop final TIP document		
	PCC initiates 30-day public review of final projects (Opt2)	NA	3/5/25
	Public review of final projects list completed (Opt2)		4/7/25
	MPO Staff summarize public comments and responses		4/11/25
	Draft TIP and conformity document completed		
	TPS initiates conformity and TIP 30-day public review	4/16/25	4/16/25
	FHWA, FTA and NYSDOT MO review		
	Conduct TIP Public Meeting		
4. Approvals June 25 to Oct 25 (~4 Months)	Interagency consultation		
	Respond to all <u>interagency</u> and public comments		
	Conformity and TIP 30-day public review completed	5/16/25	5/16/25
	PCC recommends TIP and conformity doc to Policy	6/4/25	6/4/25
	Policy Committee approves conformity doc and TIP	By 6/30/25	By 6/30/25
	TIP transmitted to NYSDOT MO and FHWA/FTA		
	NYSDOT MO and FHWA/FTA review TIP		
STIP goes out for NYSDOT 30-day public review			
NYSDOT Main Office STIP approval			
TIP receives FHWA and FTA approval			
Approved TIP and conformity documents printed and distributed to members			
Approved TIP and conformity documents posted electronically on <u>website</u> and social media			
Approved TIP goes live	10/1/25	10/1/25	

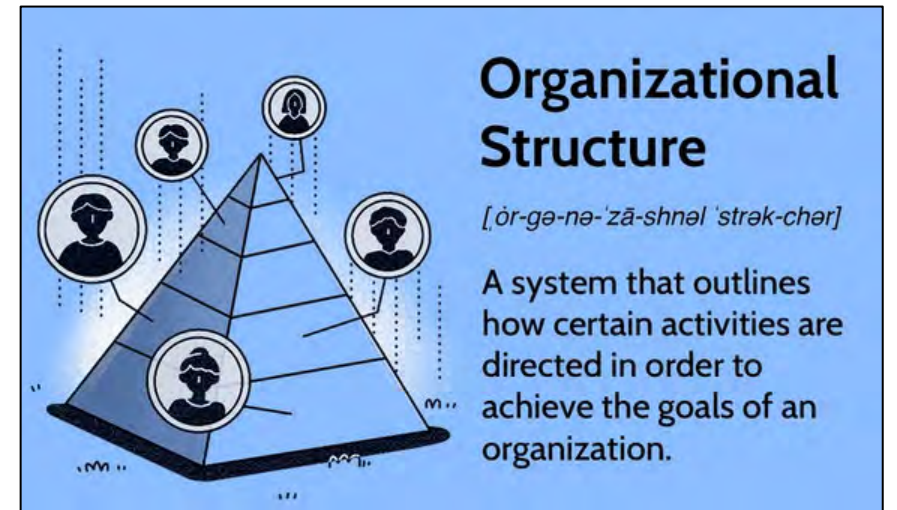
4. New Business

a. RPPM Action Report

- PIN 5764.11 William St: I-90 to Union Rd
 - PDES obligation date slip from FFY 24 to FFY 25
 - Fiscal Constraint Maintained
 - **Approved 10/18/24**
- PIN 5105.43 NY 39/ US 62; Vil of Gowanda
 - Move PDES FFY from 2024 to 2025
 - **Approved 10/18/24**
- PIN 5011.38 NY 93; Bypass to Raymond Rd
 - Move FFY for PDES from 2024 TO 2025
 - Change fund source from NHPP to STBG Flex
 - **Approved 10/24/24**
- PIN 5764.14 N Bailey Ave; Grover Cleveland Terr – Maple Rd
 - DETDES obligation date slip from FFY 23 to FFY 25
 - **Approved 10/28/24**
- PIN 5308.40 NY 75 @ US 62 Intersection
 - Move FFY for PD from 2024 to 2025.
 - Increased PDES by \$0.100M – offset from DDES
 - **Approved 10/28/24**

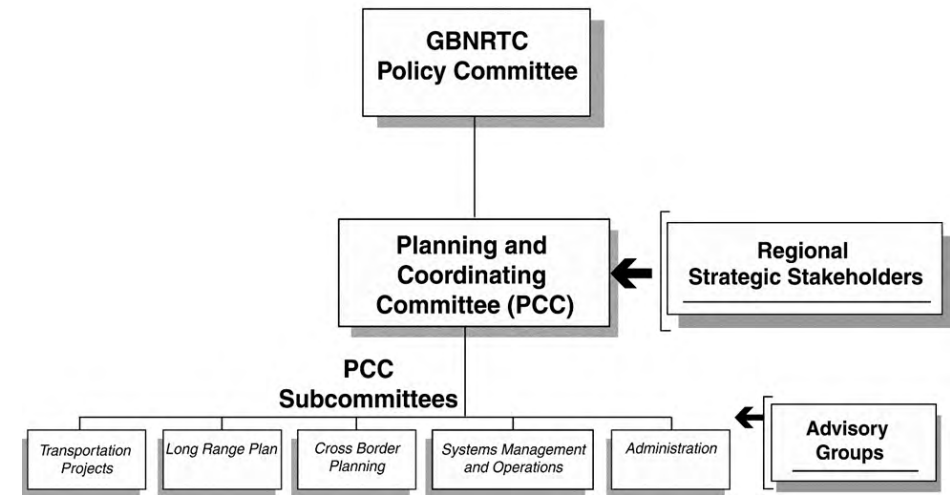
b. GBNRTC Governance Review/Update

- The operating procedures and bi-laws that govern the Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) were first adopted in September 1975
- “A Framework For Governance” was approved by the GBNRTC Policy Committee in 2003 and was revised in 2006
- Although, the current MPO structure functions well, the GBNRTC recognizes the need to review its governance structure to better position itself for the future and find ways to better incorporate regional stakeholders into the GBNRTC process



b. GBNRTC Governance Structure Review/Update

- Review Process
 - GBNRTC's current governance/organizational structure
 - Governance structure of similar sized MPOs inside and outside NY
 - National MPO data obtained via survey
- Develop recommendations/changes based on this data and discussions with members
- Member consensus
- Update governance document and get Policy Committee approval
- Members sign annual Memorandum of Understanding (MOU)



b. GBNRTC Governance Review/Update

- Review Data
 - GBNRTC's current governance/organizational structure
 - Governance structure of similar sized MPOs inside and outside NY
 - National MPO data obtained via survey
- Develop recommendations/changes to address identified gaps/deficiencies based on this research and present to members
- Incorporate member feedback and finalize any desired changes
- Update governance document and get Policy Committee approval
- Members sign annual Memorandum of Understanding (MOU)



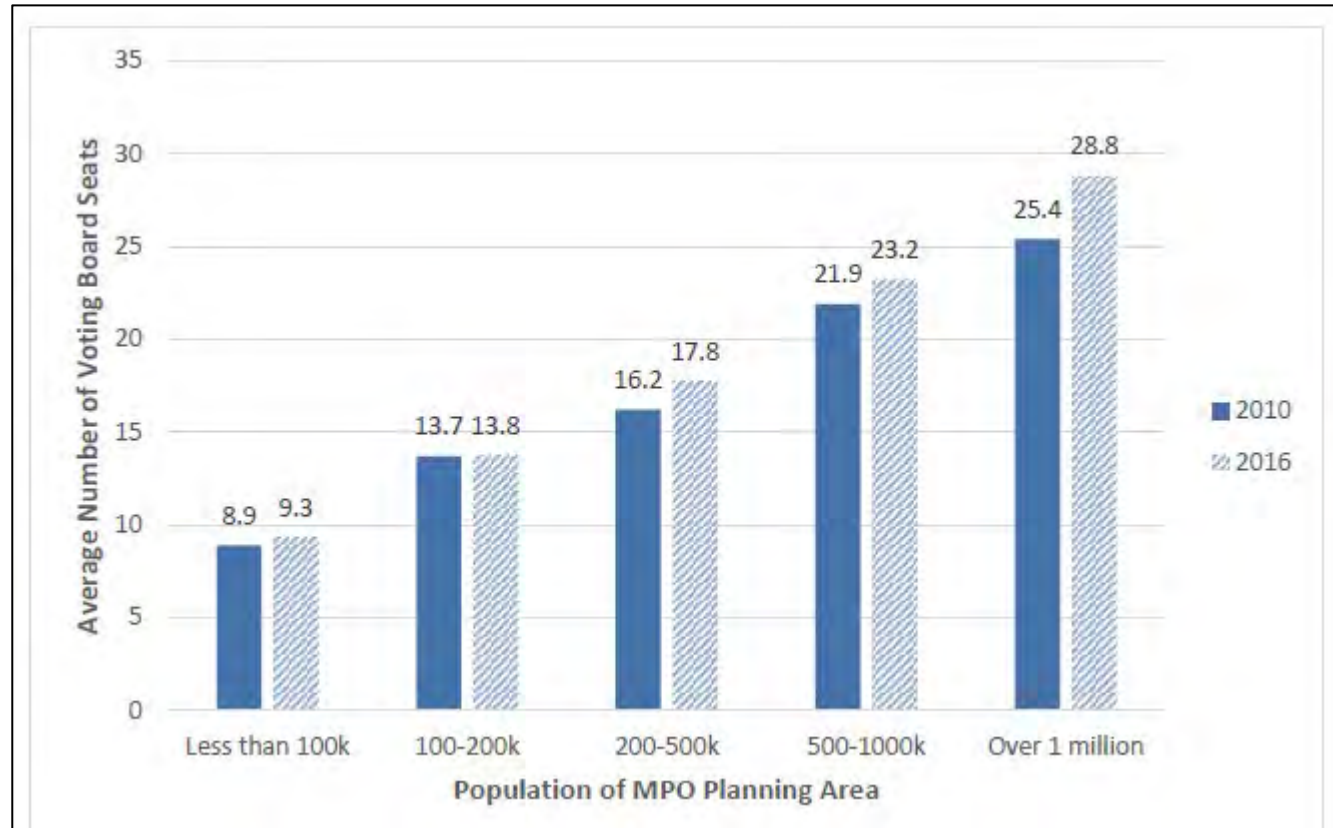
b. GBNRTC Governance Review/Update

- “MPO Staffing and Organizational Structures” was published in 2017 by the Federal Highway Administration (FHWA) and was used as a reference on how MPOs structure their organizations and allocate staff resources and expertise
- The information contained in the report was obtained through a national survey of MPOs and follow-up case study research
- The survey was sent to 396 of the 409 MPOs in the United States
- A total of 279 MPOs participated in the survey, a 70 percent response rate



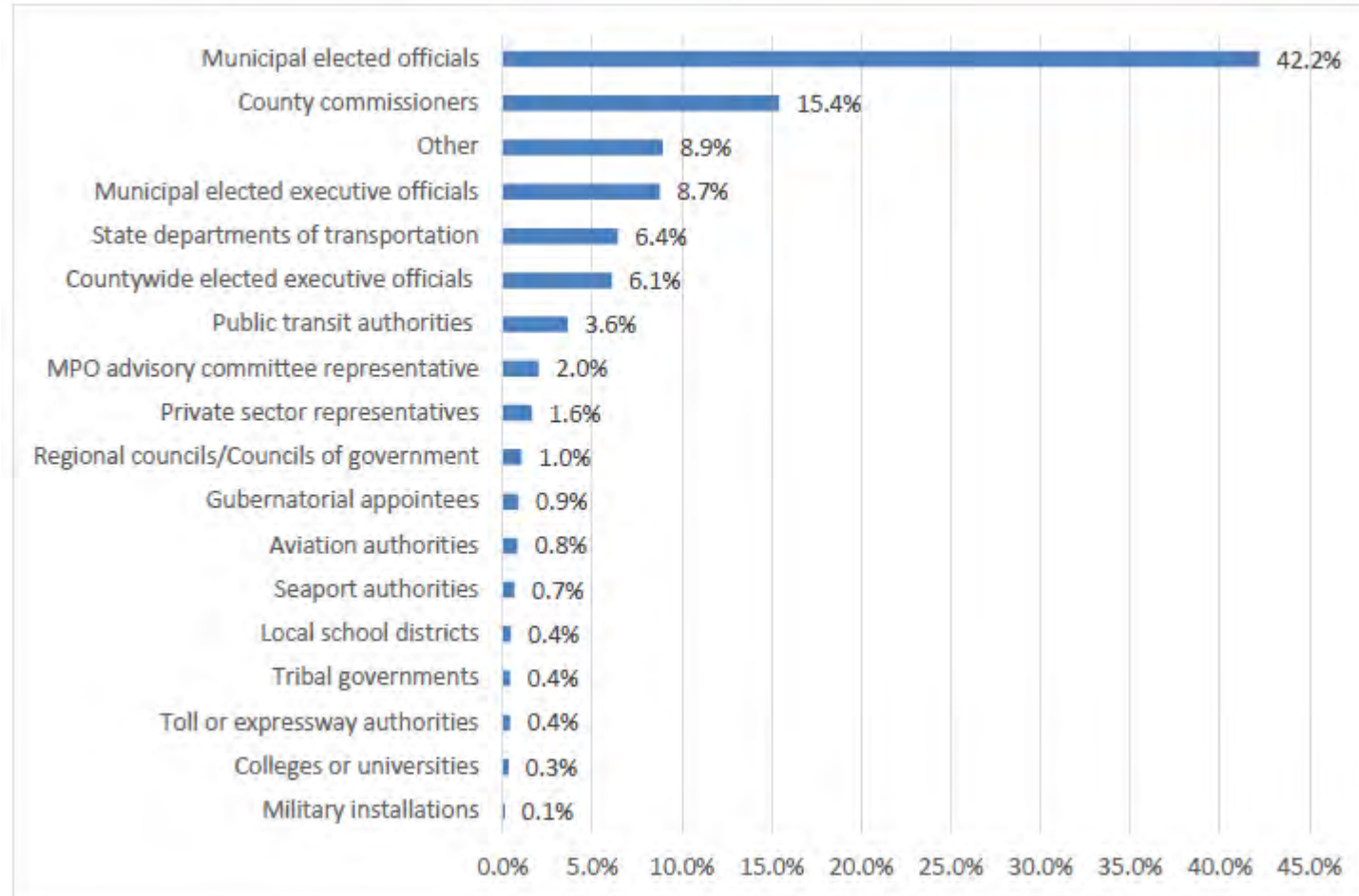
b. GBNRTC Governance Review/Update

Correlation between MPO board size and population of the MPO planning area



b. GBNRTC Governance Review/Update

Type of seat as a percent of the total number of seats of reporting MPOs



b. GBNRTC Governance Review/Update

Types and frequency of MPO advisory committees

Seat Type	Percent with this Seat Type	Average Number of Seats
State departments of transportation	44%	1.3
Regional Council	17%	1.7
Public transit authorities	15%	1.2
Municipal elected officials	14%	3.2
Aviation authorities	12%	1.2
Military installations	10%	1.3
Colleges or universities	7%	1.4
County commissioners	6%	3.1
Toll or expressway authorities	6%	1.0
Gubernatorial appointees	5%	1.4
Seaport authorities	4%	1.2
Tribal governments	4%	1.3
School districts	3%	1.3
Countywide elected executive officials	3%	1.8
Private sector representatives	3%	1.0
Other	48%	3.3

b. GBNRTC Governance Review/Update

Frequency of Governing Board Meetings

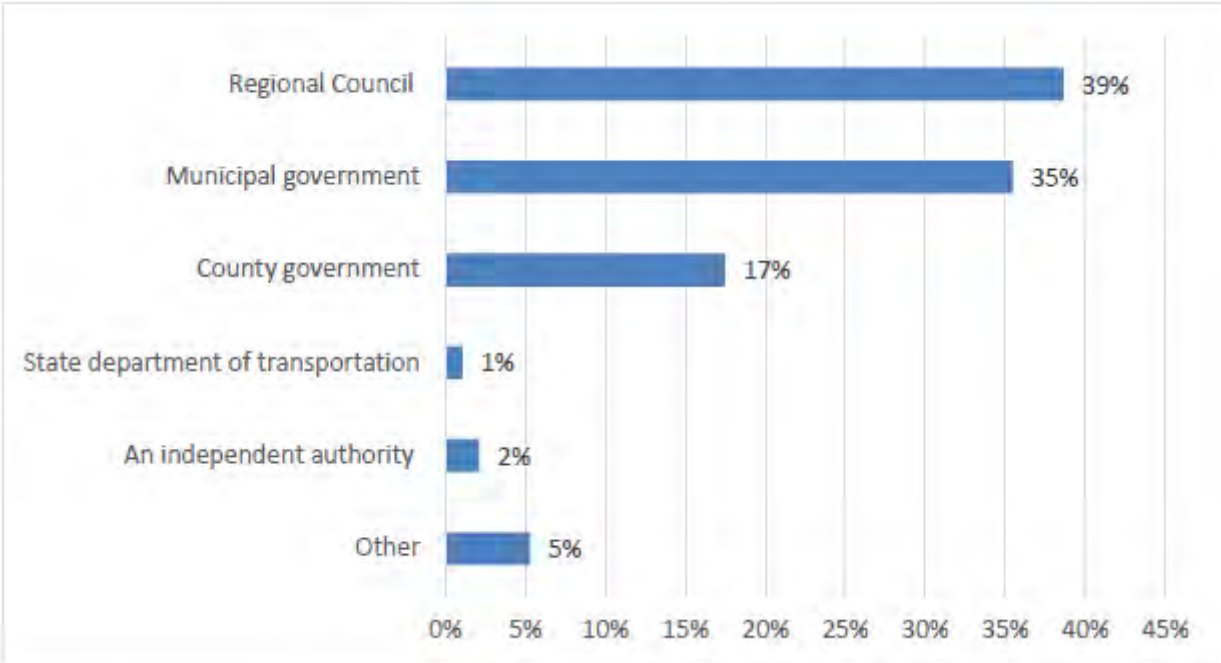
Frequency of Meeting	2010		2016	
	Number	Percent	Number	Percent
Monthly	72	54.1%	134	48.6%
Bimonthly	22	16.5%	40	14.5%
Quarterly	23	17.3%	59	21.4%
Bi-Annually	5	3.8%	3	1.1%
Other	11	8.3%	40	14.5%

Board Meeting Locations

Board Meeting Location	Number	Percent
A board room shared with the host agency	90	32.8%
A board room shared with a member local government	73	26.6%
A board room used only by the MPO	36	13.1%
A board room shared with another public agency	24	8.8%
Multiple locations	13	4.7%
Privately-owned space	7	2.6%
Other	31	11.3%
Total	274	100%

b. GBNRTC Governance Review/Update

Host Agency Types



b. GBNRTC Governance Review/Update

Changes in MPO Organizational Structures

Change in Organizational Structure in the Last 10 years?	Number	Percent
Yes	65	23%
No	196	71%
My MPO was established within the last 10 years	17	6%
Total	278	100%

MPO Employees by Planning Area Population

Population in Planning Area	Full-Time Employees (mean)	Total Employees (mean)	Total Employees (median)	Maximum Total Employees	Minimum Total Employees
Less than 100,000	1.9	3.4	3	8	1
100,000 to less than 200,000	4.1	5.5	5	20	1
200,000 to less than 500,000	7.3	9.8	8	46	3
500,000 to less than 1 million	11.3	13.4	12.5	28	4
1 million or more	31.7	36.4	25.5	105	9
All MPOs	8.4	10.5	3	105	1

b. GBNRTC Governance Review/Update

Specializations of MPO Staff (spend more than ½ of their time)

Specialization	Percent of MPOs with this Specialty on Staff	Median Staff Size of MPOs with this Specialization
GIS	43.2%	10
Bicycle and Pedestrian	35.0%	10
Transit	34.6%	8
Travel Demand Modeling	25.7%	14
Public Involvement	24.5%	11
Operations and Management	23.3%	7.5
Intergovernmental Relations	19.5%	12
Safety	16.7%	13
Freight	12.8%	20
Transportation Disadvantaged	10.9%	13
Air Quality	9.7%	15.5
Socio-cultural Impacts	5.1%	22.5
Other	6.6%	9

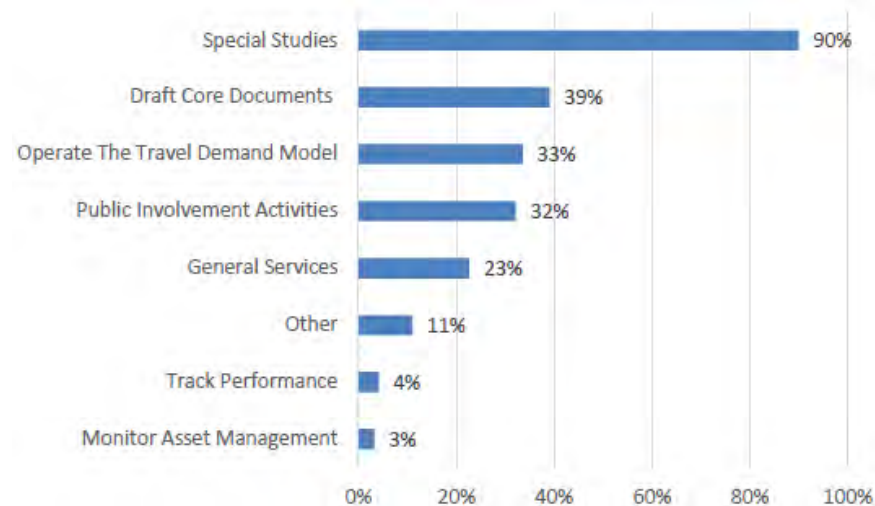
In most cases, the professional staff at a smaller MPO must be generalists out of budgetary necessity

b. GBNRTC Governance Review/Update

MPO Funding Sources

Funding Sources	Number	Percent
Federal Planning (PL) funds	259	99.2%
Contributions from member local governments	193	73.9%
Federal 5305(d) Transit Planning funds	176	67.4%
State-supplied funds	166	63.6%
Federal Surface Transportation Program - Urban Allocation	73	28.0%
Competitive grants	49	18.8%
Federal Congestion Management and Air Quality	33	12.6%
Fees for service	26	10.0%
Other	62	23.8%

MPO Use of Consultants



b. GBNRTC Governance Review/Update

MPO Employee Turnover by Staff Size

Employees at the MPO	Mean Number of Employee Departures Per Year	Percentage Staff Turnover Per Year
More than 20	2.98	6.46%
10 to 20	1.25	9.43%
4 to 9	0.65	11.16%
0 to 3	0.42	18.64%
All MPOs	1.15	11.59%

MPO Employee Turnover by Population

Population in Planning Area	Average Number of Employees in this Class	Mean Number of Employee Departures Per Year	Percentage Staff Turnover Per Year
1 million or more	35.3	2.73	8.73%
500,000-1,000,000	13.4	0.91	7.62%
200,000-500,000	9.8	1.05	10.97%
100,000-200,000	5.5	0.62	11.79%
Less than 100,000	3.4	0.47	16.74%
All MPOs	10.5	1.15	11.59%

The vast majority of departed MPO professionals were urban planners (292 of 452, or 65%)!

c. 2025 GBNRTC Meeting Calendar

- Current practice
 - 12 PCC meetings
 - 12 TPS meetings
 - 2 Policy meetings
- 2025 thought process
 - 4 policy meetings
 - Quarterly MPO work progress updates
 - Reduce PCC meetings so total PCC/Policy is the same
 - Policy can approve PCC TIP actions

d. Rebuilding American Infrastructure with Sustainability and Equity

- USDOT has announced the Notice of Funding Opportunity (NOFO) for the FY 2025 RAISE Grant Program
- This program provides discretionary grants for surface transportation projects with significant local or regional impact
- Projects should enhance safety, environmental sustainability, economic competitiveness, and quality of life, while promoting innovation and partnership.



d. Rebuilding American Infrastructure with Sustainability and Equity

- The total funding available is \$1.5 billion
 - Grant awards will be capped at \$25 million for capital projects and no minimum for planning projects
 - Urban projects must request a minimum of \$5 million in funding and require at least 20% local match
 - Rural and disadvantaged community projects can request a minimum of \$1 million and may be eligible to receive up to 100% federal funding



d. Rebuilding American Infrastructure with Sustainability and Equity

- The FY 2025 NOFO includes several key updates:
 - A portion of the \$1.5 billion is set aside for highly rated but previously unselected projects from FY 24. These "Projects of Merit," can be reconsidered without needing a new application.
 - Updated Definitions for Areas of Persistent Poverty (APP) incorporates the latest Small Area Income and Poverty Estimates from the US Census Bureau.
 - Clearer guidelines have been established for evaluating project readiness to streamline the assessment process.
 - Projects with a "Reconnecting Extra" designation from the FY 2024 Reconnecting Communities Program will receive a streamlined evaluation if they meet specific criteria.



d. Rebuilding American Infrastructure with Sustainability and Equity

- The application process is structured in two rounds:
 - Round 1: Reserved for FY 2024 Projects of Merit, with a request deadline of **December 2, 2024**
 - Round 2: Open to all eligible applicants, with a submission deadline of **January 30, 2025**
- For more details and resources:
 - Please visit the full NOFO [here](#)
 - Refer to USDOT's RAISE webpage [here](#)



Next Scheduled Meetings

- PCC
 - Wednesday, December 4 @ 9:30 am (NITTEC)
- TPS
 - Wednesday, December 18 @ 9 am (GBNRTC)



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

Transportation Projects Subcommittee (TPS) Meeting

Wednesday December 18, 2024 @ 9:00 AM

In-Person: Edward H. Small Conference Room (438 Main St. Buffalo Suite 503)

Agenda

1. Approval of November 20, 2024 TPS Meeting Summary
2. 2023-2027 TIP – Action Requests
 - a. AdMod 89: PIN 5004.01 NY 61; B Street to Lockport Rd – Cost Increase (*NYSDOT*)
 - b. 2025 Pavement and Bridge Performance Targets – Initiate Public Review
 - c. 2025 Safety Performance Targets – Initiate Public Review
3. Old Business
 - a. Bicycle Master Plan Progress Update
 - b. TAP/CMAQ/CRP and BNY Awards – TIP Project Status
 - c. GBNRTC Governance Update
 - d. FFY 26-30 TIP Development Update
 - e. Title VI Update
4. New Business
 - a. RPPM Action Report
 - b. 2025 GBNRTC Meeting Calendar
 - c. FTA Technology Transfer (T2) Program NOFO
5. Adjournment – Next Meeting is Wednesday January 15, 2025, at 9:00 AM

TRANSPORTATION PROJECTS SUBCOMMITTEE (TPS) MEETING SUMMARY

Wednesday, November 20, 2024

9:00 A.M. in the GBNRTC Conference Room and via Zoom

Attendees: N. Skipper, N. Allen, D. Svilokos, G. Hacker, D. Kempner, A. Smith, J. Boser, A. Gonzalez, A. Hutchins, S. Koelemeyer, D. Hill, T. Richards, K. Forma, M. Finn, K. Stilwell, K. Smith, L. Smolen, M. Tullo, K. Dixon, and R. Guarino.

1. Approval of October 23, 2024 TPS Meeting Summary – *Motion for approval: Svilokos (Erie County)/Allen (Niagara County). Approved (7-0).*
2. 2023-2027 TIP Discussion
 - a. Amendment #30: PINs 5826.39, 5826.40, and 5826.41 NFTA ATC-MEP Projects – This is a request by NFTA to add three (3) new projects to the TIP. 1. PIN 5826.39 Charging Infrastructure Phase 3 at Cold Spring Bus Garage – Will provide for the next phase of battery electric bus charging infrastructure located at Cold Spring Bus Garage. Total Project Cost is \$3.181M (SFY 24/25 NYSDOT Public Transportation Modernization and Enhancement Program (MEP)). AQ Exemption Code B6: Construction or renovation of power, signal, and communications systems (including new systems to inform passengers of transit line schedule/status). 2. PIN 5826.40 Bus Garage Roof Project – Design and replace the roofs at all three (3) NFTA-Metro bus garages (Cold Spring, Babcock and Frontier). Total Project Cost is \$3.749M (\$822K (Design) SFY 24/25 NYSDOT Public Transportation Modernization and Enhancement Program (MEP) + \$2.927M (Construction) SFY 24/25 NYSDOT Public Transportation Modernization and Enhancement Program (MEP)). AQ Exemption Code B8: Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures). 3. PIN 5826.41 Purchase of Twenty (20) Under 30-Foot Small Buses – Purchase and replace twenty (20) under 30-foot small buses. Total Project Cost is \$2.720M (SFY 24/25 NYSDOT Accelerated Transit Capital Program (ATC)). AQ Exemption Code B10: Purchase of new buses and rail cars to replace existing vehicles or for minor expansions (<10%) of the fleet. All projects will be let (obligation) 1/15/2025. *Motion to initiate a 30-day public review period for Amendment #30: Kempner (NFTA)/Svilokos (Erie County). Approved. (7-0).*
 - b. Amendment #31: PIN 5765.25 South Park Corridor Multimodal Revitalization Project – This is a request by NYSDOT (Town of Hamburg) to add a new project to the TIP. This project will create new and upgrade existing pedestrian accommodations within the project limits (South Park Avenue from Legion Dr/Clark St to Scranton Rd) that meet American with Disabilities Act Accessibility Guidelines (ADAAG) and Public Right of Way Accessibility Guidelines (PROWAG). Improve lighting and accessibility to NFTA bus stops. Provide streetscape and landscape improvements. Total project cost is \$3.482M. Fiscal constraint is maintained as the project was awarded \$2,785,194 federal Transportation Alternatives Program funds (80%) and a local match of \$696,298 (20%) from Town of Hamburg. The proposed AQ exemption is C2 (bicycle and pedestrian facilities). Projects to be let (obligation) 1/15/2026. *Motion to initiate a 30-day public review period for Amendment #31: Svilokos (Erie County)/Richards (NYSDOT). Approved. (7-0).*
 - c. AdMod #80: PIN 5011.36 Rt 93 @ Tonawanda Creek (BIN 1034750) – This is a request by NYSDOT to modify an existing TIP project. This action will increase preliminary design by \$492K for design consultant. Fiscal constraint is maintained as the \$492K offset will be transferred from PIN 5308.44 US 62 (Niagara Falls Blvd); Mavis Dr – Sy Rd. Let date is unchanged at 5/2026. *Motion to approve as AdMod #80: Allen (Niagara County)/Richards (NYSDOT). Approved. (7-0).*
 - d. AdMod #84: PIN 5825.73 North Division Street Canopies – This is a request by NFTA to modify an existing TIP project. This request increases funding by \$2.458M. Fiscal constraint maintained as additional funds are provided from SFY 24/25 NYSDOT Accelerated Transit Capital (ATC) funds. *Motion to recommend AdMod #84 to PCC: Kempner (NFTA)/Skipper (Buffalo). Approved. (7-0).*
 - e. AdMod #85: PIN 5763.79 Sharp Street Bridge over Spring Brook – This is a request by Erie County to modify an existing TIP project. Design approval is taking longer than anticipated. This request is to delay let from 7/2024 (FFY24) to 3/2025 (FFY25). Fiscal constraint maintained as project cost is unchanged. *Motion to approve as AdMod #85: Svilokos (Erie County)/Skipper (Buffalo). Approved. (7-0).*
 - f. AdMod #86: PIN 5763.75 City of Tonawanda Pedestrian Bridge – This is a request by NYSDOT (City of Tonawanda) to modify an existing project. As a potential historic element/contributing feature to the Erie Canal, the project has gone through the 106 Process, but is currently going through an individual 4(f) Process, which at best, should take a minimum of 13 months. This will delay let from 5/2025 (FFY25) to 4/2026 (FFY26). Project schedule is included on back of change form. Fiscal constraint is maintained as costs are unchanged. *Motion to approve as AdMod #86: Richards (NYSDOT)/Svilokos (Erie County). Approved. (7-0).*
 - g. AdMod #87: PIN 5763.33 Elmwood Av; Kenmore Av – I-290 & PIN 5763.79 Sharp St over Spring Brook – This is a request by NYSDOT to modify two existing projects: PIN 5763.33 Elmwood Av (CR 119); Kenmore Av to I-290

and PIN 5763.79 Sharp St over Spring Brook. Detailed Design Phases for each project were obligated on the previous STIP but not carried over to current TIP. No-cost Detailed Design Phases need to be added back for both projects in the current TIP to access previously obligated DDES funding. Fiscal constraint is maintained as the DDES Phase funding was approved on previous STIP. eSTIP requires \$1K to be included with a new phase but these funds will never need to be obligated. *Motion to approve as AdMod #87: Svilokos (Erie County)/Richards (NYS DOT). Approved. (7-0).*

3. Old Business

- a. Bicycle Master Plan Update – This item has been tabled and will be on the December TPS meeting agenda.
- b. TAP/CMAQ/CRP & BNY Awards – TIP Project Status – TAP/CMAQ/CRP Status: Complete/Added to TIP: City of North Tonawanda Traffic Signals Upgrade. Under Public Review: Clarence Center Sidewalks, Lancaster Central Ave Imp.; Safe Routes for All Erie County, NFTA Purchase of Battery Electric Buses & Charging Infrastructure, and South Park Corridor Multimodal Revitalization Project. Still Need IPPs: Maple Road and North Bailey Avenue Intersection Reconfiguration (Amherst/MISC) and City of Buffalo Make-Ready Alt Transportation. BRIDGE New York Status: Under Public Review: Royalton Center Rd @ Mud Creek, Ross Rd. over Graff Brook, Brooklea Dr. over Tannery Brook, and Townline Road over Johnson Creek. Still Need IPPs: Willow Road Over EB Twelve Mile Creek Bridge Replacement, Johnson Creek Road over Golden Hill Creek Bridge Replacement Project, Glenwood East Concord Road over Graff Brook, Glenwood East Concord Road over Sprague Brook, Versailles Plank Road over Big Sister Creek, Concord Road over Spooner Creek, Bagdad Road over Clear Creek, Ketchum Road over North Branch Clear Creek, Meahl Road over Branch Murder Creek, Warren Spahn Way bridge over Cazenovia Creek, Henning Drive bridge over Branch Smokes Creek, and Warsaw Avenue bridge over Smokes Creek.
- c. TIP Performance Monitoring – FFY 25 Project Status – The members need to decide what can be realistically be delivered and how the projects will be delivered in time.
- d. FFY 26-30 TIP Development Update – Activity phase 1 is complete. Need to improve transparency and provide public with opportunity to comment on projects before final selection is made. Scheduling path options: Option 1 – Early 30-day public review of all project candidates. Option 2 – Later 30-day public review of constrained project list. Members must come to consensus on which option they want to follow by December TPS. Draft conformity document and draft TIP will require a second 30-day review starting 4/16/2025. The “shell” TIP should be ready for the members sometime in December 2024/January 2025. The candidate list will be resent to members for review.

4. New Business

- a. RPPM Change Report – 1. PIN 5764.11 William St; I-90 to Union Rd: PDES obligation date slip from FFY24 to FFY25. Fiscal Constraint Maintained. Approved 10/18/2024. 2. PIN 5105.43 NY 39/ US 62; Village of Gowanda: Move PDES FFY from FFY24 to FFY25. Approved 10/18/2024. 3. PIN 5011.38 NY 93; Bypass to Raymond Rd: Move FFY for PDES from FFY24 to FFY25. Change fund source from NHPP to STBG Flex. Approved 10/24/2024. 4. PIN 5764.14 N Bailey Ave; Grover Cleveland Terr – Maple Rd: DETDES obligation date slip from FFY23 to FFY25. Approved 10/28/2024. 5. PIN 5308.40 NY 75 @ US 62 Intersection: Move FFY for PD from 2024 to 2025. Increased PDES by \$0.100M – offset from DDES. Approved 10/28/2024.
- b. GBNRTC Governance Update – The operating procedures and bi-laws that govern the Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) were first adopted in September 1975. “A Framework For Governance” was approved by the GBNRTC Policy Committee in 2003 and was revised in 2006. Although the current MPO structure functions well, the GBNRTC recognizes the need to review its governance structure to better position itself for the future and find ways to better incorporate regional stakeholders into the GBNRTC process. Review Process: GBNRTC’s current governance/organizational structure, Governance structure of similar sized MPOs inside and outside NY, and National MPO data obtained via survey. Develop recommendations/changes based on this data and discussions with members. Member consensus. Update governance document and get Policy Committee approval. Members sign annual Memorandum of Understanding (MOU). Review Data: GBNRTC’s current governance/organizational structure, Governance structure of similar sized MPOs inside and outside NY, and National MPO data obtained via survey. Develop recommendations/changes to address identified gaps/deficiencies based on this research and present to members. Incorporate member feedback and finalize any desired changes. Update governance document and get Policy Committee approval. Members sign annual Memorandum of Understanding (MOU). “MPO Staffing and Organizational Structures” was published in 2017 by the Federal Highway Administration (FHWA) and was used as a reference on how MPOs structure their organizations and allocate staff resources and expertise. The information contained in the report was obtained through a national survey of MPOs and follow-up case study research. The survey was sent to 396 of the 409 MPOs in the United States. A total of 279 MPOs participated in the survey, a 70% response rate.
- c. 2025 GBNRTC Meeting Calendar – Currently the meeting schedule is 12 PCC meetings, 12 TPS meetings, and 2 Policy meetings. Possible changes for 2025 might be to have 4 Policy meetings which would be quarterly MPO work progress updates. In exchange we would reduce the number of PCC meetings to 8 meetings, so the total PCC/Policy (12 total meetings per year) stays the same. This would not be a problem as Policy meetings can approve PCC & TIP actions. Members were asked to think about these possible changes and make comments on them.
- d. Rebuilding American Infrastructure with Sustainability and Equity – USDOT has announced the Notice of Funding Opportunity (NOFO) for the FY 2025 RAISE Grant Program. This program provides discretionary grants for surface transportation projects with significant local or regional impact. Projects should enhance safety, environmental sustainability, economic competitiveness, and quality of life, while promoting innovation and partnership. The total funding available is \$1.5B. Grant awards will be capped at \$25M for capital projects and no minimum for planning projects. Urban projects must request a minimum of \$5M in funding and require at least 20% local match. Rural and disadvantaged community projects can request a minimum of \$1M and may be eligible to receive up to 100% federal funding. The FY 2025 NOFO includes several key updates: A portion of the \$1.5B is set aside for highly rated but previously unselected projects from FY 24. These "Projects of Merit," can be reconsidered without needing a new application. Updated Definitions for Areas of Persistent Poverty (APP) incorporates the latest Small Area Income and

Poverty Estimates from the US Census Bureau. Clearer guidelines have been established for evaluating project readiness to streamline the assessment process. Projects with a “Reconnecting Extra” designation from the FY 2024 Reconnecting Communities Program will receive a streamlined evaluation if they meet specific criteria. The application process is structured in two rounds: Round 1: Reserved for FY 2024 Projects of Merit, with a request deadline of December 2, 2024. Round 2: Open to all eligible applicants, with a submission deadline of January 30, 2025. For more details and resources: Please visit the full NOFO [here](#). Refer to USDOT's RAISE webpage [here](#).

5. Adjourn: The next TPS meeting will be held at 9 a.m. Wednesday December 18, 2024 – Format will continue to follow the hybrid model (Live and Zoom options). *Motion to adjourn: Sviolokos (Erie County)/Allen (Niagara County).*
Approved. (7-0).

Transportation Projects Subcommittee

December 18, 2024



Greater Buffalo Niagara Regional Transportation Council

1. Approval of 11-20-24 Minutes

2. Action Items

a. TIP AdMod 89: PIN 5004.01 NY 61; B Street to Lockport Rd

- This is a request by NYSDOT to modify an existing TIP project
- Preliminary design phase will be increased by 0.463M
- Cost increase due to additional signal/pavement work
- Fiscal constraint is maintained as the \$0.463M increase will be transferred from PIN 5B15.55 Pavement Maintenance Block
- Today's TPS action would be to approve

b. 2025 Bridge and Pavement Performance Targets

- Changes were incorporated into the submission NYSDOT made to FHWA on October 1, to fulfill its requirements for the Mid-Performance Period Progress Report (MPPPR) for Pavement and Bridge Condition (PM2) performance measures.
- NYSDOT has retained all the PM2 targets that were developed for 2022's Baseline Performance Period Report except for the four-year targets for pavements.
- The revision of all four of the pavement targets was driven by NYSDOT's decision to update its pavement model to better conform to the PM2 pavement measure regulations. This resulted in significant changes to the model which in turn changed the statewide condition forecasts that underpinned the calculation of the 4-year target. All four of the pavement targets were reduced because of the revisions to the model.

b. 2025 Bridge and Pavement Performance Targets

Performance Measure	Base Line 2022	2-Year Target 2024	4-Year Target 2026
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%

Performance Measures	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target	4-Year Adjustment
Percentage of Pavements of the Interstate System in Good Condition	45.3%	50.7%	53.2%	54.3%	48.2%
Percentage of Pavements of the Interstate System in Poor Condition	1.1%	1.0%	1.4%	1.7%	1.6%
Percentage of Pavements of the Non- Interstate NHS in Good Condition	18.9%	20.3%	22.3%	20.7%	18.6%
Percentage of Pavements of the Non- Interstate NHS in Poor Condition	7.6%	7.1%	9.3%	10.9%	8.4%

- The GBNRTC will retain the 2022 PM2 targets with the inclusion of these updated pavement condition targets.
- Today's TPS action would be to initiate a 30-day public review

c. 2025 Safety Performance Targets

- As per the Highway Safety Improvement Program final rule (23 CFR Part 490); States are required to set targets for five safety performance measures. The measures are the 5-year rolling averages.
- The GBNRTC agrees to program projects that contribute toward the accomplishment of the following defined NYSDOT safety targets:

Performance Measures	2024	2025
Number of Fatalities	1016.1	1011.0
Fatality Rate (per 100 million VMT)	0.886	0.881
Number of Serious Injuries	11089.9	11034.1
Serious Injury Rate (per 100 million VMT)	9.606	9.557
Number of Non-Motorized Fatalities and Serious Injuries	2628	2615.2

- **Today's TPS action would be to initiate a 30-day public review**

3. Old Business

Regional Bicycle Master Plan Progress Report

- Evaluates the progress the region made in advancing the goals and recommendations of the 2020 Plan.
- Recommends a coordinated and strategic approach to bicycle project implementation and delivery in the region.
- Updates the proposed 2020 bicycle network based on project status and refined alignments that resulted from several feasibility studies and recent planning initiatives.
- Performance measures were updated to better align with data availability and the FHWA Guidebook for Developing Pedestrian and Bicycle Performance Measures.





Status	Project Number	Project Type	Project	Length (Miles)
Plan Funded	33	Off-Road	Amherst I-290 Path	6.43
	57	On-Road	Ellicott Creek Road (Young St to Niagara Falls Blvd)	2.53
	70	On-Road	Parker Boulevard (Englewood Ave to Ellicott Creek Rd)	3.72
	143	Off-Road	Eighteen Mile Creek Greenway Trail	4.09
Plan In Progress	1	Off-Road / On-Road	Buffalo Northeast Greenway (Eastside Trails)	3.50
	14	On-Road	Bailey Avenue, US 62	3.24
	17	On-Road	Bailey Avenue, Heussey Avenue	4.30
	49	Off-Road	Peanut Line Trail	4.62
	56	Off-Road	Twin Cities Memorial Side Path	1.15
	84	Off-Road	Tonawanda-Lockport Rail Trail	4.72
	150	Off-Road	Joseph Davis State Park Road Sidepath	1.44
Plan Complete	5	Off-Road	The Riverline	1.68
	13	Off-Road / On-Road	Scajaquada Creek Extension to Cheektowaga	2.50
	18	Off-Road / On-Road	Clarence Pathway Buffalo Extension	7.76
	50	Off-Road / On-Road	Lancaster Heritage Trail West Extension	4.59
	74	Off-Road	Southern Tier Trail (North)	16.23
	156	Off-Road	Southern Tier Trail (South)	12.14
	81	Off-Road	Rt 5 (Dona St to Woodlawn Beach State Park)	3.86



Status	Project Number	Project Type	Project	Length (Miles)
Construction Funded	3	On-Road	Main Street, NYS (Goodell St to Kensington Ave)	2.04
	12	On-Road	Sheridan Drive (Sheridan Park to Tonawanda Rail Trail)	3.28
	15	On-Road	Elmwood Avenue (Kenmore Ave to Knoche Rd)	2.45
	23	On-Road	Forest Avenue (Rees St to Richardson Complex)	0.36
	41	On-Road	South Park Avenue, US 62 (Scranton Rd to Legion Dr)	1.42
	72	Off-Road / On-Road	Shoreline Trail Wheatfield Gap	2.07
	161	On-Road	Rt 5; North of SNI Line to South of Herr Rd	3.95
Construction Complete	48	Off-Road	Empire State Gap	1.32

* Construction Complete

Regional Bicycle Master Plan Progress Report – Next Steps

- Working draft will be sent to members for 30-day review and comment period.
- Individual member meetings to review draft plan, status projects and answer questions.
- Progress report will be presented at future PCC meeting



b. TAP/CMAQ/CRP – TIP Addition Status Update

- TAP/CMAQ/CRP
 - Complete/Added to TIP
 - City of North Tonawanda Traffic Signals Upgrade (N Tonawanda)
 - Clarence Center Sidewalks (Clarence)
 - Central Ave Imp.; Safe Routes for All Erie County (Village Lancaster)
 - Purchase of Battery Electric Buses & Charging Infrastructure (NFTA)
 - Under Public Review
 - South Park Corridor Multimodal Revitalization Project (Town Hamburg)
 - Still Need IPPs
 - Maple Road and North Bailey Avenue Intersection Reconfiguration (Amherst/MISC)
 - Make-Ready Alt Transportation (City of Buffalo)

b. BNY Awards – TIP Addition Status Update

- Complete/Added to TIP (Sponsor)
 - Royalton Center Rd @ Mud Creek (Niagara County)
 - Ross Rd. over Graff Brook (Concord)
 - Brooklea Dr. over Tannery Brook (Aurora)
- Pending PCC Approval (Sponsor)
 - Townline Road over Johnson Creek (Hartland)
- Still Need IPPs (Sponsor)
 - Located in Niagara County
 - Willow Road Over EB Twelve Mile Creek Bridge Replacement (Niagara County)
 - Johnson Creek Road over Golden Hill Creek Bridge Replacement Project (Niagara County)
 - Located in Erie County
 - Glenwood East Concord Road over Graff Brook (Erie County)
 - Glenwood East Concord Road over Sprague Brook (Erie County)
 - Versailles Plank Road over Big Sister Creek (Erie County)
 - Concord Road over Spooner Creek (Erie County)
 - Bagdad Road over Clear Creek (Erie County)
 - Ketchum Road over North Branch Clear Creek (Erie County)
 - Meahl Road over Branch Murder Creek (Erie County)
 - Warren Spahn Way bridge over Cazenovia Creek (Buffalo)
 - Henning Drive bridge over Branch Smokes Creek (Orchard Park)
 - Warsaw Avenue bridge over Smokes Creek (Lackawanna)

c. GBNRTC Governance and Operations Plan Update

- Introduction
- GBNRTC Governance
 - MPO Legal Framework
 - Federal Laws and Regulations Governing MPOs
 - “3-C” Planning Process
 - Member Agency Roles and Responsibilities
 - GBNRTC Organizational Structure
 - Policy Committee
 - Planning and Coordinating Committee (PCC)
 - PCC Subcommittees
 - Advisory/Working Groups
 - Communication Networks
 - GBNRTC Staff (Categories, Titles and Responsibilities)
 - Host Agency Agreement
- Title VI Implementation
- Public Participation
 - Public Participation Plan (PPP)
 - Stakeholder Engagement
 - Limited English Proficiency Engagement
 - Public Review and Comment Period
- Performance Based Planning
- Federal Review and Certification
- Appendices
 - Including bylaws, TIP change controls, etc.

PCC Subcommittees

Purpose	To provide technical advice and recommend appropriate courses of action to the PCC on current and emerging transportation planning issues, goals, plans, priorities and programs.
Function and Responsibility	Subcommittees assist the PCC by providing detailed reviews and working level participation in the development of GBNRTC plans, projects and processes. Subcommittees assist with technical tasks associated with GBNRTC work items and make recommendations regarding these to the PCC. Each subcommittee will develop an Operational Plan describing process, for approval by the PCC. The Plan will include procedures for reaching consensus and issues resolution.
Information Flow	Subcommittees are directed by the PCC to further study plans, projects, and processes as they relate to the GBNRTC and present recommendations. Subcommittees identify issues and present those issues to the PCC for consideration. Subcommittees may seek participation from Advisory Groups in the development of plans and projects.
Authority	Subcommittees are recognized as a formal part of GBNRTC structure and are reflected in documentation.
Membership	The PCC Subcommittees are comprised of one or more PCC members, possibly supplemented by appointees from other parts of member organizations and/or non-member organizations. The PCC Chair appoints members and designates each Subcommittee Chair annually with PCC approval. The PCC may establish any ad hoc subcommittee, subject to a majority vote.
Meetings	PCC Subcommittees may meet regularly or as required by the responsibilities assigned to the Subcommittee by the PCC. The results of Subcommittee meetings are to be documented and made available. Subcommittees are required to present an annual report to the PCC at the first PCC meeting of each calendar year.

d. FFY 26-30 TIP Development

- FFY 25 project programming based on confidence – NYSDOT
- Constrained listing to be completed by 1/31/25
- Public review options presented
- Schedule hybrid 30-day public notice approach recommended by NYSDOT – constrained list and illustrative list starting 3/5/25
- Draft conformity document and draft TIP will require a second 30-day review starting 4/16/25

Activity	Sub-Activity/Milestone	Date
1. Project Development April to Nov 24 (~7 Months)	Call for new projects at TPS	4/14/24
	Members <u>review</u> System Conditions Report	
	Develop project scoring categories and methodology	
	Members complete and submit project candidate forms	
	MPO staff review and <u>scoring of</u> project proposals	
	MPO project proposal scoring distributed to members	
	Members prioritize project proposals and present at TPS	
	Receive TIP Guidance and Funding targets from NYSDOT MO	10/22/24
2. Project Selection, Constraint and Conformity Nov 24 to March 25 (~4 Months)	IPS meeting to discuss funding split methodology	
	Additional meetings as necessary for project selection	As needed
	Develop draft fiscally constrained project listing	By 1/31/25
	MPO Staff summarize public comments for members	
	Propose project AQ conformity exemption codes to ICG	
	Develop regional and MPO fiscal constraint tables	
	TPS recommends final project listing to PCC	
	NYSDOT/GBNRTC begin entering projects into <u>eSTIP</u>	2/1/25
	Submit draft air quality conformity document to ICG	
	PCC initiates 30-day public review of constrained and illustrative	3/5/25
3. Public/Agency Reviews March 25 to June 25 (~4 Months)	Work on draft TIP document	
	Public review of final projects list completed	4/7/25
	MPO Staff summarize public comments and responses	4/11/25
	Draft TIP and conformity document completed	By 4/16/25
	TPS initiates conformity and TIP 30-day public review	4/16/25
	FHWA, FTA and NYSDOT MO review	
	Conduct TIP Public Meeting	
	Interagency consultation	
	Respond to all <u>interagency</u> and public comments	
	Conformity and TIP 30-day public review completed	
	PCC recommends TIP and conformity doc to Policy	5/16/25
	Policy Committee approves conformity doc and TIP	6/4/25
4. Approvals June 25 to Oct 25 (~4 Months)	TIP transmitted to NYSDOT MO and FHWA/FTA	By 6/30/25
	NYSDOT MO and FHWA/FTA review TIP	
	STIP goes out for NYSDOT 30-day public review	
	NYSDOT Main Office STIP approval	
	TIP receives FHWA and FTA approval	
	Approved TIP and conformity documents printed and distributed to members	
	Approved TIP and conformity documents posted electronically on <u>website</u> and social media	
	Approved TIP goes live	10/1/25

Greater Buffalo Niagara Regional Transportation Council

Title VI Implementation Plan and Assurances

This document was approved by the Greater Buffalo Niagara Regional
Transportation Council Policy Board and its Executive Direction on X,X,XXXX

DRAFT Title VI Update

- Federally required document to ensure nondiscrimination in and access to GBNRTC programs and activities.
- Draft reviewed by FHWA and FTA and comments to-date have been addressed.
- Awaiting a formal certification letter and any additional recommendations received will be reviewed and discussed at upcoming meeting.
- Please send comments by January 6, 2025.
- 30-day public review and comment period will be initiated following January PCC meeting.
- Policy approval February 2025.

4. New Business

a. RPPM Action Report

- PIN 5037.15 NY RT 31 @ RT 270/ 93 INTERSECTION; TNS OF LOCKPORT & CAMBRIA; NIAGARA CO
 - CHANGE FFY FROM 2024 TO 2025 FOR PD.
 - CHANGE PD FED FUND SOURCE FROM HSIP TO NHPP
 - **Approved 11/26/24**
- PIN 5CWS.01 CURVE WARNING SIGN; NORTH, ERIE & NIAGARA COS
 - MOVE FFY FOR PD & DD FROM 2024 TO 2025.
 - **Approved 12/16/24**

b. GBNRTC 2025 Meeting Calendar

- Handout/Discussion

c. FTA Technology Transfer (T2) Program NOFO

- The Federal Transit Administration announced the availability of \$5 million in FTA Public Transportation Innovation Program (49 U.S.C. § 5312) funding for a cooperative agreement to promote the deployment of successful transit innovation research findings.
- The T2 program builds on FTA's research efforts to promote innovations that enhance transit safety, equitable mobility, operations, and clean energy adoption.
- This funding supports the deployment and adoption of innovative research findings to improve public transportation, as well as the commercialization of US-developed technologies.

c. FTA Technology Transfer (T2) Program NOFO

- Eligible Applicants include departments, agencies, and instrumentalities of the government; state and local governmental entities; providers of public transportation; private or non-profit organizations; institutions of higher education; and technical and community colleges.
- One cooperative agreement will be competitively awarded. There is no local match or cost sharing requirement for this program.
- For more information on the program, go to:
<https://www.transit.dot.gov/grant-programs/technology-transfer-t2-program>
- Proposals must be submitted electronically through Grants.gov website by 11:59 PM Eastern Time on February 11, 2025
- For further information, please contact [Shapell Randolph](#)

Next Scheduled Meetings

- PCC
 - Wednesday, January 8 @ 9:30 am (NFTA)
- TPS
 - Wednesday, January 22 @ 9 am (GBNRTC)