2035
Long-Range Transportation Plan
UPDATE

May 2010

GREATER BUFFALO-NIAGARA
REGIONAL TRANSPORTATION COUNCIL

GREATER BUFFALO-NIAGARA
REGIONAL TRANSPORTATION COUNCIL

City of Buffalo
City of Niagara Falls
County of Erie
County of Niagara
New York State Thruway Authority
Niagara Frontier Transportation Authority
New York State Department of Transportation

RESOLUTION NUMBER 2010-6

2035 LONG RANGE TRANSPORTATION PLAN UPDATE

WHEREAS, the Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) has been designated by the Governor of New York State as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuous, cooperative transportation planning process for the Buffalo Niagara area, and

WHEREAS, Federal Regulations require that each Metropolitan Planning Organization shall develop a Long Range Transportation Systems Plan as a product of that planning process from which Transportation Improvement Programs and Annual Elements shall be derived, and

WHEREAS, as part of these responsibilities, the Greater Buffalo-Niagara Regional Transportation Council last developed a Long Range Transportation Plan to the Year 2030 planning horizon which was endorsed by the GBNRTC on June 22, 2007, and

WHEREAS, Federal regulations require that a Long Range Transportation Plan be updated every four years to determine its consistency with current trends and conditions and to maintain at least a 20-year planning horizon, and

WHEREAS, GBNRTC in cooperation with the New York State Department of Transportation (NYSDOT), has reviewed and documented compliance of the GBNRTC planning process with all existing federal rules and regulations, including Safe, Accountable, Flexible, Efficient Transportation Equity Act – Legacy for Users (SAFETEA-LU) requirements; and

WHEREAS, the GBNRTC has approved demographic data for the 2035 Planning horizon year, and

WHEREAS, this region is still classified as an air quality non-attainment area, and

WHEREAS, the GBNRTC has prepared a Long Range Transportation Plan update to the year 2035 Planning horizon based upon this updated data, as documented in the report, *2035 Long Range Transportation Plan*, and

WHEREAS, said Plan has been found to address the critical issues likely to be impacting in the Greater Buffalo-Niagara Region during the planning period, and

WHEREAS, said Plan has been subjected to an extended public review and comment period, and

NOW THEREFORE BE IT RESOLVED, that the GBNRTC does hereby endorse the attached Year 2035 Long Range Transportation Plan, and

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BE IT FURTHER RESOLVED, that future work plans and projects for further study and/or capital project action will be based upon the Plan's recommendations and priorities, and

BE IT FURTHER RESOLVED, that the development of the Transportation Improvement Program (TIP) shall reflect the Plan's recommendations and priorities, and

BE IT FURTHRE RESOLVED, that the GBNRTC endorses said plan as being in conformity with the State Implementation Plan for Air Quality in accordance with requirements of the Clear Air Act Amendments of 1990 and most current U.S. Department of Transportation, U.S. Environmental Protection Agency, NYSDOT, and NYS Department of Environmental Conservation procedures, and

BE IT FURTHER RESOLVED, that the Plan's relevance and currency shall be maintained through a comprehensive update of this Plan to be completed no later than four years from this Plan's adoption, and

BE IT FURTHER RESOLVED, that the GBNRTC requests the New York State Department of Transportation, acting on its behalf, to forward this 2035 Long Range Transportation Plan to the Federal Highway Administration, Federal Transit Administration, and other appropriate Federal and State agencies to satisfy all current reporting requirements.

Resolved this day, 5/17/10

BY: _____
Chairman, GBNRTC Policy Committee

Recommended by the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee (GBNRTC-PCC) on May 5, 2010.

BY: _____
Douglas J. Tokarczyk, P. E., Chairman, GBNRTC-PCC

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Chapter 1
Introduction

The Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) is a partnership of local and state governments working together to make decisions about transportation planning in the Buffalo-Niagara region. GBNRTC members include: City of Buffalo; City of Niagara Falls; Erie County, Niagara County; Niagara Frontier Transportation Authority (NFTA); New York State Department of Transportation (NYSDOT); and New York State Thruway Authority (NYSTA). The Empire State Development Corporation, the Transportation Council of the Buffalo-Niagara Partnership, and the Seneca Nation of Indians serve formally as Regional Strategic Stakeholders. Working together GBNRTC members carry out a continuing, cooperative and comprehensive planning process to develop transportation plans and programs for the Buffalo-Niagara region.

Long Range Transportation Plan Update

As the Metropolitan Planning Organization (MPO), the GBNRTC is responsible for developing a long range transportation plan (LRP) for the region that reflects both regional needs and local concerns. The LRP serves a number of purposes. It provides a vision of the region's future growth and development; identifies regional transportation needs for future transportation improvements and services; and provides guidance and direction for infrastructure investments in the region. The plan sets the foundation and priorities for the distribution of federal transportation funds and serves as the framework for the development of the Transportation Improvement Program (TIP), the capital program of all federally funded transportation projects in the region.

Federal regulations require that the GBNRTC update the region's long range transportation plan every four years to determine its consistency with current trends and conditions and to maintain at least a 20-year planning horizon. Adopted in 2007, the 2030 Long Range Transportation Plan's planning horizon will expire later this year (2010). This update extends the planning horizon to the year 2035 keeping our region in compliance with federal legislation and eligible for federal transportation dollars.

This document is an update to the 2030 Long Range Transportation Plan and reaffirms the previous plan. While the Plan itself is unchanged the 2035 LRP update includes the following key elements:

- Affirmation of Goals and Objectives which guide the development and implementation of the Long Range Transportation Plan;
- Update of financial resources available to the region to implement the Long Range Transportation Plan projects;
- 2035 demographic projections for population, households, and employment;
- Resource agency consultation and potential mitigation activities discussion;
- Congestion Management and Systems Operations;
- Ongoing long range planning activities that will impact future transportation planning in the region; and

- Continuous public involvement opportunities to engage stakeholders, advisory groups, interested residents and appropriate agencies

SAFETEA-LU and Federal Requirements

The GBNRTC's planning process must be consistent with federal transportation law. Although new federal legislation is expected later this year, the current legislation known as the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) has been extended. SAFETEA-LU outlines eight (8) planning factors, which are specific areas that need to be considered for all metropolitan planning activities. These planning factors are listed below and were used to guide development of the region's long range transportation plan:

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 options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance integration and connectivity of the transportation system, across and between modes for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

In addition to these eight planning factors, SAFETEA-LU includes other requirements that must be considered when developing regional transportation plans and programs. Those requirements are discussed below:

- **Financial Constraint**
  Federal regulations require a financially constrained transportation plan. SAFETEA-LU requires that the long range transportation plan be based on revenue sources that are "reasonably expected to be available." In addition, revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial assumptions and information and developed cooperatively by the MPO, State(s), and public transportation operator(s). See page 60 for a description on funding the long range transportation plan.

- **Air Quality Conformity**
  The Air Quality Conformity Determination is a federally required analysis of the long range transportation plan used to demonstrate that funded projects, taken together, will not produce more air pollution than allowed under the Clean Air Act. See Appendix 2 for a summary of the Air Quality Conformity Determination.

- **Title VI, Environmental Justice, and Americans with Disabilities Act**

  Both federal and state legislation require that the transportation planning process and outcomes are fair, equitable and non-discriminatory. Compliance with such regulations is demonstrated through the GBNRTC annual planning process certification. Title VI and Environmental Justice concerns are currently addressed in the planning process through proactive public outreach, performance measurement and data analysis. Announcements are placed in publications serving minority communities to ensure there is notification of upcoming outreach activities to these communities. The GBNRTC initiates one-on-one interviews or small group discussions with community leaders and other identified members of the community to discuss the transportation planning process and identify key issues and concerns. A demographic profile of the metropolitan planning area is maintained and updated that includes identification of the locations of socio-economic groups, including low-income and minority populations and is used for analysis purposes as in the development of the Humans Services Transportation Plan (see below).

- **Human Service Transportation Coordination**

  SAFETEA-LU requires the MPO to be more involved with human service transportation coordination efforts to improve transportation for low-income populations, persons with disabilities and older adults. The GBNRTC formally approved the GBNRTC Human Service Transportation Plan on January 19, 2007, which was developed through a process that included representatives of public, private and nonprofit transportation and human services providers as well as participation by the public. The plan's purpose is to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes in the Erie and Niagara Counties region. The plan provides a framework for the development of projects that will address the transportation needs of the target population, by ensuring that this two-county area and its human service agencies coordinate transportation resources offered through multiple Federal Transit Administration (FTA) programs. These include the Elderly and Individuals with Disabilities (Section 5310); Job Access and Reverse Commute (JARC, Section 5316); and New Freedom (Section 5317) programs. The HSTP identifies the following, through maps and the extensive analyses, in order to more clearly delineate and define transportation service gaps:

  - Geographic distribution of low income/TANF (Temporary Assistance for Needy Families) population
  - Geographic distribution of disabled and elderly population
  - Geographic distribution of employment centers/employment support services
  - Geographic distribution of medical centers/support services and/or human service-related activities
  - Identifying non-geographic barriers to transportation service use
  - Identifying transportation gaps between the client population's residential locations and employment or medical/human service opportunities

  Analyses from this effort are used to advance project candidates and assess transportation program impacts. The full HSTP can be downloaded at the GBNRTC website (http://www.gbnrtc.org/publications/reports/) or obtained through the GBNRTC office.

- **Public Participation**
  SAFETEA-LU requires that MPOs develop and utilize a participation plan that is developed in consultation with all interested parties and provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan. See Appendix 1 for the LRP Public Participation Plan and related outreach activities.

- **Congestion Management and Systems Operations**
  SAFETEA-LU requires that each metropolitan planning area have a Congestion Management Process (CMP) to manage congestion and provide information on transportation system performance. The CMP must include a range of strategies to minimize congestion and enhance the mobility of goods and people. See page 47 for the key features of the approved GBNRTC Congestion Management Process.

- **Freight and Goods Movement**
  SAFETEA-LU requires that full consideration is given to freight and goods movement. See page 21 for a description of freight planning activities in the Buffalo-Niagara region.

- **Transportation Security**
  Federal guidance requires that the metropolitan transportation planning process independently consider the security of the transportation system for all motorized and non-motorized users of the system. See page 40 for a discussion on security and emergency plans and initiatives in the Buffalo-Niagara region.

- **Resource Agency Consultation and Potential Mitigation Activities**
  SAFETEA-LU requires MPOs to consult, as appropriate, with state and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation concerning the development of long range transportation plans. Activities may include, as appropriate:

  - A comparison of transportation plans with available state conservation plans or maps and inventories of natural or historic resources.
  - A discussion of potential environmental mitigation activities, to be developed in consultation with federal, state, and tribal wildlife, land management, and regulatory agencies.

  See page 57 for a full description of resource agency consultation process and potential mitigation activities.

Chapter 2
The Region's Transportation System

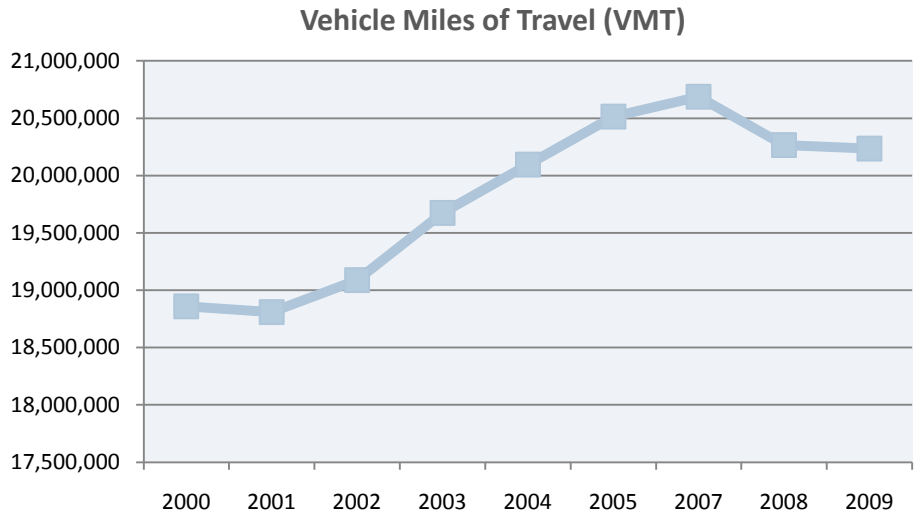
Highways and Roadways

The GBNRTC monitors approximately 1,900 centerline miles of Federal-aid eligible highways. Major highway facilities in the region include the mainline of the New York State Thruway (Interstate 90) and local Interstates 190 and 290. Interstate 190 runs from the I-90 near Buffalo to Lewiston via Niagara Falls. Interstate 290 forms an outer ring around the City of Buffalo, linking I-190 to the mainline NYS Thruway (I-90). Route 198 or the Scajaquada Expressway connects the Kensington Expressway (NY 33) on Buffalo's east side with the Niagara Section of the I-190 in the Black Rock neighborhood of Buffalo. Route 33 is one of the major expressways leading in and out of downtown and provides direct access to the Buffalo-Niagara Falls International Airport (BNIA). Interstate 990 runs in a roughly north-south direction through the southwest and central part of Amherst, northeast of Buffalo.

Vehicle Miles of Travel (VMT)

Vehicle Miles of Travel (VMT) is a measure that is commonly used to describe vehicle use on a daily or annual basis. It incorporates both the number of vehicle trips and the length of those trips. VMT is useful as a descriptor of changes in travel demand in an urban area. As trip lengths increase, VMT grows. Trip lengths are a function of the relative locations of residences, jobs, schools and retail. As the number of vehicle trips increase, VMT again rises. VMT is influenced by factors such as population, age distribution, number of vehicles per household and regional development patterns.

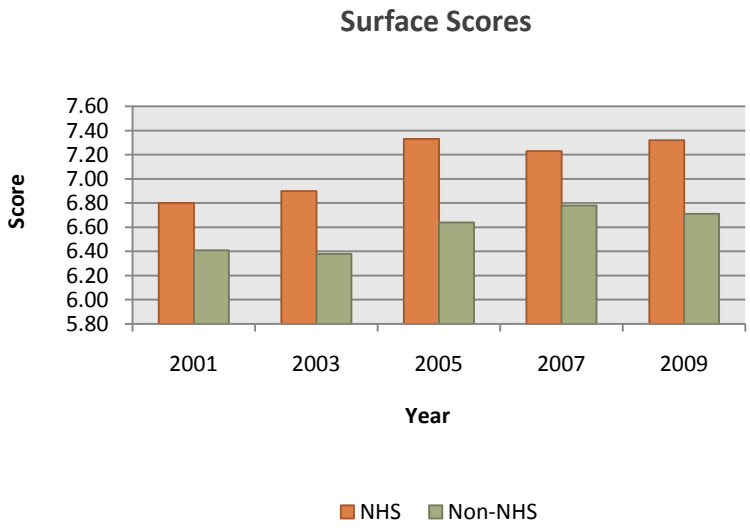
After steadily increasing over several years VMT in the Buffalo-Niagara region fell roughly 2% from 2007 to 2008 and remained flat through 2009. Data collected from 2000 to 2009 is summarized in the line graph below.



Highway Conditions Infrastructure Assessment

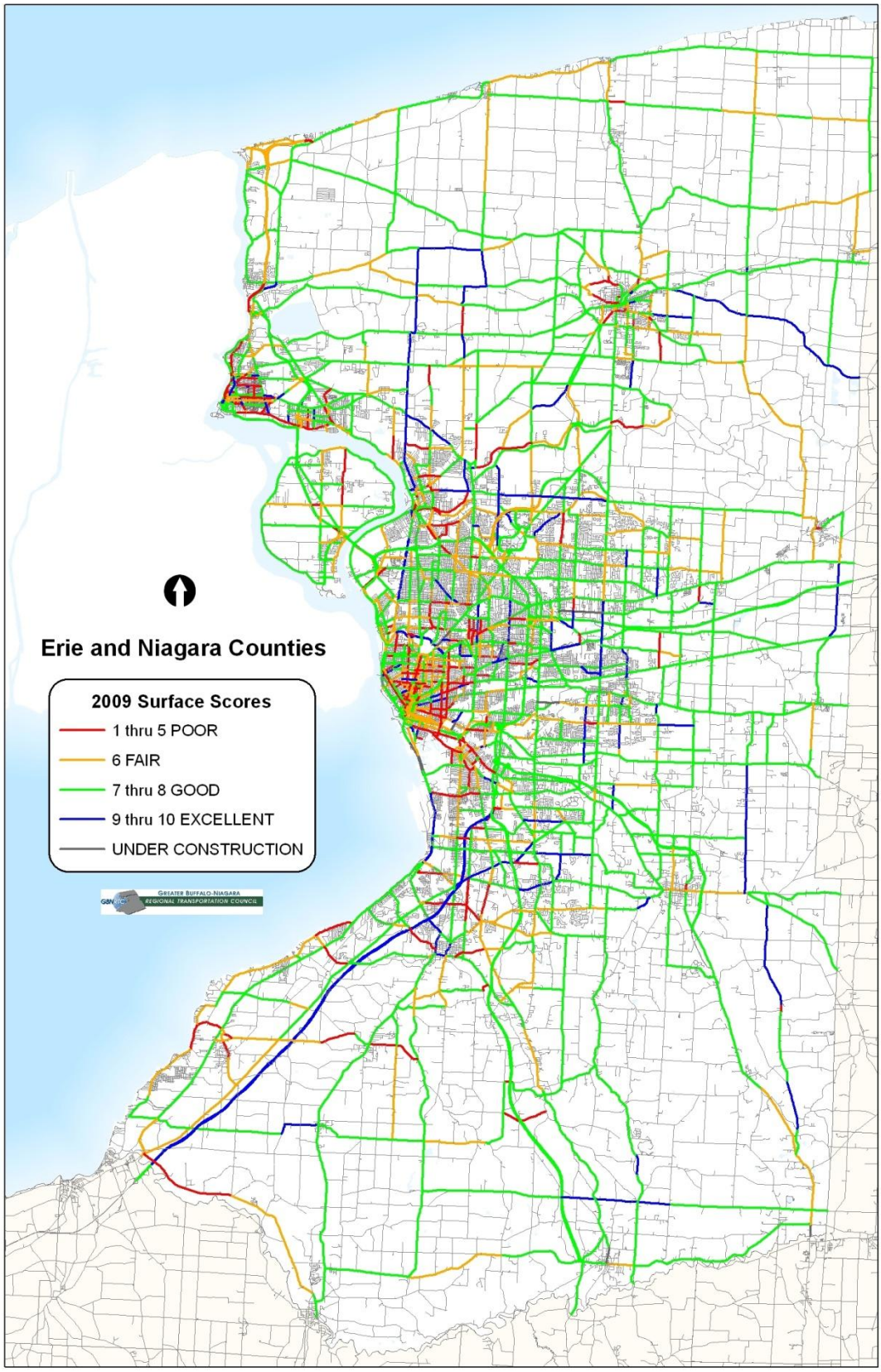
The GBNRTC conducts a biennial evaluation of roadway physical and operating characteristics. This is a comprehensive inventory of the entire Federal-eligible local highway system which, when combined with similar data from the NYSDOT's annual highway surface condition survey, provides a key measurement of the region's highway infrastructure and provides information critical to making sound and consistent investment planning decisions.

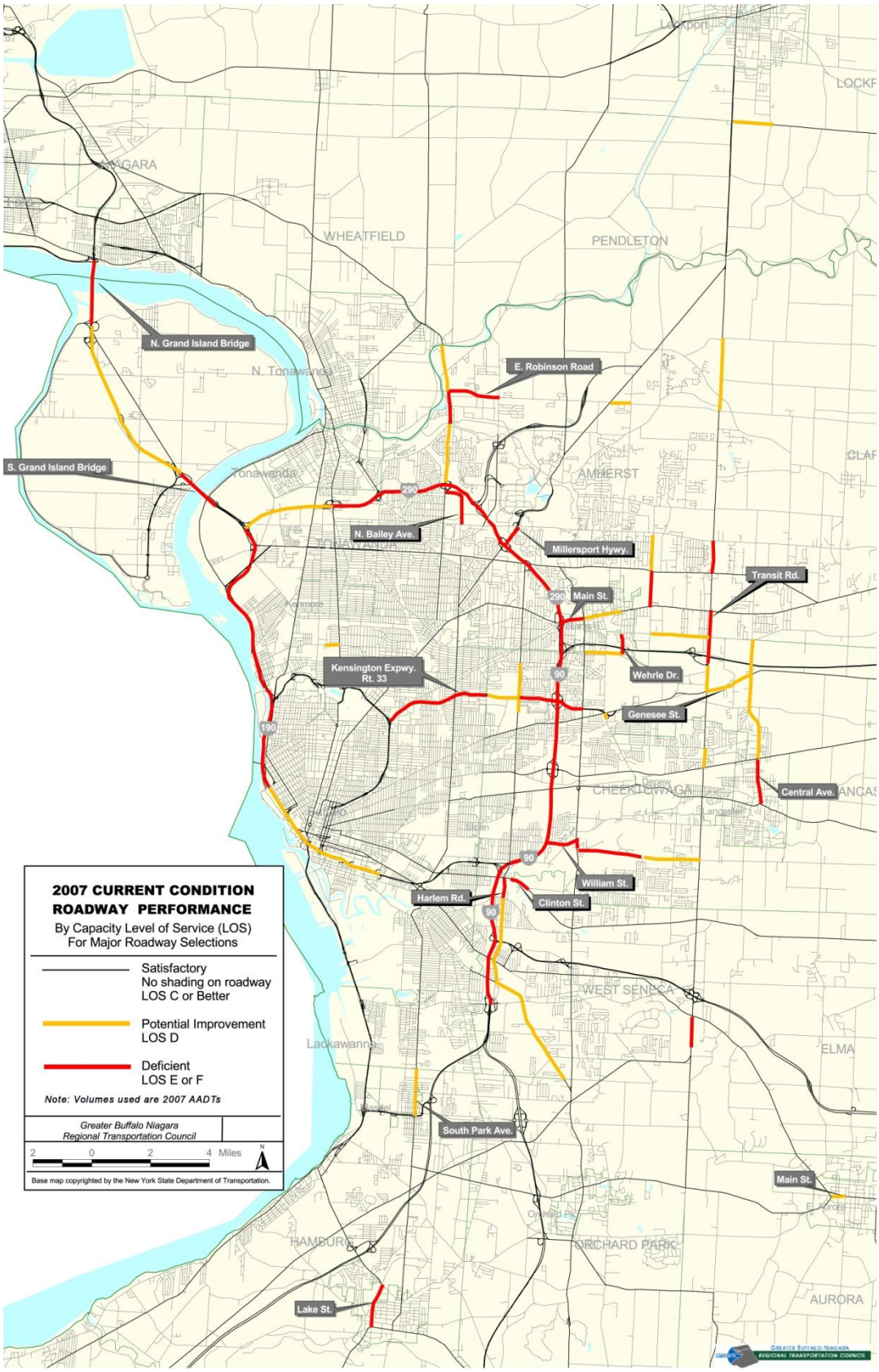
One key indicator related to highway infrastructure is the number of lane miles that are considered deficient. This definition relates to a surface score <6 and indicates conditions that need corrective action to prevent further deterioration or the need for complete reconstruction at a significantly higher cost. Overall surface scores in the region have remained steady. In 2009, the average score for the entire system was 6.77 in 2009 compared to 6.80 in 2007. Approximately 8% of roadways were rated excellent; 52% good; 25% fair; and 14% poor. The bar graph below summarizes surface score data on non-NHS and NHS roadways from 2001 to 2009. The map on the following page shows 2009 surface scores on all federal aid eligible roadways in the region.



Roadway Performance

The Level of Service map on page 8 identifies the current highway capacity deficiencies in the region using recent traffic count data. Currently, the GBNRTC defines a highway as deficient when its volume to capacity ratio, as defined using the most recent Highway Capacity Manual standards, reaches the breakpoint between Level of Service (LOS) D and LOS E and then allows an additional 10% traffic in LOS E operations before needs identification status is reached. The most significant capacity problems in the region are occurring on the main line Thruway (I-90), the Youngmann (I-290) and Grand Island Bridges.


Erie and Niagara Counties
2009 Surface Scores
1 thru 5 POOR
6 FAIR
7 thru 8 GOOD
9 thru 10 EXCELLENT
UNDER CONSTRUCTION
GBNRTC
Greater Buffalo-Niagara
Regional Transportation Council

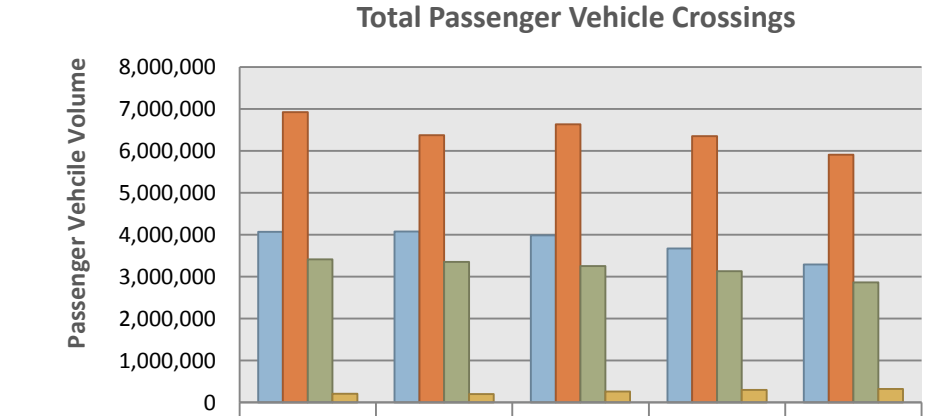

N. Grand Island Bridge
S. Grand Island Bridge
E. Robinson Road
N. Bailey Ave.
Millersport Hwy.
Transit Rd.
Main St.
Kensington Expwy.
Rt. 33
Wehrle Dr.
Genesee St.
Central Ave.
William St.
Clinton St.
Harlem Rd.
South Park Ave.
Main St.
Lake St.
WHEATFIELD
PENDLETON
AMHERST
CHEEKTOWAGA
WEST SENECA
ELMA
ORCHARD PARK
AURORA
HAMBURG
Lackawanna
Tonawanda
N. Tonawanda
290
90
190
2007 CURRENT CONDITION
ROADWAY PERFORMANCE
By Capacity Level of Service (LOS)
For Major Roadway Selections
Satisfactory
No shading on roadway
LOS C or Better
Potential Improvement
LOS D
Deficient
LOS E or F
Note: Volumes used are 2007 AADTs
Greater Buffalo Niagara
Regional Transportation Council
2 0 2 4 Miles
N
Base map copyrighted by the New York State Department of Transportation.

Bi-National Transportation

In the Buffalo-Niagara region, the U.S. and Canada are separated by the Niagara River, which is crossed by four international bridges and three railroad bridges.

In Buffalo, the Peace Bridge provides access to and from Fort Erie, Ontario. This structure is under the control of the Buffalo and Fort Erie Public Bridge Authority. Farther north are three additional bridges, all under the control of the Niagara Falls Bridge Commission. These are the Rainbow, Whirlpool and Lewiston-Queenston Bridges. The first railroad crossing is just north of the Peace Bridge (Buffalo) and is called the International Railroad Bridge. The upper deck of the Whirlpool Bridge in Niagara Falls provides the second railroad crossing. The third railroad crossing of the Niagara River just south of the Whirlpool Bridge is known as the Michigan Central Bridge, which no longer carries train traffic.

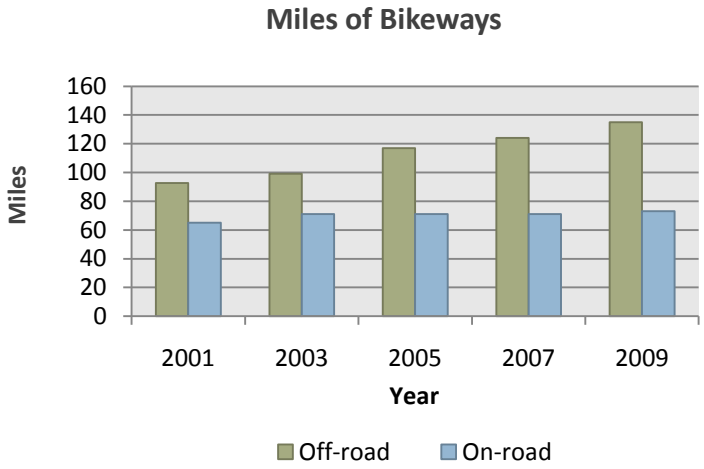
In 2009, three out of the four international bridges saw a decrease in vehicle crossings with the exception of the Whirlpool Bridge. 12.4 million motor vehicles traveled between the U.S. and Canada through the Buffalo-Niagara Gateway in 2009 down from 13.5 million in 2008. Of the four international crossings, the Peace Bridge is by far the busiest with over 5.9 million crossings last year. 4.7 million automobiles and 1.1 million trucks crossed this facility. The Lewiston-Queenston Bridge is second in overall traffic volume with almost 3.3 million vehicles using the bridge in 2009. Approximately 2.6 million autos and 674,912 trucks crossed this facility. Commercial traffic is not permitted to use the Whirlpool and Rainbow Bridges, though annual automobile crossings at these bridges were 319,962 and 2.8 million respectively. The bar graph below shows historical total passenger vehicle crossings from 2005-2009.



	2005	2006	2007	2008	2009
Lewiston Queenston	4,068,825	4,077,307	3,984,416	3,671,787	3,293,139
Peace	6,925,808	6,371,866	6,635,881	6,351,814	5,908,226
Rainbow	3,415,359	3,352,034	3,251,816	3,130,344	2,862,367
Whirlpool Rapids	206,555	197,238	260,384	297,884	319,962

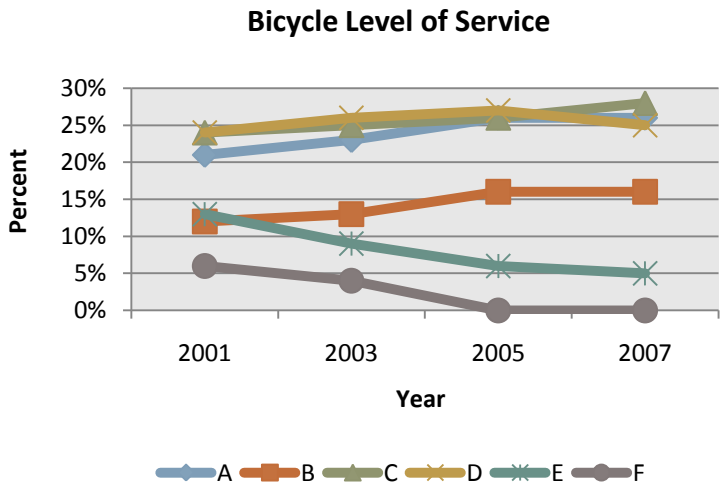
Bicycle and Pedestrian

The regional bicycle and pedestrian network includes shared roadways, designated bikeways, multiuse trails and sidewalks. The number of miles of bikeways and multiuse trails has steadily increased over the years (see bar graph below). In total, there are approximately 73 miles of designated bikeways (on-road) and 135 of multiuse trails (off-road) in the Buffalo-Niagara region.



Bicycle Level of Service (BLOS)

For the regional bicycle network, the GBNRTC collects Bicycle Level of Service (BLOS) data biannually. This measure is a method of evaluating the bicycling conditions of shared roadway environments. It uses the same measurable traffic and roadway factors that are used for other travel modes. It reflects the effect on bicycling suitability or "compatibility" due to factors such as roadway width, bike lane widths, lane configurations, traffic volume, pavement surface conditions, and motor vehicles' speed. Scores range from A (excellent) to F (poor). Overall BLOS in the region has continued to improve. Data collected from 2001 to 2007 is summarized in the bar graph below.



Bicycle and Pedestrian Activities

Bicycle and Pedestrian Subcommittee: The GBNRTC maintains a Bicycle and Pedestrian Subcommittee to work on issues related to bicycle and pedestrian transportation facilities in the region. The group is open to the public and meeting notices are sent out to encourage users of bicycle and pedestrian transportation facilities to participate in GBNRTC planning activities.

Bicycle Map Route Guide: The GBNRTC prepares a Bicycle Route Guide to assist those bicycling in the Buffalo-Niagara Falls area. The map is developed to encourage more people to bicycle by rating the comfort and quality of many roads in the urban, suburban and rural areas of this region. The Route Guide map uses the region's street and bike path network to produce a continuous bicycle route system. Most of the on-road selections are those preferred by local bike clubs for their own rides. Several popular attractions are indicated on the maps, both as points of interest, and as visual landmarks when traveling throughout the region. The Guide also presents an overview of a bicyclist's legal responsibilities and some general equipment issues and riding tips.

Bikes on Rail and Bikes on Buses: The NFTA has shown a commitment to providing accommodations for bicyclists on the transit system. Presently bicycles are permitted on rail cars at all times and access to buses is constantly improving. About 50% of the NFTA's bus fleet will be equipped with bicycle racks by 2011.

Buffalo Blue Bicycle: Buffalo Blue Bicycle is an innovative bicycle sharing program in the City of Buffalo. All of the bicycles are recycled from old or unused bicycles collected locally through donations, leftovers from police auctions, or trash bins. Blue Bicycles are stationed at various hubs throughout the city during summer/fall season. Members sign out a bicycle from any hub for up to two days to use for purposes of transportation, exercise, or enjoyment.

GoodGoingWNY.com: Good Going WNY is a web-based service developed to help individuals discover alternative local transportation choices for everyday traveling. GoodgoingWNY.com finds potential carpool partners with similar commuting preference and locates park-n-ride lots, bus and rail services and local road ratings for bicycling.

Safe Route to Schools: Safe Routes to School (SRTS) programs are sustained efforts by parents, schools, community leaders and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. SRTS programs examine conditions around schools and conduct projects and activities that improve safety and reduce traffic and air pollution in the vicinity of schools. As a result, these programs make bicycling and walking to school a safer and more appealing transportation choice encouraging a healthy and active lifestyle from an early age.

Public Transportation

Public transportation plays an important and growing role in helping the Buffalo-Niagara region meet environmental, economic and mobility goals. The NFTA is the region's primary provider of public transportation carrying about 94,000 people a day and traveling 8.9 million miles a year. The NFTA offers a variety of services including:

- Fixed-route local and express bus services
- Metrolink Van Shuttles
- Seasonal/tourist service
- Light rail rapid transit service
- Paratransit service
- Park and Ride and Transit Centers
- Non-Stop service to the Buffalo-Niagara International Airport (BNIA)

Fixed-Route Local and Express Bus Services

NFTA Metro operates 332 standard buses serving 38 local transit routes within the City of Buffalo, with some local services extending to the surrounding suburban ring cities, towns, and rural villages. Seventeen express routes provide peak service to downtown from suburban and rural communities.

Current express bus service in includes:

Route #66 Niagara Falls
Route #61 North Tonawanda
Route #62 Parker
Route #63 Riverside
Route #64 Lockport
Route #65 Amherst
Route #66 Williamsville
Route #67 Cleveland Hill
Route #68 George Urban
Route #69 Alden
Route #70 East Aurora
Route #72 Orchard Park
Route #74 Boston
Route #75 West Seneca
Route #76 Lotus Bay
Route #79 Tonawanda
Route #81 Eastside

Light Rail Service

MetroRail, a 6-mile long line with 15 stations links the University at Buffalo South Campus to Downtown Buffalo with a combination of subway and surface alignments. Currently 27 light rail vehicles are in operation.

Metrolink Van Shuttles

Metrolink van routes provide dedicated shuttles for 11 routes in selected suburban and rural communities.

Park and Ride Transportation Centers

The NFTA operates Park and Ride and transit centers throughout the region to serve as intermodal facilities allowing commuters to drive to a nearby-designated location and complete the remainder of their trip by bus, shuttle, or rail.

Current Park and Ride and Transit Centers

Appletree Business Park
Athol Springs
Boston State Road
City of Tonawanda
Creekside
Crosspoint Business Park
Eastern Hills Mall
Erie Community College South Campus
Highland Elementary School
Holtz Drive
LaSalle Station
Main and Union
McKinley Mall
Route 20A and 219
University Station
Niagara Falls Transportation Center
Southgate Plaza
Thruway Mall
Village of Angola
Village of North Collins
West Seneca Municipal Parking
Zion United Church of Christ

Paratransit

Curb to curb, lift equipped van service called Paratransit Access Line (PAL) is available for qualifying individuals. PAL's service area extends three-quarters of a mile on either side of or from the end of Metro's bus and rail fixed route service. Trips are made on a reservation basis. NFTA currently operates 35 vans serving 11 Metrolink and paratransit services.

Non-Stop service to the Buffalo Niagara International Airport (BNIA)

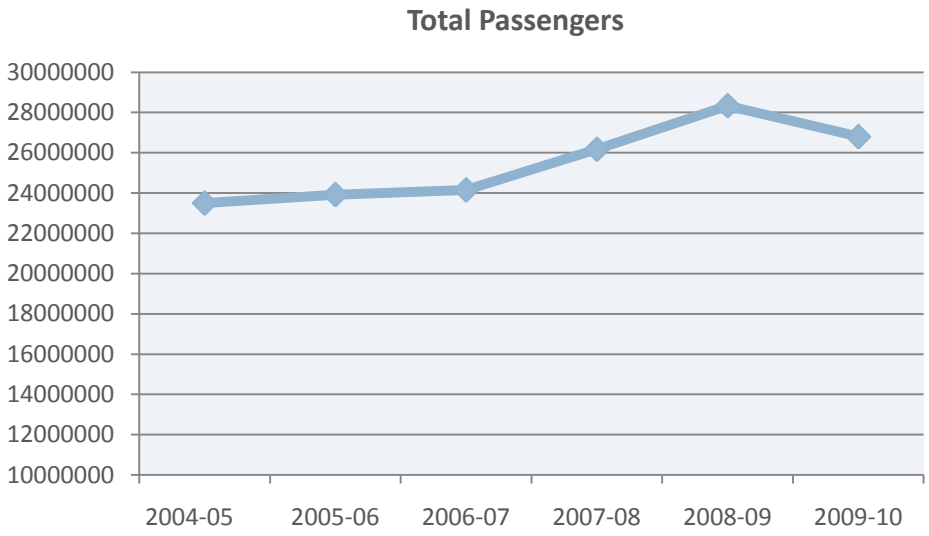
This shuttle runs non-stop service between the airport and Buffalo's central business district, including the Metro Bus station downtown (Metropolitan Transportation Center.) Service runs weekdays, approximately every 30 minutes, during peak drive time.

Erie County Restructuring Plan

The NFTA is close to completing a study that looks at how Metro can best serve its existing and potential future customers within its current financial and operational constraints. See page 20 for more detailed information on the study.

Transit Ridership

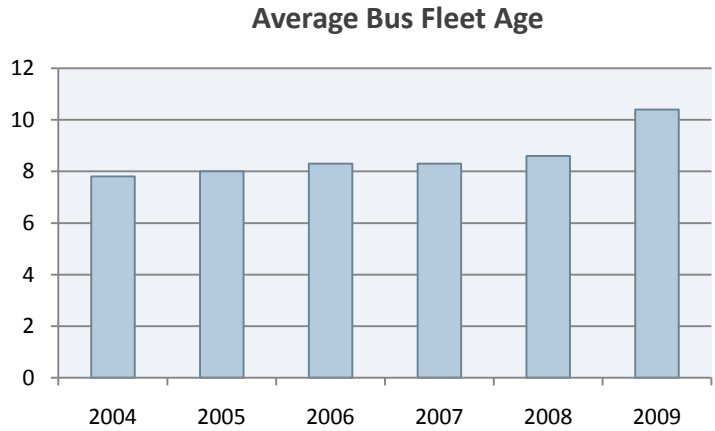
After years of steady growth, ridership increased significantly in 2008 due to summer spike in gas prices. However, preliminary ridership numbers for 2009-2010 indicate a decline from the previous year.



Note: Dual years represent NFTA's fiscal year, April 1 to March 31. Ridership numbers include total passengers on all mode; bus, rail, and paratransit.

Bus Fleet Age

The average bus fleet age statistic is important, as older buses tend to require a higher level of maintenance to keep them operating efficiently and reliably. The average bus fleet age at the end of 2009 was approximately 10.4 years. This is expected to improve once older buses are replaced with new ones that are currently being purchased with federal stimulus funds.



Freight

The Buffalo-Niagara region continues to be a critical freight transportation hub that is well served by an extensive highway, rail, port and aviation network. The highway system is an instrumental part of the transportation and logistics industry in the Buffalo-Niagara region. Approximately 75 percent of the region's freight travels by truck in comparison to 70 percent of the total freight moved in the United States. Because of the region's heavy reliance on truck transportation, the highway system is paramount in the efficient movement of freight as motor carriers utilize the highway system to transport freight to consolidation points and intermodal freight facilities. Therefore, the region's 3,675 mile highway network of major interstates, state routes and local arterial roads is a critical factor in enabling effective connections for the region's economy.

Highway

The region's Primary Highway Freight System of Erie and Niagara Counties is comprised of four major Interstate highways: Interstate 90, Interstate 190, Interstate 290, and Interstate 990. The routes are used to transport the region's inbound and outbound freight. They also serve as the primary motor carrier paths for navigating through and around the region.

The region's Secondary Freight Transportation System consists of State Routes and key arterials that support truck movement. These roads provide direct access to freight facilities and serve as the "last mile" for the delivery of goods. A clearly identified secondary road system directly influences the region's ability to move freight efficiently.

Air

Integrated express and commercial passenger carrier (belly-space) air cargo activity within the region is concentrated at Buffalo-Niagara International Airport (BNIA) with additional all-cargo service provided at Niagara Falls International Airport (NFIA). Both airports offer excellent access to Interstate and State highways and are near US-Canada border crossings. These border crossings provide the Buffalo and Niagara Falls International Airports with excellent access to Canadian air cargo markets, effectively extending their catchment area (geographic reach) into Ontario, Canada.

Through a combination of commercial passenger carriers, all-cargo and integrated express carriers, and scheduled road feeder service, these airports provide air connectivity to primary national air cargo hubs, international gateways and major metropolitan areas.

Buffalo-Niagara International Airport supports activity from all major integrated express carriers and passenger carrier belly-space cargo. There currently is no scheduled all-cargo carriers operating at BNIA and limited ad-hoc charter activity reported. Niagara Falls International Airport does not have dedicated air cargo facilities. Ad-hoc air cargo charters use NFIA's passenger terminal ramp for loading and unloading.

Rail

The Buffalo-Niagara region is currently served by four Class I railroads (CSX, NS, CN, CP), one Class II or 'Regional' railroad (BPRR), and numerous Class III or 'Short Line' railroads (SOM, SBOR, FRR, DLWR, SB). A railroad's class is determined by its earnings revenues and operating distance. Class I railroads are long distance line-haul railroads and Short Lines are local line haul, switching or terminal railroads.

The majority of the existing railroad network in the Buffalo-Niagara is utilized on for freight movements, although most of the mainline tracks support both freight and passenger service. Passenger services do compete for capacity with the freight railroads.

Water

The Greater Buffalo-Niagara region's principal waterborne commerce center is the Port of Buffalo, which is owned and operated by Gateway Metroport. The port, while not among the largest on the Great Lakes, is active and poised for growth. The Port has significant assets: its location astride two Great Lakes, its linkage by road and rail to the east coast urban megalopolis, and its location at the center of the Golden Horseshoe, the rapidly expanding portion of the Province of Ontario surrounding the western end of Lake Ontario. In addition, the region has substantial waterfront acreage dedicated to maritime freight transport, good intermodal connections, and a significant stock of available, well-located industrial space that would enable expansion of port activities in Erie and Niagara counties for the benefit of the regional economy.

International Freight Traffic

The 'Niagara Peninsula' region of Ontario, which lies between Lake Erie and Lake Ontario and connects Canada and the U.S., is served by a multimodal network, including road, rail, marine, and air facilities. The Niagara Peninsula also connects the Niagara Frontier and southeastern Michigan. Accordingly, delays at the border crossings and on the Canadian side impact the flow of freight between Michigan, Ontario and the Niagara Frontier.

Other Transportation

Air

Two major airports located in Buffalo and Niagara Falls service the region. The Buffalo-Niagara International Airport (BNIA), averages approximately 110 daily flights with nonstop service to 19 cities. In addition to commercial flights, the BNIA serves as a major distribution center for air cargo traffic through four major operators including United Parcel Service (UPS), Southwest Cargo, FedEx, and Worldwide Fight Services.

The Niagara Falls International Airport (NFIA) has three active runways, which serve general aviation, military and commercial flights. The facility handles international charter and cargo flights and direct passenger flights to Myrtle Beach, South Carolina, Fort Myers, Florida and Melborne, Florida. The new state-of-the-art terminal at the NFIA opened in 2009.

Passenger Rail

Amtrak is the sole provider of passenger service in the area. There are three rail passenger stations in the area located in Buffalo, Depew and Niagara Falls.

Intermodal Facilities

In this area intermodal facility locations include the Buffalo and Niagara Falls airports, Gateway Metroport and corporate ports, and rail yards. Discussions with users of these facilities will identify transportation infrastructure projects to improve system connections to and from these locations.

Carsharing

Car Sharing is a service that offers the piece-of-mind of the automobile without the up-front costs, hassles, or environmental impacts of private vehicle ownership. Members rent vehicles on an hourly basis for errands or irregular trip, while relying on other modes of transportation (such as walking, bicycling, taking transit or carpooling) for their daily commute. For more information on Buffalo Carshare visit http://www.buffalocarshare.org.

Chapter 3
Ongoing Long Range Planning Activities

Future long range transportation plans will be impacted by a number of major studies and plans that have recently been adopted or are underway in the Buffalo-Niagara region. Those plans and initiatives are highlighted below:

Bicycle and Pedestrian Master Plan

The GBNRTC recently completed an update of the Bicycle and Pedestrian Master Plan for the region. This plan is an important element of the region's long range multimodal transportation planning strategy and serves as a framework for facility investments and assist in promoting mobility options, healthier lifestyles, reducing air pollutants and decreasing traffic congestion. The plan identifies five key strategy areas the region will focus on to improve walking and bicycling in the Buffalo-Niagara region.

1. **Streets for Cycling and Walking**
   Bikeways to priority destinations, including schools, universities and transit stations, are proposed. Bicyclists' and pedestrians' needs should be considered in the planning, design, construction and maintenance of all streets. Identifying and eliminating gaps in the network will establish continuity; facilitate usage; and build public confidence in the system. Special attention should be given to bicycling and walking whenever bridges, underpasses and expressways are constructed or improved so these facilities do not become significant barriers to bicycling or walking. Enhance maintenance to include regular inspections, sweeping debris, replacing striping and signage, repaving streets, repairing potholes, and replacing dangerous grates.

2. **Parking**
   A potential key advantage to bicycling is convenient parking. Key strategies to emphasizing this advantage include installing secure bike racks at predictable high-demand locations, encouraging bike parking inside commercial and office buildings, and future long-term bike parking spaces at all buildings owned by any city, town, or county in the region.

3. **Transit Connections**
   Access to public transit significantly increases the range and flexibility of bicycle and walking trips while expanding the transit 'catchment' area. Suggested actions to improve bike-transit connections include considering bicyclists' needs in the planning, design and operation of trains and stations; accommodating bicycle transport on the entire Metro Rail and Bus system; and providing bike parking inside and outside stations. A basic pedestrian strategy ensures that there are convenient and secure connections to and from all high activity bus stops. Rider surveys can guide marketing and outreach promotions.

4. **Education and Marketing/Health Promotion**
   Developing safe bicycling skills in adults and children, and teaching motorists to share the road with bicyclists and pedestrians are key education efforts. Bicycle safety and accident avoidance education for divers and bicyclists is a critical component to improving the safety of bicyclists. Education is also

an effective way to prevent bicycle theft. Marketing bicycling and walking as a healthy, fun and convenient ways to travel will encourage use.

5. **Law Enforcement and Crash Analysis**
   Enforcement of traffic laws helps reduce the number of injuries suffered by cyclists and pedestrians establishes a more inviting environment for bicycling and walking. Key strategies identified in the Plan include refreshing police officers on the enforcement of laws that support a safe bicycling and walking environment, designating a person at the Police Departments to coordinate bicycle enforcement efforts, and analyzing the circumstances of serious bicycle and pedestrian crashes to help prevent them from recurring.

Bicycle and pedestrian planning has been an integral part of the Buffalo-Niagara region for several decades. For the Bicycle Pedestrian Master Plan to be successful in the future, a sustained effort to raise awareness of the social, economic and transportation benefits of the Plan is essential. Leveraging partnerships in the years ahead will build both a core base of support and an ownership of the Bicycle and Pedestrian Master Plan.

Erie County Transit Service Restructuring and Strategic Assessment

In January 2009, the NFTA commissioned Transportation Management and Design Inc. consultants (TMD) to conduct the Erie County Transit Service Restructuring and Fare Study and Strategic Assessment. The purpose of the study is to answer how Metro can best serve its existing and potential future customers within its current financial and operational constraints; enhance public mobility while improving system performance and sustainability; and create a solid platform for growth that builds advocacy for continued and increased investment in public transit. The goals of the study and future transit network are highlighted below:

1. Enhanced Public Mobility: The future NFTA network will be restructured to better meet the mobility needs of the community, making it easier to access jobs, schools, shopping, medical, and social services using the system. This is considered especially important given the mismatch of increasingly suburbanized jobs and urban population in the region.

2. A More Customer Friendly Network: The future network will be simple and easy to use for both existing and future new riders, including more direct routes, higher frequencies, and better passenger facilities and fleet.

3. Financial Sustainability: The study will develop a sustainable transit system, operating within the funding levels available to NFTA as well as maximizing farebox revenue and operating efficiency.

Beyond the Service Plan

- A redefinition of transit's role as a regional travel option and in supporting economic development
- Preparing the transit system for extra ridership from rising fuel prices and environmental initiatives
- Develop closer links between Metro and the community

4. A Solid Platform for Ongoing Transit Investment: The study will develop an enhanced transit system which will provide a strong base for growing transit ridership, including additional future investment in transit service and infrastructure. An approved plan is expected in late Spring or early Summer.

Regional Freight and Goods Movement Study

The GBNRTC commissioned Wilbur Smith Associates to conduct the Niagara Frontier Urban Area Freight Transportation Study to examine freight transportation in the Niagara Frontier region and its role in the regional economy. The study will provide a comprehensive assessment of the relationship between the sufficiency of transportation infrastructure and services and economic conditions and opportunities occurring within the Buffalo-Niagara region. The analysis will focus on how the global economy, global trade and patterns, and changes in logistics are having an impact on the region's economic competitiveness, especially as it relates to transportation within the region. The study deliverables will include five Technical Memorandums:

- Technical Memorandum 1: Economic Development and Growth Evaluation
- Technical Memorandum 2: Freight Transportation System Profiles
- Technical Memorandum 3: Freight Transportation Market Profiles
- Technical Memorandum 4: Freight Transportation Needs
- Technical Memorandum 5: Economic Impact Analysis

A Summary of Stakeholder Interviews will be produced to fully understand the needs of stakeholders by examining answers and comments made by public sector agencies, freight carriers and users of freight transportation services.

A Freight Improvement Resource Guide will be produced to help planners match potential solutions to a wide range of freight issues. A resulting matrix can be used as a starting point to brainstorm and explore solutions to meet the area's freight planning goals and needs. The guide will then focus on the GBNRTC planning area and examine how general solutions can be applied locally.

The Commodity Information Management System (CIMS) is a software tool developed by Wilbur Smith Associates. This tool will be customized for GBNRTC and delivered for use by GBNRTC staff. CIMS is used to estimate impacts of changes to the freight activities within the study area such as building new facilities or modifying the supply or demand for specific commodities (i.e. what if coal production increased by 10%?). The final report of the study is expected to be released in July 2010.

UB 2020 (University at Buffalo's Master Plan)

UB 2020 will be used to guide future development efforts for the University at Buffalo. The plan calls for 10,000 more students and 6,700 new faculty and staff members and creates seven million square feet of new space over its three campuses – North, South and Downtown. A cornerstone to the plan is for each campus to have its own distinct identity while becoming better connected with each other and the community that surrounds them. UB 2020 is the product of continuous collaboration with public and private partners, including the GBNRTC. The plan outlines the following actions that align it with that of city, town, county, and region:

Set a pattern for sustainable regional growth: The UB 2020 lists the Main Street/Millersport Highway corridor – with North Campus on one end, Downtown Campus on the other, and South Campus in the middle – as primary target for investment and development. The plan will encourage future growth within this corridor, building on existing infrastructure and centers of economic activity and relieving development pressure on the region's remaining open space and natural resources.

Minimize impacts on municipal infrastructure: The plan's comprehensive transportation strategy will support improvements to public transit and reduce dependency on cars for travel to and around the campuses, minimizing impacts on local traffic and parking. The plan also reduces UB's greenhouse gas (GHG) emissions through a combination of infrastructure and building upgrades, transportation strategies, revised purchasing and waste management arrangements, and the purchase of carbon offsets that support off-site GHG mitigation efforts and renewable energy development.

Broaden transportation options: A recent survey showed that 90 percent of faculty and staff and 76 percent of students who live off campus commute to UB by single-occupancy vehicle. Broadening transportation options is key to UB's future growth. UB will focus on four key strategies: creating walkable, bike-friendly campuses; providing smooth transit connections; improving the fit between cars and campuses; and promoting sustainable transportation alternatives.

Part of UB's planning process has been to ensure that UB's plan is consistent with the local and regional plans, each of which acknowledges the central role the university will play in the development of the region:

- Erie-Niagara Framework for Regional Growth (2006)
- 2030 Long-Range Transportation Plan for the Erie and Niagara Counties Region (2007)
- Transportation Improvement Plan 2008-2012 (2007)
- Queen City in the 21st Century: Buffalo's Comprehensive Plan (2004)
- The Queen City Hub: A Regional Action Plan for Downtown Buffalo (2003)
- Town of Amherst Bicentennial Comprehensive Plan (2004)

Binational Planning

New York and Ontario: BiNational Transportation Strategy

Canada and the United States are the largest trading partners in the world. Their economies are highly integrated with enormous dependence on cross-border trade. A modern border that provides for safe and efficient movement of people and goods is therefore critical to both nations to maintain continued growth in the economy and trade. The increased security demands since 2001 have resulted in the need to focus closely on the operations of our border crossings and approaches, so that efficiency improvements are made in concert with the implementation of enhanced safety and security measures. The development and continued management of safe and efficient border crossings and approaches at the Niagara Frontier is of vital importance to the region, the province/state and the two nations.

A Strategy for the Niagara Frontier

A total of over 40 separate initiatives or projects relevant to the frontier transportation network were identified in the comprehensive BiNational Transportation Strategy document prepared for the BiNational Transportation Steering Committee. These initiatives are considered as components of six Strategy Elements, which will:

1. Foster improved coordination between appropriate agencies and stakeholders.
2. Ensure adequacy of approach corridor capacity, connectivity to economic centers and network flexibility.
3. Improve enforcement, processing and plaza infrastructure to enhance efficiency, security and safety.
4. Provide sufficient river crossing capacity and network flexibility to meet demands.
5. Encourage shifts of transportation modes to improve the efficiency of the entire transportation system.
6. Realize unique opportunities for overall border network management including innovative ITS strategies.

GBNRTC and BiNational Cooperative Planning

Cooperative planning continues in several programmatic areas to realize the goals of the BiNational Strategy and include:

- **Operational Coordination:** Through the Niagara International Transportation Technology Coalition (NITTEC), working subcommittees comprised of governments and agencies from both sides of the border meet regularly to address crossing operational issues, through the Border Crossing subcommittee; longer term approaches to systems integration through the Strategic Planning subcommittee; and near term ITS solutions through the Technology and Systems subcommittee.

- **Integrated Corridor Management**: Also through NITTEC, a major initiative is to identify capital and operational projects in a major BiNational travel corridor recognized as the Niagara Corridor and previously referenced in the Corridors of the Future proposal. This plan intends to treat the travel corridor as an integrated operating entity to benefit travel and commerce in the region.

- **Long Range Planning:** GBNRTC participates in the NGTA (Niagara to Greater Toronto Area) corridor planning initiative and travel models in Buffalo-Niagara (New York) and Niagara Region (Ontario) are integrated. The BiNational components of freight movement have been included in the regional freight study, studies supporting major capital projects such as the Peace Bridge expansion conducted, and integration of bicycle/pedestrian trails on both sides of the border pursued.

Additional Cooperative Planning Initiatives

In addition to BiNational cooperation, the MPO coordinates planning activities with all other metros in New York state as well as with state planning initiatives. In regular meetings of the New York State Metropolitan Planning Organizations, all thirteen MPOs, along with NYSDOT, discuss impacting issues and also pool some planning funds to address planning initiatives of common interest. Items such as Statewide Data Collaboration are developing procedures for consistent and effective data acquisition throughout the state. In the Western New York region, GBNRTC and the counties to the south, as well as Southern Tier West Regional Planning Commission, have met to discuss common planning issues and possible cooperative planning in a Rural Planning Organization format. Staff from those counties and their municipalities have been attending transportation Project Subcommittee meetings relative to capital project development. GBNRTC and other upstate MPOs have engaged cooperative planning in mutual efforts such as upstate High Speed Rail and the Erie Mohawk Corridor planning study.

Chapter 4
Vision, Goals and Objectives

Creating a vision for the region and developing appropriate goals and objectives to pursue that vision, provides a framework for the long range transportation plan by which projects and programs are developed. As part of plan development, these goals and objectives were reexamined to determine their validity and relevance to the issues facing the region. The Vision for the region and subsequent goals and objectives reflect both federal priorities outlined in the SAFETEA-LU planning factors and address issues specific to the Buffalo-Niagara region. The following goals and objectives were reaffirmed as part of the 2035 LRP update process.

Regional Vision

- Create an economically healthy region
- Create an environmental healthy region
- Reverse current economic, land use, social, and demographic trends
- Promote growth in areas with existing infrastructure
- Promote equitable regional service for all residents

Goals & Objectives

PRESERVATION

Goal: The Buffalo-Niagara region will focus on transportation projects that preserve and enhance existing transportation facilities.

Objectives:

- Achieve and maintain adequate pavement conditions on roadway facilities based on functional class.
- Achieve and maintain adequate bridge conditions based on functional class.
- Achieve and maintain adequate transit infrastructure and maintain the system vehicle fleet on a responsible replacement cycle.

Policy Guidance Principles:

- This Long Range Transportation Plan update as with previous plans allocates approximately 70 percent of the total anticipated funds for infrastructure maintenance over the twenty-year plus horizon of this Plan. This level of allocation is maintained for future year program funding.
- As part of the future investment decisions, the GBNRTC will adopt a risk assessment policy requirement for project development and implementation of all regional transportation improvements. Within the Plan and the Transportation Improvement cycle, the MPO will recognize the inherent variability and associated risk in delivery of local and state sponsored projects. This risk

will also be analyzed in terms of potential impact on project completion and resultant performance measure satisfaction.
- Funding for regional transportation improvements will be based on the function and condition of facilities – not ownership.

MOBILITY AND ACCESSIBILITY

Goal: The Buffalo-Niagara region's transportation system will improve user mobility and accessibility.

Objectives:
- Create a more balanced transportation system that enhances modal choices.
- Enhance mobility for all members of the community including the transportation disadvantaged.
- Provide an integrated multi-modal transportation system which offers: the efficient and safe mobility of people, seamless and overlapping networks for goods movement, and a variety of accessible mode choices to regional activity sites.
- Provide a regional system that will minimize delay times by implementing effective congestion relief techniques such as: transportation system management (TSM), transportation demand management (TDM), intelligent transportation systems (ITS) and selected linear capacity expansion projects emphasizing areas with existing infrastructure.
- Emphasize the development of effective alternatives to single occupant vehicle (SOV) travel.
- Enhance highway safety techniques, incident management plans, and access management techniques.
- Promote increased security of transportation facilities and activities to enhance the region's ability to protect and respond to potential threats and hazards.

Policy Guidance Principles:
- Establish roadway level-of-service (LOS), congestion/capacity standards that recognize that roadways of various types in different areas provide different functions and serve different volumes of traffic and therefore require different minimum operating LOS standards. These LOS standards should be established, consistent with appropriate design standards and GBNRTC's Congestion Management Process (CMP) and adopted by the GBNRTC prior to advancement of any capacity expansion project identified by this Plan.
- Effective cost efficient operational actions are preferable to physical highway capacity expansion actions, therefore operational actions should be maximized before capacity expansion alternatives are advanced.
- Emphasis will be given to those facilities that serve important national and regional transportation functions.
- Identify a dedicated source of funding for operating costs prior to advancing high quality transit projects such as extensions to the rail line.

ECONOMIC DEVELOPMENT

Goal: The Buffalo-Niagara region's transportation system will improve the region's economic competitiveness.

Objectives:
- Improve the accessibility of the transit-dependent and low-income individuals to employment opportunities.

- Maintain the existing transportation system to support current and future development through the reuse of existing facilities and sites.
- Provide transportation services to promote higher density urban redevelopment and infill development projects in, and adjacent to, existing neighborhoods.
- Encourage the concentration of employment and activity sites within transit corridors to maximize transportation efficiency.
- Promote the efficiency and reliability of freight movement (truck and rail) within and through the region and improve multi-modal facilities and system connectivity to capitalize on growing international and trans-border trade opportunities.
- Correlate transportation investments to employment growth opportunities.
- Focus transportation system improvements to support and promote tourism.

Policy Guidance Principles:
- Infill development will be a priority in economic development transportation project selection.
- Priority development areas in the region include the regional airports and intermodal activity centers.

THE ENVIRONMENT

Goal: The Buffalo-Niagara region will plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources and communities.

Objectives:
- Enhance the attractiveness, convenience, safety and availability of non-motorized transportation systems.
- Mitigate adverse environmental impacts of transportation projects.
- Protect, enhance, and restore the environment.
- Promote ways to reduce energy consumption.
- Provide transportation services to those areas with existing infrastructure thereby limiting sprawl.

Policy Guidance Principles:
- Multi-modal solutions will be considered in all alternatives, to correct deficiencies of a roadway facility or corridor.
- Advancing the provisions and recommendations of the GBNRTC adopted Bicycle and Pedestrian Master Plan for Erie and Niagara Counties have a high priority in transportation improvement project development.
- The needs of the older driver population of the region will be considered as transportation facilities are maintained and rehabilitated.
- Not only mitigate adverse environmental impacts but also protect, enhance, and restore the environment.

LAND USE

Goal: The Buffalo-Niagara region will achieve better inter-jurisdictional coordination of transportation and land use planning.

Objectives:

- Promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Coordinate the regional transportation plan with municipal plans. Ensure that all municipalities in the region have an adopted master plan (update) or set of planning tools for monitoring or directing physical and economic development in a regionally consistent manner.
- Encourage mixed-use development with multi-modal transportation connections.
- Encourage new development to integrate with existing land use and transportation patterns.
- Support legislative efforts for "smart growth" and "quality communities" initiatives that promote coordinated planning.
- Integrate and strengthen transportation considerations with land use planning by incorporating a land use model within the transportation planning process.
- Establish communication and an informational process with municipalities to emphasize the land use-transportation connection.

Policy Guidance Principles:

- Need to identify and adopt policies to support smart growth and re-investment in existing developed areas with infrastructure in place and identify disincentives for developing in areas with insufficient infrastructure.
- Transportation improvements to increase roadway capacity and address capacity along roadways and corridors impacted by increased traffic generated by local land use decisions will not be programmed unless municipalities adopt access management and corridor management plans to minimize traffic congestion impacts on roadways.

Chapter 5
Land Use and the Framework for Growth

Transportation and land use decisions have a significant impact on the region's development. One of the key regional challenges to cost effective, sustainable growth in the Buffalo-Niagara region is to better manage the sprawl of residential development and the suburbanization of employment. Currently, numerous public authorities, local government and private sector actions make decisions regarding area land use, growth and redevelopment in the region. This has created a development pattern that often causes inefficient infrastructure use, loss of important natural resources, abandonment of urban/village centers and sprawling growth.

The Framework for Regional Growth

The *Framework for Regional Growth* provides a common reference point for decision-makers and ensures a coordinated approach to area wide growth and redevelopment. It was developed in collaboration between Erie and Niagara Counties and is a roadmap to guide the future growth and development of the region.

The purpose of the Framework Plan is to help all sectors and jurisdictions within Buffalo-Niagara region make better, more coordinated decisions about growth and redevelopment. It establishes a regional development vision and outlines policies and programs consistent with that vision. As such, the plan fosters development coordination across political boundaries to help the region grow in smart, sustainable, and efficient ways.

Regional Growth and Development Principles

The *Framework for Regional Growth* outlines a number of growth and development principals that are consistent with the goals and guiding principles used to develop the region's long range transportation plan. These principals include:

- **Improved Access & Mobility:** The region's transportation infrastructure should be designed to promote reinvestment in developed areas, improve interstate and cross-border connectivity, strengthen alternative modes of transportation and enhance the livability of neighborhoods. The counties favor development that supports transit use, walking, ride-sharing, and more efficient commuting patterns.

- **Efficient Systems & Services:** The location, quality and capacity of the region's public infrastructure and facilities has a powerful influence on the pattern and pace of development. Erie and Niagara Counties support public investment to maximize the use of existing infrastructure and facilities, improve the competitive position of underutilized lands and buildings, promote the reuse of brownfield and grayfield sites, and encourage the preservation and adaptive reuse of historic sites and buildings.

- **Effective Regional Stewardship:** Erie and Niagara Counties recognize as a liability the absence of a forum for addressing the pace and quality of regional development, the fiscal health of county

government, the efficiency and effectiveness of infrastructure investment and service delivery, and the conservation of sensitive resources. County and local governments; federal, state, and regional agencies and authorities; property owners and developers; interest groups; and residents are encouraged to work together to support actions consistent with the Framework.

- **Conserved Natural & Cultural Assets:** Erie and Niagara Counties support efforts to preserve historic sites and landscapes, conserve and improve access (as appropriate) to natural systems and resources, and interpret history, and celebrate regional culture. The counties encourage the conservation and protection of the region's most sensitive natural systems—the lakefronts and escarpments; rivers, creeks, and streams; wetlands and floodways; and forested lands are recognized as regionally significant resources worthy of protection and conservation.

- **A Vital Economy:** Improving the competitive position of the region's centers of commerce, industry, and education is among the highest priorities of Erie and Niagara Counties. The region's prosperity is dependent on the vitality of its downtowns and urban waterfronts; commercial, industrial, and institutional districts; and emerging centers of employment and commerce.

- **Sustainable Neighborhoods:** To serve the increasingly diverse needs of the region's households, Erie and Niagara Counties promote efforts to improve the livability of the region's urban neighborhoods and create more compact, walkable communities in developing areas. Through carefully planned reinvestment, infill development, and new compact development, the region can accommodate anticipated growth on a smaller "footprint," slow the pace of rural land conversion, ease pressure on the road network, lessen demand for new public infrastructure and facilities, and reduce long-term infrastructure operation and maintenance costs.

- **Conserved Natural & Cultural Assets:** Erie and Niagara Counties support efforts to preserve historic sites and landscapes, conserve and improve access (as appropriate) to natural systems and resources, and interpret history, and celebrate regional culture. The counties encourage the conservation and protection of the region's most sensitive natural systems—the lakefronts and escarpments; rivers, creeks, and streams; wetlands and floodways; and forested lands are recognized as regionally significant resources worthy of protection and conservation.

Future Development Strategies

In addition to the growth and development principals the Framework Plan identifies primary policy areas; developed, developing, and rural and offer strategies for future growth and development in each area. The Long Range Transportation Plan is consistent with the Framework Plan's strategies for future growth focusing transportation investment in areas of the region already served by existing infrastructure. The following descriptions of the primary policy areas are documented in the Framework Plan:

- **Developed Areas:** Spark reinvestment, attract new households and businesses and improve the livability and economic vitality of the region's existing communities. Support a) the conservation and stabilization of existing neighborhoods; b) new compact, pedestrian-oriented, mixed use development on vacant and underutilized sites; and c) higher density, employment intensive, mixed use development in Regional Centers and Growth Corridors.

- **Developing Areas:** Support a balance of conservation and quality development in the Developing Area. Align policies and investments to encourage a) the conservation of agricultural and rural lands; b) new compact, pedestrian oriented, mixed use development on vacant and underutilized sites and c) higher density, employment intensive, mixed use and transit oriented development in Regional Centers and Growth Corridors.

- **Rural Areas:** Encourage limited development and reinvestment in Rural Centers and discourage the conversation of rural and agricultural lands. Align policies and investments to strengthen rural economies, conserve agricultural and rural lands, and revitalize Rural Centers.

Centers & Corridors: Regional Centers, Growth Corridors, & Rural Centers

Within the primary policy areas, the Framework Plan defines sub areas most favored for future development and public investment. For these areas, defined as Regional Centers, Growth Corridors, and Rural Centers, the Counties offer strategies to promote appropriate reinvestment, redevelopment, conservation, adaptive reuse, and infill development. The population distributions and projections included in the Framework Plan were prepared by GBNRTC and are the Corridors that help guide transportation investment policies.

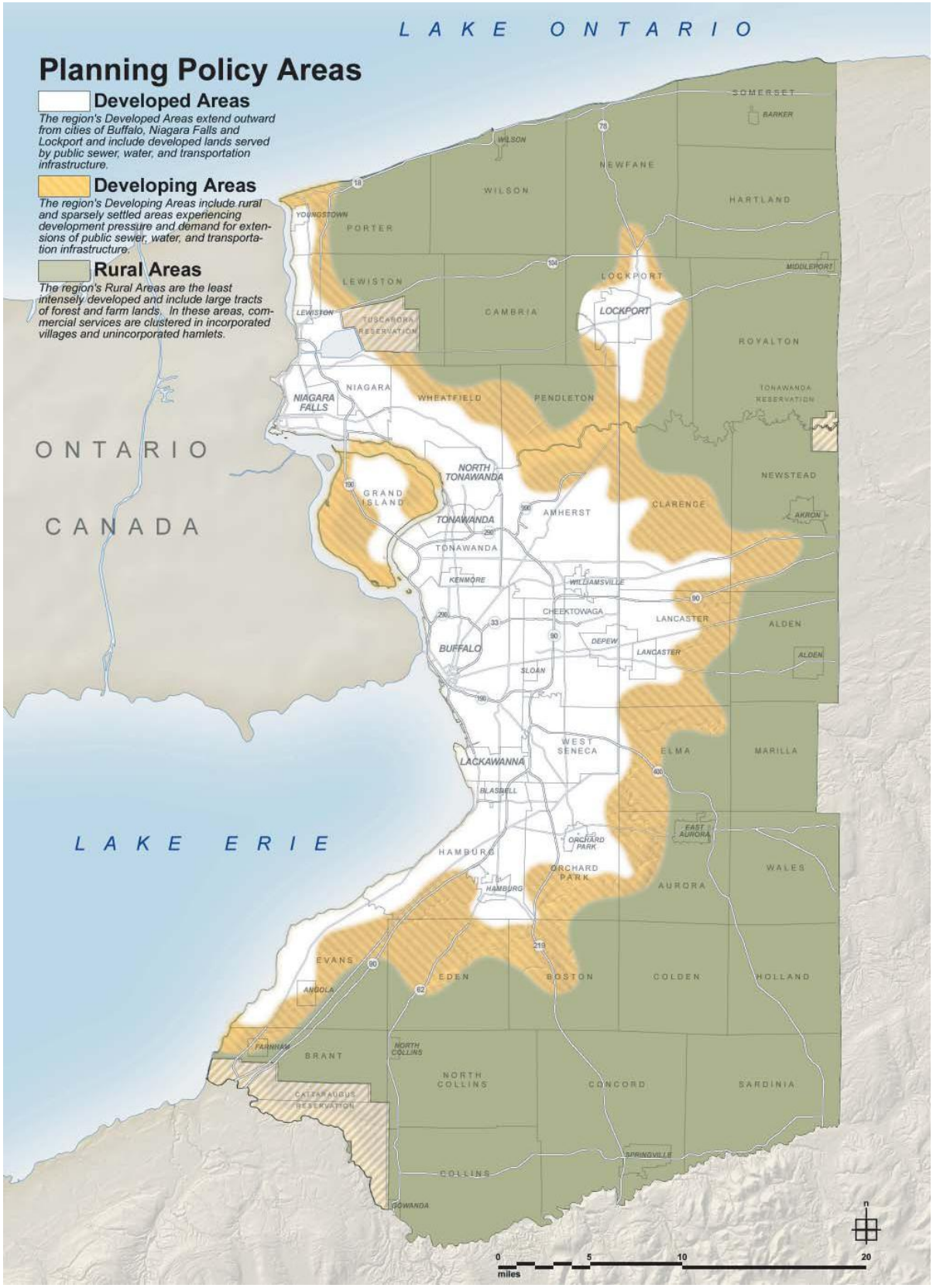
Regional Centers: Regional Centers as identified in the Framework Plan include the downtowns of the region's three major city centers—Buffalo, Niagara Falls, Lockport, and North Tonawanda—along with a number of regionally significant centers of activity in the Developed Area. Though accounting for only a small percentage of the region's land area, these places are home to most of the region's residents and jobs, and virtually all of the region's most important cultural and educational institutions. Regional Centers are recognized for their existing and potential economic vitality, diverse mix of land uses, concentrations of public facilities and services, and potential as locations for higher intensity, mixed use development and enhanced transit service.

- Downtown Buffalo
- Downtown Niagara Falls
- Downtown Lockport
- Tonawanda/North Tonawanda
- Kenmore
- Amherst
- Williamsville
- Lancaster/Depew
- Lackawanna

Growth Centers & Corridors: Growth Corridors include the region's existing and emerging areas of commerce and industry. Designated growth corridors have relatively high employment densities; the presence of vacant, underutilized, and shovel-ready sites; concentrations of brownfield property; and good access to regional road and rail networks.

- Niagara River Corridor
- Niagara Falls Airport
- West Lockport
- Amherst/990 Corridor
- Main Street/UB Corridor
- Buffalo-Niagara
- Airport/Cheektowaga
- Walden/Broadway Corridor
- Seneca/400 Corridor
- Erie Lakefront/ Route 5 Corridor
- 219 Corridor

Rural Centers: Rural Centers include the Rural Area's incorporated villages as well as several unincorporated hamlets that serve as the social, cultural, economic, and often historic heart of the region's rural communities. These designated centers provide varying combinations of essential commercial and public services—post offices, branch backs, libraries, schools, and government offices, some level of public infrastructure, and clusters of historic sites and buildings.


LAKE ONTARIO
Planning Policy Areas
Developed Areas
The region's Developed Areas extend outward from cities of Buffalo, Niagara Falls and Lockport and include developed lands served by public sewer, water, and transportation infrastructure.
Developing Areas
The region's Developing Areas include rural and sparsely settled areas experiencing development pressure and demand for extensions of public sewer, water, and transportation infrastructure.
Rural Areas
The region's Rural Areas are the least intensely developed and include large tracts of forest and farm lands. In these areas, commercial services are clustered in incorporated villages and unincorporated hamlets.
ONTARIO
CANADA
LAKE ERIE
SOMERSET
BARKER
WILSON
NEWFANE
HARTLAND
YOUNGSTOWN
PORTER
LEWISTON
LOCKPORT
MIDDLEPORT
CAMBRIA
ROYALTON
TUSCARORA RESERVATION
NIAGARA
NIAGARA FALLS
WHEATFIELD
PENDLETON
TONAWANDA RESERVATION
NEWSTEAD
NORTH TONAWANDA
GRAND ISLAND
AMHERST
CLARENCE
AKRON
TONAWANDA
KENMORE
WILLIAMSVILLE
CHEEKTOWAGA
LANCASTER
ALDEN
BUFFALO
DEPEW
SLOAN
WEST SENECA
ELMA
MARILLA
LACKAWANNA
BLASDELL
EAST AURORA
ORCHARD PARK
HAMBURG
WALES
AURORA
EVANS
EDEN
BOSTON
COLDEN
HOLLAND
ANGOLA
FARNHAM
BRANT
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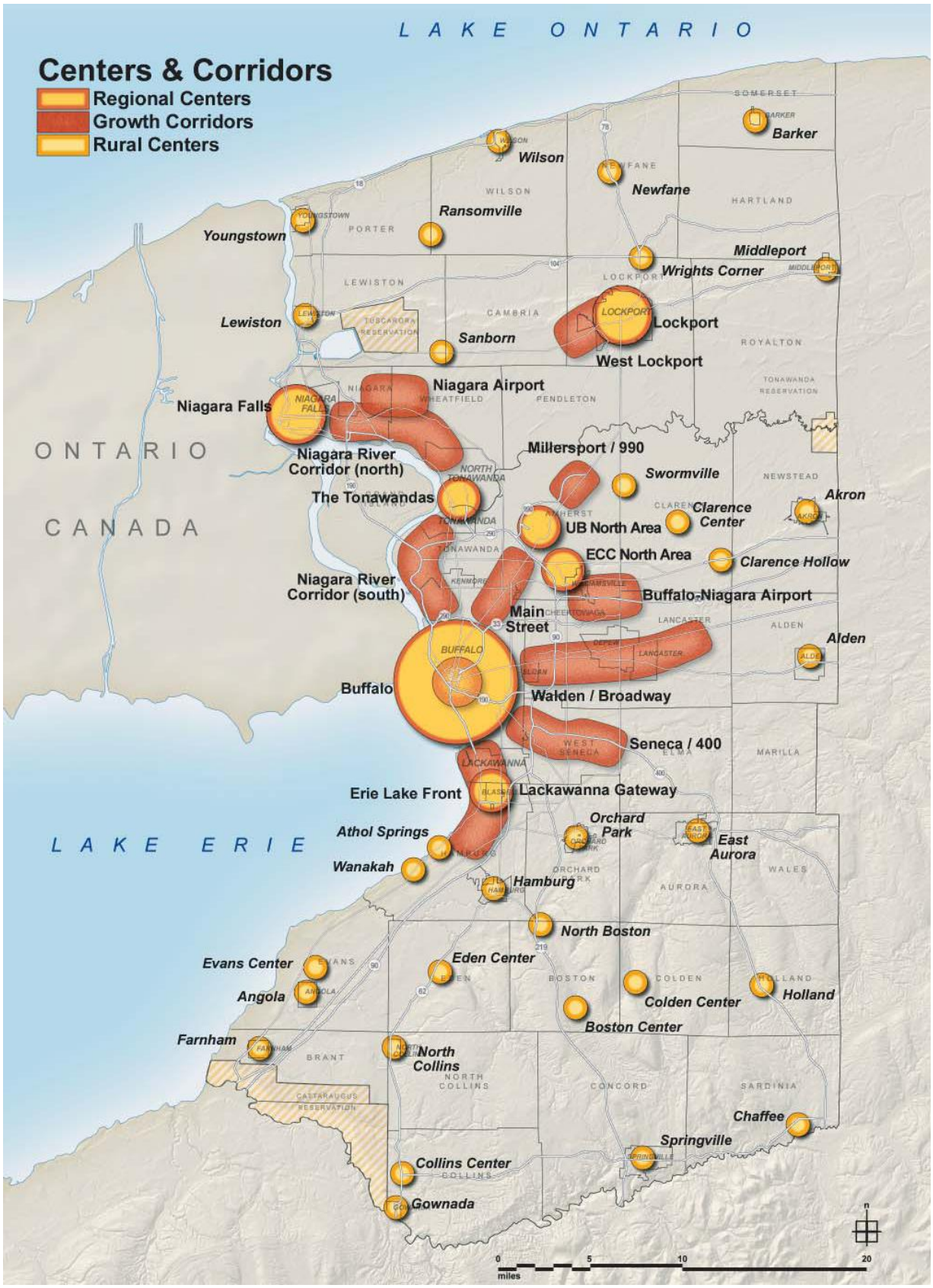
LAKE ONTARIO
Centers & Corridors
Regional Centers
Growth Corridors
Rural Centers
Barker
Wilson
Newfane
Ransomville
Youngstown
Middleport
Wrights Corner
Lewiston
Lockport
Sanborn
West Lockport
Niagara Airport
Niagara Falls
ONTARIO
CANADA
Niagara River Corridor (north)
Millersport / 990
Swormville
Akron
The Tonawandas
Clarence Center
UB North Area
ECC North Area
Clarence Hollow
Niagara River Corridor (south)
Buffalo-Niagara Airport
Main Street
Alden
Buffalo
Walden / Broadway
Seneca / 400
Erie Lake Front
Lackawanna Gateway
Orchard Park
Athol Springs
East Aurora
LAKE ERIE
Wanakah
Hamburg
North Boston
Evans Center
Eden Center
Angola
Colden Center
Holland
Boston Center
Farnham
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Regional Demographic Projections

Of prime importance in the creation of a long range transportation plan is the development of regional demographic forecasts for use in systems level transportation planning. Demographic forecasts for the Year 2030 were first developed by the GBNRTC using the resources of an Economic/Demographic Review Team and were approved on April 1, 2006 and were subsequently reclassified as Year 2035 on December 2, 2009.

An explanation of the development of 2030 demographics is necessary in order to understand the dynamics of the 2035 forecasts. The 2030 forecasts were based on an update of previous demographic forecast work that was documented in 2 previous NFTC/GBNRTC reports:

- "Employment, Population, and Household Forecasts for the Year 2020 for the NFTC" (Phase 1)
- "Phase 2 Economic/Demographic Overview Study Final Report"

The demographic update to Year 2030 included discussions regarding the validity of development assumptions from those reports and an update of previous 2020/2025 forecasts to reflect 2000 Census data. The methodology was performed as follows:

1. Regional employment was generated first. It was derived by applying the same growth rate as utilized in prior forecasting – an annual growth rate of .2558%.
2. County employment distributions were assumed to remain relatively the same (84% for Erie County, 16% for Niagara), based on 1980 through 2000 Census data.
3. In developing municipal employment forecasts, the Review Team considered a variety of development scenarios: Urban Revitalization (emphasis on urban revitalization activities, with figures derived from the previously mentioned Phase 2 report; Trend (growth rate from 1990 to 2000 assumed to continue from 2000 to 2030); Mixed (growth rate assumed to be a 50/50 split of Urban Revitalization and Trend; and Urban Focus (growth rate assumed to be a 90/10 split of Urban Revitalization and Trend). The Review Team selected the Urban Focus scenario as most indicative of regional planning objectives and expected development.
4. The County employment totals were then allocated to municipalities, using an average growth rate for each municipality based on the Urban Focus assumptions. Minor adjustments were made to the results to reflect Review Team comments.
5. A regional population forecast was developed based on the formula first employed in the Phase 1 report, which was employment-driven: factors applied to the employment total will yield the amount of population needed to support that employment number. Regional population, utilizing that formula, increases from 1,278,000 in 2025 to 1,294,370 in 2030.
6. A regional household forecast was developed using the same persons per households ratio (2.35) that was previously utilized in GBNRTC demographic forecasting.
7. County population/household levels were assumed to remain the same; 81% for Erie County, 19% for Niagara County.
8. Municipal population/households were distributed based on building permit data for each municipality, with further adjustments coming from Review Team member input.

9. For both employment and population/households, forecast municipal totals were pro-rated to Traffic Analysis Zones (TAZ) based on Year 2000 data. The resultant numbers were reviewed and minor adjustments made to reflect known existing or planned projects.

With the need for a new 20-year planning horizon for the LRP update, the GBNRTC formulated a rationale for renaming the 2030 forecasts as 2035. Given that new 2010 Census data would not be available prior to the mandated LRP update, it seemed prudent to hold the forecasts at their current level until a more detailed analysis could be done using 2010 data.

At the same time, the Economic-Demographic Review Team was asked to review the TAZ information in the 2030 forecasts, and while maintaining municipal cap figures, to make adjustments to TAZs based on current and expected development patterns, in light of activity that may have changed since the 2030 forecast update.

The rationale for reclassifying 2030 forecasts as Year 2035 forecasts is as follows:

- Between 2000 and 2008, the Census Bureau estimated almost a 4% loss in population for the region. Since the 2030 regional forecast is optimistic (showing a 10% gain which was based on the demographic assumptions that were developed in GBNRTC's original Phase 1 Economic/Demographic Overview Study for 2020; and determined by the Eco/Demo Review Team to be still valid for the 2030 update), it seemed reasonable to hold the 2035 forecast steady instead of increasing an optimistic number. The optimistic number is based on the supposition that all of the assumptions that went into producing the original forecast actually would take place, and therefore represents the maximum growth potential of the region. The Review Team acknowledged that knowing the maximum potential would aid in determining future transportation demand and capacity needs, which could translate into cost-effectiveness for infrastructure design and construction. In actuality, if the same rate of change (per year) from the GBNRTC study effort were to be used to produce a 2035 regional forecast, the difference between 2030 and 2035 is small and the final disaggregated TAZ figures would show little or no change from current forecast values.

- GBNRTC household forecasts are directly correlated to the population forecasts and are based on the assumption that the persons-per-household ratio is 2.35. GBNRTC household forecasts have also been held at current forecast figures, with the same rationale applied: if the same rate of change is applied to 2030 households to achieve a 2035 forecast, the difference between TAZ 2030 and 2035 forecasts is small. Since the modeling process relies on household numbers (rather than population) as an input

Development Assumptions in 2035 Demographics

The officially approved 2035 demographic forecasts assume most new households will locate in existing developed areas of the region with modest increases in developing and rural areas. It further assumes moderate density development in developed and rural areas of the counties and anticipates such development would occur in areas currently serviced by public sewer, water and transportation infrastructure. The development in these developing and rural areas of the counties was also assumed to require minimal disturbance of rural and agricultural lands.

variable, there seemed to be little value gained in increasing the household forecast by such small increments.

- 2030 employment forecasts were the original driver for both the population and household forecasts, and were explicitly based on the economic assumptions from the original 2020 Economic/Demographic Overview Study. The forecasts were produced with a methodology that considered factors that would influence employment change; with the underlying assumption being that if there are jobs, there will be a population base to support and correlate to those jobs. Since the 2035 population and household forecasts are maintained at 2030 levels, it follows that employment forecasts also stay at the same levels.

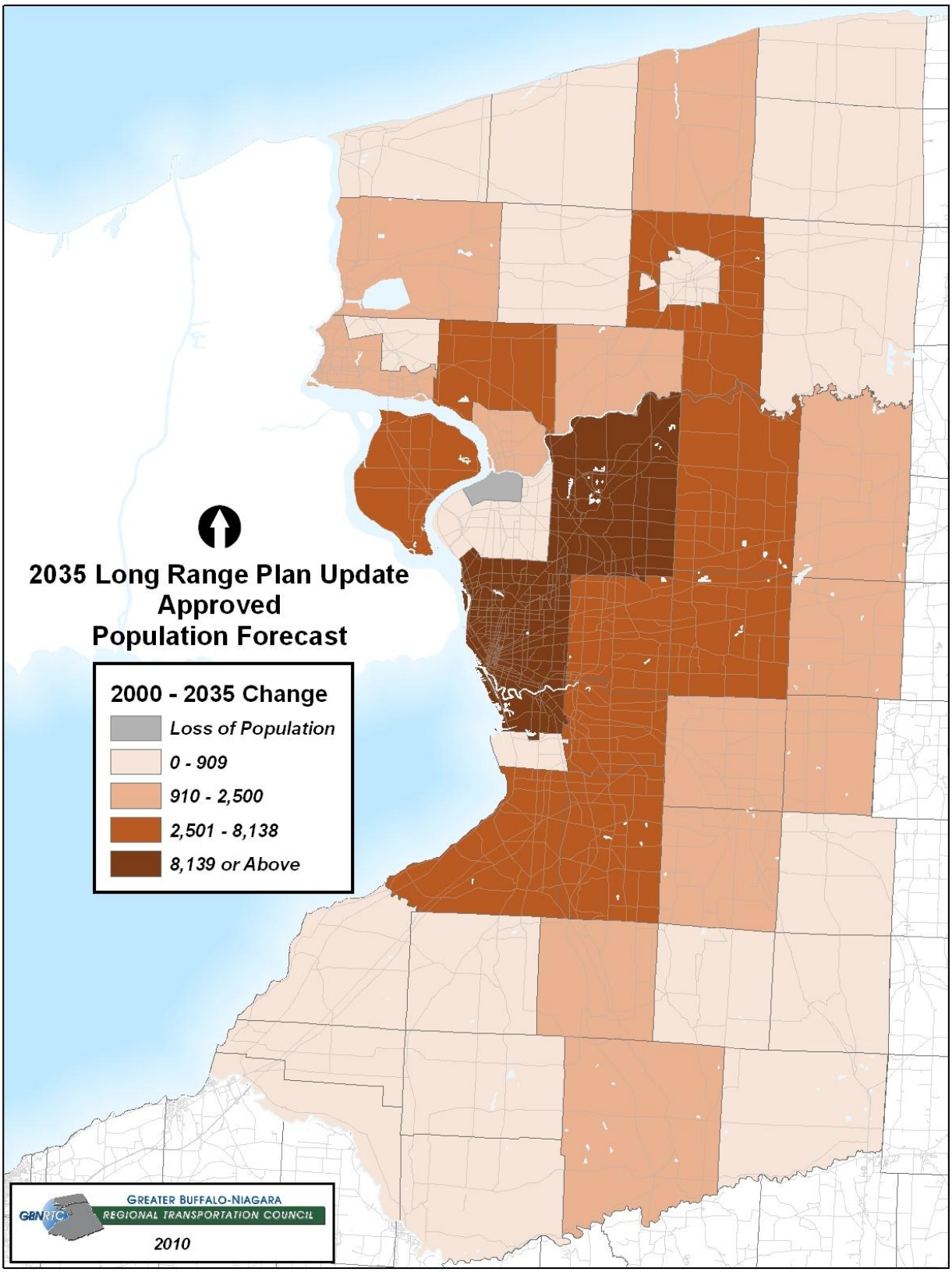
- Of final note with regard to the employment forecasts: when producing the GBNRTC forecasts, the original Phase 1 consultant use Bureau of Economic Analysis (BEA) employment values as a 1990 base figure, since BEA counts *all* employment categories and therefore, all jobs in a region. The 2035 forecasts carried through with the same assumption in accounting for all jobs, using 2000 BEA estimates as the base for 2035 employment forecasting.

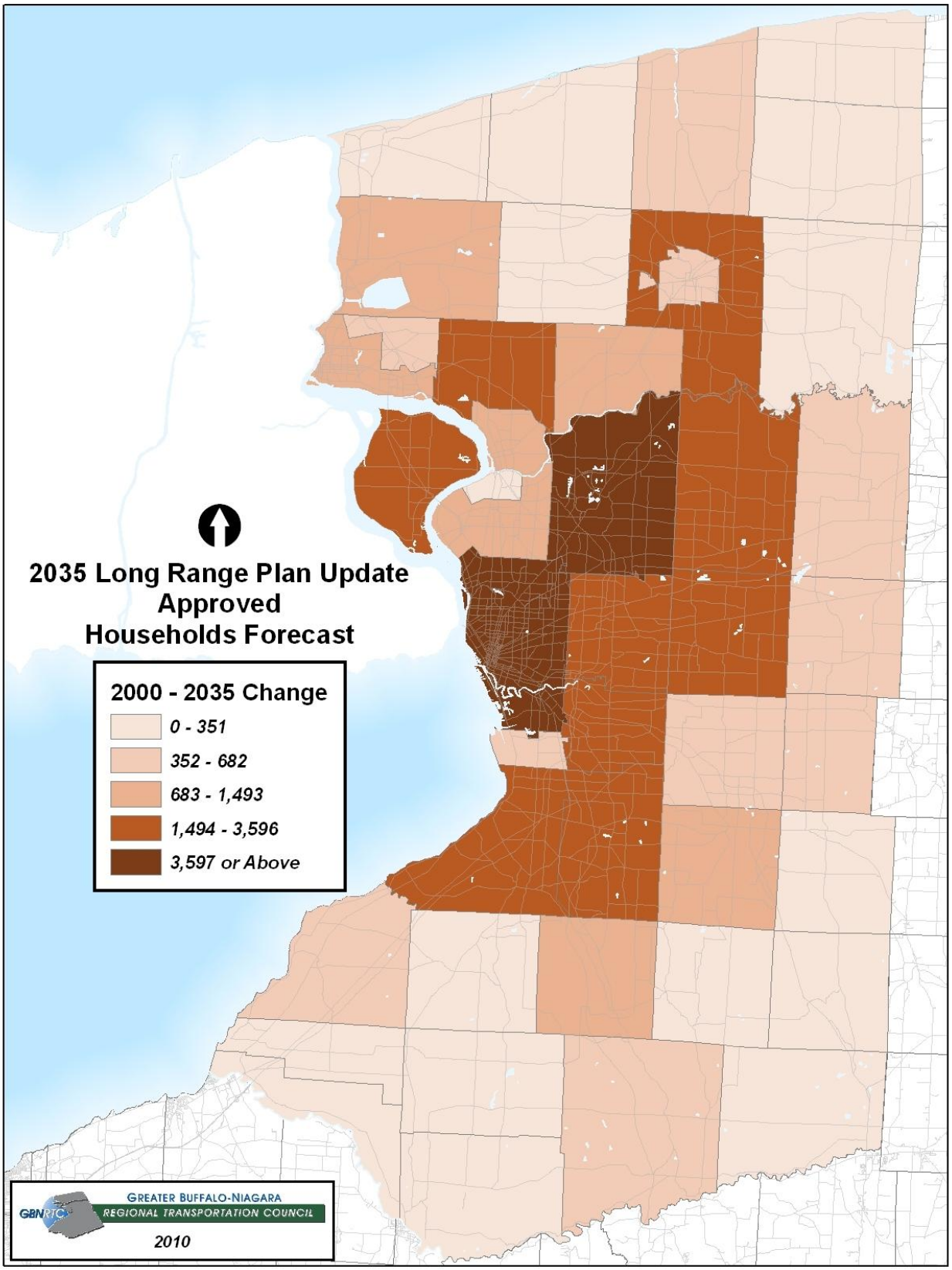
The resultant 2035 forecast demographic data is presented in the maps on the following pages.

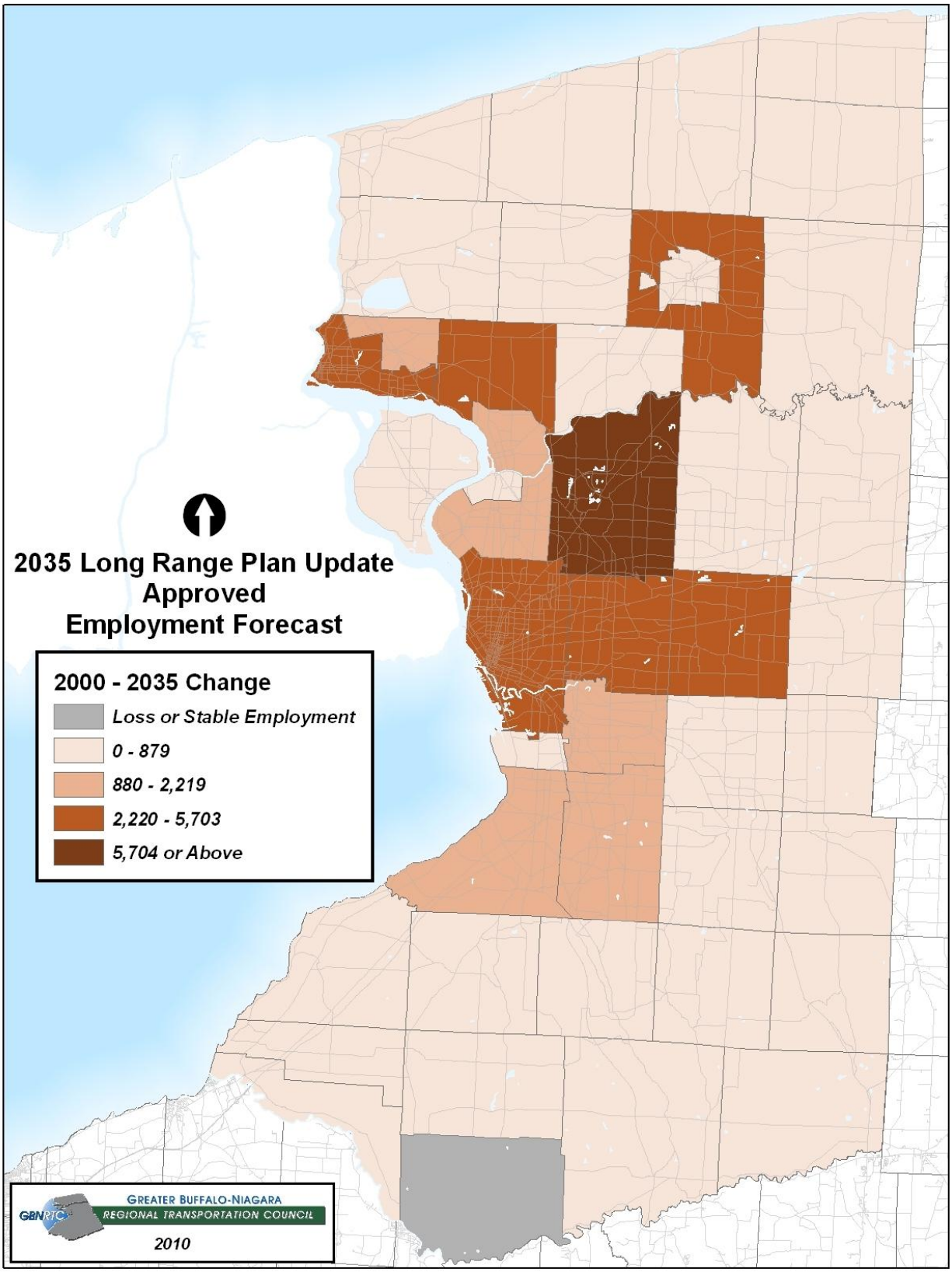
Population			
County	2000	2035 Forecast	Difference 2000 to 2035
Erie	950,265	1,048,440	98,175
Niagara	219,846	245,930	26,084
Regional Total	1,170,111	129,4370	124,259

Households			
County	2000	2035 Forecast	Difference 2000 to 2035
Erie	380,873	432,128	51,255
Niagara	87,846	101,027	13,181
Regional Total	468,719	533,155	64,436

Employment			
County	2000	2035 Forecast	Difference 2000 to 2035
Erie	555,556	587,350	31,794
Niagara	95,263	113,550	18,287
Regional Total	650,819	700,900	50,081


2035 Long Range Plan Update
Approved
Population Forecast
2000 - 2035 Change
Loss of Population
0 - 909
910 - 2,500
2,501 - 8,138
8,139 or Above
GREATER BUFFALO-NIAGARA
REGIONAL TRANSPORTATION COUNCIL
2010


2035 Long Range Plan Update
Approved
Households Forecast
2000 - 2035 Change
0 - 351
352 - 682
683 - 1,493
1,494 - 3,596
3,597 or Above
GREATER BUFFALO-NIAGARA
REGIONAL TRANSPORTATION COUNCIL
2010


2035 Long Range Plan Update
Approved
Employment Forecast
2000 - 2035 Change
Loss or Stable Employment
0 - 879
880 - 2,219
2,220 - 5,703
5,704 or Above
GREATER BUFFALO-NIAGARA
REGIONAL TRANSPORTATION COUNCIL
2010

Chapter 6
Transportation Security

The 2030 Long Range Transportation Plan development included a review and discussion of emergency and security plans and initiatives in New York State and the Buffalo-Niagara region. Required by federal law (SAFETEA-LU), security became a separate planning factor to be considered in development of transportation plans. For the 2035 LRP update statewide, regional, and local emergency and security plans were revisited to ensure the most relevant information is incorporated into the Plan.

State-Level Initiatives

Strategies for a New Age: New York's Transportation Plan for 2030 identifies security as one of five Priority Results Areas. The plan specifically mentions security for the traveling public, the State's international entry ports and all cargoes entering or exiting New York State.

NYSDOT's plan identifies a number of strategies related to improving security of the State's transportation system and are listed below:

NYSDOT Security Goal

Develop, maintain and implement effective incident/emergency management practices that will address preparedness, mitigation, response, and recovery for both natural and human-cause disasters.

- Develop vulnerability and risk assessments for transportation facilities based upon the potential cost of an event (loss of life, property damage, projected cost of clean-up and recovery, projected cost of long-term health or economic consequences).
- Identify specific facilities that are most essential or critical to the functioning of transportation or other crucial infrastructure sectors.
- Mitigation efforts among and between all transportation operators will be undertaken to implement strategies to minimize risk of damage to their at-risk facilities and vehicles.
- Federal and state agencies with security responsibilities will ensure that all transportation operators and local governments coordinate in planning for the response to an event.
- Real-time information exchange and collaboration will be promoted between and among transportation operators and the public sector.

Security responsibilities at the State's border, ports, waterways and airports are also discussed and are summarized below:

Border Security

Border crossing security is a cooperative and coordinated strategy, including the Canadian and United States Federal governments and the owners of the border facilities. Because truck traffic potentially poses a major threat to security, effort will be directed at pre-clearance programs for freight. This will help to ensure that cargoes are safe while expediting or eliminating processing delays for haulers who do not present a security threat.

Port and Waterways

Although major responsibility for ensuring the security of ports and waterways rests with the Federal Government, much of the focus of improving security at the Ports in the future will be on improved coordination between multiple jurisdictions and ensuring that scarce resources are allocated to the port facilities facing the highest risks.

Airports

While New York State's major commercial airports are providing enhanced security under the Federal Transportation Security Agency, the State's more than 508 public and private use airports (general aviation) also are initiating actions appropriate with their vulnerability to security threats. State law requires that general aviation airports document their security procedures in a written plan that generally follows guidance from the Transportation Security Administration and NYSDOT regarding "best practices". NYSDOT will encourage initiatives that assist municipalities and airport owners in airport security assessment and will continue to facilitate the development of airport security plans that enhance airport security as an essential element of the Anti-Terrorism Preparedness Act Law.

Regional, County & Local Initiatives

Locally, emergency management and evacuation planning is led by county, municipal and local governments who are responsible for preparing evacuation plans for their respective areas in case of natural and man-made disasters. Both Erie and Niagara Counties have updated comprehensive emergency management plans, which outline emergency preparedness activities. These plans are discussed below:

In Erie County, the Civil Defense/Disaster Preparedness Division executes the County's plan for civil defense and disaster relief before, during and after any type of natural, man-made disaster or war-time situation.

The Civil Defense/Disaster Preparedness Division works to:

- Identify, assess and prioritize local and regional vulnerabilities to emergencies or disasters and the resources available to mitigate, respond to or recover from them.
- Provide that the County and local governments will take necessary actions to prevent and mitigate the effects of disasters and be prepared to respond to and recover from them when an emergency or disaster occur.
- Provide for the utilization of all available public and private resources to protect against and deal with an emergency or threatening situation.
- Provide for the utilization and coordination of state and federal programs to assist victims of disaster and prioritize responding to the need of the elderly, disabled, poor and other groups that may be especially affected.
- Provide for the utilization and coordination of state and federal programs for recovery from emergency or disaster situations with particular attention to the development of a mitigation action program.

In 2001, following the attacks on the World Trade Center and the Pentagon, Erie County established a Response Readiness Emergency Preparedness Team. The Team's mission is to design and implement plans for training, equipping and positioning the County's emergency responders, as well as the citizens

of Erie County and the surrounding areas, for an effective response to natural or man-made disasters of all types.

Niagara County

In Niagara County, the Niagara County Comprehensive Emergency Management Plan (CEMP) was prepared by county officials working cooperatively with state, federal, and private agencies in a planning effort coordinated by the NYS Emergency Management Office. The purpose of this plan is to minimize or prevent the effects of disasters and to enhance the efficiency of response and recovery operations by:

- Identifying and prioritizing likely hazards as well as response resources at risk and the appropriate measures to take to prevent or mitigate disasters;
- Stipulating effective processes and policies for responding to potential disasters through the utilization and coordination of all of the county's response capabilities; and
- Providing processes and policies for recovery and redevelopment after disasters, including the utilization of state and federal programs for emergency recovery.

NFTA Public Transportation Security Plan

The NFTA, Public Transportation Security Plan was developed to assess, document and improve capabilities for responding to emergency situations and to better coordinate these efforts with other emergency response organizations in a manner which best protects both the traveling public and transit system facilities and equipment.

NITTEC

NITTEC provides real time traffic and roadway information to improve traffic flows and enhance emergency assistance for motorists using the transportation system. Real time information reduces secondary incidents and improves response time by police and emergency vehicles.

Transportation Inventory

The GBNRTC maintains an inventory of region's transportation network including the location of streets and highways, bikeways, transit routes, airports, bridges, railroad lines, docking facilities and ports.

Possible Role of the MPO

The issue paper entitled *The Role of the Metropolitan Planning Organization (MPO) in Preparing for Security Incidents and Transportation System Response,* prepared by the Georgia Institute of Technology, tackles the question of what the role of the MPO is in security/disaster situations. The report was prepared for the USDOT's Transportation Planning Capacity Building Program and builds upon national research on the subject. The report provides a number of actions an MPO might take to further incorporate transportation security into the planning process at each phase of a security/disaster incident. These actions are included in the table on the following page:

Stage of Incident	Possible MPO Role
Prevention	■ Funding new strategies/technologies/projects that can help prevent events ■ Conducting vulnerability analyses on regional transportation facilities and services ■ Secure management of data and information on transportation system vulnerabilities ■ Providing forum for security/safety agencies to coordinate surveillance and prevention strategies ■ Fund and perhaps coordinate regional transportation surveillance system that can identify potential danger prior to its occurring ■ Coordinate drills and exercises among transportation providers to practice emergency plans ■ Coordinate with security officials in development of prevention strategies ■ Hazardous route planning ■ Disseminate (and possibly coordinate) research on structural integrity in explosion circumstance and standard designs
Mitigation	■ Analyzing transportation network for redundancies in moving large numbers of people (e.g., modeling person and vehicle flows with major links removed or reversed, accommodating street closures, adaptive signal control strategies, impact of traveler information systems), strategies for dealing with "choke" points such as toll booths) ■ Analyzing transportation network for emergency route planning/strategic gaps in network ■ Providing forum for discussions on coordinating emergency response ■ Disseminating best practices in incident-specific engineering design and emergency response to agencies ■ Disseminating public information on options available for possible response ■ Funding communications systems and other technology to speed response to incident
Monitoring	■ Funding surveillance and detection systems ■ Proposing protocols for non-security/safety agency response (e.g. local governments) ■ Coordinating public information dissemination strategies ■ Funding communications systems for emergency response teams and agencies
Recovery	■ Conducting transportation network analyses to determine most effective recovery investment strategies ■ Acting as a forum for developing appropriate recovery strategies ■ Funding recovery strategies ■ Coordinate stockpiling of strategic road/bridge components for rapid reconstruction
Investigation	■ Providing any data collected as part of surveillance/monitoring that might be useful for the investigation
Institutional Learning	■ Acting as forum for regional assessment of organizational and transportation systems response ■ Conducting targeted studies on identified deficiencies and recommending corrective action ■ Coordinating changes to multi-agency actions that will improve future responses ■ Funding new strategies/technologies/projects that will better prepare region for next event

Chapter 7
Transportation Safety

The ultimate goals relative to safety remains the same as in 2030 Long Range Transportation Plan and are to:

1. Reduce fatalities and severe injuries on public roadways in the Buffalo-Niagara region.
2. Positively affect transportation system performance through an overall reduction in the number of motor vehicle crashes in the Buffalo-Niagara region.

To accomplish these goals, the GBNRTC explicitly considers safety as an integral part of capital investment, operations and daily management programs, early in the transportation planning process. Effectively incorporating safety into plans, operations strategies and policies is an ongoing long-term process. It requires leadership commitments by establishing new institutional partnerships and strengthening existing ones.

Policies

The MPO policies to promote and support safer transportation of people and goods within the Buffalo-Niagara region include:

- Strengthening established local, state and federal partnerships, i.e., Governor's Traffic Safety Committee (GTSC), National Highway Traffic Safety Administration (NHTSA), and other metropolitan planning organizations (MPOs) in New York State.
- Building new regional safety coalitions with county traffic safety boards and other stakeholders in the engineering, enforcement, research and educational communities.
- Maintaining consistency and supporting state and local highway safety plans and programs in effect throughout the region; particularly the NYS Strategic Highway Safety Plan.
- Sharing information, knowledge and resources with partners, while avoiding service duplication.
- Determining and communicating the impacts of safety countermeasure investments.
- Incorporating behavioral and infrastructure countermeasure strategies.

The GBNRTC and other metropolitan planning organizations in New York State take a consultative and comprehensive approach to addressing safety through a Safety Working Group (SWG). The SWG strives to build coalitions across organizational boundaries and with other stakeholders in the engineering, enforcement, education and emergency medical services (EMS) disciplines. This coalition of MPO staff also collaborates to advance safety initiatives intended to preserve, maintain, and improve safety for all users by sharing resources for safety planning research and training.

Objectives

Safety-related objectives relate to continuous, system-wide monitoring to identify existing and potential travel hazards and improvement opportunities to guide investment decisions. Through the core activity of assessing system safety, the GBNRTC will emphasize a measure of safety performance on all projects,

to become an integral link in the "chain of responsibility for implementing highway safety programs" established by the National Highway Safety Program in 1966.

Assessment Approach

Regional-level safety screenings, facilitated through GBNRTC member collaboration, are used to routinely monitor and assess transportation system safety. They are primarily quantitative, data-driven statistical analysis processes that indicate locations shown to be experiencing unusual accident experience. Accident event data made available by the NYSDOT is accessed by the GBNRTC to actively monitor local roadway sections and intersections. Event data for Erie and Niagara Counties is comprehensive and screened similar to the event data pertaining to state highways. Local system screening results complement results produced for the state highway system by the NYSDOT Safety Information Management System (SIMS). The approach of combining state and local screening results expands the regional safety "picture" and provides a more comprehensive indication of overall transportation safety in the region. State and local screening results are synthesized with other system performance measures, i.e. capacity and condition ratings, for long-range planning and programming purposes; and also to support local, sub-area, corridor, and project planning efforts.

Regional Performance Measures

The performance measures for Goal 1 will be based on:

- Fatality rates per 100,000 population
- Mileage fatality rates (deaths per 100 million VMT)
- Traffic crash injury rates/100 million VMT

The performance measure for Goal 2 will be based on:

- Vehicular traffic crash rates/100 million VMT

The combination of these parallel monitoring programs allows broader consideration of safety on public roadways throughout the region by allowing a greater number of locations to be readily flagged, as opposed to a limited number of localized studies. Flagged locations are prioritized for detailed investigative study within a safety improvement program to confirm abnormal accident experience, determine specific deficiency hazards/causative factors, and identify appropriate remediation strategies. Interagency coordination also facilitates the development of programs to address safety across modes. The local monitoring program is augmented with unreported transit vehicle crash data that is integrated into regional screening processes.

Expanding the current local monitoring system is also possible, limited only to the extent of the existing spatial data.

Improvement Strategies

Improvement strategies will take different forms and will be developed at varying levels of cost. They will either be site-specific operational/infrastructure improvements with specific engineering challenges, or be more generalized program initiatives geared to address problems and needs shown to be universal in nature. Any effective combination of engineering, education, enforcement, and/or emergency response-related investments could be used to mitigate identified hazards and avoid potential hazards.

Candidate projects proposed for the Transportation Improvement Program (TIP) will reference emphasis areas outlined by the American Association of State Highway Transportation Officials (AASHTO) Strategic

Highway Safety Plan. These areas are categorized into 6 elements: drivers, vehicles, highways, special users/non-motorized, emergency services, and management/data systems. Improvement projects and programs will follow the strategies recommended for meeting the goals for improving safety relative to these elements.

Data Systems and Analysis

The GBNRTC utilizes Environmental Systems Research Institute (ESRI) Geographic Information System (GIS) and Microsoft Access Database software to monitor and assess transportation system safety. Regional screening processes are separated into three portions, each focusing on a different type of geography: linear roadway segments, roadway intersections, and irregular "anomaly" intersections. Local highway characteristics data and accident event attribute data is examined against their specific spatial data (local road and intersection networks). The local safety monitoring system is designed to compute accident rates for variable time periods and to compare those rates to statewide averages for similar types of NYS facilities. Locations are subsequently prioritized for detailed study according to criteria adopted from NYSDOT. This data driven process supplies information about transportation safety in the region, and supports targeted improvement efforts focused on determining primary causes for unusual accident activity and recommending corrective action. Emerging highway safety data technologies, analysis tools, and monitoring capabilities are integrated into the overall GBNRTC safety program.

Chapter 8
Congestion Management and Systems Operations

Congestion Management Process

The Congestion Management Process (CMP) is a planning tool used by GBNRTC to analyze the transportation system and plan and implement travel demand reduction and operational management strategies to reduce or minimize congestion. The purpose of the CMP is to:

- Manage or reduce the existing congestion
- Efficiently utilize existing transportation facilities
- Maximize the mobility of persons and goods
- Keep future congestion problems from occurring

SAFETEA-LU requires that transportation planning processes include a CMP. The CMP is intended to place an emphasis on integration of the planning process and development of effective management and operation strategies. The CMP is intended to operate within or in conjunction with the planning process, which is the focal point for consideration of other factors, such as Clean Air Act requirements, transit, funding, land use scenarios and non-motorized alternatives. The planning process also leads to decisions on which projects are programmed and implemented.

A CMP is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet State and local needs. The CMP represents one component of the larger regional transportation planning process; it does not operate independently nor does it account for all aspects of planning. Congestion is not the only variable to be considered when determining transportation priorities. The role of the CMP is to provide public agencies and decision-makers with a tool to examine congestion in greater detail. Additional federal requirements regarding the CMP are necessary in Erie and Niagara Counties, as the region is classified as a non-attainment TMA for ozone. The requirements are that:

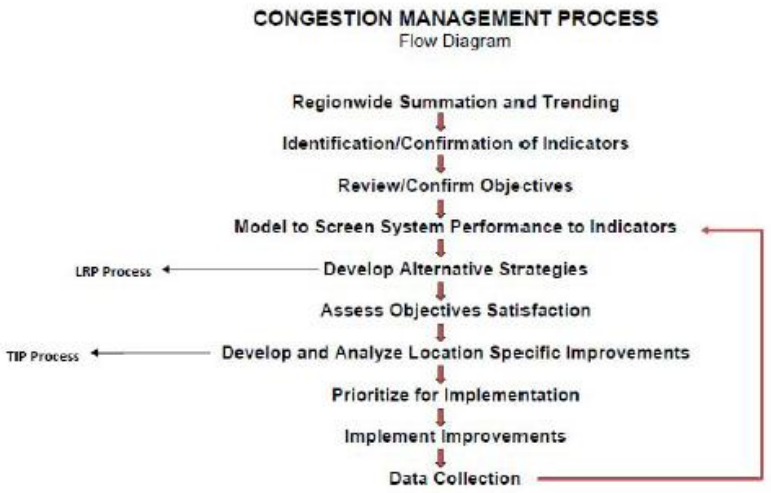
- All reasonable, multi-modal Transportation Demand Management (TDM)/Operations and Supply Management (OSM) strategies must be analyzed in corridors where capacity increase is proposed.
- If the analysis demonstrates that the TDM/OSM strategies cannot satisfy the need for additional capacity, the CMP should identify all reasonable strategies for managing the single occupancy vehicle (SOV) facility effectively.
- All identified strategies should be incorporated into SOV or committed to by the State and the MPO.
- Federal funds may not be programmed in a non-attainment TMA for any highway or SOV project unless based on approved CMP.

The process of congestion management is reasonably mature in the GBNRTC region, as the MPO specifically allocates resources in the transportation plan for congestion management projects, and as a demonstration project, an advanced regional simulation framework program is being developed to tier down from the regional four step travel model, through mesoscopic analysis, all the way to microsimulation. This integrated approach will provide consistent and focused congestion management opportunities and operational analyses. Further, a comprehensive regional operations agency, NITTEC, has been in place and actively functioning to coordinate systems operation. This group includes all GBNRTC members as well as Canadian partners in a regional approach to systems operations efficiency. NTTEC is currently completing a Regional Concept of Transportation Operations (RCTO) document, which is fully embodied in the CMP, and an Integrated Corridor Management (ICM) demonstration to cooperatively put operations management practices in place in a major BiNational corridor.

CMP STEPS

The primary focus areas of the CMP are summarized in the following steps, with a flowchart graphic below:

- **Identify Performance Measures:** Performance measures are determined through a cooperative effort and consistent with the NITTEC RCTO and ICM.
- **Collect Data:** A coordinated data collection program is in place, using existing data sources when possible as well as emerging newer technologies.
- **Evaluation of Alternatives:** Expected benefits of the congestion management strategies are identified and evaluated based on the established performance measures.
- **Selection of Projects:** Consideration is given to demand management, traffic operational improvements, public transportation improvements, Intelligent Transportation Systems (ITS) improvements, and where necessary, additional system capacity. Implementation schedules and responsibilities are identified.
- **Monitor Improvements:** Compare before and after conditions using performance measures. Learn from the results and apply the appropriate findings to subsequent projects. Consistent with the distinction as a process rather than a plan or a system, the CMP steps include a feedback loop. The CMP will continually be revised based on findings from the monitoring process and from other planning efforts.



The GBNRTC has integrated some of the Regional Concept of Transportation Operations (RCTO) goals, objectives and performance measures into its CMP. The RCTO was cooperatively developed through the member agencies of NITTEC, a comprehensive regional operations agency including all members of the MPO. The purpose of the RCTO is to provide a framework for regional agencies to improve regional transportation system performance by continuous collaboration.

Identification of Strategies

Several strategies have been introduced in the Buffalo-Niagara metropolitan area that will contribute to the more effective use and improved safety of existing and future transportation systems. These strategies are highlighted below:

CMP Operational Target Area Objectives

I Agency Coordination Objective

- Improve inter-agency and cross jurisdictional coordination and collaboration during highway incidents

II Traveler Information Objective

- Increase accuracy of congestion information (travel time)

III Mobility Objectives

- Minimize travel delay
- Enhanced transit operations
- Reduce travel time uncertainty

- Demand management measures include the GoodGoingWNY.com integrated ridefinding initiative that provides a mode neutral website for transportation options. Two additional initiatives are in place and functioning including a car share program (Buffalo Car Share) and a bike share program (Buffalo Blue Bike).

- Recognition of the need to engage local decision makers in collaborative growth management led to the creation of the Framework for Regional Growth. This document and subsequent implementation strategies is intended to use a land use and transportation integrated approach to location decisions that would favorably impact the region in an economic, mobility and environmentally appropriate manner.

- The GBNRTC is also engaged in a USDOT Value Pricing Demonstration to provide information for national level policy consideration and as a possible demonstration project in the region in congestion pricing. The project will design a truck-based VMT fee that will meet multiple objectives:

  - Reduce congestion
  - Save energy
  - Reduce costs to collect truck fees
  - Provide a long-term base for transportation finance
  - Support a regional system and then a national system of congestion-based fees

- Traffic operational improvements include a Signal Systems Upgrade and Coordination effort, consistent with the LRP. This action is providing a longer term upgrade and coordination approach for signals as well as completing near term signal retiming to improve traffic flow.

- Public transportation improvements are a key component, and a regional strategy for public transportation is being developed by NFTA, in collaboration with the GBNRTC. The purpose of the study is to develop a short-term (3 year) and long-term (12 year) plan for providing and financing effective and efficient NFTA Metro transit service to meet the varied and evolving mobility needs of the region. Expectations are for more intensive transit service provision in key corridors and further integration with land use in Transit Supportive Development arrays.

- ITS technologies as related to the regional ITS architecture are also an extremely important in congestion management. GBNRTC has endorsed the ITS Regional Architecture and it is used to guide project development. The Buffalo-Niagara Bi-National Regional ITS Architecture is a roadmap for transportation systems integration for the metropolitan area of Buffalo, Niagara Falls, and the surrounding municipalities in New York as well as Region Niagara in Ontario, Canada over the next 15 years. The Buffalo-Niagara Bi-National Regional ITS Architecture has been developed through a cooperative effort by the region's transportation agencies, covering all surface transportation modes and all roads in the region. The Buffalo-Niagara Bi-National Regional ITS Architecture represents a shared vision of how each agencies systems will work together in the future, sharing information and resources to provide a safer, more efficient, and more effective transportation system for travelers in the region. The architecture is an important tool that is used by:

  - Planning agencies/organizations to better reflect integration opportunities and operational needs into the transportation planning process.
  - Operating and implementing agencies to recognize and plan for transportation integration opportunities in the region.
  - Other organizations and individuals that use the transportation system in the region.

Operational Integration and Planning

The GBNRTC works closely with the NITTEC to integrate planning and operations in the region. The common strategies, objectives and performance measures are cooperatively reviewed and appropriate projects sequenced. Data integration is an important element of the relationship, and the MPO modeling tools can be deployed to test various recommended strategies and scenarios.

GBNRTC works closely with NITTEC to coordinate data needs and to assess costs and benefits of implemented projects. Reports that summarize and track congestion mitigation strategies will be produced in the planning cycle. These documents will enumerate projects within the CMP strategy categories listed below. This list of strategies is not meant to be all inclusive, particularly when a package of improvements is combined to address a specific congestion problem that has been identified or when more than one category applies to the components of a single project.

CMP Strategies

- Transportation Demand Management
- Traffic Operational Improvements
- Parking Management Actions
- Promote High Occupancy Vehicle Use
- Promotion of Car and Van Pool Actions
- Transit Capital and Operational Improvements
- Advanced Public Transportation System Applications
- Bicycle and Pedestrian Facility Alternatives
- Growth Management and Congestion Pricing Applications
- Land Use Management Activities
- Access Management Techniques
- Incident Management Techniques
- Intelligent Transportation System (ITS) Applications

Chapter 9
Environmental Planning Considerations

The *Framework for Regional Growth* for the Erie and Niagara Counties, documents an extensive inventory of the natural and cultural resources in the region. The plan defines two kinds of conservation overlays: a Natural Systems and a Heritage Assets Overlay. The Natural Systems Overlay identifies sensitive environmental resources—wetlands, floodplains, streams, and steep slopes—and adjacent lands. The Heritage Assets Overlay provides a preliminary definition of areas with unique concentrations of natural, recreational, scenic and cultural resources. These areas include major lake and riverfronts, the Erie Canal Corridor and the Niagara Escarpment. The following descriptions and maps are documented in *the Framework for Regional Growth*:

- **The Great Lakes:** Lake Erie and Lake Ontario are the largest and perhaps the most significant features in the region, next to the Falls. They physically define the northern and southwestern features edges of the region and are also international borders between the US and Canada. While there is not great fluctuation in lake water levels, some shorelines are periodically threatened by erosion and wave activity.
- **Rivers and streams:** The Niagara River is the most significant within the region due to its size and location to the Falls. It flows northward, draining Lake Erie into Lake Ontario, and is also the international border. Below the Falls, the river has eroded a deep, rocky gorge, now accommodating hydroelectric power plants on the US and Canadian sides. Cattaraugus Creek bounds Erie County on the south, while Tonawanda Creek separates Erie and Niagara Counties. Cattaraugus Creek bounds Erie County on the south, while Tonawanda Creek separates Erie and Niagara Counties. Generally, the smaller streams and creeks in the region follow one of two patterns. In Erie County, streams and creeks typically originate in the hills to the southeast, begin flowing north, then turn west to the Niagara River or Lake Erie. In Niagara County, a series of small streams and creeks flow from above the escarpment, northward to Lake Ontario. The Erie Canal, which extends from Tonawanda Creek toward the east, is a series of man-made locks which step the canal down the Niagara Escarpment to Lockport. The construction of this canal interrupted the natural flow of numerous small creek and streams.
- **Floodplains and Riparian Corridors:** Flooding is common along many of the region's rivers and streams. 100-year floodplains occur along every river and stream in the region. Large areas along the eastern stretch of the Tonawanda Creek are particularly prone to flooding. The fluctuating water level can be beneficial for wildlife habitat and poses significant constraints to development; these waterways are sensitive riparian corridors. There are excessive rates of surface storm water runoff.
- **Steep Slopes:** Following the topography of the southeastern portion of Erie County, the pattern of steep slopes (greater than 20% grade) exists within nearly every valley. The only additional site within the region that has significant and continuous areas of steep slopes is along the western portion of the escarpment.
- **Soils:** Prime agricultural soils are evident throughout much of the region. Particular locations exist along the Lake Ontario Shore, along the escarpment, on Grand Island, and in

a very wide band from Tonawanda Creek, south and west to the foothills in southern Erie County and Lake Erie.

- **Forest Coverage:** Large stands of woods exist in almost every part of the region, with the exception of the most densely urbanized areas, particularly around Buffalo and throughout rural areas where prime agricultural soils exist. Many flood prone areas and riparian corridors also contain significant areas of forest cover, greater than a quarter mile.
- **Wetlands:** Large expanses of wetlands exist throughout the region. Low-lying areas along streams and creeks, as well as some shoreline areas of Lake Erie and Lake Ontario, contain large expanses of wetlands designated by the US Fish and Wildlife Service and the NYSDEC. In some locations, large continuous wetlands over 150 acres dominate the landscape. Other significant wetland areas exist where numerous clusters of smaller wetlands occur within 150-acre areas. Wetland areas are especially important both for natural flood control and as wildlife habitats.


LAKE ONTARIO
CONSERVATION OVERLAYS
Natural Systems
River & Stream Corridors
100-Yr Flood Zones
Wetland Zones
Steep Slopes (>20%)
500' Buffer
ONTARIO
CANADA
LAKE ERIE


CONSERVATION OVERLAYS
Heritage Assets
Cultural & Heritage Sites
Seaway Trail
Niagara Wine Trail
Erie Canal National Heritage Corridor
Escarpment
Niagara National Heritage Area
LAKE ONTARIO
ONTARIO
CANADA
NIAGARA RIVER GREENWAY
NIAGARA ESCARPMENT
ONONDAGA ESCARPMENT
LAKE ERIE

New York State Open Space Plan

Since adoption of the 2030 Long Range Transportation Plan, the New York State Open Space Conservation Plan was updated and approved in 2009 by the Department of Environmental Conservation (NYSDEC), the Office of Parks, Recreation and Historic Preservation and the Department of State. The 2009 document was reviewed by the GBNRTC for comparison to the transportation plan. As in the 2006 document, the 2009 NYS Open Space Conservation Plan identifies a number of projects throughout the State aimed at protecting and preserving our natural resources. Below is a list of projects and activities indentified in the Buffalo-Niagara region:

- **Ecological Communities/Habitat Diversity:** This project is intended to provide protection by easement or acquisition of habitats, which are necessary to maintain the ecological diversity of area. The need may be to provide for flora or fauna, significant habitats or geological sites. Specific examples include but are not limited to sites along the Niagara Escarpment; isolated woodlands; wetland, riparian, grassland and flood plain habitats.
- **Inland Lakes:** This project includes protection of undeveloped shoreline, associated wetlands and critical tributary habitat. It also provides protection of water quality and important fish and wildlife habitats; and secures public access for recreational use**.**
- **Tonawanda Creek Watershed:** This project would serve to protect one of the major tributaries of the Niagara River, Tonawanda Creek and its four tributaries – Ellicott Creek, Mud Creek, Murder Creek, and Ransom Creek. The Tonawanda Creek system faces threats from new development, bank erosion, and pollution and storm water runoff.
- **Buffalo/Niagara River Corridors:** This project will not only enhance access to Lake Erie and the Buffalo and Niagara Rivers, but also protect the vital wildlife habitats within the corridor.
- **Ecological Corridors:** This project includes protection of existing lineal corridors and creation of greenway corridors to link existing public lands, historic sites and/or protect important fish and wild life habitats. Examples include the Niagara River Corridor and abandoned railroad corridors.
- **Exceptional Forest Communities:** This acquisition project seeks to preserve the region's remaining forest remnants that exhibit old growth characteristics; for example, Reinstein Woods.
- **Grassland Preservation and Restoration:** This project will serve to protect existing grassland habitats and also provide for restoration of native grassland species. Emphasis would be placed on sites where protection of endangered or threatened grassland birds is necessary as well as where additional nesting habitat could be provided for upland game and birds and waterfowl.
- **Significant Wetlands:** This project includes the protection of significant natural wetland communities that provide ecological diversity of flora and fauna and protection of water quality. This is important for the recreational, educational and ecological enhancement opportunities provided. The Hartland Swamp is an example**.**
- **Urban Wetlands:** Urban wetlands, because of their size, habitat type and quality, provide resident and migration habitats for wildlife, which would otherwise be absent from urban landscapes. The protection of wildlife habitats associated with urban wetlands often requires wetland acquisition or easement of adjacent properties. Examples exist in Tonawanda, North Tonawanda, Amherst, Cheektowaga, Lackawanna, Buffalo and Niagara Falls.

- **Cultural/Historical:** This project includes the protection and preservation of distinctive properties which contribute to the cultural history of New York State and the inhabitants of the region.

Storm water Management Program

- The Erie County Department of Environment and Planning coordinates the activities of communities in Western New York who have joined together to develop a stormwater management program aimed at protecting our waterways and enhancing our quality of life. The goal of the Coalition is to utilize regional collaboration to identify existing resources and develop programs to reduce the negative impacts of stormwater pollution.

Resource Agency Consultation

The GBNRTC is required to consult with state and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation regarding the development of the long range transportation plan. In compliance with these requirements, the GBNRTC has reached out to environmental resource agencies and others to establish a platform for ongoing dialog and resource sharing regarding environmental issues on a regional level. Consultation activities involve, as appropriate, comparisons of resource maps and inventories and a review of potential environmental mitigation activities. Below is a list of resource agencies contacted as part of the update process:

- U.S. Environmental Protection Agency
- National Park Service
- U.S. Army Corps of Engineers
- U.S. Department of Agriculture/Natural Resource Conservation Service
- National Marine Fisheries
- U.S. Fish and Wildlife Service
- NYS Department of Environmental Conservation
- NYS Department of Agriculture and Markets (Agriculture Protection)
- NYS Department of Agriculture (NYS Soil and Water Conservation Committee)
- Department of State Coastal Resources
- NYS Office of Parks, Recreation, and Historic Preservation
- New York State Department of Health
- Local Resource Agencies
- Niagara County SWCD
- Erie County SWCD
- Erie County Environmental Management Council
- Seneca Nation of Indians
- Tonawanda Seneca Nation
- Tuscarora Nation

The GBNRTC performed an initial mapping of projects to illustrate their proximity to resource sensitive areas. An environmental assessment will continue to be conducted for each project by its lead agency as it advances to ascertain the true nature of any potential impact.

Potential Mitigation Activities

Federal laws states that there must be a discussion of the types of potential environmental mitigation activities, and potential areas in which to carry out these activities, that may have the greatest potential to restore and maintain the environment. The activities discussed below focus on policies, programs, or strategies, rather than at a project-specific level and are documented in the *Framework for Regional Growth*.

Conservation of Significant Natural & Cultural Sites

The *Framework for Regional Growth* lays out a number of policies and strategies the region will take to encourage planning, managing, and conservation of waterfront lands, rivers and stream corridors, regional greenways, and significant natural and cultural sites and resources. Actions documented in the *Regional Framework* Plan include:

- Establish priorities for the conservation of regionally, nationally, and internationally significant natural and cultural heritage resources including the Lake Erie and Lake Ontario waterfronts, the Niagara River Greenway, the Erie Canal National Heritage Corridor, and the Buffalo Olmstead Park System.
- Establish priorities for the conservation of regionally significant riparian corridors and related wetland areas including Eighteen Mile Creek (NC); Tonawanda Creek; Buffalo River and Creeks; Eighteen Mile Creek (EC); Cayuga Creek; and Cattaraugus Creek.
- Support regional initiatives to identify potential greenway, open space, and trail linkages within and between regionally significant natural and cultural heritage corridors; support public and private efforts to preserve rights-of-way and complete appropriate improvements (trail and trail heads, interpretive stations, etc.); encourage communities to incorporate policies and priorities for the conservation of regionally significant trail and greenway corridors in local comprehensive plans.
- As part of SEQR and local municipal referral processes for private development and public actions, evaluate the impacts and identify potential enhancements to natural and cultural resources of county and regional significance.
- Expand partnerships, intermunicipal agreements and other efforts to attract resource assistance, including continued support for volunteer efforts by citizens and community organizations.

Conservation of Agricultural Lands

- Update and expand on existing Farmland Protection Plans, providing greater detail regarding priority for the conservation of lands under development pressure and action steps for farmland protection.
- Establish greater coordination between the Erie and Niagara Counties Agricultural and Farmland Protection Boards.
- Take a more active role in identifying priority agricultural lands, based on agricultural value and open space value. Also become more active in the process of identifying and securing grant funds for conservation activities.

- Establish a Purchase of Development Rights (PDR) program to protect prime agricultural land development and protect farms from a less preferred land use.
- Establish greater coordination with other organizations, such as Soil and Water Conservation Districts. Other possible groups identified through GBNRTC agency consultation include Local Farm Bureau Chapters, Local Watershed Committees, County Water Quality Coordinating Committees and local and regional land trusts.
- Continue efforts to strengthen the viability of local farmers. Options include financial incentives; marketing assistance; model legislation in support of agricultural activities; public education; and technical assistance.
- New York State is considering legislation that would enable municipalities to charge additional transfer tax on certain real estate transactions in order to fund actions in support of "community character preservation".
- Assist in the conservation of agricultural lands and areas with unique scenic and landscape character, by preparing model-zoning ordinances for use by towns and villages. Regulations can encourage conservation subdivision, the conservation of prime agricultural lands and wildlife habitats, and viewsheds.

Chapter 10
The Constrained Plan

Future Funding Resources

The availability of funds and related financial constraint is one input into the evaluation of the transportation system, but it is a primary consideration in the development of a realistic long range transportation plan. Fund limitations either define the degree to which objectives can be realized or emphasize the need for alternative or increased financial resources. Funding constraints also establish the need to prioritize actions and impact the time frame and implementation of plan projects.

Along with the consideration of fund resources is the reliability of expected costs produced for the various elements in the regional plan. Only by having consistent and reliable cost estimates for projects, programs and actions can the plan be developed that is realistic in terms of both resources and costs.

SAFETEA-LU continues to reinforce the fiscal constraint aspect of any long range transportation plan that has been a part of all federal legislation since ISTEA/TEA-21. All transportation plans encompass a number of projects that are to be implemented by a variety of organizations, both public and private. All levels of government – federal, state, and local - have a role to play in maintaining and improving the transportation system. The fiscal constraint aspect of a plan requires a financial plan be prepared so that the resulting transportation plan can be used as a tool for the community to realistically establish priorities within the financial resources likely to be available. The plan must be fiscally constrained to the amount projected to be available to a region.

Anticipated Funding Resource Estimates

Projecting future revenues is a difficult undertaking because the revenues are derived primarily from federal, state, and local taxes and programs with some revenues coming from user fees and private developers. Levels of funding from any of these sources fluctuate over time as a result of changing social or economic conditions. Federal and State programs generally depend upon legislative actions that may have higher or lower priority relative to other considerations. Local funds available to address transportation needs depend on local budget constraints that also consider competing needs. While projections of funds twenty plus years into the future are not definite nor can be made with a high degree of probability certain assumptions can be made to identify reasonable resource estimates needed for long term planning.

Past plans have assumed that future funding estimates should be guided by historical trends, current funding program levels established by federal and state legislation, and any dedicated transportation funding programs. Revenue forecasts primarily represent continuation of authorized funding levels available from federal and state sources.

Utilizing these assumptions, the table on page 62 provides the estimate of resources available for implementation of the 2035 Long Range Transportation Plan Update. It is broken up into three time periods, representing:

1. 2011-2015 Transportation Improvement Program time period
2. 2016-2025 The time period covering the next 10 years.
3. 2026-2035 The final 10-year time period covering through the Long Range Plan horizon year.

The notes associated with the table describe the source for each category. It should be noted that for this Long Range Plan Update both the revenues and costs begin in current dollars. The update of revenue forecasts started with NYSDOT-supplied federal/state revenue allocations for the first 5 years (TIP period) and historic trends for the other fund sources. Future year revenue forecasts then took the average allocation for the TIP period (2011-2015) and escalated them at an aggregate 15% for 2016-2025 and 25% for 2016-2035. This represented an assumed increase of approximately 1.4% per year.

The pie chart on page 63 presents the funding resource estimate in graphical format.

2035 Long Range Transportation Plan Resource Estimate ($ Millions)

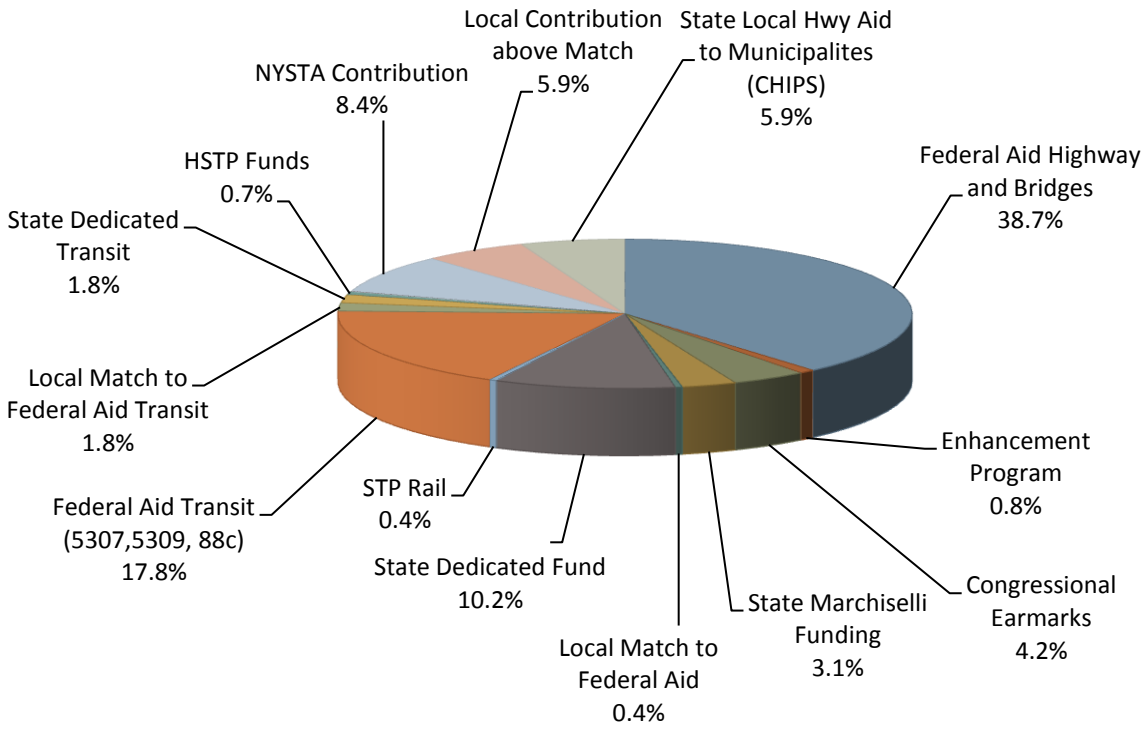
FUNDING SOURCE	FY 10/11 - FY 14/15: 5 years	FY 15/16 - FY 24/25: 10 years[11]	FY 25/26 - FY 34/35: 10 years[12]
Federal Aid Highway and Bridges[1a]	$459.765	$1,057.459	$1,149.412
Enhancement Program[2]	$10.000	$23.000	$25.000
Congressional Earmarks[3]	$50.000	$115.000	$125.000
Federal Aid Total	$519.765	$1,195.459	$1,299.412
State Marchiselli Funding[4]	$36.586	$84.148	$91.465
Local Match to Federal Aid[4]	$12.195	$6.900	$7.500
State Dedicated Fund[1a]	$124.908	$276.000	$300.000
STP Rail	$5.000	$11.500	$12.500
Federal Aid Transit (5307,5309, 88c)[5]	$142.237	$327.145	$755.593
Local Match to Federal Aid Transit (10%)	$14.224	$32.715	$75.559
State Dedicated Transit (10%)	$14.224	$32.715	$75.559
HSTP Funds[7]	$8.300	$19.090	$20.750
NYSTA Contribution[8]	$100.000	$230.000	$250.000
Local Contribution above Match[9]	$70.000	$161.000	$175.000
State Local Hwy Aid to Municipalites (CHIPS)[10]	$70.000	$161.000	$175.000
TOTAL	**$1,117.439**	**$2,537.671**	**$3,238.338**

LRP Funds (2011-2035)	**$6,893.448**

Notes

1. Revised Allocation Source: NYSDOT Main Office 12/22/09
   a. Erie and Niagara County proportion of NYSDOT Region 5 federal allocation and SDF funds estimated at 60%; SDF Post TIP@$40M/yr.
2. Enhancements estimated at $2 annually based on historical data between FY 1994-2008
3. Earmarks estimated at $10M annually based on historical data since FY 2004
4. Federal Aid funding match for Local Projects (40%) estimated at 20% (15% assumed from State Marchiselli funding and 5% assumed from project sponsor)
5. New York State Department of Transportation 12/11/09; FTA Sec 5309 New Starts Funding Assumed FY 25/26 - FY 34/35
6. Transit funding amounts estimated based on SAFETEA-LU legislation as provided by NFTA/NYSDOT Transit Division assumed constant into the future except for assumed increases in federal aid transit due to inflation (inflation rate assumed 3%)
7. HSTP funding estimated at $1.66 M annually based on 5-year analysis of JARC, New Freedom and 5310 Programs
8. NYSTA contribution above match assumed at $20M annually
9. Local contribution above match assumes at $14M annually as follows: Erie Co=5M , Niagara Co.=2M , N. Falls=2M , Buffalo=3M, NFTA=2M.
10. CHIPS estimated at $14M annually as follows: Erie Co=7.5M , Niagara Co.=1.9M , N. Falls=1.2M , Buffalo=3.4M.
11. Average Fed Allocation First 5 Years plus 15% to reflect forecasted allocation
12. Average Fed Allocation First 5 Years plus 25% to reflect forecasted allocation

2035 Long Range Transportation Plan
Resource Estimate



Project Cost Estimates

Projecting costs for projects included in the Plan is an essential component in assurance of fiscal constraint.

This Long Range Transportation Plan Update estimated project costs by first generating a current-year estimate for each project in cooperation with the appropriate agency/sponsor. Projects programmed in the 2011-2015 TIP had an automatic inflation factor applied depending upon the year a project phase was scheduled. This was a software feature implemented at the state level for statewide consistency. This process resulted in the estimates for projects in the LRP that are programmed in the current TIP.

For projects anticipated beyond 2015, guidance provided by the FTA/FHWA directed "forecast year" dollar cost projections for highways and transit projects in planning documents assume a four percent (4%) annual inflation rate for construction costs. This notably covers both highway and transit improvements. In compliance with that guidance, present-day costs were inflated to either 2020 or 2030 at fixed 4% rate, depending upon the closest forecast year of implementation. It is important to note that the 4% inflation rate applies to "planning-level" cost estimation only. It was not intended to supplant the more rigorous cost estimates

produced by project sponsors during Alternatives Analyses, Preliminary Engineering, and Final Design, with associated documentation.

This methodology of converting current-year costs to year-of-expenditure (YOE) produces a more realistic estimate of project funding needs. Furthermore it is the expectation that with both fund resources and project needs forecast in a realistic manner, the process of balancing needs against resources (fiscal constraint) will yield a more realistic plan as well.

Infrastructure Maintenance and Preservation

The importance of maintaining and preserving the region's existing network has always been the key to any plan developed in the Buffalo-Niagara region. This remains as a cornerstone in the 2035 LRP update. Historically, the amount of funding allocated to maintenance has remained relatively constant at approximately 70%. Data on the condition of the transportation system has confirmed that this allocation has been adequate to maintain the system in acceptable condition, meeting a major plan objective and demonstrating long term system operating viability as required in fiscal constraint. The 2035 LRP update maintains the same investment strategy as in previous plans, leaving some flexibility to adjust the allocation by +/-5% in future time periods based upon continued monitoring of the system.

Additional Funding Sources

Transportation system needs in Erie and Niagara Counties have primarily been funded through non-direct, non-innovative federal, state, and local legislation and budget items derived through traditional sources. Therefore, to advance the projects on the illustrative project list, funding resources beyond those already in place will need to be investigated and considered. Finding new revenue sources is always challenging and support may only be achieved if there is a belief that the existing funds are being spent efficiently and providers of new financing are convinced that the benefits of the transportation investment exceed the additional cost. Some additional opportunities that could be considered include:

- User based revenue sources
- Broadening the dedicated tax-based revenues
- Public Private partnerships

Identified Plan Improvements and Constraint Analysis

No new projects were selected for the 2035 LRP update but rather projects were reaffirmed and updated based on the most current available project information.

The projects reaffirmed in the plan had been previously selected based on the following criteria:

1. Have a relationship to at least one of the goals set forth for the Long Range Transportation Plan.
2. Are consistent with the Erie and Niagara Counties Regional Framework.
3. Continue the priority for the maintenance of the existing system.
4. Resolve existing transportation problems within the region.
5. Retain a degree of flexibility. Good planning necessitates the ability to react to changing conditions and to delay final decisions until the completion of transportation studies that are either underway or will be starting this year. This flexibility is especially important in the implementation of the bicycle pedestrian master plan, intersection improvements, resolution of safety problems, and projects to support economic development.
6. Recognize the limitations of capacity improvements to resolve long-term congestion.
7. Meet the need to provide transportation options for all members of the region, including the transportation disadvantaged, and an aging population.
8. Recognize the importance of providing reliable travel movements for freight shipments, inter-city travel, and along major travel corridors.
9. Focus on projects which can meet multiple Plan goals.
10. Reflect the issues of climate change, the need to reduce the nation's reliance on foreign oil, and the New York State Energy Plan.
11. Be in balance with funding likely from all principal sources through the 2030 Plan time period, in order to be meaningful.
12. Incorporate an illustrative listing of projects that have merit to the region but are beyond the projected funding availability.

Plan Specificity and Flexibility

One of the keys to this plan as with previous long range plans is the combination of specificity and flexibility in its structure. The Plan is specific in that it allocates dollars to categories so that transportation dollars are categorized into project type pots. Therefore, the region has committed itself to spending those dollars on a specific type of transportation improvement. However, within these project categories there is recognition of the need for flexibility. This flexibility is manifested by not attempting to identify every single project that is to be built between 2005 and 2035 but by leaving a portion of the Plan dollars unallocated to a specific project at this time. Because this plan looks 24 years into the future it is prudent to leave a portion of the funds unexpended on individual projects at this time. By proceeding in this manner the region will be better positioned to react to changing economic, demographic, and cultural conditions.

2035 Long Range Transportation Plan Project Listing

Project	Project Description	Inflated Cost Estimate
I-90/290 Interchange Improvement	Reconfigure interchange at Big Blue Water Tower	**$128,000,000**
I-90 Widening between Exit 50 and Exit 53	Two lanes added in each direction subject to revision in Buffalo Corridor Study. The number of lanes added should correspond to what is necessary to bring highway to acceptable LOS in 2035	**$240,000,000**
Williamsville Toll Barrier Relocation	Relocate Williamsville Toll Booth to Eastern Erie/Genesee County Border	**$72,500,000**
I-90: Youngs Rd interchange	New interchange at Youngs Road & widening of Youngs Road by two lanes from exit ramp to Main Street	**$64,000,000**
Lackawanna Toll Relocation	Relocation of the toll barrier west of current location	**$107,000,000**
Amherst Corridor High Quality/High Capacity Transit service	University Station to Crosspointe	**$450,300,000**
Tonawanda Corridor High Quality/High Capacity Transit service	LaSalle Station to Tonawanda City (Main and Niagara Street)	**$59,000,000**
Buffalo/Niagara Falls Commuter Rail service	Commuter Service between Buffalo Exchange Street Amtrak Station and Niagara Falls Amtrak station	**$6,000,000**
Region wide Express Bus Service	New bus service - Undefined until completion of NFTA Restructuring Studies	**$2,000,000**
LRRT Infrastructure Improvements	Including Main St. multi modal access and revitalization project	**$96,000,000**
Southtowns Access/Redevelopment Project	New roadway - Tifft Street four lane arterial between Tifft Street and Seneca Street	**$97,000,000**
Improve Waterfront Access	Construction of Outer Harbor Bridge(s) over the Buffalo River	**$164,200,000**
Improve Waterfront Access	Extension of Erie Street from Franklin Street to Main Street as a four lane roadway	**$11,000,000**
South Grand Island Bridge	New South Grand Island Bridge with six travel lanes	**$400,000,000**
Area wide Signalization upgrade	Undefined until completion of Signal System Master Plan	**$27,500,000**
ITS Implementation	Including Advanced Tolling strategies, lops, cameras, and other technological improvements; currently undefined	**$27,500,000**
Robert Moses Parkway Enhancements	Removal from NF CBD to NF North City Line; reduction from 4 to 2 lanes from NCL to Route 18F subject to revision in RMP Study	**$64,000,000**
Scajacquada Expressway Enhancements	Redesign of Route 198 Expressway to better integrate with surrounding land use	**$70,000,000**
Intersection Improvements	Undefined until completion of planning studies based on observed problem areas and node/delay modeling	**$22,000,000**
Economic Development Projects	Undefined until completion of Niagara Frontier Urban Freight Study	**$22,000,000**
Safety Projects	Undefined until completion of studies resulting from ongoing Safety Monitoring program	**$16,000,000**
Bicycle Pedestrian Projects	Implementation of Bicycle Pedestrian Master Plan	**$5,300,000**
Total		**$2,151,300,000**

For example, as economic development priority locations throughout the region are more clearly identified, monies for projects to improve the transportation attractiveness of these sites to potential employers will be available.

Specific safety and intersection improvements will be better identified following region-wide and corridor accident and intersection studies. Similarly, projects to implement the Bicycle/Pedestrian Master Plan are included but not yet identified.

Illustrative Project Listing

The plan also lays out an illustrative listing of transit and highway projects and programs that reflect the remaining unmet transportation needs for the Buffalo-Niagara region. While the Long Range Transportation Plan must be fiscally constrained, a region may include projects that have merit but are beyond the constrained funding available to the area. The projects listed below would be considered for implementation if additional funds became available to the region.

Illustrative Project List

Project	Cost
North Grand Island Bridge	$342,000,000
Airport Corridor High Quality Transit Improvement	$585,000,000
I 290 (I-190 to NY5)	$205,000,000
Border Crossing Capacity Expansion Project	$90,000,000
Total Illustrative Projects	$1,222,000,000

Financial Plan and Constraint Analysis

The GBNRTC 2035 Long Range Transportation Plan Update with its new 20-year planning horizon had to again demonstrate that there is a balance between the expected revenue sources for transportation investments and the estimated costs of the projects and program described in the plan. In other words, this metropolitan plan update must be fiscally (or financially) constrained.

The updated revenue forecasts presented in the table titled *"2035 Long Range Transportation Plan Resource Estimate"* on page 62, include information on how the MPO reasonably expects to fund the projects included in the plan, including anticipated revenues from FHWA and FTA, state government, regional or local sources, the private sector, and user charges. The entire revenue estimate through 2035 totaled approximately $6.9 billion and became the new revenue-basis for fiscal constraint.

The forecasted costs for projects and programs in the plan include both the capital programming of projects in the 2011-2015 Draft Transportation Improvement Program (TIP) and regional needs as presented in the table titled *"2035 Long Range Transportation Plan Project Listing"* on page 66. Those new regional needs total approximately $2.2 billion.

The fiscal constraint analyses began by assuring that TIP programming was in synch with anticipated revenue allocations covering those first five years of the plan. This was indeed the case. Then for the new 20-year horizon as previously discussed, approximately 70% (+/-5%) has been used to operate and maintain the system as a whole over the life of the plan. Accounting

for that share of the anticipated revenues leaves approximately $2.1 billion to implement new regional needs. This updated plan is therefore considered a constrained plan that balances the projected costs of region's transportation needs with a realistic forecast of future revenues.

APPENDICES

Appendix 1
Public Participation Plan

The Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) is the designated Metropolitan Planning Organization (MPO) for Erie and Niagara Counties charged with encouraging the public to participate in setting priorities for transportation plans and programs in the region.

The GBNRTC public participation process is designed to provide complete information in a timely manner so that the community is fully engaged throughout the transportation planning process. Means of notification, mechanisms for public input and appropriate feedback consideration to comments received are essential steps to building meaningful public relationships and eventual support for decision makers. The purpose of this document is to inform stakeholders, advisory group(s), interested individuals and agencies on ways to participate in the planning process for the 2035 Long Range Transportation Plan (LRTP) Update and 2011-2015 Transportation Improvement Plan (TIP).

SAFETEA-LU

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), signed into law on August 10, 2005 contains specific language outlining federal requirements regarding public participation processes and procedures. It requires the GBNRTC to "develop and use a public participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process".

LRTP Update and TIP

One of the prime responsibilities of the GBNRTC is the development and maintenance of the region's long range transportation plan. The plan is a multimodal "blueprint" for transportation systems and services aimed at meeting the transportation demands of

existing and future development in Erie and Niagara Counties. The plan also serves as a guide to development of the TIP which consists of all federally funded roadway, transit, bicycle and pedestrian projects scheduled over a five year period. Required by federal legislation, a long range transportation plan must maintain a 20 year planning horizon. The GBNRTC current long range transportation plan, the 2030 Long Range Transportation Plan for Erie and Niagara Counties is scheduled for an update in 2010. The 2035 Long Range Transportation Plan Update and 2011-2015 TIP will ensure the region stays in compliance with federal transportation law and remains eligible for federal transportation dollars.

Plan and Program Highlights

The 2035 Long Range Transportation Plan Update will:

- ✓ Reaffirm the 2030 Long Range Transportation Plan for Erie and Niagara Counties
- ✓ Extend planning horizon 5 years to the year 2035
- ✓ Meet all SAFETEA-LU requirements
- ✓ Include a review of Environmental & Safety/Security Analysis per SAFETEA-LU, including Agency Consultation Process
- ✓ Include ongoing planning initiatives (Regional Freight and Goods Movement Study, Bicycle/Pedestrian Master Plan, Congestion Management Systems Strategies, NFTA Transit Strategy, UB Master Plan, and Regional Framework for Growth)
- ✓ Include continuous public involvement opportunities to engage stakeholders, advisory groups, and appropriate agencies throughout the plan development

The 2011-2015 Transportation Improvement Program will:

- ✓ Reaffirm consistency with the Long Range Transportation Plan for Erie and Niagara Counties
- ✓ Extend the capital programming range from the year 2012 to the year 2015
- ✓ Reaffirm fiscal constraint with projected revenues
- ✓ Meet all SAFETEA-LU requirements
- ✓ Re-demonstrate the program conforms with the goals and intent of the Clean Air Act Amendments of 1990 and the State Implementation Plan
- ✓ Include a review of Environmental & Safety/Security Analysis per SAFETEA-LU, including Agency Consultation Process
- ✓ Include continuous public involvement opportunities to engage stakeholders, advisory groups, and appropriate agencies throughout the program development

Public Participation Opportunities

The GBNRTC will utilize a variety of public participation methods to provide interested individuals, groups, and organizations with the opportunity to fully participate in the 2035 LRTP Update and 2011-2015 TIP development process. Below are a number of opportunities and initiatives to ensure continuous and comprehensive public involvement.

Planning and Coordinating Committee (PCC)
Monthly
A status report of 2035 Plan Update and 2011-2015 TIP activities will be given regularly at GBNRTC-PCC meetings. The GBNRTC-PCC meets regularly the first Wednesday of every month. An annual schedule is established at the first meeting of each year and is listed on the GBNRTC website. All regular meetings of the PCC are open to the public and include time for public comment. Advance notice of meetings and agendas are sent no later than ten (10) calendar days prior to the meeting to any interested members of the public and news media as requested. Meeting information including date, time, location and meeting minutes can also be accessed from the GBNRTC website or through the GBNRTC office at 716-856-2026.

PCC Subcommittees
Ongoing
A 2035 Plan Update subcommittee/working group will meet regularly to discuss planning issues as they relate to the plan update. The Transportation Projects Subcommittee (TPS) will continue to meet monthly to discuss issues as they relate to the TIP. All regular meetings of the PCC Subcommittees are open to the public. Meeting information including date, time, and location is posted and accessible from the GBNRTC website. Meeting summaries can be accessed from the GBNRTC website or by request.

Regional Strategic Stakeholders
Strategic Stakeholders will review and provide comments and recommendations on the Long Range Transportation Plan and the Transportation Improvement Program. Strategic Stakeholders will respond to the PCC Committee on GBNRTC issues, plans and projects with a formal review. Responses should reflect views of the stakeholder organization, be in a timely manner, and may include recommendations for alternative actions. Strategic Stakeholders are encouraged to introduce ideas or comments to the GBNRTC through the PCC process. Stakeholder issues may be input to the process at any time and opportunity will be afforded at PCC meetings for new issues. The GBNRTC will formally respond to all Stakeholder concerns. Current strategic stakeholders include the Seneca Nation of Indians, Transportation Council of the Buffalo-Niagara Partnership and Empire State Development Corporation.

Advisory Groups
Ongoing
The GBNRTC will utilize advisory group(s) to provide community perspectives on regional transportation planning issues and provide the GBNRTC with community points of view on the future needs of the region. Advisory groups are comprised primarily of

representatives of interest groups, advocacy groups, private citizens and/or others with a special interest or knowledge related to transportation. Groups that are interested in being recognized as a GBNRTC advisory group should contact the GBNRTC office at 716-856-2026 for formal approval. Advisory groups should appoint a spokesperson to speak on behalf of the group.

MPO Website
Ongoing
The GBNRTC will regularly post 2035 Plan Update and TIP materials to the GBNRTC website at www.gbnrtc.org. Users will be able to get the current status on 2035 Plan Update and TIP activities, find out about upcoming meeting and community events and download draft documents and reports. Users will also be encouraged to leave feedback and participate in interactive planning exercises.

MPO Press Releases, Formal Announcements, Notices and Radio/Television Interviews
Ongoing
The GBNRTC will utilize local media outlets including newspapers and television to advertise and promote public meetings and other 2035 LRTP Update and TIP related activities.

GBNRTC Newsletter
Quarterly
The GBNRTC Newsletter will include a number of informative articles related to the 2035 Plan Update and 2011-2015 TIP. The newsletter is currently distributed to approximately 1,700 residents, municipalities, media and other agencies in Erie and Niagara Counties. Individuals, groups or agencies may request newsletters through the GBNRTC office at 716-856-2026 or at GBNRTC public meetings or events. Electronic versions of the GBNRTC newsletter is also available for download on the GBNRTC website at www.gbnrtc.org.

Facebook
Ongoing
Facebook (www.facebook.com) is a social networking site on the Internet that help users connect and share with others. The GBNRTC has recently created a Facebook Page. This Page is a public profile that enables the GBNRTC to share news and information about the agency with Facebook users. People can become fans of the GBNRTC Facebook Page by clicking on the link/icon on the GBNRTC web site (www.gbnrtc.org). After Facebook users agree to be "fans" of the GBNRTC, they are permitted to interact with the GBNRTC Facebook Page. Stories linked to the GBNRTC Page can go to their friends via a News Feed. As these friends interact with the GBNRTC Facebook Page, the News Feed keeps driving word-of-mouth to a wider circle of friends. Fans can post comments and photos. Important announcements such as public meetings can be "pushed" out to all fans for easy information distribution. Facebook also allows the GBNRTC to analyze who is using their Page in order to tailor Facebook "ads" and attract more fans.

Community Outreach Efforts
Ongoing
The GBNRTC will continue discussions with key members of the community to help identify issues, concerns and desired agendas. Community discussions have been particularly useful in engaging traditionally underserved and underrepresented populations. Such groups include community organizations, churches, senior centers, and block clubs. If you are interested in having a GBNRTC staff member speak to your group or organization please contact the GBNRTC offices at 716-856-2026.

Open House Meetings
2010
The GBNRTC will conduct a series of open house meetings to present and solicit comments on the Draft 2035 Plan Update and the Draft 2011-1015 TIP. Drafts of these documents will be made available on the GBNRTC website at www.gbrtc.org, in libraries throughout Erie and Niagara Counties, or as requested through the GBNRTC offices.

Notification

GBNRTC maintains a master list of all contacts, which is updated on a continuous basis. Contact information includes address information, telephone and fax numbers, and e-mail addresses. The list includes committee members, government and public officials, and interested individuals, groups, and organizations. The list is used to provide information on public meetings and other transportation issues via e-mails and direct mailings. To be added to the GBNRTC mailing list please visit our website at www.gbnrtc.org or call 716-856-2026.

English as a Second Language (ESL)

To improve contact with non-English speakers the GBNRTC web site (www.gbnrtc.org) can now be viewed in multiple languages with a simple selection on the "Google Translate" button. This is done with automatic translation software from Google which instantly translates the site into thirty-three (33) different languages. This service is intended to provide a basic understanding of the GBNRTC's Web site content in a different language. Word for word translations may be imperfect. The translation is literal and may misrepresent names and idiomatic expressions. The results of the translation are very good and the quality of the service is constantly improving.

Currently, Google offers translations between the following languages:

- Arabic
- Bulgarian
- Catalan
- Chinese (Simplified)
- Chinese (Traditional)
- Croatian
- Czech
- German
- Greek
- Hebrew
- Hindi
- Indonesian
- Italian
- Japanese
- Portuguese
- Romanian
- Russian
- Serbian
- Slovak
- Slovenian
- Spanish

- Danish
- Dutch
- Filipino
- Finnish
- French
- Korean
- Latvian
- Lithuanian
- Norwegian
- Polish
- Swedish
- Ukrainian
- Vietnamese

Visualizations

When appropriate, the GBNRTC will utilize visualization techniques (i.e. photographs, maps, simulations, etc.) to better illustrate to the public the ideas and concepts represented in the 2035 LRTP Update and 2011-2015.

Agency Consultation

The GBNRTC will continue to improve consultation with Federal, State and Tribal agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. Consultation activities will involve, as appropriate, comparisons of resource maps and inventories and discussions on potential environmental mitigation activities.

Public Participation Plan

The GBNRTC officially adopted an updated Public Participation Plan on May 28, 2009 specifying actions to be followed for certain GBNRTC activities. The policy specifically outlines the opportunities and process to be followed for development of the TIP and LRP. The community participation program seeks to provide continuing opportunities for individuals and community groups to participate in the planning process. Opportunities are provided for public input at all stages of planning and project development process. The efforts undertaken in the development of the TIP and LRP are consistent with the GBNRTC official Public Participation Plan.

The public was made fully aware that comments received prior to the end of the public review and comment period would be addressed and made part of the GBNRTC's submission to NYSDOT, the Federal Highway Administration and the Federal Transit Administration. Only after public comment was received and considered by the GBNRTC would the Policy Committee take action to approve the TIP and LRP.

Official Review Period and Policy Committee Action

For this year's 2011-2015 TIP and 2035 LRP development cycle, the public involvement and review period officially began April 8, 2010 and extended a minimum of twenty (20) calendar days as specified by the GBNRTC Public Participation Plan, through April 28, 2010. The official public notice was placed in the Buffalo News and the draft TIP, LRP and Air Quality Conformity Determination was made available via the internet and in GBNRTC offices. Efforts to inform the public are documented in separate sections to follow.

The Planning and Coordinating Committee was given a presentation on the full public feedback at their regular meeting on May 5, 2010, prior to making their program recommendations to the Policy Committee.

Advertising and Public Notification

The GBNRTC initiated the public review and comment period on April 8, 2010 with the publishing of a notice in the region's major newspaper, the Buffalo News. A copy of the actual advertisement is attached. The notice explained the development process of the TIP, LRP, and the Air Quality Conformity Determination, the multiple opportunities for public comment, and where the draft TIP, LRP and Air Quality Conformity Determination documents could be reviewed. The notice also announced the dates and locations for two (2) scheduled public informational meetings.

As for accessibility to the proposed TIP, LRP and Air Quality Conformity Determination documents, downloadable versions and associated materials were posted on the GBNRTC web site. That same information was available for review in GBNRTC offices during normal business hours beginning April 8, 2010.

Open House Meetings

The GBNRTC hosted two public meetings in the region to share information and solicit community comment on the Draft 2011-2015 TIP, 2035 LRP update and the Air Quality Conformity Determination being developed for Erie and Niagara Counties. Participants had an opportunity to learn and comment on work completed including a review of the existing transportation conditions in the region, future transportation needs, and the goals and objectives of the plan. Public meetings were held at the dates, times and locations below:

Tuesday, April 13, 2010 - Quality Inn
7708 Niagara Falls Blvd.
Niagara Falls, N.Y.
6:00pm – 8:00pm

Thursday, April 15, 2010 - Buffalo and Erie County Public Library
Central Meeting Room 2nd Floor, 1 Lafayette Square, Buffalo, NY
5:00pm – 7:00pm

GBNRTC Executive Director, Hal Morse opened each of the public meetings with a welcome and introduction. Amy Weymouth, GBNRTC Transportation Analyst, provided an overview of proposed LRP. GBNRTC Principal Analyst, Timothy Trabold then explained the TIP development and project selection process and funding implications of the TIP. He provided a summary of the program and highlighted how certain projects were implementing the region's long-range visions. After the formal presentation, the remainder of the meeting was devoted to public comments and questions. Following the public meetings, the presentation was made available for download from the GBNRTC website.

Written Correspondence Received
Written correspondence was received from the following individual(s) and is attached.

- Mark Mitskovski, VP – Niagara Gateway Columbus Park Association
- Arthur J. Giacalone, Attorney at Law
- Judie Takacs, Citizen

GBNRTC Response to Public Comments Received
The GBNRTC staff provided written correspondence to the majority of comments received in an effort to both acknowledge the seriousness of public feedback and to establish a resolution path to the issue(s) raised.

Summary of Comments received at Open House Public Meetings

2011-2015 TIP; 2035 LRP Update; and Draft Air Quality Conformity Analysis

Public Meeting at the Quality Inn, 7708 Niagara Falls Blvd, Niagara Falls, NY 6pm-8pm, April 13, 2010

Statements/comments made:

- *Frank Frandina, Citizen*
  Raised a general question regarding whether the region received any funding for High Speed Rail. Ask whether the LaSalle Expressway Extension (Outer Belt Expressway) was still under consideration in the Long Range Transportation Plan.
- *Thomas Frank, Citizen*
  Expressed support for the relocating the Williamsville Toll Booth. Stated the need for consistency between regional and binational planning initiatives.
- *Art Giacalone ,Attorney at Law*
  Questioned who is responsible for addressing the impacts of transportation projects on health and the environment. Suggested a possible subcommittee to focus on the issue.

The following answers were given to questions raised:

- The LaSalle Expressway Extension/Outer Belt Expressway was removed from consideration as far back as the 2010 Long Range Transportation Plan so therefore it has not been included in subsequent LRTPs for many years.
- The MPO is responsible for assessing the cumulative impact of all TIP and LRTP projects on the regional air quality. Individual project impacts on the environment are evaluated separately through the appropriate NEPA and/or SEQR process as each project is implemented by its sponsor.

2011-2015 TIP; 2035 LRP Update; and Draft Air Quality Conformity Analysis

Public Meeting at the Buffalo and Erie County Public Library, 1 Lafayette Sq, Buffalo, NY 5pm – 7pm, April 15, 2010

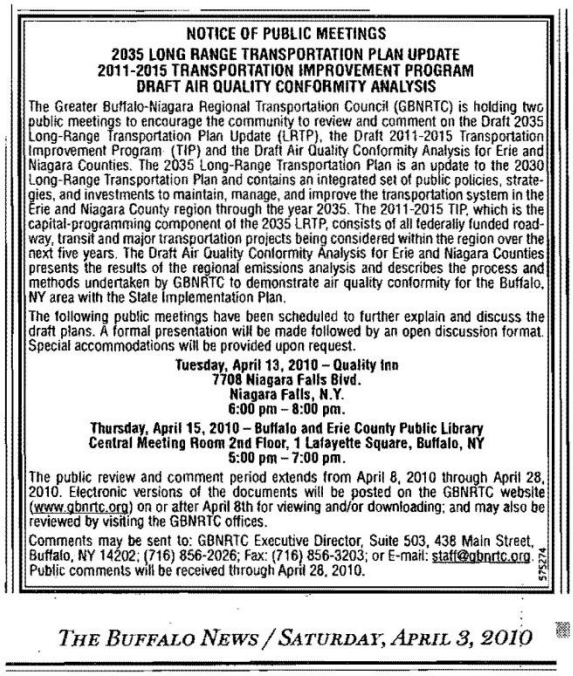
Statements/comments made:

- Ruth Lampe, Citizen
  Expressed support for the Scajaquada Corridor Enhancement project and the importance of moving it from study to construction. Suggested that the MPO reevaluate how public meetings are advertised. Specific suggestions were provided to GBNRTC staff such as advertising on Buffalo Rising, sending out notices to project review team participants, and enhancing media outreach. Also suggested using fewer acronyms when explaining plans and programs to the public.
- Mark Mitskovski, Niagara Gateway Columbus Park Association
  Expressed concern over the health impacts of the Peace Bridge Congestion Relief Project and opposition for any form of funding for the project. Also asked if there were plans to better coordinate truck traffic at the Peace Bridge. Written comments outlining his concerns were provided to GBNRTC staff.
- Justin Booth, Wellness Institute of Greater Buffalo and WNY
  Expressed the need for collecting bicycle and pedestrian data in the region. Asked how the Plan addresses some of the newer federal initiatives being proposed such as mode share targets, transit catchment zones, peak oil scenarios, and childhood obesity.
- Linda Detine, Citizen
  Asked how minority communities are informed of the planning process. Expressed concerned that the Plan was unbalanced.

The following answers were given to questions raised:

- As new federal initiatives and programs become law these initiatives would become more apparent in the transportation planning process.
- A written response was prepared and forwarded to Mark Mitskovski of Niagara Gateway Columbus Park Association regarding the Peace Bridge Congestion Relief Project.
- NITTEC provides a traffic management system to alert drivers via email or text messages to traffic incidents or congestion. It is also available for cross-border travel between the U.S. and Canada.

- Minority communities are informed of the planning process in a number of ways including targeted outreach activities such as one-on-one interviews and small group discussions and general outreach activities such as newspaper and email notices.
- A demographic profile of the metropolitan planning area is maintained and updated that includes identification of the locations of socio-economic groups, including low-income and minority populations especially for the Human Services Transportation Plan (HSTP). Through maps and extensive analyses, the HSTP specifically delineates and defines transportation service gaps and that analysis is also used to advance project candidates and assess transportation program impacts.



NOTICE OF PUBLIC MEETINGS

2035 LONG RANGE TRANSPORTATION PLAN UPDATE
2011-2015 TRANSPORTATION IMPROVEMENT PROGRAM
DRAFT AIR QUALITY CONFORMITY ANALYSIS

The Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) is holding two public meetings to encourage the community to review and comment on the Draft 2035 Long-Range Transportation Plan Update (LRTP), the Draft 2011-2015 Transportation Improvement Program (TIP) and the Draft Air Quality Conformity Analysis for Erie and Niagara Counties. The 2035 Long-Range Transportation Plan is an update to the 2030 Long-Range Transportation Plan and contains an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system in the Erie and Niagara County region through the year 2035. The 2011-2015 TIP, which is the capital-programming component of the 2035 LRTP, consists of all federally funded roadway, transit and major transportation projects being considered within the region over the next five years. The Draft Air Quality Conformity Analysis for Erie and Niagara Counties presents the results of the regional emissions analysis and describes the process and methods undertaken by GBNRTC to demonstrate air quality conformity for the Buffalo, NY area with the State Implementation Plan.

The following public meetings have been scheduled to further explain and discuss the draft plans. A formal presentation will be made followed by an open discussion format. Special accommodations will be provided upon request.

Tuesday, April 13, 2010 – Quality Inn
7708 Niagara Falls Blvd.
Niagara Falls, N.Y.
6:00 pm – 8:00 pm.

Thursday, April 15, 2010 – Buffalo and Erie County Public Library
Central Meeting Room 2nd Floor, 1 Lafayette Square, Buffalo, NY
5:00 pm – 7:00 pm.

The public review and comment period extends from April 8, 2010 through April 28, 2010. Electronic versions of the documents will be posted on the GBNRTC website (www.gbnrtc.org) on or after April 8th for viewing and/or downloading; and may also be reviewed by visiting the GBNRTC offices.

Comments may be sent to: GBNRTC Executive Director, Suite 503, 438 Main Street, Buffalo, NY 14202; (716) 856-2026; Fax: (716) 856-3203; or E-mail: staff@gbnrtc.org. Public comments will be received through April 28, 2010.

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THE BUFFALO NEWS / SATURDAY, APRIL 3, 2010

Greater Buffalo-Niagara Regional Transportation Council
2035 Long Range Transportation Plan Update
Tuesday, April 13, 2010 – Quality Inn
7708 Niagara Falls Blvd.
Niagara Falls, NY
6:00 PM – 8:00 PM

Name	Agency/ Address	(e-mail)	Telephone #
John Gorton	OZ Central of NY	jgorton@ozcentralofny.com	628-0165
John R. Simon	Oz Central of NY	jsimon@ozcentralofny.com	864-6984
Tom Radomski	City Niagara Falls		2864410
FRANK Frandina	2416 River Rd NF 14304	Frank.Frandina@Hatchmott.com	695-7351
Art Gagalone	140 [illegible] Rd E. Aurora 14052		687-1902
Joe Gargos	2192 River Rd		
[illegible] W Frank			
Thomas W (Tom) Frank	Binational Niagara Seaway Greenway		634-3690
[illegible]	461 Fort Gray Dr.		282-8000
Larry Helwig	2800 Church Rd NT 14120	LarryHelwig@RoadRunner.com	583-8496
DON GRAY	8519 MUNSON AVE	dgray14@VERIZON.NET	283-9031
Robert [illegible]	2800 Church Rd NT	B2800 Wheatfield [illegible]	504-[illegible]

Greater Buffalo-Niagara Regional Transportation Council
2035 Long Range Transportation Plan Update
Thursday, April 15, 2010 – Buffalo and Erie County Public Library
Central Meeting Room 2nd Floor, 1 Lafayette Square, Buffalo, NY
5:00 PM – 7:00 PM

Name	Agency/ Address	(e-mail)	Telephone #
Michael Caseras	Student 348 Affinity Lane	mc295@buffalo.edu	845-224-8783
Chris Church	NYSDOT		
Puran Subane	~~Pur~~ Student/University@Buffalo	puran-s@hotmail.com	716-946-6414
Hakan Yerlikaya	UB STUDENT	hy28@buffalo.edu	711-109
Gary Witulski	COB OSP	gwitulski@city-buffalo.com	851-4272 8777
Justin Booth	GO Buffalo	Justin@greeningtionsbuffalo.org	851-4052
David & Ruth Lampe	PCA	lampedre@verizon.net	838-5026
Mark B. Mitzkowski	N.E.C.P.A	MMitzkowski@BowsonIntl.com	885 8150
Linda Detine	Prospect Hill	lindadetine@hotmail.com	510-8453
Jeffrey Lebsack	HMM - 438 Main St.	jeff.lebsack@hatchmott.com	854-1181
Luke Scannell	University at Buffalo	Scannell@Buffalo.edu	
Kyle Eudene	UB Student	Keudene@buffalo.edu	
Barbara Rowe	WNBTA	barbara.rowe@verizon.net	882-7914
Peter Sowiski	BBBS	peter.sowiski@verizon.net	
Brian Polo	BoPC	BRIAN@BLFOPARKS.ORG	
GARY GOTTLEIB	NYSDOT		
Dylan Hofsiss	UB Student	DHofsiss@buffalo.edu	
Jack Semler	4451 E. Overlook Dr	JRSemler@SmartpillCorp.com	
MARY MORAN	4451E Overlook Dr	mpmoran@buffalo.edu	

Central Library, Buffalo, NY

From: Mark B. Mitskovski, VP - Niagara Gateway Columbus Park Association (716.885.8150)

Re: Comments on the GBNRTC 2011-2015 and 2035 Long Range Transportation Plan

GBNRTC Transportation Plan states that:

1. Under the Clean Air Act, US EPA considers Erie County to be a non attainment area for criteria air pollutants, specifically ozone and therefore **even without an increase in traffic, Erie County does not confirm to the Act.**

2. Regional emissions analyses demonstrate that **the region does not conform to either the 1 or 8 hour ozone standard** and will not meet the NYSDEC State Implementation Plan (SIP) to reduce emissions from mobile sources.

3. Population and economic activity will be stagnant with very slight growth over the next 25 years.

We have identified several gaps in the presented analysis.

The report indicates that NYSDEC Inspection and Maintenance Program data was used in the emissions modeling; however, there is no identification of:

1. How many emissions inspections of outgoing (Canada bound) or incoming (US bound) commercial vehicles have been conducted over the past 20 years at the Peace Bridge or within the vicinity ?

2. What are the findings of these inspections?

3. What is the average age of these vehicles?

4. What level of compliance or non compliance and what were the levels of emissions in aggregate for the non compliant vehicles?

5. Was the non compliance data and future commercial vehicle growth projections incorporated in the models to correct for deviations in emissions projections?

6. How many on site air monitoring studies have been conducted to validate the models and incorporated with future projections?

Central Library, Buffalo, NY

Mark B. Mitskovski, VP- Niagara Gateway Columbus Park Association (716.885.8150)

Re: Comments on the GBNRTC 2011-2015 and 2035 Long Range Transportation Plan

7. Have the Public Bridge Authority DEIS commercial vehicle projections (2.1 million in 2020 and 3.1 million in 2040) been incorporated in the emissions modeling?

8. How will the nearly tripling in commercial diesel traffic at the Peace Bridge, over the planning period, been accounted for in terms of criteria pollutants and attainment standards?

9. What mitigations are being recommended for Peace Bridge plaza and bridge under SIP, a semi stationary facility surrounded by one of the most densely populated urban areas of WNY?

We question the GBNRTC Long Range Transportation recommendations on the following:

I. How is it that $ 22.5+ million in Federal Funds for future WNY transportation improvements are planned for an entity that has declared itself an **International Compact Entity (ICE)**, a Public entity that believes it is not subject to Local, State or Federal jurisdiction or regulation?

II. Why are we allocating **finite regional transportation funds** to subsidize the expansion plans of an ICE that harms **20,000+ children with chronic asthma** on the Lower West of Buffalo at a cost to WNY of approximately **$ 110 million annually** ($ 5,000/per individual) in health care costs?

III. As projected commercial diesel vehicles triples over the planning period, what assessment has been made to account for the additional respiratory harm and social and financial costs to residents of the Lower West Side of Buffalo.

IV. How does this project comply with the Clean Air Standards, SIP and public health?

V. Where is the **required economic cost benefit analysis,** justifying this project and its financial benefits to WNY in jobs retained and produced in relation to its direct and indirect costs?

Central Library, Buffalo, NY

Mark B. Mitskovski, VP- Niagara Gateway Columbus Park Association (716.885.8150)

Re: Comments on the GBNRTC 2011-2015 and 2035 Long Range Transportation Plan

VI. How can the Public Bridge Authority justify a massive expansion of its footprint to support a Duty Free shop and parking, as a transportation related necessity, under the Department of Transportation Act section 4f? **That provision requires that the Federal Highway Authority not only avoid damaging parks, but take affirmative steps to recover parks lost to prior transportation projects.**

In summary, we seriously question the validity of including and vehemently oppose the funding for the Buffalo and Ft. Erie Public Bridge Authority "Congestion Relief" Project in any form, on the grounds that it does not meet any legitimate standard for public transportation funding given its status as an ICE and it's directly attributed and appalling harm to the public. Simply put, 20,000+ West Side Buffalo children with chronic asthma, today subsidize a piece of transportation infrastructure that provides little benefit relative to its extraordinary social and public health costs.

What will be the cost to Buffalo and WNY if the PBA achieves its tripling of traffic; 40,000, or more chronic asthma victims? How many shortened lives-deaths are we willing to wage to accommodate Canadian and out of area interest?

By any measure of civil society, this project cannot be condoned or allowed to continue!

Mark B. Mitskovski

637 Busti Avenue,

Buffalo, NY 14213

716.885.8150

mmitskovski@borisonintl.com

ARTHUR J. GIACALONE
Attorney At Law
140 Knox Road
P.O. Box 63
East Aurora, NY 14052
Fax: (716) 687-1903 Telephone: (716) 687-1902 E-mail: ajglaw@verizon.net

April 28, 2010

By fax to 856-3203 & email to staff@gbnrtc.org

Hal Morse, Executive Director
GBNRTC
438 Main St., Suite 503
Buffalo, NY 14202

Re: Written Comments on proposed TIP, Draft Air Quality Conformity Analysis

Dear Mr. Morse:

The American Lung Association's "State of the Air 2010" report confirms what residents living near the Peace Bridge suspected: Long term exposure to exhaust from heavy traffic contributes to higher risks for heart attack, allergies, lung cancer, asthma attacks, premature births, chronic obstructive pulmonary disease, etc.

Despite these known risks, none of Western New York's leaders appears willing to objectively assess and mitigate the adverse health impacts of traffic emissions on human health. Not our federal or local officials. Not the governmental agencies that sponsor specific highway and bridge projects.

The Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) must step forward and assume a leadership role in addressing this critical issue. Your agency serves as WNY's metropolitan planning agency, sharing responsibility with the State of New York for a comprehensive, continuous and cooperative transportation planning process for the Buffalo/Niagara area. It is obliged to, "not only mitigate adverse environmental impacts but also protect, enhance and restore the environment."

According to GBNRTC, the agency's proposed five-year transportation improvement program would result in reductions in overall transportation-related emissions in WNY. But, Mr. Morse, as you frankly admitted at the recent public forum in Niagara Falls, the GBNRTC relies on the individual project sponsors to protect and enhance the environment by responsibly performing the project-specific environmental review mandated under federal and state laws. As the Peace Bridge project demonstrates, that reliance is not warranted.

The Peace Bridge sponsors list a variety of objectives to justify the project – from improving border security and increasing bridge capacity, to safely accommodating bike and pedestrian traffic. The goal of eliminating adverse health impacts is nowhere to be found. Dr. Jamson Lwebuga-Mukasa, a noted public health research scientist, presented

research showing that heavy traffic at the Peace Bridge is linked to poor respiratory health of the west side of Buffalo, recommending that truck traffic be excluded from the Peace Bridge. His findings were summarily rejected by the Peace Bridge consultants "since his research is independent of the Project Consultant Team."

Vague language in literature prepared by Peace Bridge sponsors should have placed the GBNRTC on notice that no true effort was being made to eliminate traffic-related impacts on human health. The public was merely told that predictions regarding airborne pollutants "suggest[ed] … a beneficial contribution to quality of health in the neighborhood surrounding the Peace Bridge." In fact, no attempt was made by the sponsoring agencies to accurately assess and predict project-specific health impacts. And, the proposed alternatives that could have significantly reduced the negative impacts on the West Side neighborhood were eliminated from consideration long before the supposed environmental assessment was conducted.

GBNRTC created a bicycle/pedestrian subcommittee to assure that the concerns of bicyclists and walkers weren't lost in the shuffle. It is time for WNY's metropolitan planning agency to create a subcommittee that would focus its attention on assessing and eliminating traffic-related impacts on human health.

Sincerely,

Arthur J. Giacalone

From: Judie Takacs [mailto:judieta@miscproductions.com]
Sent: Wednesday, April 28, 2010 9:43 PM
To: Hal Morse
Cc: GBNRTC Staff
Subject: Comments on 2035 LRP Update

Dear Mr. Morse,

It was a pleasure speaking with you at the GBNRTC Public Meeting in Niagara Falls on April 13, 2010. Thank you for sending me a complete copy of the evening's presentation. While my purpose in attending the meeting that night was to gain more information about transportation and air quality issues, I was dismayed to learn how little oversight was being exercise regarding the Peace Bridge Project in Buffalo. Therefore I am submitting the following comments, per your deadline of April 28, 2010:

The Peace Bridge Expansion Project was identified as a "regionally significant transportation project" in the Combined Regional Emissions Analysis and Transportation Conformity Determination for the 2035 L-R Plan, and that the transportation project was allocated $22.5M during modeling year 2011-2016.

The same report stated that "effective June 15, 2004 the EPA designated Erie and Niagara Counties to be non-attainment under the 8-hour ozone standard." And I see that today the American Lung Association released its State of the Air 2020 "report card," finding that Erie County again receives an "F" for ozone pollution.

Who is looking out for the people of WNY and the human health impacts of transportation projects, if not the GBNRTC? Where is the concern for air quality and human health impacts and why isn't the GBNRTC advocating for an alternate international crossing with less adverse effects? This question was posed at the April 13th Public Hearing but there was no satisfactory answer.

It seems that the GBNRTC's support of the Peace Bridge Project was given without due diligence, and that all the PBA's assumptions and conclusions are being taken at face value.

- In the recent Peace Bridge Project Exhibits (January 28 through February 6, 2010) the PBA's environmental concerns were limited to the potential impacts on Birds and Fish.
- Health impacts are hardly addressed in their DEIS even though the Buffalo City Schools have first raised the alarm about adverse health impacts to census tract 70 in June, 2008.
- Indeed, in the PBA's first Public Collaborative Workshop held September 14, 2002 in Crystal Beach, Ontario for the purpose of "Weighting of Project Goals & Objectives" found that the top issue was "*Seek to avoid, minimize or mitigate adverse social impacts, adverse economic impacts and adverse environmental impacts.*" Of the 12 G&Os set forth by the PBA that day, this one received 16.7% of the vote.
- The Peace Bridge Project has been side stepping health and air quality issues since February of 2001 when then Congressman John LaFalce sponsored a $213,000 federal grant awarded through the CDC to study the asthma rates on the lower West Side of Buffalo where "traffic at the Peace Bridge might well be the source of significant environmental pollution."

Why aren't air quality and human health effects being addressed in an international transportation project where the crossing point is already in non-attainment?

I think the MPO process and the mandate to minimize air pollution and "protect and enhance the environment" is at direct odds with the Peace Bridge Expansion Project. Haven't we learned from history; aren't we smarter than we were 40 years ago? I think it would be the GBNRTC's job to avoid a repetition of a Love Canal. Perhaps when the Hooker Chemical dump site was pierced by the LaSalle Expressway decision-makers didn't have the information or technology to avoid an environmental disaster; but today we do. We know that ultra-fine diesel particulates impact human health and that the densely residential West Side of Buffalo has WNY's highest disease burden. There's already documented cancer clusters and an epidemic of chronic respiratory illnesses around the Peace Bridge Plaza Complex. The GBNRTC's support of the Peace Bridge Project is unconscionable.

Acting on behalf of the taxpayers and citizens of WNY, it would be the GBNRTC's responsibility to identify the border-crossing point which would best serve our 25 mile international transportation corridor. The Buffalo-Fort Erie crossing is the most ill-suited commercial crossing point of all.

I hope the GBNRTC's Long-Range Transportation Plans will address these concerns. Thank you for your time and consideration.

Judie Takacs
461 Fort Gray Drive
Lewiston, NY 14092

March 17, 2010

Amy Weymouth-Michaux
Greater Buffalo-Niagara Regional Transportation Council
438 Main Street,
Buffalo, NY 14216

Dear Ms. Weymouth-Michaux:

The Environmental Protection Agency (EPA) has reviewed your March 5, 2010 email and attached proposed 2035 Long Range Plan Update, Environmental Planning Considerations. The email and attachment describe, the Greater Buffalo-Niagara Regional Transportation Council's (GBNRTC) intention to prepare a Long Range Transportation Plan for Erie and Niagara Counties, NY. The email requested assistance in identifying and characterizing possible areas of environmental sensitivity within the Buffalo-Niagara communities.

EPA recommends that the 2035 Long Range Plan Update embrace sustainable communities. The 2035 Long Range Plan Update should incorporate a baseline environmental resources inventory and evaluate smart growth principles within its framework for regional growth. This approach weaves natural resources (rivers, streams, forest, ecological communities, habitats, etc.), transportation, and housing into one sustainable effort.

In addition, we would recommend that you evaluate and discuss the following environmental resources and challenges:

- A discussion of the potential changes in green house gas emissions due to regional activities. This discussion should include greenhouse gas (GHG) emissions resulting from construction and the ultimate loss of any carbon sink capacity from removal of vegetative cover due to improvements or creation of new transportation options. Visit the EPA website for more information at http://www.epa.gov/slclimat/local/showcase/. Consideration of techniques to reduce GHG emissions and/or to provide a sink for CO2 (such as plantings) should be discussed.

- A discussion of the impact of development on the potential Environmental Justice areas, including the areas of the projects not within the jurisdiction of GBNRTC. Visit the EPA website for more information at http://www.epa.gov/environmentaljustice/index.html.

- The future project areas to be impacted by transportation projects and the environmental policies to reduce the impacts. These descriptions should include appropriate air quality data, the identification and delineation of all wetlands, the identification of flood plains, and the identification of other significant environmental resources in the region.

- A cumulative impacts analysis should be conducted for the entire Buffalo-Niagara Region. The indirect and secondary impacts analysis should address the potential for unplanned growth and subsequent development in the region.

- In June 2009, a Sustainable Communities Partnership was formed by the U.S. Department of Housing and Urban Development (HUD), U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA). These three agencies have pledged to ensure that housing and transportation goals are met while simultaneously protecting the environment, promoting equitable development, and helping to address the challenges of climate change. Visit the EPA website for more information at http://www.epa.gov/smartgrowth/partnership/index.html.

I would also like to make you aware of our monthly webinar series, Linking Environmental Resources with Transportation Planning. The next webinar will focus on Energy Communities and Transportation Development on March 31, 2010 at 1:00 pm. Thank you for the opportunity to comment. In addition, we're enclosing our latest list of green recommendations. If you have any questions concerning this letter, please contact Charles Harewood of my staff at (212) 637-3753.

Sincerely yours,

Grace Musumeci, Chief
Environmental Review Section

Enclosure

U.S. EPA Region 2
Green Recommendations[1]

Recommendations:

To the maximum extent possible, projects are encouraged to use local and/or recycled materials; to recycle materials generated onsite; and to utilize low emissions technology and fuels. Further, they should use, to the extent feasible, renewable energy (including, but not limited to solar, wind, geothermal, biogas, and biomass) and energy efficient technology in the design, construction, and operation of transportation, building, and infrastructure projects.

- **ENERGY STAR/Multi-media green building and land design practices**
  Require green building practices which have multi-media benefits, including energy efficiency, water conservation, and healthy indoor air quality. Apply building rating systems and tools, such as Energy Star, Energy Star Indoor Air Package, and Water Sense for stimulus funded building construction. Third party high-bar, multimedia standards should be required for building construction and land design (LEED and Sustainable Sites Initiative, Collaborative for High Performance Schools (CHPS), or local equivalent).
  http://www.usgbc.org/DisplayPage.aspx?CMSPageID=64
  http://www.energystar.gov/index.cfm?c=business.bus_bldgs
  http://www.energystar.gov/index.cfm?c=bldrs_lenders_raters.nh_iap

- **Encourage water conservation in building construction**
  Promote the use of water-efficient products to be used in new building construction through the use of WaterSense-labeled products and the use of contractors certified through a WaterSense-labeled program. http://www.epa.gov/watersense/water/fed-agency.htm

- **Encourage Low Impact Development to help manage storm water**
  Low Impact Development (LID) is an approach to land development (or re-development) that works with nature to manage storm water as close to its source as possible. LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treat storm water as a resource rather than a waste product.
  http://www.epa.gov/nps/lid/

- **Alternative and Renewable Energy**
  The Department of Energy's "Green Power Network" (GPN) provides information and markets that can be used to supply alternative generated electricity. The following link identifies several suppliers of renewable energy. http://apps3.eere.energy.gov/greenpower/buying/buying_power.shtml?state=NJ

[1] "Green" here means environmentally sound practices in general and is not equivalent to the specific "green infrastructure" requirements in the American Recovery and Reinvestment Act (ARRA). Please note that this list is not meant to be all inclusive.

- **Ensure clean diesel practices**
  Implement diesel controls, cleaner fuel, and cleaner construction practices for all on- and off-road equipment used for transportation, soil movement, or other construction activities, including:
  1) Strategies and technologies that reduce unnecessary idling, including auxiliary power units, the use of electric equipment, and strict enforcement of idling limits;
  2) Use of ultra low sulfur diesel fuel in nonroad applications ahead of the mandate; and
  3) Use of the cleanest engines either through add-on control technologies like diesel oxidation catalysts and particulate filters, repowers, or newer, cleaner equipment
  Encourage entities to consider adopting contract specifications requiring advanced pollution controls and clean fuels. A model spec is online at (applies to both on and non-road engines):
  http://www.northeastdiesel.org/pdf/NEDC-Construction-Contract-Spec.pdf
  Additional Information: http://www.epa.gov/diesel/construction/contract-lang.htm
  How to guide: http://www.mass.gov/dep/air/diesel/conretro.pdf

- **Promote the use of recycled materials in highway and construction projects**
  Many industrial and construction byproducts are available for use in road or infrastructure construction. Use of these materials can save money and reduce environmental impact. The Recycled Materials Resource Center has developed user guidelines for many recycled materials and compiled existing national specifications. http://www.recycledmaterials.org/tools/uguidelines/index.asp
  http://www.recycledmaterials.org/tools/uguidelines/standards.asp
  http://www.epa.gov/osw/conserve/rrr/imr/index.htm

- **Encourage safe reuse and recycling of construction wastes**
  Promote reuse and recycling at the 50% (by weight) level for building, road, and bridge project construction and demolition debris wastes. The *Federal Green Construction Guide for Specifiers* includes a construction waste management specification.
  http://www.wbdg.org/design/greenspec_msl.php?s=017419

- **Encourage sustainable storm water management at building sites**
  Implement site planning, design, construction, and maintenance strategies to maintain or restore, to the maximum extent technically feasible, the predevelopment hydrology of the building site with regard to the temperature, rate, volume, and duration of flow.
  http://cfpub.epa.gov/npdes/home.cfm?program_id=298
  Consider designs for storm water management on compacted, contaminated soils in dense urban areas:
  http://www.epa.gov/brownfields/publications/swdp0408.pdf.

- **Encourage cost-efficient, environmentally friendly landscaping**
  EPA's GreenScapes program provides cost-efficient and environmentally friendly solutions for landscaping. Designed to help preserve natural resources and prevent waste and pollution, GreenScapes encourages companies, government agencies, other entities, and homeowners to make more holistic decisions regarding waste generation and disposal and the associated impacts on land, water, air, and energy use. http://www.epa.gov/osw/conserve/rrr/greenscapes/index.htm

- **Incorporate onsite energy generation and energy efficient equipment upgrades into projects at drinking water and wastewater treatment facilities**
  Promote the use of captured biogas in combined heat and power systems and/or renewable energy (wind, solar, etc.) to generate energy for use onsite as well as upgrades to more energy efficient equipment (pumps, motors, etc.)
  http://www.epa.gov/waterinfrastructure/bettermanagement_energy.html

- **Encourage land development in brownfield and infill sites**
  Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. These sites are often "infrastructure-ready," eliminating the need to build new roads and utility lines which are necessary in undeveloped land. http://www.epa.gov/brownfields/

- **Use the Integrated Design process on building developments**
  Current procurement practices tend to separate out development into distinct stages that discourage communication across the project lifecycle. The Integrated Design process calls for the active and continuing engagement of all stakeholders throughout the building design, development, and construction phases including the owners, architects, engineers, building department officials, and other professionals. This process can help create a higher performing building at lower costs, allows for various building systems to work together, eliminates redundancy from overdesign and unnecessary capacity, and minimizes change orders during the construction phase. We encourage revising procurement practices so that it can use the Integrated Design process.
  http://www.wbdg.org/design/engage_process.php

- **Encourage use of Smart Growth and transit oriented development principles**
  Smart Growth and transit oriented development (TOD) principles help preserve natural lands and critical environmental areas, and protect water and air quality by encouraging developments that are walkable and located near public transit.
  http://www.epa.gov/smartgrowth

- **Ensure environmentally preferable purchasing**
  Promote markets for environmentally preferable products by referencing EPA's multi-attribute Environmentally Preferable Purchasing guidance. http://www.epa.gov/epp

- **Purchase 'green' electronics, and measure their benefits**
  Require the purchase of desktop computers, monitors, and laptops that are registered as Silver or Gold products with EPEAT, the Electronics Product Environmental Assessment Tool (www.epeat.net). Products registered with EPEAT use less energy, are easier to recycle, and can be more easily upgraded than non-registered products. Energy savings, CO_2 emission reductions, and other environmental benefits achieved by the purchase, use and recycling of EPEAT-registered products can be quantified using the Electronics Environmental Benefits Calculator (http://eerc.ra.utk.edu/ccpct/eebc/eebc.html).

- **Incorporate greener practices into remediation of contaminated sites**
  Encourage or incentivize the use of greener remediation practices, including designing treatment systems with optimum energy efficiency; use of passive energy technologies such as bioremediation and phytoremediation; use of renewable energy to meet power demands of energy-intensive treatment systems or auxiliary equipment; use of cleaner fuels, machinery, and vehicles; use of native plant species; and minimizing waste and water use. http://cluin.org/greenremediation/index.cfm

GREATER *BUFFALO-NIAGARA*
REGIONAL TRANSPORTATION COUNCIL
GBNRTC

City of Buffalo
City of Niagara Falls
County of Erie
County of Niagara
New York State Thruway Authority
Niagara Frontier Transportation Authority
New York State Department of Transportation

April 30, 2010

Judie Takacs
461 Fort Gray Drive
Lewiston, NY 14092

Re: Comments on the 2035 Long Range Transportation Plan Update

Dear Ms. Takacs:

Thank you for your comments regarding the 2035 Long Range Transportation Plan Update. The GBNRTC is committed to creating a Plan that addresses the needs and concerns of all residents in the region. Your comments will be incorporated as a formal part of the public record and also in the documents to be distributed to GBNRTC member agencies. If you would like to discuss further, please call.

Sincerely,

Hal Morse
Executive Director

438 Main Street, Suite 503, Buffalo, New York 14202-3207
716- 856-2026 Fax 716- 856- 3203 e mail: staff@gbnrtc.org web site: www.gbnrtc.org

GBNRTC
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New York State Department of Transportation

April 30, 2010

Arthur J. Giacalone
Attorney at Law
140 Knox Road
P.O. Box 63
East Aurora, NY 14052

Re: Comments on the proposed TIP, Air Quality Conformity Analysis

Dear Mr. Giacalone:

Thank you for your comments regarding the proposed Transportation Improvement Program and Air Quality Conformity Analysis for Erie and Niagara Counties. Your comments will be incorporated as a formal part of the public record and also in the documents to be distributed to GBNRTC member agencies.

As we are always looking for ways to expand participation in the regional transportation planning process, your suggestion to create a subcommittee that will focus on assessing traffic-related impacts on human health will be further considered.

If you would like to discuss further, please call.

Sincerely,

Hal Morse
Executive Director

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New York State Thruway Authority
Niagara Frontier Transportation Authority
New York State Department of Transportation

April 28, 2010

Grace Musumeci
Environmental Review Section
USEPA - Region 2
290 Broadway - 25th fl.
New York, NY 10007-1866

Re: Recommendations on the 2035 Long Range Transportation Plan Update

Dear Ms. Musumeci:

Thank you for your comments regarding the 2035 Long-Range Transportation Plan update. The GBNRTC is committed to establishing a platform for ongoing dialog and resource sharing regarding environmental issues with Federal, State and Tribal agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

In response to the recommendations you presented in your letter dated March 17, 2010, I would like to offer some additional details on Plan development, including some of the inputs and process that may not have been fully evident in the *Environmental Planning Considerations* section of the 2035 Long Range Transportation Plan update.

In regards to sustainable communities, one of the key regional challenges to cost effective, sustainable growth in the Buffalo-Niagara region is to better manage the sprawl of residential development and the suburbanization of employment.

The Framework for Regional Growth for Erie and Niagara Counties was developed in collaboration between Erie and Niagara Counties with participation from the MPO and is a roadmap to guide the future growth and development of the region. The purpose of the Framework Plan is to help all sectors and jurisdictions within Buffalo-Niagara region make better, more coordinated decisions about growth and redevelopment. It establishes a regional development vision and outlines policies and programs consistent with that vision. As such, the plan fosters development coordination across political boundaries to help the region grow in smart, sustainable, and efficient ways.

The Buffalo-Niagara region promotes efforts to improve the livability of the region's urban neighborhoods and create more compact, walkable communities in developing areas. Through carefully planned reinvestment, infill development, and new compact development, the region can accommodate anticipated growth on a smaller "footprint," slow the pace of rural land conversion, ease pressure on the

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road network, lessen demand for new public infrastructure and facilities, and reduce long-term infrastructure operation and maintenance costs.

The 2035 Long Range Transportation Plan update is consistent with the Framework Plan's strategies for future growth focusing transportation investment in areas of the region already served by existing infrastructure. Investment in public infrastructure is seen in the Framework as a major force in policy implementation. The GBNRTC policy of reinvestment in existing infrastructure is noted as essential.

In regards to Environmental Justice, concerns are currently addressed in the planning process through proactive public outreach, performance measurement and data analysis. Announcements are placed in publications serving minority communities to ensure there is notification of upcoming outreach activities to these communities. The GBNRTC initiates one-on-one interviews or small group discussions with community leaders and other identified members of the community to discuss the transportation planning process and identify key issues and concerns. A demographic profile of the metropolitan planning area is maintained and updated that includes identification of the locations of socio-economic groups, including low-income and minority populations and is used for analysis purposes such as in developing the GBNRTC Human Services Transportation Plan (HSTP).

The purpose of the HSTP is to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes in the Erie and Niagara Counties region. The plan provides a framework for the development of projects that will address the transportation needs of the target population, by ensuring that this two-county area and its human service agencies coordinate transportation resources. The HSTP identifies the following, through maps and the extensive analyses, in order to more clearly delineate and define transportation service gaps:

- Geographic distribution of low income/TANF (Temporary Assistance for Needy Families) population
- Geographic distribution of disabled and elderly population
- Geographic distribution of employment centers/employment support services
- Geographic distribution of medical centers/support services and/or human service-related activities
- Identifying non-geographic barriers to transportation service use
- Identifying transportation gaps between the client population's residential locations and employment or medical/human service opportunities

Analyses from this effort are used to advance project candidates and assess transportation program impacts.

Furthermore, the 2035 Long Range Transportation Plan documents an extensive inventory of the natural and cultural resources in the region consistent with the Framework for Growth. The plan defines two kinds of conservation overlays: a Natural Systems and a Heritage Assets Overlay. The Natural Systems Overlay identifies sensitive environmental resources—wetlands, floodplains, streams, and steep slopes—and adjacent lands. The Heritage Assets Overlay provides a preliminary definition of areas with unique concentrations of natural, recreational, scenic and cultural resources. These areas include major lake and riverfronts, the Erie Canal Corridor and the Niagara Escarpment. The GBNRTC performed an initial mapping of TIP projects to illustrate their proximity to resource sensitive areas (see attachment).

An environmental assessment will continue to be conducted for each project by its lead agency as it advances to ascertain the true nature of any potential impact.

Lastly, as analysis of greenhouse gas emissions is not a requirement of the transportation planning process at this time, the GBNRTC has included such discussion as part of previous plans and intend to explore how the region can incorporate this initiative in future planning efforts.

Again I thank you for your participation and look for your continued involvement in the resource agency consultation process.

Sincerely yours,

Hal Morse

Hal Morse, Executive Director
Greater Buffalo-Niagara regional Transportation Council

		1 MILE	1 MILE	1 MILE	1 MILE	1/4 MILES	1/4 MILES	1/4 MILES	1/4 MILES
ID	LOCATION	***AREA PARKS***	***HISTORIC SITES***	***SUPERFUND SITES***	***AREA WETLANDS***	***SAFETY LOCATION***	***BRIDGE LOCATION***	***ROAD SCORE***	***LEVEL OF SERVICE EF***
A	***I-90/I-290 Interchange Improvement***	X	X			X	X	X	
B	***I-90 Widening between (I-290 to I-190)***	X	X	X		X	X	X	X
C	***Williamsville Toll Barrier Relocation***	X	X	X		X	X	X	
D	***I-90/Youngs Rd Interchange***	X	X	X	X	X	X	X	X
E	***Lackawanna Toll Barrier Relocation***	X			X	X		X	
F	***Amherst Corridor High Quality/High Capacity Transit Service***	X	X		X	X	X	X	X
G	***Tonawanda Corridor Quality/High Capacity Transit Service***	X	X	X	X	X	X	X	
H	***Buffalo/Niagara Falls Commuter Service***	X	X	X	X	X	X	X	X
I	***LRRT Infrastructure Improvements***	X	X	X	X	X	X	X	X
J	***Southtowns Access / Redevelopment Project***	X	X	X	X	X	X	X	X
K	***Improve Waterfront Access (Outer Harbor Bridge(s))***	X	X	X	X			X	X
L	***Improve Waterfront Access (Extension of Erie Street)***	X	X	X	X	X	X	X	X
M	***South Grand Island Bridge***	X		X	X	X	X	X	
N	***Robert Moses Parkway Enhancements***	X	X	X	X	X	X	X	X
O	***Scajacquada Expressway Enhancements***	X	X	X		X	X	X	X
P	***Border Crossing Capacity Expansion Project***	X	X			X	X	X	X

DISTANCE			1 MILE	1 MILE	1 MILE	1 MILE	50 METERS	50 METERS	50 METERS	50 METERS
			AREA	***HISTORIC***	***SUPERFUND***	***AREA***	***SAFETY***	***BRIDGE***	***ROAD***	***LEVEL OF SERVICE***
PIN	Agency	Description	**PARKS**	**SITES**	**SITES**	**WETLANDS**	***LOCATION***	***LOCATION***	***SCORE***	***EF***
575546	Buffalo	ELMWOOD AVE; FOREST AVE - SCAJAQUADA	X	X	X		X	X	X	
575580	Buffalo	INNER HARBOR TRANS. INFRASTRUCTURE FACILITY	X	X	X	X			X	
575599	Buffalo	ERIE CANAL HARBOR STREETS - PHASE II	X	X	X	X			X	
575609	Buffalo	W FERRY ST/BLACK ROCK CANAL	X	X	X			X		
575634	Buffalo	BAILEY AVE/CAZENOVIA CK & BUFFALO RVR	X		X			X	X	
575683	Buffalo	NORTH BUFFALO RAILS-TO-TRAILS	X	X	X		X		X	
575714	Buffalo	NIAGARA ST GATEWAY PROJECT; CAROLINA/VIRGINIA STS-NIAGARA	X	X	X	X	X		X	
575715	Buffalo	PORTER AVE PHASE II; NIAGARA ST-SYMPHONY CIR	X	X	X		X		X	
575718	Buffalo	KENMORE AVE; STARIN AVE-RT 5 (MAIN ST)	X	X	X		X		X	
575719	Buffalo	ERIE CANAL HARBOR STREETS - PHASE III	X	X	X	X			X	
575743	Buffalo	OUTER HARBOR TRAIL PHASE 8	X	X	X	X		X	X	
575747	Buffalo	BNMC PHASE 1; ELLICOTT GATEWAY	X	X	X				X	
575759	Buffalo	BNMC PHASE 2 STREETSCAPE IMPROVEMENTS	X	X	X		X		X	
575760	Buffalo	SOUTH BUFFALO PAVING PROJECT- S;HOPKINS/MCKINLEY/S.PARK	X	X	X	X	X	X	X	
575772	Buffalo	FARGO ST; PORTER AVE - CONNECTICUT ST	X	X					X	
575776	Buffalo	FILLMORE AVE; NORTH PARADE AVE. - EAST FERRY ST.	X	X	X		X		X	
575795	Buffalo	BNMC PHASE 3		X	X		X		X	
575796	Buffalo	BUFFALO NY INTERMODAL CENTER PARKING FACILITY	X	X			X		X	
575823	Buffalo	SOUTH OGDEN/MINERAL SPRINGS	X		X			X	X	
575824	Buffalo	SOUTH PARK LOOP AT SOUTH PARK LAKE	X		X	X		X		
575940	Buffalo	FRUIT BELT REDEVELOPMENT; CARLTON & HIGH ST	X	X	X				X	
575942	Buffalo	OUTER HARBOR ENHANCEMENTS	X	X	X	X			X	
575943	Buffalo	UNION SHIP CANAL PROMENADE ENHANCEMENT	X	X	X	X				
575944	Buffalo	INDUSTRIAL HERITAGE TRAIL ENHANCEMENT	X	X	X	X		X	X	
575945	Buffalo	SENECA ST; HAYDEN ST - INDIAN CHURCH ROAD	X		X		X		X	
575946	Buffalo	HOPKINS ST/ BPRR	X	X	X	X		X	X	
575965	Buffalo	LOCAL BRIDGE JOINTS; CITY OF BUFFALO; ERIE COUNTY								
575968	Buffalo	TIFFT STREET WHARF	X	X	X	X			X	
575969	Buffalo	LOCAL BRIDGE PAINTING; CITY OF BUFFALO								
582212	Buffalo	CARS ON MAIN STREET BUFFALO	X	X	X	X	X		X	
575374	Erie County	N. FOREST RD; RT263-DODGE RD	X		X	X	X		X	
575525	Erie County	SENECA ST/NORFOLK SOUTHERN	X			X		X	X	
575527	Erie County	CEMETERY RD/ERIE RD, NORFOLK SOUTHERN BR PLUM BOTTOM CREEK	X					X	X	
575533	Erie County	MAPLE RD@FLINT, N FOREST & HOPKINS INTERSECTIONS	X			X	X		X	
575538	Erie County	PAVEMENT RD/CSX & NORFOLK SOUTHERN	X					X	X	
575543	Erie County	E ROBINSON(N FRENCH);RT 62-RT 952T	X		X	X	X		X	X
575547	Erie County	MAPLE RD; RT 62-FLINT, N BAILEY; MAPLE RD-ROMNEY	X				X	X	X	X
575684	Erie County	TONAWANDA RAILS TO TRAILS	X	X	X	X	X	X	X	
575685	Erie County	GREINER RD @ SHIMERVILLE RD	X			X	X		X	
575686	Erie County	COLVIN BLVD SIGNALS	X	X			X		X	
575689	Erie County	SENECA CREEK PATHWAY	X		X	X	X		X	
575718	Erie County	KENMORE AVE; STARIN AVE-RT 5 (MAIN ST)	X	X	X		X		X	
575728	Erie County	CLARENCE CTR/GOTT CREEK	X			X		X	X	
575729	Erie County	SWIFT MILLS/MURDER CREEK				X		X		
575730	Erie County	SAVAGE ROAD OVER DRY CREEK <---New Name/Same PIN)	X			X				
575731	Erie County	CR 82/CATTARAUGUS CREEK		X				X		
575749	Erie County	TOWN OF EVANS MULTI-USE PATHWAY PHASE II	X			X			X	
575775	Erie County	ECC TRANSPORTATION IMPROVEMENTS	X			X				
575787	Erie County	ELMWOOD AVE; KENMORE AVE-SHERIDAN DR	X	X	X		X		X	
575810	Erie County	BRIDGE CLEANING - 10/11; VARIOUS LOCATIONS IN ERIE COUNTY								
575874	Erie County	ABBOTT RD / NEUMANN CREEK					X	X	X	
575890	Erie County	BRIDGE PAINTING; SFY 10/11; ERIE COUNTY								
575960	Erie County	LOCAL BRIDGE PAINTING; ERIE COUNTY								
541054	Niagara Falls	RT 957A (RMP) @ JOHN B DALY BLVD; SOUTHERN CBD GATEWAY	X	X	X				X	
546028	Niagara Falls	RT 384; VETERANS DRIVE - I-190 (PHASE I)	X	X	X	X	X	X	X	
575542	Niagara Falls	NIAGARA FALLS SIGNALS; 3 INTERSECTIONS								
575557	Niagara Falls	JOHN B DALY BLVD; NIAGARA ST-PINE AVE	X	X	X		X		X	
575628	Niagara Falls	NIAGARA FALLS INTERNATIONAL RAIL STATION / INTERMODAL	X	X	X					
575691	Niagara Falls	NIAGARA RIVERVIEW TRAIL PHASE II	X		X	X	X		X	
575709	Niagara Falls	LOCKPORT ST; MAIN ST-SENECA AV	X	X	X				X	X
575716	Niagara Falls	BUFFALO AVE; I-190-CAYUGA DR (PHASE II)	X		X	X	X	X	X	
575792	Niagara Falls	CSX RAILROAD BRIDGES/RT 104	X	X	X				X	
575828	Niagara Falls	RT 265/CAYUGA CREEK	X		X				X	
575829	Niagara Falls	PINE AVE/GILL CREEK REHAB	X		X		X		X	
575891	Niagara Falls	RESURFACING BUFFALO AVE, CAYUGA DR, PACKARD RD								
575966	Niagara Falls	LOCAL BRIDGE WASHING & SEALING;CITY OF NIAGARA FALLS								
575967	Niagara Falls	REPLACEMENT;CITY OF NIAGARA FALLS								
575710	Niagara County	LOCKPORT RD; WALMORE RD-CAMPBELL BLVD			X	X	X	X	X	
575713	Niagara County	LINCOLN AVE CORRIDOR IMPROVEMENTS	X	X	X	X	X		X	
575723	Niagara County	EWINGS RD/EIGHTEEN MILE CREEK						X	X	
575724	Niagara County	MAPLETON/BULL CREEK						X	X	
575830	Niagara County	WISTERMAN/MUD CREEK						X		
575831	Niagara County	EWINGS RD/18 MILE CREEK		X				X	X	
575832	Niagara County	WILSON BURT ROAD/18 MILE CREEK		X	X			X	X	

DISTANCE			1 MILE	1 MILE	1 MILE	1 MILE	50 METERS	50 METERS	50 METERS	50 METERS
			AREA	***HISTORIC***	***SUPERFUND***	***AREA***	***SAFETY***	***BRIDGE***	***ROAD***	***LEVEL OF SERVICE***
PIN	Agency	Description	**PARKS**	**SITES**	**SITES**	**WETLANDS**	***LOCATION***	***LOCATION***	***SCORE***	***EF***
575835	Niagara County	LOWER LAKE/FISH CREEK						X	X	
575853	Niagara County	OLD NIAGARA RD- LAKE AVE INTERSECTION	X	X			X		X	
575854	Niagara County	UPPER MOUNTAIN RD PAVEMENT REHAB			X				X	
575857	Niagara County	FEIGLE RD PAVEMENT REHAB	X			X			X	
575911	Niagara County	BRIDGERAIL & GUIDERAIL UPGRADES;CR 10,12,17,108 & JACQUES RD								
575952	Niagara County	NIAGARA COUNTY BRIDGE JOINTS								
575961	Niagara County	LOCAL BRIDGE WASHING; NIAGARA COUNTY SFY 10/11								
575962	Niagara County	LOCAL BRIDGE PAINTING; WALMORE RD/BERGHOLTZ CREEK; SFY10/11	X		X			X		
575963	Niagara County	LOCAL BRIDGE DECK OVERLAYS; NIAGARA COUNTY; SFY 10/11								
575964	Niagara County	LOCAL BRIDGE BEARINGS; NIAGARA COUNTY; SFY 10/11								
504101	NYSTA	RT 438 OVER I-90						X	X	
552829	NYSTA	I-90/I-290 INTERCHANGE	X	X			X	X	X	
552830	NYSTA	BUFFALO CORRIDOR STUDY, I-90	X	X	X	X	X	X	X	X
575664	NYSTA	AMHERST TO LOCKPORT CANALWAY	X	X	X	X			X	
580622	NYSTA	ITS SYSTEM INTEGRATION IMP								
5B1002	Miscellaneous	LOCAL BRIDGE INSPECTIONS; SFY 10/11-11/12								
5B1202	Miscellaneous	LOCAL BRIDGE INSPECTIONS; SFY 12/13-13/14								
5B1402	Miscellaneous	LOCAL BRIDGE INSPECTIONS; SFY 14/15-15/16								
575358	Miscellaneous	PEACE BRIDGE CONG. RELIEF	X	X			X		X	
575615	Miscellaneous	LEHIGH VALLEY MULTI-USE TRAIL	X				X		X	
575675	Miscellaneous	TOWN OF EVANS MULTI-USE PATHWAY PHASE I	X			X		X	X	
575676	Miscellaneous	SHERWOOD - TWO MILE CREEK G'WAY	X		X	X	X		X	X
575727	Miscellaneous	TAYLOR RD/NIAGARA RIVER	X	X	X	X				
575745	Miscellaneous	GRAYCLIFF PUBLIC ACCESS ENHANCEMENT		X					X	
575752	Miscellaneous	MEADOW DR EXTENSION	X		X	X			X	
575757	Miscellaneous	NIAGARA ST/TWO MILE CREEK; CULVERT REHAB	X						X	
575762	Miscellaneous	RT 62 (MAIN ST), TOWN OF EDEN STREETSCAPE				X			X	
575769	Miscellaneous	S PARK AVE & LAKE AVE STREETSCAPE			X	X	X		X	
575777	Miscellaneous	UNION RD/WALDEN AVE, CHEEKTOWAGA	X		X		X		X	
575779	Miscellaneous	NIAGARA GORGE BICYCLE/PED TRAIL	X	X	X	X	X	X	X	
575780	Miscellaneous	RT 277 STREETSCAPE, WEST SENECA	X		X	X	X	X	X	
575781	Miscellaneous	RIDGE RD	X	X	X	X	X	X	X	
575784	Miscellaneous	RT 5 (LAKESHORE RD) GATEWAY, HAMBURG	X	X	X	X	X		X	
575790	Miscellaneous	EASTERN HILLS CORRIDOR; RT 5-RT 324	X			X			X	
575801	Miscellaneous	EAST AURORA AND ROYCROFT CAMPUS CORP SCENIC BEAUTIFICATION	X	X		X	X		X	X
575802	Miscellaneous	TOWN OF EVANS MULTI-USE PATHWAY, PHASE III	X			X		X	X	
575807	Miscellaneous	LOCAL BRIDGE MAINTENANCE PROGRAM; SFY 09/10								
575808	Miscellaneous	LOCAL BRIDGE MAINTENANCE PROGRAM; SFY 10/11								
575809	Miscellaneous	LOCAL BRIDGE MAINTENANCE PROGRAM; SFY 11/12								
575821	Miscellaneous	HIGH RISK RURAL ROAD PROGRAM 10/11								
575822	Miscellaneous	HIGH RISK RURAL ROAD PROGRAM 11/12								
575837	Miscellaneous	FOREST DR/SMOKES CREEK	X	X		X		X		
575838	Miscellaneous	REIN ROAD/ELLICOTT CREEK	X		X	X		X		
575840	Miscellaneous	LAKE AVENUE / SMOKES CREEK	X				X		X	
575868	Miscellaneous	ELLIS ROAD BRIDGE				X				
575894	Miscellaneous	GRAND ISLAND S.R.T.S. PROJECT				X				
575895	Miscellaneous	HAMLIN PARK SCHOOL # 74 S.R.T.S.	X	X	X				X	
575896	Miscellaneous	AMHERST S.R.T.S	X	X		X				
575897	Miscellaneous	LOCAL BRIDGE MAINTENANCE PROGRAM; SFY 12/13								
575898	Miscellaneous	LOCAL BRIDGE MAINTENANCE PROGRAM; SFY 13/14								
575899	Miscellaneous	LOCAL BRIDGE MAINTENANCE PROGRAM; SFY 14/15								
575900	Miscellaneous	LOCAL BRIDGE MAINTENANCE PROGRAM; SFY 15/16								
575901	Miscellaneous	HIGH RISK RURAL ROAD PROGRAM 12/13								
575902	Miscellaneous	HIGH RISK RURAL ROAD PROGRAM 13/14								
575903	Miscellaneous	HIGH RISK RURAL ROAD PROGRAM 14/15								
575904	Miscellaneous	HIGH RISK RURAL ROAD PROGRAM 15/16								
575949	Miscellaneous	TOWN OF GRAND ISLAND VETERAN'S PARK ACCESS IMPROVEMENT	X			X				
575970	Miscellaneous	ROGERS RD & CLOVERBANK RD RAILROAD QUIET ZONES	X			X			X	
580486	Miscellaneous	NITTEC TOC ANNUAL STAFFING								
593361	Miscellaneous	SHADAGEE RD BSOR				X				
593395	Miscellaneous	SHELDON AVENUE-DLW	X	X	X					
593400	Miscellaneous	CARMEN RD/CD 905 - FRR		X					X	
593401	Miscellaneous	KELLEY ST - FRR		X	X					
593402	Miscellaneous	ORCHARD ST - FRR		X	X					
593403	Miscellaneous	VERNON ST - FRR		X	X				X	
593404	Miscellaneous	MARTIN RD - BPRR			X	X	X		X	
593410	Miscellaneous	CENTRAL AV - FRR	X				X		X	
593411	Miscellaneous	PROSPECT ST - FRR	X							
593636	Miscellaneous	FRR BRIDGE REPAIRS								
593640	Miscellaneous	EVANS CTR RD; CSX CHICAGO LINE			X	X			X	
593642	Miscellaneous	PLEASANT AVE; CSX CHICAGO LINE				X				
593648	Miscellaneous	ACTIVE WARNING DEVICE UPGRADE; LEBANON RD (CR 20), WNYP RR								
593649	Miscellaneous	BUFFALO RD; CSX LOCKPORT								
593650	Miscellaneous	ENSMINGER RD; CSX NIAGARA	X		X				X	

DISTANCE			1 MILE	1 MILE	1 MILE	1 MILE	50 METERS	50 METERS	50 METERS	50 METERS
			AREA	***HISTORIC***	***SUPERFUND***	***AREA***	***SAFETY***	***BRIDGE***	***ROAD***	***LEVEL OF SERVICE***
PIN	Agency	Description	**PARKS**	**SITES**	**SITES**	**WETLANDS**	***LOCATION***	***LOCATION***	***SCORE***	***EF***
593651	Miscellaneous	FRANKLIN ST; CSX NIAGARA								
593652	Miscellaneous	ACTIVE WARNING DEVICE UPGRADE; FFY 2011; NS								
593653	Miscellaneous	ACTIVE WARNING DEVICE UPGRADE; FFY 2012; NS								
593654	Miscellaneous	ACTIVE WARNING DEVICE UPGRADE; FFY 2012; NS								
593655	Miscellaneous	ACTIVE WARNING DEVICE UPGRADE; FFY 2013; NS								
593656	Miscellaneous	ACTIVE WARNING DEVICE UPGRADE; FFY 2013; NS								
593657	Miscellaneous	ACTIVE WARNING DEVICE UPGRADE; FFY 2014; NS								
593658	Miscellaneous	ACTIVE WARNING DEVICE UPGRADE; FFY 2014; NS								
593659	Miscellaneous	ACTIVE WARNING DEVICE UPGRADE; FFY 2010; NORFOLK SOUTHERN								
5B1201	NYSDOT	STATE BRIDGE INSPECTIONS; SFY 12/13								
5B1301	NYSDOT	STATE BRIDGE INSPECTIONS; SFY 13/14								
5B1401	NYSDOT	STATE BRIDGE INSPECTIONS; SFY 14/15								
5T1434	NYSDOT	PMI-BRIDGE MAINT LET; SFY 11/12								
5T1435	NYSDOT	PMI-BRIDGE MAINT LET; SFY 12/13								
5T1440	NYSDOT	PMI-PAVT MAINT LET & VPP; SFY 11/12								
5T1441	NYSDOT	PMI-PAVT MAINT LET & VPP; SFY 12/13								
5T1453	NYSDOT	SAFETY BLOCK; SFY 12/13								
5T1454	NYSDOT	SAFETY BLOCK; SFY 13/14								
5T1524	NYSDOT	PMI-BRIDGE MAINT LET; SFY 13/14								
5T1533	NYSDOT	PMI-BRIDGE MAINT LET; SFY 14/15								
5T1534	NYSDOT	PMI-PAVT MAINT LET & VPP; SFY 13/14								
5T1535	NYSDOT	PMI-PAVT MAINT LET & VPP; SFY 14/15								
5T1536	NYSDOT	PMI-PAVT MAINT LET & VPP; SFY 15/16								
5T1538	NYSDOT	PMI-BRIDGE MAINT LET; SF 15/16								
5T1627	NYSDOT	SAFETY BLOCK; SFY 14/15								
5T1628	NYSDOT	STP-SAFETY BLOCK; SFY 15/16								
5V1031	NYSDOT	VPP-RT 324 & RT 62								
5V1032	NYSDOT	VPP-RT 266; SOUTH GRAND ISLAND BRIDGE-TONAWANDA SOUTH CL								
5V1033	NYSDOT	VPP-RT 277;GEORGE URBAN BLVD (NORTH JUNCTION)-WHERLE DR								
5V1042	NYSDOT	VPP-RT 438; BRANT RESERVATION RD-RT 20								
5V1051	NYSDOT	VPP-RT 104; QUAKER RD-ORLEANS CLN								
5V1132	NYSDOT	VPP-NY RT 263; I-990 - NY RT 78								
5V1133	NYSDOT	VPP-US RT 20; FRENCH RD - CAYUGA CREEK								
5V1152	NYSDOT	VPP-NY RT 104; LEWISTON VILLAGE LINE - RT 429								
5V1154	NYSDOT	VPP-RT 425; RT 31 - UPPER MOUNTAIN RD								
5V1155	NYSDOT	VPP-RT 31; HYDE PARK BLVD - RT 429								
501131	NYSDOT	RT 93 & 425 BRIDGE OVER E. BRANCH 12 MILE CREEK		X					X	
501917	NYSDOT	RT 265 & I-190/POWER RESERVOIR; PHASE I	X		X				X	
501922	NYSDOT	RT 265 & I-190/POWER RESERVOIR; PHASE II	X		X			X	X	
503498	NYSDOT	RT 5 & 20/CATT CK							X	X
504101	NYSDOT	RT 438 OVER I-90						X	X	
505097	NYSDOT	I-190/LOCKPORT RD & CSX	X		X			X	X	
505110	NYSDOT	I-190/BUFFALO AVE	X		X	X	X	X	X	
508622	NYSDOT	SHERIDAN DR EXT(RT 325) @ KENMORE AVE	X		X	X	X		X	
510182	NYSDOT	RT 219/CATTARAUGUS CREEK; DECK REPLACEMENT		X					X	
510186	NYSDOT	RT 219 BRIDGES								
510538	NYSDOT	RT 39/FISHER BRIDGE REPLACEMENTS ; PHASE 1						X	X	
511168	NYSDOT	RT 20/CAZENOVIA CREEK	X			X			X	
511188	NYSDOT	RTS 5/20/438 ROUNDABOUT							X	X
513137	NYSDOT	RT 277 OVER RT 33		X			X		X	
513138	NYSDOT	COUNTY PARK RD OVER 277	X			X		X	X	
513437	NYSDOT	RT 5 @ BAYVIEW	X		X				X	
513440	NYSDOT	RT 5 OVER BIG SISTER CREEK	X			X			X	
520951	NYSDOT	RT 78 ; I-90 - RT 33	X		X	X		X	X	X
520954	NYSDOT	NY 78: LOCKPORT NCL TO NY ROUTE 104	X	X		X	X		X	
520957	NYSDOT	RT 78/ BLACK CREEK BRIDGE REPLACEMENT	X			X		X	X	
520959	NYSDOT	RT 78 OVER SCAJAQUADA CREEK	X	X	X				X	
526848	NYSDOT	RT 240; MINERAL SPRINGS RD-CLINTON ST	X		X		X	X	X	X
526850	NYSDOT	MOF: RT 240 @ PILGERS' CURVE								
530796	NYSDOT	RT 62; CAYUGA-WALMORE RD PHASE I	X		X				X	
530829	NYSDOT	RT 62; KRUEGER RD - SY; PHASE II	X		X	X		X	X	
530831	NYSDOT	RT 62 @ SOWLES RD				X			X	
539237	NYSDOT	RT 400/RT 240, HARLEM RD	X		X	X	X	X	X	
539241	NYSDOT	RT 400; I-90-POUND RD	X		X	X	X	X	X	
539243	NYSDOT	RT 400/RT 16 BRIDGE DECK REPLACEMENT								
539244	NYSDOT	BLAKELEY CORNERS RD OVER RT 400	X			X			X	
541050	NYSDOT	RT 957A (ROBERT MOSES PKWY) TRAIL @ MAIN ST	X	X					X	
541056	NYSDOT	RT 957A BRIDGES								
547022	NYSDOT	RT 198; SCAJAQUADA CORRIDOR PHASE I	X	X	X		X	X	X	X
547030	NYSDOT	ELMWOOD OVER RT 198	X	X	X		X	X	X	
551244	NYSDOT	RT 33; RT 198-DICK RD	X	X	X		X	X	X	X
551249	NYSDOT	RT 33/ DECK REHABILITATION PHASE I								
551253	NYSDOT	PED BRIDGES OVER RT 33		X					X	
552828	NYSDOT	I-90 TOLL BARRIER RELOCATION	X	X	X				X	

DISTANCE			1 MILE	1 MILE	1 MILE	1 MILE	50 METERS	50 METERS	50 METERS	50 METERS
			AREA	***HISTORIC***	***SUPERFUND***	***AREA***	***SAFETY***	***BRIDGE***	***ROAD***	***LEVEL OF SERVICE***
PIN	Agency	Description	**PARKS**	**SITES**	**SITES**	**WETLANDS**	***LOCATION***	***LOCATION***	***SCORE***	***EF***
552829	NYSDOT	I-90/I-290 INTERCHANGE	X	X			X	X	X	
552839	NYSDOT	MILESTRIP RD OVER I-90	X			X	X		X	
554516	NYSDOT	PMI-RT 75;DEACON ST TO RT 5	X		X	X		X	X	
558044	NYSDOT	I-290 OVER RT 265	X		X			X	X	
558045	NYSDOT	I-290 BRIDGES OVER RT 384	X		X		X	X	X	
575388	NYSDOT	RT 954G OVER LIT BUFFALO CREEK				X		X	X	
575554	NYSDOT	ITS/INC MGMT PHASE 4B, NYSDOT								
575905	NYSDOT	ITS/INC MGMT PHASE 4C, NYSDOT								
580584	NYSDOT	ITS MAINT; SFY 10/11								
580665	NYSDOT	ITS MAINT; SFY 11/12								
580690	NYSDOT	DRAINAGE; SFY 11/12								
580691	NYSDOT	DRAINAGE; SFY 12/13								
580738	NYSDOT	ITS MAINT; SFY 13/14								
580740	NYSDOT	DRAINAGE; SFY 13/14								
580776	NYSDOT	PMI-BRIDGE PAINTING; SFY 10/11								
580777	NYSDOT	PMI-BRIDGE PAINTING; SFY 11/12								
580778	NYSDOT	PMI-BRIDGE PAINTING; SFY 12/13								
580779	NYSDOT	PMI-BRIDGE PAINTING; SFY 13/14								
580780	NYSDOT	PMI-BRIDGE PAINTING; SFY 141/5								
580781	NYSDOT	PMI-BRIDGE PAINTING; SFY 15/16								
580783	NYSDOT	PMI-BRIDGE CLEANING;ERIE & NIAGARA COUNTIES; SFY 10/11								
580784	NYSDOT	PMI-BRIDGE CLEANING; SFY 11/12								
580785	NYSDOT	PMI-BRIDGE CLEANING; SFY 12/13								
580786	NYSDOT	PMI-BRIDGE CLEANING; SFY 13/14								
580787	NYSDOT	PMI-BRIDGE CLEANING; SFY 14/15								
580788	NYSDOT	PMI-BRIDGE CLEANING; SFY 15/16								
580790	NYSDOT	ROUTE 62; FERRY & WALNUT ARTERIAL, 47TH TO MAIN ST	X	X	X				X	X
580801	NYSDOT	DRAINAGE; SFY 14/15								
580802	NYSDOT	DRAINAGE; SFY 15/16								
580810	NYSDOT	ITS MAINT; SFY 14/15								
580811	NYSDOT	ITS MAINT; SFY 15/16								
580826	NYSDOT	ADA COMPLIANCE PROJECT; SFY 12/13								
580827	NYSDOT	ADA COMPLIANCE PROJECT; SFY 13/14								
580828	NYSDOT	ADA COMPLIANCE PROJECT; SFY 14/15								
580829	NYSDOT	ADA COMPLIANCE PROJECT; SFY 15/16								
580908	NYSDOT	MOF-REGIONAL ARTERIAL MANAGEMENT SYSTEM; PHASE 2A								
580973	NYSDOT	REGIONAL ARTERIAL MANAGEMENT SYSTEM; PHASE 3								
580979	NYSDOT	OPERATIONAL IMPROVEMENTS ; SFY 12/13								
580980	NYSDOT	OPERATIONAL SYSTEMS IMPROVEMENTS SFY 15/16								
580995	NYSDOT	BIKE/PED BLOCK PROJECT SFY 15/16								
581035	NYSDOT	RTS 20, 93, 270, 354; LARGE CULVERT REPLACEMENTS; SFY 11/12								
581045	NYSDOT	PMI-RT 20; MAIN ST TO WESTCOTT	X			X			X	
581050	NYSDOT	PMI-RT 62; WALMORE TO MILITARY	X	X	X	X	X		X	
581053	NYSDOT	MOF-REGIONAL ARTERIAL MANAGEMENT SYSTEM;PHASE 2B								
581074	NYSDOT	PMI - BRIDGE MBC SFY 10/11								
581105	NYSDOT	ITS MAINT SFY 12/13								
581106	NYSDOT	WALDEN AVE @ GALLERIA DRIVE INTERSECTION	X		X		X		X	
581107	NYSDOT	OPERATIONAL SYSTEMS IMPROVEMENTS								
581108	NYSDOT	OPERATIONAL SYSTEMS IMPROVEMENTS								
581109	NYSDOT	WALDEN @ CENTRAL	X		X	X	X		X	
581110	NYSDOT	BIKE/PED SFY 13/14								
581111	NYSDOT	BIKE/PED SFY 14/15								
581128	NYSDOT	PMI-NY RT 325; NY RT 266 - NY RT 324								
581129	NYSDOT	PMI-NY RT 78; NY RT 5 - ROLL								
581130	NYSDOT	PMI-NY RT 324; DELAWARE RD - EGGERT RD	X				X		X	
581131	NYSDOT	PMI-952Q (WALDEN AVE); NY RT 240 - I-90	X	X	X		X	X	X	
581132	NYSDOT	PMI-US RT 62; I-290 - SOUTH ELLICOTT CREEK RD	X		X	X	X		X	X
581133	NYSDOT	PMI-US RT 20 & NY RT 5;RT 20; RT 5-RT 249&RT 5; RT 20-RT 249	X			X			X	X
581134	NYSDOT	PMI-US RT 20; RT 249 - EDEN-EVANS CENTER RD	X			X		X	X	X
581136	NYSDOT	PMI- RT 5; KENNEDY - BEACH RD	X	X					X	
581137	NYSDOT	PMI-RT 62 FROM ERIE COUNTY LINE TO NORTH TONAWANDA NCL	X		X	X	X		X	
581138	NYSDOT	PINE STREET OVER ERIE CANAL	X	X	X				X	
594061	NYSDOT	PEET ST / ERIE CANAL BRIDGE REMOVAL								
594062	NYSDOT	WRUCK RD / ERIE CANAL BRIDGE REMOVAL		X						

The New York State Department of Environmental Conservation has created the Environmental Resource Mapper (ERM), an interactive mapping application that can be used to identify some of New York State's natural resources and environmental features that are state protected, or of conservation concern. Currently included on the maps are locations of:

- Freshwater wetlands regulated by the State of New York.
- New York's streams, rivers, lakes, and ponds; water quality classifications are also displayed.
- Animals and plants that are rare in New York, including those listed as Endangered or Threatened.
- Significant natural communities, such as rare or high-quality forests, wetlands, and other habitat types.

The ERM can be reached through the following link: http://www.dec.ny.gov/animals/38801.html

The New York State Office of Parks Recreation and Historic Preservation maintains a Geographic Information System for Archeology and the National Register. The GIS system provides a map depicting the approximate boundaries of each of the New York's State and National Register properties and districts. A second overlay depicts the general boundary of the state's known archeological areas. The user can simply select a county and town and then zoom into the map of the community to find the location of a listed property or known areas of archeological sensitivity. The website at the found by following this link: http://www.oprhp.state.ny.us/nr/main.asp

Appendix 2
Air Quality Conformity Determination

COMBINED REGIONAL EMISSIONS ANALYSIS AND TRANSPORTATION CONFORMITY DETERMINATION

For the Greater Buffalo Niagara Regional Transportation Council (GBNRTC)
2011-2015 TIP and 2035 Long Range Transportation Plan Update

Introduction

The Clean Air Act requires the United States Environmental Protection Agency to establish the national ambient air quality standards (NAAQS) for various criteria air pollutants. Areas where air quality monitoring shows a violation of the NAAQS are designated "non-attainment." By law the New York State Department of Environmental Conservation (NYSDEC) is required to produce a plan, known as the *State Implementation Plan (SIP)* that details how sufficient emission reductions, including reductions in the mobile source sector, will be achieved to meet the NAAQS.

All non-attainment areas are subject to a provision in CAA §176(c) known as *transportation conformity*. The intent of the transportation conformity process is to fully coordinate transportation and air quality planning to ensure the implementation of Transportation Plans, Programs and Projects will not:

- cause or contribute to any new violation of the NAAQS,
- increase the frequency or severity of any existing NAAQS violations, or
- delay timely attainment of the NAAQS or any required interim emissions reductions or other milestones in any area.

This report presents the results of the regional emissions analysis and describes the process and methods undertaken by GBNRTC to demonstrate air quality conformity for the Buffalo, NY 8-hour ozone non-attainment area consisting of Erie and Niagara Counties. This new conformity determination was necessitated by an update to the region's Long Range Transportation Plan and subsequent development of a new 2011-2015 TIP.

Attainment Non-Attainment History and Status

Erie and Niagara Counties, NY were classified as a marginal non-attainment area under the 1-hour ozone standard and in attainment for all other Clean Air Act criteria pollutants in 1991.

On July 16, 1997 EPA concluded the 1-hour standard did not adequately protect the public from the adverse health effects of ground level ozone. In establishing a new "concentration based" 8-hour standard, EPA set the standard at 0.08 parts per million (ppm). Specifically, the design value for 8-hour ozone is the 3-year average of the annual 4th-highest daily maximum 8-hour ozone concentrations. An area attains the standard when the 3-year average of the annual 4th-highest daily maximum 8-hour concentrations is less than or equal to 0.08 ppm.

Effective June 15, 2004 the United States Environmental Protection Agency (EPA) designated Erie and Niagara Counties to be a non-attainment under the 8-hour ozone standard. Based on 2001-2003 data, the 8-hour ozone design value for the area was 0.099 ppm; and based on 2002-2004 data, the 8-hour ozone design value for the area was 0.091 ppm. Based on these values Erie and Niagara Counties were classified as a Subpart 1 Basic non-attainment area under the 8-hour ozone standard. The current 8-

hour ozone design value in Erie and Niagara Counties is 0.084 ppm based on 2006-2008 monitoring data.

On June 15, 2005, the one-hour ozone standard was revoked. At that time, EPA determined that upon the revocation of the one-hour standard, only the 8-hour ozone standard and its associated requirements would apply to the transportation conformity process. On December 22, 2006, the U.S. Court of Appeals for the District of Columbia Circuit both upheld and rejected certain aspects of EPA's framework for implementing the State Implementation Plan (SIP) requirements under Clean Air Act (CAA) Title I Part D for 8-hour ozone non-attainment areas. A key result of the court decision involved the continued implementation of emission control strategies in areas like Erie and Niagara Counties that were previously designated non-attainment for the 1-hour ozone standard under CAA Part D Subpart II and are now designated non-attainment for the 8-hour ozone standard under CAA Part D Subpart I.

Generally speaking, SIP requirements under Subpart I are less stringent than those under Subpart II. The "anti-backsliding" provision, CAA Section 172(e), provides that in the event "[EPA] relaxes a [primary National Ambient Air Quality Standard] after November 15, 1990, [EPA] shall...provide for controls applicable to areas designated non-attainment before such relaxation."

In the subject court case, the DC Circuit specifically concluded that transportation conformity requirements for areas designated non-attainment for the 1-hour ozone standard under Subpart II constitute "controls" under Section 172(e). The DC Circuit Court decision states that "EPA is required by statute to keep in place measures intended to constrain ozone levels – even ones that apply to outdated standards – in order to prevent backsliding."

Therefore, the transportation conformity requirements that previously applied to 1-hour ozone non-attainment areas such as the Erie-Niagara County Area may remain "applicable requirements." Therefore, this conformity determination and associated analyses address the transportation conformity requirements that apply to both Marginal 1-hour ozone areas and to Subpart 1 (Basic) 8-hour ozone non-attainment areas per 40 CFR Part 93 and 6 NYCRR Part 240.

Emissions Test

A motor vehicle emission budget was not required or established for the Buffalo, NY 1-hour ozone non-attainment area. In addition, a motor vehicle emissions budget has not yet been established as part of the State Implementation Plan for the Buffalo, NY Subpart 1 Basic 8 hour ozone non-attainment area. Per 40 CFR 93.119(b)(2) of the federal transportation conformity regulation, Subpart 1 basic 8-hour ozone non-attainment areas and Marginal 1-hour ozone non-attainment areas may choose between two emissions tests to demonstrate conformity.

40CFR 93.119(b)(2)(i) allows Marginal 1-hour and Subpart 1 (Basic) 8-hour ozone non-attainment areas to demonstrate conformity when emissions predicted in the "action" scenario are not greater than emissions predicted in the "baseline" scenario, and this can be reasonably expected to be true in the periods between analysis years. This test is also referred to as the "build no greater than no-build test."

40 CFR Part 93.119(b)(2)(ii) allows Basic Subpart 1 8-hour ozone non-attainment areas to demonstrate conformity when the "action" scenario emissions are less than or equal to 2002 emission levels and allows Marginal 1-hour ozone non-attainment areas to demonstrate conformity when the "action" scenario emissions are less than or equal to 1990 emissions levels. These tests are commonly referred to as the "no greater than baseline year" tests.

GBNRTC utilized the "build no greater than no-build" test in its regional emissions analysis to demonstrate conformity with the SIP for both the 1-hour and 8-hour ozone standards. To meet the requirements under 40 CFR Part 93.119(f)(1)&(2), the ozone precursors volatile organic compounds (VOC) and oxides of nitrogen (NO_X) were examined in the regional emissions analysis.

Use of Latest Planning Assumptions

1. Estimates of current and future population employment, travel and congestion

The GBNRTC has incorporated Year 2000 Census data into its planning assumptions. The GBNRTC and its Economic and Development Review Team updated regional demographic forecasts to the Year 2035 *(Attachment B).* The Year 2035 demographic forecasts were based upon the results of the 2000 Census and its previously approved 2030 demographic forecasts. The new 2035 forecasts reaffirm previous forecasts with an assumption of continued slow growth in population, employment, and households. GBNRTC Policy Committee approved the Year 2035 forecasts at the regional, municipal and TAZ levels on December 15, 2009.

Intermediate year demographic forecasts for Years 2015, 2025, and 2035 were then developed by interpolation between the Year 2000 Census data and the Horizon Year 2035 demographic figures. This demographic data was used as input into the new GBNRTC model structure generating VMT and speed data for each analysis year. The revised trip tables accurately predict both inter-county and intra-county travel patterns in Erie and Niagara Counties. The resulting inter-county travel patterns fully incorporate all 2000 Census population, employment, household, and auto ownership data. In addition, since the trip tables were revised at the TAZ level, the revised trip distribution matrix is consistent with 2000 Census Journey to Work data.

2. Transit Operating Policies and Ridership Trends

Modal split modeling showed the transit share of regional trips remained constant at approximately 5% of total regional trips. The 2002 household travel survey resulted in 3.7 million total daily trips with 130,000 on public transit. This 2002 household travel survey modal split is consistent with previous household travel surveys conducted in 1993 and 1973 which showed transit shares ranging between three (3) and five (5) percent. It should be noted that a series of motor fuel price oscillations have occurred since the last conformity analyses with mixed transit ridership statistics. In general the patronage increases (+10%) realized during high fuel costs were followed by comparable declines (-6%) when fuel prices receded. At the time of this update the net ridership gain was considered negligible with no significant change in the transit share. As such, transit modal share was unchanged for this update.

3. Transit service and fare changes, road and bridge tolls

The transit operator for Erie and Niagara County is the Niagara Frontier Transportation Authority (NFTA). NFTA's fare policy is to construct, evaluate, and revise the fare structure based upon five criteria: *equity*; *ease of understanding*; *revenue*; a*bility to generate additional ridership*; and *ease of administration*.

In considering the various policies NFTA has retained a zonal fare structure (as described below) based on a finding that it is more equitable to the majority of its transit riders, especially the transit dependent population, as well as producing more revenue than a flat fare policy. However, NFTA continues to

consider changes to its fare policy (including a flat fare) as part of its overall strategy review process. An incremental fare increase was included since the last conformity analyses and is reflected in the table below. Typically fare increases have a negative affect on transit ridership but motor fuel price fluctuations served to make transit more attractive. Post fare increase, transit ridership continued to demonstrate modest gains system wide, though recent statistics indicate ridership has fallen in direct correlation to lower fuel prices. Overall there appears to be no significant change in transit modal share. The most current transit fares and network operating conditions were input to the modeling structure used in generating transit ridership (modal shares). The fare structure, pricing and zonal approach are in consideration as a function of the 2009 strategic review as noted.

The NFTA currently operates on a zonal fare system. There are four fare zones in the system and the fares structure for all trip interchanges are provided in the following table:

Passenger Type	1 Zone Ride	2 Zone Ride	3 Zone Ride	4 Zone Ride
Adult	$1.75	$2.05	$2.35	$2.65
Child (5-11 yrs.) Senior Citizen (65 and older),*Disabled* & Medicare	$0.75	$0.90	$1.05	$1.20

4. Status of TCM Implementation

There are no Transportation Control Measures (TCMs) in the current SIP for Erie and Niagara Counties. The LRP and TIP process at the MPO level will provide for expeditious implementation of any TCMs that may be identified through any future revision to the SIP.

5. Other key information

GBNRTC received Interagency Consultation Group (ICG) approval on March 11, 2005 that use of its travel demand model was acceptable for air quality conformity modeling purposes and this model was employed to produce the detailed regional emissions analysis. In May 2008, minor adjustments to the base year network prompted a routine revalidation of model accuracy and resulted in a base year 2008 network insignificantly different than the 2005 model. In late July 2009 preparatory work was initiated to update the GBNRTC Long Range Transportation Plan (LRP) with a year 2035 planning horizon and to develop a complementary 2011-2015 TIP representing the first five years of the LRP. The air quality conformity modeling efforts for the 2011-2015 TIP and 2035 Long Range Plan Update were initiated on March 19, 2010 following several conference calls (3/3/10 & 3/4/10) and emails with ICG members which lead to concurrance on the GBNRTC approach. The analyses were completed on March 23, 2010.

Latest Emissions Model

Emission factor tables developed by NYSDOT Environmental Science Bureau (ESB) utilizing Mobile 6.2 in April 2008 were used for this regional emissions analysis. These tables are based on the most recent modeling parameters established by the New York State Department of Environmental Conservation (NYSDEC). At its March 3, 2010 meeting the Interagency Consultation Group (ICG) concurred that these tables were appropriate for use in GBNRTC's regional emissions analysis of its 2011-2015 TIP and 2035 LRP Update. The specific modeling inputs and parameters used to develop the emissions factor tables for Erie and Niagara Counties are described below:

Evaluation Month - The month of July (i.e., summertime conditions) was specified in the VOC and NOx emission factor input files.

Vehicle Registration Distribution - Year 2002 registration data were used to model the 2002 base year. Year 2007 registration data were used to model all future analysis years.

Vehicle Mileage Accumulation Rate - The EPA default mileage accumulation rate data (provided with the MOBILE6.2 model) were used for all analysis years.

I/M Programs - NYSDEC inspection and maintenance (I/M) program data were used in the emission modeling. The NYSDEC file, NYVIPup.d, contains data for the Upstate New York I/M program. This file was used for modeling all future analysis years. No I/M program was in place in Erie and Niagara Counties in the 2002 base year.

Anti-Tampering Program - The anti-tampering program data described in the table below was used to model all analysis years:

ANTI-TAMPERING PROGRAM DATA	
Parameter	**Years 2002 – 2035**
Beginning calendar year	1984
Earliest model year	(Current yr – 25 yrs)
Final model year	(Current yr – 2 yrs)
Light-duty vehicles subject to inspection	LDGV, LDGT1, LDGT2, LDGT3, LDGT4
Heavy-duty vehicles subject to inspection	HDGV2B, HDGV3, HDGV4
Annual or biennial	Annual
Compliance rate	98%
Component inspections (see MOBILE6.2 User's Guide)	All except tailpipe lead deposit test

Fuel Program and Fuel RVP- Average and maximum fuel sulfur levels and fuel Reid Vapor Pressure (RVP) levels as provided by NYSDEC in Spring 2009 were specified in the input files (as listed in the below).

FUEL SULFUR AND RVP LEVELS				
ERIE AND NIAGARA COUNTIES				
Year(s)	Season	Fuel Sulfur Levels (ppm)		RVP (psi)
		Average	Maximum	
2002	Summer	297.0	1000.0	8.3
	Winter	293.0	1000.0	12.1
2012-2035	Summer	30.0	80.0	8.6

	Winter	30.0	80.0	12.5

Gasoline fuel oxygenate data were also specified in the input files (as listed in the Table below).

GASOLINE FUEL OXYGENATE DATA				
Dutchess and Orange Counties (Reformulated Gasoline Program)				
Year(s)	Season	Oxygenate Type	Oxygenate Content (% by volume)	Market Share Fraction of Oxygenate
2002	Summer	MTBE	1.74%	1.00
	Winter	MTBE	1.37%	1.00
2012 - 2035	Summer/Winter	Ethanol	5%	1.00

Temperature and Humidity - For the summer season, county-specific hourly temperatures and relative humidity levels as verified by NYSDEC in Spring 2009 were used in the modeling.

Diesel Sale Fractions - Diesel sale fractions for NYSDOT Region 5 were used in the modeling. Year 2002 diesel fractions were used to model the 2002 base year. Year 2007 diesel sale fractions were used to model all future analysis years.

Vehicle Start Distribution - County-specific vehicle start distribution data as received from NYSDEC in Spring 2009 were used in the modeling.

VMT by Hour - County-specific VMT data (allocated by hour of day) as verified by NYSDEC in Spring 2009 were used in the modeling.

Low-Emission Vehicle (LEV) Standards - The following files were used to model the effects of implementing California's LEV I/LEV II programs in New York State:

- L2CERT.d – Specifies the LEV II 50,000-mile certification standards
- L2EVAP.d – Specifies the phase-in schedule for the LEV II evaporative emission standards
- L2EXH.d – Specifies the phase-in schedule for the LEV II exhaust emission standards
- LEV2.d – Provides fleet penetration fractions for light-duty gasoline vehicles under the LEV I/LEV II programs

Weighted emissions by vehicle type - The emission factors for each individual vehicle type were weighted according to the NYSDOT Region 5 vehicle distributions by roadway functional class and then summed to obtain composite emission factors. NYSDOT developed the vehicle distribution data in 2004 using the most recently available traffic count data.

These model inputs include the latest existing and future emissions control programs included in NYSDEC's statewide mobile source emission inventory, and the latest MOBILE6.2 input assumptions for

the existing and future vehicle fleets traveling on roadways in the GBNRTC planning area. The MOBILE6.2 input and external data files are available by contacting the NYSDOT - ESB.

Consultation

Candidate projects for the 2011-2015 TIP were presented to the ICG along with proposed categorizations. There were no project changes to the 2035 LRP Update. The Interagency Consultation Group concurred with the majority of proposed project classifications in the GBNRTC 2011-15 TIP at their March 3, 2010 meeting. Requested clarifications or revisions to the proposed classification of projects were resolved on March 17, 2010. The GBNRTC staff internally reviewed the exempt project carry-over listing for the previous TIP and established none had changed classification status.

Transportation Demand Modeling Requirements

1. Classification of Projects in the TIP and Plan per 40 CFR Part 93.126 and 93.127

As part of the Interagency Review process the ICG concurred that the classification of projects into exempt and non-exempt categories was completed in accordance with appropriate federal regulations. The exempt, non-exempt, or regionally significant status of a project was based on the specific highway and transit project types defined by the criteria of the federal conformity rules and guidance**.**

2. The analysis years must be defined

Analysis years were defined based upon the most recent conformity guidance provided by NYSDOT of the federal requirements. These analysis years were:

- 2015 – Intermediate year that incorporates 2011-15 TIP and also satisfies requirement that first analysis year be no greater than 5 years from the date of the conformity determination
- 2025 – Intermediate Analysis Year required by CAAA (analysis years be not more than 10 years apart)
- 2035 – Long Range Transportation Plan Horizon Year

3. The baseline scenario must be defined

The baseline scenario in all future analysis years consists of all in place or currently under construction highway and transit facilities, services, and activities as of May 2008.

4. The action scenario must be defined

All projects in the 2011-2015 TIP and 2035 LRP Update that could be accommodated in the modeling process were included in the GBNRTC conformity analysis “build” scenario networks. Therefore this analysis includes not only the effect of the non-exempt and regionally significant projects but also a number of exempt projects that produce system performance benefits and can be modeled. GBNRTC reviewed all projects in the LRP Update to determine their year of implementation. The results of this review produced a listing of exempt/non-exempt projects for each conformity analysis year. This project listing was reviewed and approved by the ICG.

Consistency of TIP and Plan

None of the projects in the 2011-2015 TIP are anticipated to interfere with the implementation of any project in the 2035 Long Range Plan Update, and vice versa. All projects in the 2011-2015 TIP and 2035 LRP Update were consolidated into one regional emissions analysis that captures the effects of

implementing all transportation system improvements in each applicable analysis year (2015, 2025, 2035).

Regionally Significant Non-Federal Projects

Regionally significant transportation projects are those expected to impact area travel patterns and are expected to be financed with non-federal revenue sources. As part of the conformity determination the GBNRTC identified and analyzed one such project as required by Sec. 93.105:

Project / Resp. Agency	Construction / Operation Date / Details	"Exempt" / "Non-exempt" Status
Peace Bridge Buffalo & Ft. Erie Br. Auth.	EIS in process; early 2010; Modeled as widened from 3 to 7 lanes	Non-Exempt

The Peace Bridge Expansion Project identified in GBNRTC plans is modeled as a six-lane crossing between the United States and Canada at the Buffalo-Fort Erie location. Currently the existing bridge functions as three lanes, with a reversible center lane and processing facilities separated for general travel, secure passenger traveler (NEXUS) and secure commercial vehicles (FAST). The currently proposed configuration for the project would function as six lanes, as a new span would be constructed parallel to the existing span, allowing one span to carry traffic into Canada and one into the United States. The existing three-lane span would carry two lanes of general travel vehicles, and the third a combined NEXUS/FAST lane for secure passenger and commercial vehicles. The new span would have four actual travel lanes, with two indicated as general travel, and the secure passenger vehicles (NEXUS) and secure commercial vehicles (FAST) travelling in separate lanes. It was the professional judgment of the staff that modeling as a 6-lane configuration would most accurately reflect the functional capacity when operational.

Regional Emissions Analysis – Summary of Results

POLLUTANT EMISSIONS Tons / Day	VOC (Tons /day)	NOx (Tons/day)
2015 Build	*10.198*	*12.833*
2015 No-Build	*10.351*	*12.905*
2025 Build	*6.566*	*6.396*
2025 No-Build	*6.754*	*6.441*
2035 Build	*7.142*	*5.089*
2035 No-Build	*7.588*	*5.190*

Public Involvement

A specific public involvement plan was generated for the 2035 LRP Update and the 2011-2015 TIP. The draft conformity determination update and regional emissions analysis is subject to public involvement and review. A public notification was published in the Buffalo News announcing the availability of the draft report for public review and comment for a twenty-day period. The review period ran from April 8, 2010 through April 28, 2010. An electronic version of the full report was posted on the GBNRTC

website (www.gbnrtc.org) for viewing and/or downloading; and a printed version was available by visiting the GBNRTC offices. Comments were encouraged through the website or by mail. At the close of the public comment period, all responses were directly addressed.

The public involvement summary report, meeting notices and comment are included in Appendix 1.

Statement of Conformity with the SIP

No goals, directives, recommendations or projects of the TIP and Plan contradict requirements or commitments of the SIP or the intent of the Clean Air Act or other applicable federal and state regulations. Existing GBNRTC LRP and TIP processes also provide for expeditious implementation of any Transportation Control Measures that may be identified through any future revision of the SIP.

Until an 8-hour ozone SIP is in place, the 1-hour SIP is still the applicable implementation plan. By passing the emissions tests prescribed by 40 CFR Part 93.119(b)(2) and 93.109(d) the GBNRTC regional emissions analysis demonstrates the 2011-2015 TIP and 2035 LRP Update conform to the applicable SIP.

Public Participation Plan

The GBNRTC officially adopted an updated Public Participation Plan on May 28, 2009 specifying actions to be followed for certain GBNRTC activities. The policy specifically outlines the opportunities and process to be followed for development of the TIP and LRP. The community participation program seeks to provide continuing opportunities for individuals and community groups to participate in the planning process. Opportunities are provided for public input at all stages of planning and project development process. The efforts undertaken in the development of the TIP and LRP are consistent with the GBNRTC official Public Participation Plan.

The public was made fully aware that comments received prior to the end of the public review and comment period would be addressed and made part of the GBNRTC's submission to NYSDOT, the Federal Highway Administration and the Federal Transit Administration. Only after public comment was received and considered by the GBNRTC would the Policy Committee take action to approve the TIP and LRP.

Official Review Period and Policy Committee Action

For this year's 2011-2015 TIP and 2035 LRP development cycle, the public involvement and review period officially began April 8, 2010 and extended a minimum of twenty (20) calendar days as specified by the GBNRTC Public Participation Plan, through April 28, 2010. The official public notice was placed in the Buffalo News and the draft TIP, LRP and Air Quality Conformity Determination was made available via the internet and in GBNRTC offices. Efforts to inform the public are documented in separate sections to follow.

The Planning and Coordinating Committee was given a presentation on the full public feedback at their regular meeting on May 5, 2010, prior to making their program recommendations to the Policy Committee.

Advertising and Public Notification

The GBNRTC initiated the public review and comment period on April 8, 2010 with the publishing of a notice in the region's major newspaper, the Buffalo News. A copy of the actual advertisement is attached. The notice explained the development process of the TIP, LRP, and the Air Quality Conformity Determination, the multiple opportunities for public comment, and where the draft TIP, LRP and Air Quality Conformity Determination documents could be reviewed. The notice also announced the dates and locations for two (2) scheduled public informational meetings.

As for accessibility to the proposed TIP, LRP and Air Quality Conformity Determination documents, downloadable versions and associated materials were posted on the GBNRTC web site. That same information was available for review in GBNRTC offices during normal business hours beginning April 8, 2010.

Open House Meetings

The GBNRTC hosted two public meetings in the region to share information and solicit community comment on the Draft 2011-2015 TIP, 2035 LRP update and the Air Quality Conformity Determination being developed for Erie and Niagara Counties. Participants had an opportunity to learn and comment on work completed including a review of the existing transportation conditions in the region, future transportation needs, and the goals and objectives of the plan. Public meetings were held at the dates, times and locations below:

Tuesday, April 13, 2010 - Quality Inn
7708 Niagara Falls Blvd.
Niagara Falls, N.Y.
6:00pm – 8:00pm

Thursday, April 15, 2010 - Buffalo and Erie County Public Library
Central Meeting Room 2nd Floor, 1 Lafayette Square, Buffalo, NY
5:00pm – 7:00pm

GBNRTC Executive Director, Hal Morse opened each of the public meetings with a welcome and introduction. Amy Weymouth, GBNRTC Transportation Analyst, provided an overview of proposed LRP. GBNRTC Principal Analyst, Timothy Trabold then explained the TIP development and project selection process and funding implications of the TIP. He provided a summary of the program and highlighted how certain projects were implementing the region's long-range visions. After the formal presentation, the remainder of the meeting was devoted to public comments and questions.

Written Correspondence Received
Written correspondence was received from the following individual(s) and is attached.

- Mark Mitskovski, VP – Niagara Gateway Columbus Park Association
- Arthur J. Giacalone, Attorney at Law
- Judie Takacs, Citizen

GBNRTC Response to Public Comments Received
The GBNRTC staff provided written correspondence to the majority of comments received in an effort to both acknowledge the seriousness of public feedback and to establish a resolution path to the issue(s) raised.

Summary of Comments received at Open House Public Meetings

2011-2015 TIP; 2035 LRP Update; and Draft Air Quality Conformity Analysis

Public Meeting at the Quality Inn, 7708 Niagara Falls Blvd, Niagara Falls, NY 6pm-8pm, April 13, 2010

Statements/comments made:

- *Frank Frandina, Citizen*
  Raised a general question regarding whether the region received any funding for High Speed Rail. Ask whether the LaSalle Expressway Extension (Outer Belt Expressway) was still under consideration in the Long Range Transportation Plan.
- *Thomas Frank, Citizen*
  Expressed support for the relocating the Williamsville Toll Booth. Stated the need for consistency between regional and binational planning initiatives.
- *Art Giacalone ,Attorney at Law*
  Questioned who is responsible for addressing the impacts of transportation projects on health and the environment. Suggested a possible subcommittee to focus on the issue.

The following answers were given to questions raised:

- The LaSalle Expressway Extension/Outer Belt Expressway was removed from consideration as far back as the 2010 Long Range Transportation Plan so therefore it has not been included in subsequent LRTPs for many years.
- The MPO is responsible for assessing the cumulative impact of all TIP and LRTP projects on the regional air quality. Individual project impacts on the environment are evaluated separately through the appropriate NEPA and/or SEQR process as each project is implemented by its sponsor.

2011-2015 TIP; 2035 LRP Update; and Draft Air Quality Conformity Analysis

Public Meeting at the Buffalo and Erie County Public Library, 1 Lafayette Sq, Buffalo, NY 5pm – 7pm, April 15, 2010

Statements/comments made:

- Ruth Lampe, Citizen
  Expressed support for the Scajaquada Corridor Enhancement project and the importance of moving it from study to construction. Suggested that the MPO reevaluate how public meetings are advertised. Specific suggestions were provided to GBNRTC staff such as advertising on Buffalo Rising, sending out notices to project review team participants, and enhancing media outreach. Also suggested using fewer acronyms when explaining plans and programs to the public.
- Mark Mitskovski, Niagara Gateway Columbus Park Association
  Expressed concern over the health impacts of the Peace Bridge Congestion Relief Project and opposition for any form of funding for the project. Also asked if there were plans to better coordinate truck traffic at the Peace Bridge. Written comments outlining his concerns were provided to GBNRTC staff.
- Justin Booth, Wellness Institute of Greater Buffalo and WNY
  Expressed the need for collecting bicycle and pedestrian data in the region. Asked how the Plan addresses some of the newer federal initiatives being proposed such as mode share targets, transit catchment zones, peak oil scenarios, and childhood obesity.
- Linda Detine, Citizen
  Asked how minority communities are informed of the planning process. Expressed concerned that the Plan was unbalanced.

The following answers were given to questions raised:

- As new federal initiatives and programs become law these initiatives would become more apparent in the transportation planning process.
- A written response was prepared and forwarded to Mark Mitskovski of Niagara Gateway Columbus Park Association regarding the Peace Bridge Congestion Relief Project.
- NITTEC provides a traffic management system to alert drivers via email or text messages to traffic incidents or congestion. It is also available for cross-border travel between the U.S. and Canada.

- Minority communities are informed of the planning process in a number of ways including targeted outreach activities such as one-on-one interviews and small group discussions and general outreach activities such as newspaper and email notices.
- A demographic profile of the metropolitan planning area is maintained and updated that includes identification of the locations of socio-economic groups, including low-income and minority populations especially for the Human Services Transportation Plan (HSTP). Through maps and extensive analyses, the HSTP specifically delineates and defines transportation service gaps and that analysis is also used to advance project candidates and assess transportation program impacts.

Central Library, Buffalo, NY

From: Mark B. Mitskovski, VP - Niagara Gateway Columbus Park Association (716.885.8150)

Re: Comments on the GBNRTC 2011-2015 and 2035 Long Range Transportation Plan

GBNRTC Transportation Plan states that:

1. Under the Clean Air Act, US EPA considers Erie County to be a non attainment area for criteria air pollutants, specifically ozone and therefore **even without an increase in traffic, Erie County does not confirm to the Act.**

2. Regional emissions analyses demonstrate that **the region does not conform to either the 1 or 8 hour ozone standard** and will not meet the NYSDEC State Implementation Plan (SIP) to reduce emissions from mobile sources.

3. Population and economic activity will be stagnant with very slight growth over the next 25 years.

We have identified several gaps in the presented analysis.

The report indicates that NYSDEC Inspection and Maintenance Program data was used in the emissions modeling; however, there is no identification of:

1. How many emissions inspections of outgoing (Canada bound) or incoming (US bound) commercial vehicles have been conducted over the past 20 years at the Peace Bridge or within the vicinity ?

2. What are the findings of these inspections?

3. What is the average age of these vehicles?

4. What level of compliance or non compliance and what were the levels of emissions in aggregate for the non compliant vehicles?

5. Was the non compliance data and future commercial vehicle growth projections incorporated in the models to correct for deviations in emissions projections?

6. How many on site air monitoring studies have been conducted to validate the models and incorporated with future projections?

Central Library, Buffalo, NY

Mark B. Mitskovski, VP- Niagara Gateway Columbus Park Association (716.885.8150)

Re: Comments on the GBNRTC 2011-2015 and 2035 Long Range Transportation Plan

7. Have the Public Bridge Authority DEIS commercial vehicle projections (2.1 million in 2020 and 3.1 million in 2040) been incorporated in the emissions modeling?

8. How will the nearly tripling in commercial diesel traffic at the Peace Bridge, over the planning period, been accounted for in terms of criteria pollutants and attainment standards?

9. What mitigations are being recommended for Peace Bridge plaza and bridge under SIP, a semi stationary facility surrounded by one of the most densely populated urban areas of WNY?

We question the GBNRTC Long Range Transportation recommendations on the following:

I. How is it that $ 22.5+ million in Federal Funds for future WNY transportation improvements are planned for an entity that has declared itself an **International Compact Entity (ICE)**, a Public entity that believes it is not subject to Local, State or Federal jurisdiction or regulation?

II. Why are we allocating **finite regional transportation funds** to subsidize the expansion plans of an ICE that harms **20,000+ children with chronic asthma** on the Lower West of Buffalo at a cost to WNY of approximately **$ 110 million annually** ($ 5,000/per individual) in health care costs?

III. As projected commercial diesel vehicles triples over the planning period, what assessment has been made to account for the additional respiratory harm and social and financial costs to residents of the Lower West Side of Buffalo.

IV. How does this project comply with the Clean Air Standards, SIP and public health?

V. Where is the **required economic cost benefit analysis,** justifying this project and its financial benefits to WNY in jobs retained and produced in relation to its direct and indirect costs?

Central Library, Buffalo, NY

Mark B. Mitskovski, VP- Niagara Gateway Columbus Park Association (716.885.8150)

Re: Comments on the GBNRTC 2011-2015 and 2035 Long Range Transportation Plan

VI. How can the Public Bridge Authority justify a massive expansion of its footprint to support a Duty Free shop and parking, as a transportation related necessity, under the Department of Transportation Act section 4f? **That provision requires that the Federal Highway Authority not only avoid damaging parks, but take affirmative steps to recover parks lost to prior transportation projects.**

In summary, we seriously question the validity of including and vehemently oppose the funding for the Buffalo and Ft. Erie Public Bridge Authority "Congestion Relief" Project in any form, on the grounds that it does not meet any legitimate standard for public transportation funding given its status as an ICE and it's directly attributed and appalling harm to the public. Simply put, 20,000+ West Side Buffalo children with chronic asthma, today subsidize a piece of transportation infrastructure that provides little benefit relative to its extraordinary social and public health costs.

What will be the cost to Buffalo and WNY if the PBA achieves its tripling of traffic; 40,000, or more chronic asthma victims? How many shortened lives-deaths are we willing to wage to accommodate Canadian and out of area interest?

By any measure of civil society, this project cannot be condoned or allowed to continue!

Mark B. Mitskovski

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April 28, 2010

By fax to 856-3203 & email to staff@gbnrtc.org

Hal Morse, Executive Director
GBNRTC
438 Main St., Suite 503
Buffalo, NY 14202

Re: Written Comments on proposed TIP, Draft Air Quality Conformity Analysis

Dear Mr. Morse:

The American Lung Association's "State of the Air 2010" report confirms what residents living near the Peace Bridge suspected: Long term exposure to exhaust from heavy traffic contributes to higher risks for heart attack, allergies, lung cancer, asthma attacks, premature births, chronic obstructive pulmonary disease, etc.

Despite these known risks, none of Western New York's leaders appears willing to objectively assess and mitigate the adverse health impacts of traffic emissions on human health. Not our federal or local officials. Not the governmental agencies that sponsor specific highway and bridge projects.

The Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) must step forward and assume a leadership role in addressing this critical issue. Your agency serves as WNY's metropolitan planning agency, sharing responsibility with the State of New York for a comprehensive, continuous and cooperative transportation planning process for the Buffalo/Niagara area. It is obliged to, "not only mitigate adverse environmental impacts but also protect, enhance and restore the environment."

According to GBNRTC, the agency's proposed five-year transportation improvement program would result in reductions in overall transportation-related emissions in WNY. But, Mr. Morse, as you frankly admitted at the recent public forum in Niagara Falls, the GBNRTC relies on the individual project sponsors to protect and enhance the environment by responsibly performing the project-specific environmental review mandated under federal and state laws. As the Peace Bridge project demonstrates, that reliance is not warranted.

The Peace Bridge sponsors list a variety of objectives to justify the project – from improving border security and increasing bridge capacity, to safely accommodating bike and pedestrian traffic. The goal of eliminating adverse health impacts is nowhere to be found. Dr. Jamson Lwebuga-Mukasa, a noted public health research scientist, presented

research showing that heavy traffic at the Peace Bridge is linked to poor respiratory health of the west side of Buffalo, recommending that truck traffic be excluded from the Peace Bridge. His findings were summarily rejected by the Peace Bridge consultants "since his research is independent of the Project Consultant Team."

Vague language in literature prepared by Peace Bridge sponsors should have placed the GBNRTC on notice that no true effort was being made to eliminate traffic-related impacts on human health. The public was merely told that predictions regarding airborne pollutants "suggest[ed] … a beneficial contribution to quality of health in the neighborhood surrounding the Peace Bridge." In fact, no attempt was made by the sponsoring agencies to accurately assess and predict project-specific health impacts. And, the proposed alternatives that could have significantly reduced the negative impacts on the West Side neighborhood were eliminated from consideration long before the supposed environmental assessment was conducted.

GBNRTC created a bicycle/pedestrian subcommittee to assure that the concerns of bicyclists and walkers weren't lost in the shuffle. It is time for WNY's metropolitan planning agency to create a subcommittee that would focus its attention on assessing and eliminating traffic-related impacts on human health.

Sincerely,

Arthur J. Giacalone

From: Judie Takacs [mailto:judieta@miscproductions.com]
Sent: Wednesday, April 28, 2010 9:43 PM
To: Hal Morse
Cc: GBNRTC Staff
Subject: Comments on 2035 LRP Update

Dear Mr. Morse,

It was a pleasure speaking with you at the GBNRTC Public Meeting in Niagara Falls on April 13, 2010. Thank you for sending me a complete copy of the evening's presentation. While my purpose in attending the meeting that night was to gain more information about transportation and air quality issues, I was dismayed to learn how little oversight was being exercise regarding the Peace Bridge Project in Buffalo. Therefore I am submitting the following comments, per your deadline of April 28, 2010:

The Peace Bridge Expansion Project was identified as a "regionally significant transportation project" in the Combined Regional Emissions Analysis and Transportation Conformity Determination for the 2035 L-R Plan, and that the transportation project was allocated $22.5M during modeling year 2011-2016.

The same report stated that "effective June 15, 2004 the EPA designated Erie and Niagara Counties to be non-attainment under the 8-hour ozone standard." And I see that today the American Lung Association released its State of the Air 2020 "report card," finding that Erie County again receives an "F" for ozone pollution.

Who is looking out for the people of WNY and the human health impacts of transportation projects, if not the GBNRTC? Where is the concern for air quality and human health impacts and why isn't the GBNRTC advocating for an alternate international crossing with less adverse effects? This question was posed at the April 13th Public Hearing but there was no satisfactory answer.

It seems that the GBNRTC's support of the Peace Bridge Project was given without due diligence, and that all the PBA's assumptions and conclusions are being taken at face value.

- In the recent Peace Bridge Project Exhibits (January 28 through February 6, 2010) the PBA's environmental concerns were limited to the potential impacts on Birds and Fish.
- Health impacts are hardly addressed in their DEIS even though the Buffalo City Schools have first raised the alarm about adverse health impacts to census tract 70 in June, 2008.
- Indeed, in the PBA's first Public Collaborative Workshop held September 14, 2002 in Crystal Beach, Ontario for the purpose of "Weighting of Project Goals & Objectives" found that the top issue was "*Seek to avoid, minimize or mitigate adverse social impacts, adverse economic impacts and adverse environmental impacts.*" Of the 12 G&Os set forth by the PBA that day, this one received 16.7% of the vote.
- The Peace Bridge Project has been side stepping health and air quality issues since February of 2001 when then Congressman John LaFalce sponsored a $213,000 federal grant awarded through the CDC to study the asthma rates on the lower West Side of Buffalo where "traffic at the Peace Bridge might well be the source of significant environmental pollution."

Why aren't air quality and human health effects being addressed in an international transportation project where the crossing point is already in non-attainment?

I think the MPO process and the mandate to minimize air pollution and "protect and enhance the environment" is at direct odds with the Peace Bridge Expansion Project. Haven't we learned from history; aren't we smarter than we were 40 years ago? I think it would be the GBNRTC's job to avoid a repetition of a Love Canal. Perhaps when the Hooker Chemical dump site was pierced by the LaSalle Expressway decision-makers didn't have the information or technology to avoid an environmental disaster; but today we do. We know that ultra-fine diesel particulates impact human health and that the densely residential West Side of Buffalo has WNY's highest disease burden. There's already documented cancer clusters and an epidemic of chronic respiratory illnesses around the Peace Bridge Plaza Complex. The GBNRTC's support of the Peace Bridge Project is unconscionable.

Acting on behalf of the taxpayers and citizens of WNY, it would be the GBNRTC's responsibility to identify the border-crossing point which would best serve our 25 mile international transportation corridor. The Buffalo-Fort Erie crossing is the most ill-suited commercial crossing point of all.

I hope the GBNRTC's Long-Range Transportation Plans will address these concerns. Thank you for your time and consideration.

Judie Takacs
461 Fort Gray Drive
Lewiston, NY 14092

March 17, 2010

Amy Weymouth-Michaux
Greater Buffalo-Niagara Regional Transportation Council
438 Main Street,
Buffalo, NY 14216

Dear Ms. Weymouth-Michaux:

The Environmental Protection Agency (EPA) has reviewed your March 5, 2010 email and attached proposed 2035 Long Range Plan Update, Environmental Planning Considerations. The email and attachment describe, the Greater Buffalo-Niagara Regional Transportation Council's (GBNRTC) intention to prepare a Long Range Transportation Plan for Erie and Niagara Counties, NY. The email requested assistance in identifying and characterizing possible areas of environmental sensitivity within the Buffalo-Niagara communities.

EPA recommends that the 2035 Long Range Plan Update embrace sustainable communities. The 2035 Long Range Plan Update should incorporate a baseline environmental resources inventory and evaluate smart growth principles within its framework for regional growth. This approach weaves natural resources (rivers, streams, forest, ecological communities, habitats, etc.), transportation, and housing into one sustainable effort.

In addition, we would recommend that you evaluate and discuss the following environmental resources and challenges:

- A discussion of the potential changes in green house gas emissions due to regional activities. This discussion should include greenhouse gas (GHG) emissions resulting from construction and the ultimate loss of any carbon sink capacity from removal of vegetative cover due to improvements or creation of new transportation options. Visit the EPA website for more information at http://www.epa.gov/slclimat/local/showcase/. Consideration of techniques to reduce GHG emissions and/or to provide a sink for CO2 (such as plantings) should be discussed.

- A discussion of the impact of development on the potential Environmental Justice areas, including the areas of the projects not within the jurisdiction of GBNRTC. Visit the EPA website for more information at http://www.epa.gov/environmentaljustice/index.html.

- The future project areas to be impacted by transportation projects and the environmental policies to reduce the impacts. These descriptions should include appropriate air quality data, the identification and delineation of all wetlands, the identification of flood plains, and the identification of other significant environmental resources in the region.

- A cumulative impacts analysis should be conducted for the entire Buffalo-Niagara Region. The indirect and secondary impacts analysis should address the potential for unplanned growth and subsequent development in the region.

- In June 2009, a Sustainable Communities Partnership was formed by the U.S. Department of Housing and Urban Development (HUD), U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA). These three agencies have pledged to ensure that housing and transportation goals are met while simultaneously protecting the environment, promoting equitable development, and helping to address the challenges of climate change. Visit the EPA website for more information at http://www.epa.gov/smartgrowth/partnership/index.html.

I would also like to make you aware of our monthly webinar series, Linking Environmental Resources with Transportation Planning. The next webinar will focus on Energy Communities and Transportation Development on March 31, 2010 at 1:00 pm. Thank you for the opportunity to comment. In addition, we're enclosing our latest list of green recommendations. If you have any questions concerning this letter, please contact Charles Harewood of my staff at (212) 637-3753.

Sincerely yours,

Grace Musumeci, Chief
Environmental Review Section

Enclosure

U.S. EPA Region 2
Green Recommendations[1]

Recommendations:

To the maximum extent possible, projects are encouraged to use local and/or recycled materials; to recycle materials generated onsite; and to utilize low emissions technology and fuels. Further, they should use, to the extent feasible, renewable energy (including, but not limited to solar, wind, geothermal, biogas, and biomass) and energy efficient technology in the design, construction, and operation of transportation, building, and infrastructure projects.

- **ENERGY STAR/Multi-media green building and land design practices**
  Require green building practices which have multi-media benefits, including energy efficiency, water conservation, and healthy indoor air quality. Apply building rating systems and tools, such as Energy Star, Energy Star Indoor Air Package, and Water Sense for stimulus funded building construction. Third party high-bar, multimedia standards should be required for building construction and land design (LEED and Sustainable Sites Initiative, Collaborative for High Performance Schools (CHPS), or local equivalent).
  http://www.usgbc.org/DisplayPage.aspx?CMSPageID=64
  http://www.energystar.gov/index.cfm?c=business.bus_bldgs
  http://www.energystar.gov/index.cfm?c=bldrs_lenders_raters.nh_iap

- **Encourage water conservation in building construction**
  Promote the use of water-efficient products to be used in new building construction through the use of WaterSense-labeled products and the use of contractors certified through a WaterSense-labeled program. http://www.epa.gov/watersense/water/fed-agency.htm

- **Encourage Low Impact Development to help manage storm water**
  Low Impact Development (LID) is an approach to land development (or re-development) that works with nature to manage storm water as close to its source as possible. LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treat storm water as a resource rather than a waste product.
  http://www.epa.gov/nps/lid/

- **Alternative and Renewable Energy**
  The Department of Energy's "Green Power Network" (GPN) provides information and markets that can be used to supply alternative generated electricity. The following link identifies several suppliers of renewable energy. http://apps3.eere.energy.gov/greenpower/buying/buying_power.shtml?state=NJ

[1] "Green" here means environmentally sound practices in general and is not equivalent to the specific "green infrastructure" requirements in the American Recovery and Reinvestment Act (ARRA). Please note that this list is not meant to be all inclusive.

- **Ensure clean diesel practices**
  Implement diesel controls, cleaner fuel, and cleaner construction practices for all on- and off-road equipment used for transportation, soil movement, or other construction activities, including:
  1) Strategies and technologies that reduce unnecessary idling, including auxiliary power units, the use of electric equipment, and strict enforcement of idling limits;
  2) Use of ultra low sulfur diesel fuel in nonroad applications ahead of the mandate; and
  3) Use of the cleanest engines either through add-on control technologies like diesel oxidation catalysts and particulate filters, repowers, or newer, cleaner equipment
  Encourage entities to consider adopting contract specifications requiring advanced pollution controls and clean fuels. A model spec is online at (applies to both on and non-road engines):
  http://www.northeastdiesel.org/pdf/NEDC-Construction-Contract-Spec.pdf
  Additional Information: http://www.epa.gov/diesel/construction/contract-lang.htm
  How to guide: http://www.mass.gov/dep/air/diesel/conretro.pdf

- **Promote the use of recycled materials in highway and construction projects**
  Many industrial and construction byproducts are available for use in road or infrastructure construction. Use of these materials can save money and reduce environmental impact. The Recycled Materials Resource Center has developed user guidelines for many recycled materials and compiled existing national specifications. http://www.recycledmaterials.org/tools/uguidelines/index.asp
  http://www.recycledmaterials.org/tools/uguidelines/standards.asp
  http://www.epa.gov/osw/conserve/rrr/imr/index.htm

- **Encourage safe reuse and recycling of construction wastes**
  Promote reuse and recycling at the 50% (by weight) level for building, road, and bridge project construction and demolition debris wastes. The *Federal Green Construction Guide for Specifiers* includes a construction waste management specification.
  http://www.wbdg.org/design/greenspec_msl.php?s=017419

- **Encourage sustainable storm water management at building sites**
  Implement site planning, design, construction, and maintenance strategies to maintain or restore, to the maximum extent technically feasible, the predevelopment hydrology of the building site with regard to the temperature, rate, volume, and duration of flow.
  http://cfpub.epa.gov/npdes/home.cfm?program_id=298
  Consider designs for storm water management on compacted, contaminated soils in dense urban areas:
  http://www.epa.gov/brownfields/publications/swdp0408.pdf.

- **Encourage cost-efficient, environmentally friendly landscaping**
  EPA's GreenScapes program provides cost-efficient and environmentally friendly solutions for landscaping. Designed to help preserve natural resources and prevent waste and pollution, GreenScapes encourages companies, government agencies, other entities, and homeowners to make more holistic decisions regarding waste generation and disposal and the associated impacts on land, water, air, and energy use. http://www.epa.gov/osw/conserve/rrr/greenscapes/index.htm

- **Incorporate onsite energy generation and energy efficient equipment upgrades into projects at drinking water and wastewater treatment facilities**
  Promote the use of captured biogas in combined heat and power systems and/or renewable energy (wind, solar, etc.) to generate energy for use onsite as well as upgrades to more energy efficient equipment (pumps, motors, etc.)
  http://www.epa.gov/waterinfrastructure/bettermanagement_energy.html

- **Encourage land development in brownfield and infill sites**
  Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. These sites are often "infrastructure-ready," eliminating the need to build new roads and utility lines which are necessary in undeveloped land. http://www.epa.gov/brownfields/

- **Use the Integrated Design process on building developments**
  Current procurement practices tend to separate out development into distinct stages that discourage communication across the project lifecycle. The Integrated Design process calls for the active and continuing engagement of all stakeholders throughout the building design, development, and construction phases including the owners, architects, engineers, building department officials, and other professionals. This process can help create a higher performing building at lower costs, allows for various building systems to work together, eliminates redundancy from overdesign and unnecessary capacity, and minimizes change orders during the construction phase. We encourage revising procurement practices so that it can use the Integrated Design process.
  http://www.wbdg.org/design/engage_process.php

- **Encourage use of Smart Growth and transit oriented development principles**
  Smart Growth and transit oriented development (TOD) principles help preserve natural lands and critical environmental areas, and protect water and air quality by encouraging developments that are walkable and located near public transit.
  http://www.epa.gov/smartgrowth

- **Ensure environmentally preferable purchasing**
  Promote markets for environmentally preferable products by referencing EPA's multi-attribute Environmentally Preferable Purchasing guidance. http://www.epa.gov/epp

- **Purchase 'green' electronics, and measure their benefits**
  Require the purchase of desktop computers, monitors, and laptops that are registered as Silver or Gold products with EPEAT, the Electronics Product Environmental Assessment Tool (www.epeat.net). Products registered with EPEAT use less energy, are easier to recycle, and can be more easily upgraded than non-registered products. Energy savings, CO_2 emission reductions, and other environmental benefits achieved by the purchase, use and recycling of EPEAT-registered products can be quantified using the Electronics Environmental Benefits Calculator (http://eerc.ra.utk.edu/ccpct/eebc/eebc.html).

- **Incorporate greener practices into remediation of contaminated sites**
  Encourage or incentivize the use of greener remediation practices, including designing treatment systems with optimum energy efficiency; use of passive energy technologies such as bioremediation and phytoremediation; use of renewable energy to meet power demands of energy-intensive treatment systems or auxiliary equipment; use of cleaner fuels, machinery, and vehicles; use of native plant species; and minimizing waste and water use. http://cluin.org/greenremediation/index.cfm

GREATER *BUFFALO-NIAGARA*
REGIONAL TRANSPORTATION COUNCIL
GBNRTC

City of Buffalo
City of Niagara Falls
County of Erie
County of Niagara
New York State Thruway Authority
Niagara Frontier Transportation Authority
New York State Department of Transportation

April 30, 2010

Judie Takacs
461 Fort Gray Drive
Lewiston, NY 14092

Re: Comments on the 2035 Long Range Transportation Plan Update

Dear Ms. Takacs:

Thank you for your comments regarding the 2035 Long Range Transportation Plan Update. The GBNRTC is committed to creating a Plan that addresses the needs and concerns of all residents in the region. Your comments will be incorporated as a formal part of the public record and also in the documents to be distributed to GBNRTC member agencies. If you would like to discuss further, please call.

Sincerely,

Hal Morse
Executive Director

438 Main Street, Suite 503, Buffalo, New York 14202-3207
716- 856-2026 Fax 716- 856- 3203 e mail: staff@gbnrtc.org web site: www.gbnrtc.org

GBNRTC
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Niagara Frontier Transportation Authority
New York State Department of Transportation

April 30, 2010

Arthur J. Giacalone
Attorney at Law
140 Knox Road
P.O. Box 63
East Aurora, NY 14052

Re: Comments on the proposed TIP, Air Quality Conformity Analysis

Dear Mr. Giacalone:

Thank you for your comments regarding the proposed Transportation Improvement Program and Air Quality Conformity Analysis for Erie and Niagara Counties. Your comments will be incorporated as a formal part of the public record and also in the documents to be distributed to GBNRTC member agencies.

As we are always looking for ways to expand participation in the regional transportation planning process, your suggestion to create a subcommittee that will focus on assessing traffic-related impacts on human health will be further considered.

If you would like to discuss further, please call.

Sincerely,

Hal Morse
Executive Director

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Niagara Frontier Transportation Authority
New York State Department of Transportation

April 28, 2010

Grace Musumeci
Environmental Review Section
USEPA - Region 2
290 Broadway - 25th fl.
New York, NY 10007-1866

Re: Recommendations on the 2035 Long Range Transportation Plan Update

Dear Ms. Musumeci:

Thank you for your comments regarding the 2035 Long-Range Transportation Plan update. The GBNRTC is committed to establishing a platform for ongoing dialog and resource sharing regarding environmental issues with Federal, State and Tribal agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

In response to the recommendations you presented in your letter dated March 17, 2010, I would like to offer some additional details on Plan development, including some of the inputs and process that may not have been fully evident in the *Environmental Planning Considerations* section of the 2035 Long Range Transportation Plan update.

In regards to sustainable communities, one of the key regional challenges to cost effective, sustainable growth in the Buffalo-Niagara region is to better manage the sprawl of residential development and the suburbanization of employment.

The Framework for Regional Growth for Erie and Niagara Counties was developed in collaboration between Erie and Niagara Counties with participation from the MPO and is a roadmap to guide the future growth and development of the region. The purpose of the Framework Plan is to help all sectors and jurisdictions within Buffalo-Niagara region make better, more coordinated decisions about growth and redevelopment. It establishes a regional development vision and outlines policies and programs consistent with that vision. As such, the plan fosters development coordination across political boundaries to help the region grow in smart, sustainable, and efficient ways.

The Buffalo-Niagara region promotes efforts to improve the livability of the region's urban neighborhoods and create more compact, walkable communities in developing areas. Through carefully planned reinvestment, infill development, and new compact development, the region can accommodate anticipated growth on a smaller "footprint," slow the pace of rural land conversion, ease pressure on the

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road network, lessen demand for new public infrastructure and facilities, and reduce long-term infrastructure operation and maintenance costs.

The 2035 Long Range Transportation Plan update is consistent with the Framework Plan's strategies for future growth focusing transportation investment in areas of the region already served by existing infrastructure. Investment in public infrastructure is seen in the Framework as a major force in policy implementation. The GBNRTC policy of reinvestment in existing infrastructure is noted as essential.

In regards to Environmental Justice, concerns are currently addressed in the planning process through proactive public outreach, performance measurement and data analysis. Announcements are placed in publications serving minority communities to ensure there is notification of upcoming outreach activities to these communities. The GBNRTC initiates one-on-one interviews or small group discussions with community leaders and other identified members of the community to discuss the transportation planning process and identify key issues and concerns. A demographic profile of the metropolitan planning area is maintained and updated that includes identification of the locations of socio-economic groups, including low-income and minority populations and is used for analysis purposes such as in developing the GBNRTC Human Services Transportation Plan (HSTP).

The purpose of the HSTP is to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes in the Erie and Niagara Counties region. The plan provides a framework for the development of projects that will address the transportation needs of the target population, by ensuring that this two-county area and its human service agencies coordinate transportation resources. The HSTP identifies the following, through maps and the extensive analyses, in order to more clearly delineate and define transportation service gaps:

- Geographic distribution of low income/TANF (Temporary Assistance for Needy Families) population
- Geographic distribution of disabled and elderly population
- Geographic distribution of employment centers/employment support services
- Geographic distribution of medical centers/support services and/or human service-related activities
- Identifying non-geographic barriers to transportation service use
- Identifying transportation gaps between the client population's residential locations and employment or medical/human service opportunities

Analyses from this effort are used to advance project candidates and assess transportation program impacts.

Furthermore, the 2035 Long Range Transportation Plan documents an extensive inventory of the natural and cultural resources in the region consistent with the Framework for Growth. The plan defines two kinds of conservation overlays: a Natural Systems and a Heritage Assets Overlay. The Natural Systems Overlay identifies sensitive environmental resources—wetlands, floodplains, streams, and steep slopes—and adjacent lands. The Heritage Assets Overlay provides a preliminary definition of areas with unique concentrations of natural, recreational, scenic and cultural resources. These areas include major lake and riverfronts, the Erie Canal Corridor and the Niagara Escarpment. The GBNRTC performed an initial mapping of TIP projects to illustrate their proximity to resource sensitive areas (see attachment).

An environmental assessment will continue to be conducted for each project by its lead agency as it advances to ascertain the true nature of any potential impact.

Lastly, as analysis of greenhouse gas emissions is not a requirement of the transportation planning process at this time, the GBNRTC has included such discussion as part of previous plans and intend to explore how the region can incorporate this initiative in future planning efforts.

Again I thank you for your participation and look for your continued involvement in the resource agency consultation process.

Sincerely yours,

Hal Morse

Hal Morse, Executive Director
Greater Buffalo-Niagara regional Transportation Council

		1 MILE	1 MILE	1 MILE	1 MILE	1/4 MILES	1/4 MILES	1/4 MILES	1/4 MILES
ID	LOCATION	***AREA PARKS***	***HISTORIC SITES***	***SUPERFUND SITES***	***AREA WETLANDS***	***SAFETY LOCATION***	***BRIDGE LOCATION***	***ROAD SCORE***	***LEVEL OF SERVICE EF***
A	***I-90/I-290 Interchange Improvement***	X	X			X	X	X	
B	***I-90 Widening between (I-290 to I-190)***	X	X	X		X	X	X	X
C	***Williamsville Toll Barrier Relocation***	X	X	X		X	X	X	
D	***I-90/Youngs Rd Interchange***	X	X	X	X	X	X	X	X
E	***Lackawanna Toll Barrier Relocation***	X			X	X		X	
F	***Amherst Corridor High Quality/High Capacity Transit Service***	X	X		X	X	X	X	X
G	***Tonawanda Corridor Quality/High Capacity Transit Service***	X	X	X	X	X	X	X	
H	***Buffalo/Niagara Falls Commuter Service***	X	X	X	X	X	X	X	X
I	***LRRT Infrastructure Improvements***	X	X	X	X	X	X	X	X
J	***Southtowns Access / Redevelopment Project***	X	X	X	X	X	X	X	X
K	***Improve Waterfront Access (Outer Harbor Bridge(s))***	X	X	X	X			X	X
L	***Improve Waterfront Access (Extension of Erie Street)***	X	X	X	X	X	X	X	X
M	***South Grand Island Bridge***	X		X	X	X	X	X	
N	***Robert Moses Parkway Enhancements***	X	X	X	X	X	X	X	X
O	***Scajacquada Expressway Enhancements***	X	X	X		X	X	X	X
P	***Border Crossing Capacity Expansion Project***	X	X			X	X	X	X

DISTANCE			1 MILE	1 MILE	1 MILE	1 MILE	50 METERS	50 METERS	50 METERS	50 METERS
			AREA	***HISTORIC***	***SUPERFUND***	***AREA***	***SAFETY***	***BRIDGE***	***ROAD***	***LEVEL OF SERVICE***
PIN	Agency	Description	**PARKS**	**SITES**	**SITES**	**WETLANDS**	***LOCATION***	***LOCATION***	***SCORE***	***EF***
575546	Buffalo	ELMWOOD AVE; FOREST AVE - SCAJAQUADA	X	X	X		X	X	X	
575580	Buffalo	INNER HARBOR TRANS. INFRASTRUCTURE FACILITY	X	X	X	X			X	
575599	Buffalo	ERIE CANAL HARBOR STREETS - PHASE II	X	X	X	X			X	
575609	Buffalo	W FERRY ST/BLACK ROCK CANAL	X	X	X			X		
575634	Buffalo	BAILEY AVE/CAZENOVIA CK & BUFFALO RVR	X		X			X	X	
575683	Buffalo	NORTH BUFFALO RAILS-TO-TRAILS	X	X	X		X		X	
575714	Buffalo	NIAGARA ST GATEWAY PROJECT; CAROLINA/VIRGINIA STS-NIAGARA	X	X	X	X	X		X	
575715	Buffalo	PORTER AVE PHASE II; NIAGARA ST-SYMPHONY CIR	X	X	X		X		X	
575718	Buffalo	KENMORE AVE; STARIN AVE-RT 5 (MAIN ST)	X	X	X		X		X	
575719	Buffalo	ERIE CANAL HARBOR STREETS - PHASE III	X	X	X	X			X	
575743	Buffalo	OUTER HARBOR TRAIL PHASE 8	X	X	X	X		X	X	
575747	Buffalo	BNMC PHASE 1; ELLICOTT GATEWAY	X	X	X				X	
575759	Buffalo	BNMC PHASE 2 STREETSCAPE IMPROVEMENTS	X	X	X		X		X	
575760	Buffalo	SOUTH BUFFALO PAVING PROJECT- S;HOPKINS/MCKINLEY/S.PARK	X	X	X	X	X	X	X	
575772	Buffalo	FARGO ST; PORTER AVE - CONNECTICUT ST	X	X					X	
575776	Buffalo	FILLMORE AVE; NORTH PARADE AVE. - EAST FERRY ST.	X	X	X		X		X	
575795	Buffalo	BNMC PHASE 3		X	X		X		X	
575796	Buffalo	BUFFALO NY INTERMODAL CENTER PARKING FACILITY	X	X			X		X	
575823	Buffalo	SOUTH OGDEN/MINERAL SPRINGS	X		X			X	X	
575824	Buffalo	SOUTH PARK LOOP AT SOUTH PARK LAKE	X		X	X		X		
575940	Buffalo	FRUIT BELT REDEVELOPMENT; CARLTON & HIGH ST	X	X	X				X	
575942	Buffalo	OUTER HARBOR ENHANCEMENTS	X	X	X	X			X	
575943	Buffalo	UNION SHIP CANAL PROMENADE ENHANCEMENT	X	X	X	X				
575944	Buffalo	INDUSTRIAL HERITAGE TRAIL ENHANCEMENT	X	X	X	X		X	X	
575945	Buffalo	SENECA ST; HAYDEN ST - INDIAN CHURCH ROAD	X		X		X		X	
575946	Buffalo	HOPKINS ST/ BPRR	X	X	X	X		X	X	
575965	Buffalo	LOCAL BRIDGE JOINTS; CITY OF BUFFALO; ERIE COUNTY								
575968	Buffalo	TIFFT STREET WHARF	X	X	X	X			X	
575969	Buffalo	LOCAL BRIDGE PAINTING; CITY OF BUFFALO								
582212	Buffalo	CARS ON MAIN STREET BUFFALO	X	X	X	X	X		X	
575374	Erie County	N. FOREST RD; RT263-DODGE RD	X		X	X	X		X	
575525	Erie County	SENECA ST/NORFOLK SOUTHERN	X			X		X	X	
575527	Erie County	CEMETERY RD/ERIE RD, NORFOLK SOUTHERN BR PLUM BOTTOM CREEK	X					X	X	
575533	Erie County	MAPLE RD@FLINT, N FOREST & HOPKINS INTERSECTIONS	X			X	X		X	
575538	Erie County	PAVEMENT RD/CSX & NORFOLK SOUTHERN	X					X	X	
575543	Erie County	E ROBINSON(N FRENCH);RT 62-RT 952T	X		X	X	X		X	X
575547	Erie County	MAPLE RD; RT 62-FLINT, N BAILEY; MAPLE RD-ROMNEY	X				X	X	X	X
575684	Erie County	TONAWANDA RAILS TO TRAILS	X	X	X	X	X	X	X	
575685	Erie County	GREINER RD @ SHIMERVILLE RD	X			X	X		X	
575686	Erie County	COLVIN BLVD SIGNALS	X	X			X		X	
575689	Erie County	SENECA CREEK PATHWAY	X		X	X	X		X	
575718	Erie County	KENMORE AVE; STARIN AVE-RT 5 (MAIN ST)	X	X	X		X		X	
575728	Erie County	CLARENCE CTR/GOTT CREEK	X			X		X	X	
575729	Erie County	SWIFT MILLS/MURDER CREEK				X		X		
575730	Erie County	SAVAGE ROAD OVER DRY CREEK <---New Name/Same PIN)	X			X				
575731	Erie County	CR 82/CATTARAUGUS CREEK		X				X		
575749	Erie County	TOWN OF EVANS MULTI-USE PATHWAY PHASE II	X			X			X	
575775	Erie County	ECC TRANSPORTATION IMPROVEMENTS	X			X				
575787	Erie County	ELMWOOD AVE; KENMORE AVE-SHERIDAN DR	X	X	X		X		X	
575810	Erie County	BRIDGE CLEANING - 10/11; VARIOUS LOCATIONS IN ERIE COUNTY								
575874	Erie County	ABBOTT RD / NEUMANN CREEK					X	X	X	
575890	Erie County	BRIDGE PAINTING; SFY 10/11; ERIE COUNTY								
575960	Erie County	LOCAL BRIDGE PAINTING; ERIE COUNTY								
541054	Niagara Falls	RT 957A (RMP) @ JOHN B DALY BLVD; SOUTHERN CBD GATEWAY	X	X	X				X	
546028	Niagara Falls	RT 384; VETERANS DRIVE - I-190 (PHASE I)	X	X	X	X	X	X	X	
575542	Niagara Falls	NIAGARA FALLS SIGNALS; 3 INTERSECTIONS								
575557	Niagara Falls	JOHN B DALY BLVD; NIAGARA ST-PINE AVE	X	X	X		X		X	
575628	Niagara Falls	NIAGARA FALLS INTERNATIONAL RAIL STATION / INTERMODAL	X	X	X					
575691	Niagara Falls	NIAGARA RIVERVIEW TRAIL PHASE II	X		X	X	X		X	
575709	Niagara Falls	LOCKPORT ST; MAIN ST-SENECA AV	X	X	X				X	X
575716	Niagara Falls	BUFFALO AVE; I-190-CAYUGA DR (PHASE II)	X		X	X	X	X	X	
575792	Niagara Falls	CSX RAILROAD BRIDGES/RT 104	X	X	X				X	
575828	Niagara Falls	RT 265/CAYUGA CREEK	X		X				X	
575829	Niagara Falls	PINE AVE/GILL CREEK REHAB	X		X		X		X	
575891	Niagara Falls	RESURFACING BUFFALO AVE, CAYUGA DR, PACKARD RD								
575966	Niagara Falls	LOCAL BRIDGE WASHING & SEALING;CITY OF NIAGARA FALLS								
575967	Niagara Falls	REPLACEMENT;CITY OF NIAGARA FALLS								
575710	Niagara County	LOCKPORT RD; WALMORE RD-CAMPBELL BLVD			X	X	X	X	X	
575713	Niagara County	LINCOLN AVE CORRIDOR IMPROVEMENTS	X	X	X	X	X		X	
575723	Niagara County	EWINGS RD/EIGHTEEN MILE CREEK						X	X	
575724	Niagara County	MAPLETON/BULL CREEK						X	X	
575830	Niagara County	WISTERMAN/MUD CREEK						X		
575831	Niagara County	EWINGS RD/18 MILE CREEK		X				X	X	
575832	Niagara County	WILSON BURT ROAD/18 MILE CREEK		X	X			X	X	

DISTANCE			1 MILE	1 MILE	1 MILE	1 MILE	50 METERS	50 METERS	50 METERS	50 METERS
			AREA	***HISTORIC***	***SUPERFUND***	***AREA***	***SAFETY***	***BRIDGE***	***ROAD***	***LEVEL OF SERVICE***
PIN	Agency	Description	**PARKS**	**SITES**	**SITES**	**WETLANDS**	***LOCATION***	***LOCATION***	***SCORE***	***EF***
575835	Niagara County	LOWER LAKE/FISH CREEK						X	X	
575853	Niagara County	OLD NIAGARA RD- LAKE AVE INTERSECTION	X	X			X		X	
575854	Niagara County	UPPER MOUNTAIN RD PAVEMENT REHAB			X				X	
575857	Niagara County	FEIGLE RD PAVEMENT REHAB	X			X			X	
575911	Niagara County	BRIDGERAIL & GUIDERAIL UPGRADES;CR 10,12,17,108 & JACQUES RD								
575952	Niagara County	NIAGARA COUNTY BRIDGE JOINTS								
575961	Niagara County	LOCAL BRIDGE WASHING; NIAGARA COUNTY SFY 10/11								
575962	Niagara County	LOCAL BRIDGE PAINTING; WALMORE RD/BERGHOLTZ CREEK; SFY10/11	X		X			X		
575963	Niagara County	LOCAL BRIDGE DECK OVERLAYS; NIAGARA COUNTY; SFY 10/11								
575964	Niagara County	LOCAL BRIDGE BEARINGS; NIAGARA COUNTY; SFY 10/11								
504101	NYSTA	RT 438 OVER I-90						X	X	
552829	NYSTA	I-90/I-290 INTERCHANGE	X	X			X	X	X	
552830	NYSTA	BUFFALO CORRIDOR STUDY, I-90	X	X	X	X	X	X	X	X
575664	NYSTA	AMHERST TO LOCKPORT CANALWAY	X	X	X	X			X	
580622	NYSTA	ITS SYSTEM INTEGRATION IMP								
5B1002	Miscellaneous	LOCAL BRIDGE INSPECTIONS; SFY 10/11-11/12								
5B1202	Miscellaneous	LOCAL BRIDGE INSPECTIONS; SFY 12/13-13/14								
5B1402	Miscellaneous	LOCAL BRIDGE INSPECTIONS; SFY 14/15-15/16								
575358	Miscellaneous	PEACE BRIDGE CONG. RELIEF	X	X			X		X	
575615	Miscellaneous	LEHIGH VALLEY MULTI-USE TRAIL	X				X		X	
575675	Miscellaneous	TOWN OF EVANS MULTI-USE PATHWAY PHASE I	X			X		X	X	
575676	Miscellaneous	SHERWOOD - TWO MILE CREEK G'WAY	X		X	X	X		X	X
575727	Miscellaneous	TAYLOR RD/NIAGARA RIVER	X	X	X	X				
575745	Miscellaneous	GRAYCLIFF PUBLIC ACCESS ENHANCEMENT		X					X	
575752	Miscellaneous	MEADOW DR EXTENSION	X		X	X			X	
575757	Miscellaneous	NIAGARA ST/TWO MILE CREEK; CULVERT REHAB	X						X	
575762	Miscellaneous	RT 62 (MAIN ST), TOWN OF EDEN STREETSCAPE				X			X	
575769	Miscellaneous	S PARK AVE & LAKE AVE STREETSCAPE			X	X	X		X	
575777	Miscellaneous	UNION RD/WALDEN AVE, CHEEKTOWAGA	X		X		X		X	
575779	Miscellaneous	NIAGARA GORGE BICYCLE/PED TRAIL	X	X	X	X	X	X	X	
575780	Miscellaneous	RT 277 STREETSCAPE, WEST SENECA	X		X	X	X	X	X	
575781	Miscellaneous	RIDGE RD	X	X	X	X	X	X	X	
575784	Miscellaneous	RT 5 (LAKESHORE RD) GATEWAY, HAMBURG	X	X	X	X	X		X	
575790	Miscellaneous	EASTERN HILLS CORRIDOR; RT 5-RT 324	X			X			X	
575801	Miscellaneous	EAST AURORA AND ROYCROFT CAMPUS CORP SCENIC BEAUTIFICATION	X	X		X	X		X	X
575802	Miscellaneous	TOWN OF EVANS MULTI-USE PATHWAY, PHASE III	X			X		X	X	
575807	Miscellaneous	LOCAL BRIDGE MAINTENANCE PROGRAM; SFY 09/10								
575808	Miscellaneous	LOCAL BRIDGE MAINTENANCE PROGRAM; SFY 10/11								
575809	Miscellaneous	LOCAL BRIDGE MAINTENANCE PROGRAM; SFY 11/12								
575821	Miscellaneous	HIGH RISK RURAL ROAD PROGRAM 10/11								
575822	Miscellaneous	HIGH RISK RURAL ROAD PROGRAM 11/12								
575837	Miscellaneous	FOREST DR/SMOKES CREEK	X	X		X		X		
575838	Miscellaneous	REIN ROAD/ELLICOTT CREEK	X		X	X		X		
575840	Miscellaneous	LAKE AVENUE / SMOKES CREEK	X				X		X	
575868	Miscellaneous	ELLIS ROAD BRIDGE				X				
575894	Miscellaneous	GRAND ISLAND S.R.T.S. PROJECT				X				
575895	Miscellaneous	HAMLIN PARK SCHOOL # 74 S.R.T.S.	X	X	X				X	
575896	Miscellaneous	AMHERST S.R.T.S	X	X		X				
575897	Miscellaneous	LOCAL BRIDGE MAINTENANCE PROGRAM; SFY 12/13								
575898	Miscellaneous	LOCAL BRIDGE MAINTENANCE PROGRAM; SFY 13/14								
575899	Miscellaneous	LOCAL BRIDGE MAINTENANCE PROGRAM; SFY 14/15								
575900	Miscellaneous	LOCAL BRIDGE MAINTENANCE PROGRAM; SFY 15/16								
575901	Miscellaneous	HIGH RISK RURAL ROAD PROGRAM 12/13								
575902	Miscellaneous	HIGH RISK RURAL ROAD PROGRAM 13/14								
575903	Miscellaneous	HIGH RISK RURAL ROAD PROGRAM 14/15								
575904	Miscellaneous	HIGH RISK RURAL ROAD PROGRAM 15/16								
575949	Miscellaneous	TOWN OF GRAND ISLAND VETERAN'S PARK ACCESS IMPROVEMENT	X			X				
575970	Miscellaneous	ROGERS RD & CLOVERBANK RD RAILROAD QUIET ZONES	X			X			X	
580486	Miscellaneous	NITTEC TOC ANNUAL STAFFING								
593361	Miscellaneous	SHADAGEE RD BSOR				X				
593395	Miscellaneous	SHELDON AVENUE-DLW	X	X	X					
593400	Miscellaneous	CARMEN RD/CD 905 - FRR		X					X	
593401	Miscellaneous	KELLEY ST - FRR		X	X					
593402	Miscellaneous	ORCHARD ST - FRR		X	X					
593403	Miscellaneous	VERNON ST - FRR		X	X				X	
593404	Miscellaneous	MARTIN RD - BPRR			X	X	X		X	
593410	Miscellaneous	CENTRAL AV - FRR	X				X		X	
593411	Miscellaneous	PROSPECT ST - FRR	X							
593636	Miscellaneous	FRR BRIDGE REPAIRS								
593640	Miscellaneous	EVANS CTR RD; CSX CHICAGO LINE			X	X			X	
593642	Miscellaneous	PLEASANT AVE; CSX CHICAGO LINE				X				
593648	Miscellaneous	ACTIVE WARNING DEVICE UPGRADE; LEBANON RD (CR 20), WNYP RR								
593649	Miscellaneous	BUFFALO RD; CSX LOCKPORT								
593650	Miscellaneous	ENSMINGER RD; CSX NIAGARA	X		X				X	

DISTANCE			1 MILE	1 MILE	1 MILE	1 MILE	50 METERS	50 METERS	50 METERS	50 METERS
			AREA	***HISTORIC***	***SUPERFUND***	***AREA***	***SAFETY***	***BRIDGE***	***ROAD***	***LEVEL OF SERVICE***
PIN	Agency	Description	**PARKS**	**SITES**	**SITES**	**WETLANDS**	***LOCATION***	***LOCATION***	***SCORE***	***EF***
593651	Miscellaneous	FRANKLIN ST; CSX NIAGARA								
593652	Miscellaneous	ACTIVE WARNING DEVICE UPGRADE; FFY 2011; NS								
593653	Miscellaneous	ACTIVE WARNING DEVICE UPGRADE; FFY 2012; NS								
593654	Miscellaneous	ACTIVE WARNING DEVICE UPGRADE; FFY 2012; NS								
593655	Miscellaneous	ACTIVE WARNING DEVICE UPGRADE; FFY 2013; NS								
593656	Miscellaneous	ACTIVE WARNING DEVICE UPGRADE; FFY 2013; NS								
593657	Miscellaneous	ACTIVE WARNING DEVICE UPGRADE; FFY 2014; NS								
593658	Miscellaneous	ACTIVE WARNING DEVICE UPGRADE; FFY 2014; NS								
593659	Miscellaneous	ACTIVE WARNING DEVICE UPGRADE; FFY 2010; NORFOLK SOUTHERN								
5B1201	NYSDOT	STATE BRIDGE INSPECTIONS; SFY 12/13								
5B1301	NYSDOT	STATE BRIDGE INSPECTIONS; SFY 13/14								
5B1401	NYSDOT	STATE BRIDGE INSPECTIONS; SFY 14/15								
5T1434	NYSDOT	PMI-BRIDGE MAINT LET; SFY 11/12								
5T1435	NYSDOT	PMI-BRIDGE MAINT LET; SFY 12/13								
5T1440	NYSDOT	PMI-PAVT MAINT LET & VPP; SFY 11/12								
5T1441	NYSDOT	PMI-PAVT MAINT LET & VPP; SFY 12/13								
5T1453	NYSDOT	SAFETY BLOCK; SFY 12/13								
5T1454	NYSDOT	SAFETY BLOCK; SFY 13/14								
5T1524	NYSDOT	PMI-BRIDGE MAINT LET; SFY 13/14								
5T1533	NYSDOT	PMI-BRIDGE MAINT LET; SFY 14/15								
5T1534	NYSDOT	PMI-PAVT MAINT LET & VPP; SFY 13/14								
5T1535	NYSDOT	PMI-PAVT MAINT LET & VPP; SFY 14/15								
5T1536	NYSDOT	PMI-PAVT MAINT LET & VPP; SFY 15/16								
5T1538	NYSDOT	PMI-BRIDGE MAINT LET; SF 15/16								
5T1627	NYSDOT	SAFETY BLOCK; SFY 14/15								
5T1628	NYSDOT	STP-SAFETY BLOCK; SFY 15/16								
5V1031	NYSDOT	VPP-RT 324 & RT 62								
5V1032	NYSDOT	VPP-RT 266; SOUTH GRAND ISLAND BRIDGE-TONAWANDA SOUTH CL								
5V1033	NYSDOT	VPP-RT 277;GEORGE URBAN BLVD (NORTH JUNCTION)-WHERLE DR								
5V1042	NYSDOT	VPP-RT 438; BRANT RESERVATION RD-RT 20								
5V1051	NYSDOT	VPP-RT 104; QUAKER RD-ORLEANS CLN								
5V1132	NYSDOT	VPP-NY RT 263; I-990 - NY RT 78								
5V1133	NYSDOT	VPP-US RT 20; FRENCH RD - CAYUGA CREEK								
5V1152	NYSDOT	VPP-NY RT 104; LEWISTON VILLAGE LINE - RT 429								
5V1154	NYSDOT	VPP-RT 425; RT 31 - UPPER MOUNTAIN RD								
5V1155	NYSDOT	VPP-RT 31; HYDE PARK BLVD - RT 429								
501131	NYSDOT	RT 93 & 425 BRIDGE OVER E. BRANCH 12 MILE CREEK		X					X	
501917	NYSDOT	RT 265 & I-190/POWER RESERVOIR; PHASE I	X		X				X	
501922	NYSDOT	RT 265 & I-190/POWER RESERVOIR; PHASE II	X		X			X	X	
503498	NYSDOT	RT 5 & 20/CATT CK							X	X
504101	NYSDOT	RT 438 OVER I-90						X	X	
505097	NYSDOT	I-190/LOCKPORT RD & CSX	X		X			X	X	
505110	NYSDOT	I-190/BUFFALO AVE	X		X	X	X	X	X	
508622	NYSDOT	SHERIDAN DR EXT(RT 325) @ KENMORE AVE	X		X	X	X		X	
510182	NYSDOT	RT 219/CATTARAUGUS CREEK; DECK REPLACEMENT		X					X	
510186	NYSDOT	RT 219 BRIDGES								
510538	NYSDOT	RT 39/FISHER BRIDGE REPLACEMENTS ; PHASE 1						X	X	
511168	NYSDOT	RT 20/CAZENOVIA CREEK	X			X			X	
511188	NYSDOT	RTS 5/20/438 ROUNDABOUT							X	X
513137	NYSDOT	RT 277 OVER RT 33		X			X		X	
513138	NYSDOT	COUNTY PARK RD OVER 277	X			X		X	X	
513437	NYSDOT	RT 5 @ BAYVIEW	X		X				X	
513440	NYSDOT	RT 5 OVER BIG SISTER CREEK	X			X			X	
520951	NYSDOT	RT 78 ; I-90 - RT 33	X		X	X		X	X	X
520954	NYSDOT	NY 78: LOCKPORT NCL TO NY ROUTE 104	X	X		X	X		X	
520957	NYSDOT	RT 78/ BLACK CREEK BRIDGE REPLACEMENT	X			X		X	X	
520959	NYSDOT	RT 78 OVER SCAJAQUADA CREEK	X	X	X				X	
526848	NYSDOT	RT 240; MINERAL SPRINGS RD-CLINTON ST	X		X		X	X	X	X
526850	NYSDOT	MOF: RT 240 @ PILGERS' CURVE								
530796	NYSDOT	RT 62; CAYUGA-WALMORE RD PHASE I	X		X				X	
530829	NYSDOT	RT 62; KRUEGER RD - SY; PHASE II	X		X	X		X	X	
530831	NYSDOT	RT 62 @ SOWLES RD				X			X	
539237	NYSDOT	RT 400/RT 240, HARLEM RD	X		X	X	X	X	X	
539241	NYSDOT	RT 400; I-90-POUND RD	X		X	X	X	X	X	
539243	NYSDOT	RT 400/RT 16 BRIDGE DECK REPLACEMENT								
539244	NYSDOT	BLAKELEY CORNERS RD OVER RT 400	X			X			X	
541050	NYSDOT	RT 957A (ROBERT MOSES PKWY) TRAIL @ MAIN ST	X	X					X	
541056	NYSDOT	RT 957A BRIDGES								
547022	NYSDOT	RT 198; SCAJAQUADA CORRIDOR PHASE I	X	X	X		X	X	X	X
547030	NYSDOT	ELMWOOD OVER RT 198	X	X	X		X	X	X	
551244	NYSDOT	RT 33; RT 198-DICK RD	X	X	X		X	X	X	X
551249	NYSDOT	RT 33/ DECK REHABILITATION PHASE I								
551253	NYSDOT	PED BRIDGES OVER RT 33		X					X	
552828	NYSDOT	I-90 TOLL BARRIER RELOCATION	X	X	X				X	

DISTANCE			1 MILE	1 MILE	1 MILE	1 MILE	50 METERS	50 METERS	50 METERS	50 METERS
			AREA	***HISTORIC***	***SUPERFUND***	***AREA***	***SAFETY***	***BRIDGE***	***ROAD***	***LEVEL OF SERVICE***
PIN	Agency	Description	**PARKS**	**SITES**	**SITES**	**WETLANDS**	***LOCATION***	***LOCATION***	***SCORE***	***EF***
552829	NYSDOT	I-90/I-290 INTERCHANGE	X	X			X	X	X	
552839	NYSDOT	MILESTRIP RD OVER I-90	X			X	X		X	
554516	NYSDOT	PMI-RT 75;DEACON ST TO RT 5	X		X	X		X	X	
558044	NYSDOT	I-290 OVER RT 265	X		X			X	X	
558045	NYSDOT	I-290 BRIDGES OVER RT 384	X		X		X	X	X	
575388	NYSDOT	RT 954G OVER LIT BUFFALO CREEK				X		X	X	
575554	NYSDOT	ITS/INC MGMT PHASE 4B, NYSDOT								
575905	NYSDOT	ITS/INC MGMT PHASE 4C, NYSDOT								
580584	NYSDOT	ITS MAINT; SFY 10/11								
580665	NYSDOT	ITS MAINT; SFY 11/12								
580690	NYSDOT	DRAINAGE; SFY 11/12								
580691	NYSDOT	DRAINAGE; SFY 12/13								
580738	NYSDOT	ITS MAINT; SFY 13/14								
580740	NYSDOT	DRAINAGE; SFY 13/14								
580776	NYSDOT	PMI-BRIDGE PAINTING; SFY 10/11								
580777	NYSDOT	PMI-BRIDGE PAINTING; SFY 11/12								
580778	NYSDOT	PMI-BRIDGE PAINTING; SFY 12/13								
580779	NYSDOT	PMI-BRIDGE PAINTING; SFY 13/14								
580780	NYSDOT	PMI-BRIDGE PAINTING; SFY 141/5								
580781	NYSDOT	PMI-BRIDGE PAINTING; SFY 15/16								
580783	NYSDOT	PMI-BRIDGE CLEANING;ERIE & NIAGARA COUNTIES; SFY 10/11								
580784	NYSDOT	PMI-BRIDGE CLEANING; SFY 11/12								
580785	NYSDOT	PMI-BRIDGE CLEANING; SFY 12/13								
580786	NYSDOT	PMI-BRIDGE CLEANING; SFY 13/14								
580787	NYSDOT	PMI-BRIDGE CLEANING; SFY 14/15								
580788	NYSDOT	PMI-BRIDGE CLEANING; SFY 15/16								
580790	NYSDOT	ROUTE 62; FERRY & WALNUT ARTERIAL, 47TH TO MAIN ST	X	X	X				X	X
580801	NYSDOT	DRAINAGE; SFY 14/15								
580802	NYSDOT	DRAINAGE; SFY 15/16								
580810	NYSDOT	ITS MAINT; SFY 14/15								
580811	NYSDOT	ITS MAINT; SFY 15/16								
580826	NYSDOT	ADA COMPLIANCE PROJECT; SFY 12/13								
580827	NYSDOT	ADA COMPLIANCE PROJECT; SFY 13/14								
580828	NYSDOT	ADA COMPLIANCE PROJECT; SFY 14/15								
580829	NYSDOT	ADA COMPLIANCE PROJECT; SFY 15/16								
580908	NYSDOT	MOF-REGIONAL ARTERIAL MANAGEMENT SYSTEM; PHASE 2A								
580973	NYSDOT	REGIONAL ARTERIAL MANAGEMENT SYSTEM; PHASE 3								
580979	NYSDOT	OPERATIONAL IMPROVEMENTS ; SFY 12/13								
580980	NYSDOT	OPERATIONAL SYSTEMS IMPROVEMENTS SFY 15/16								
580995	NYSDOT	BIKE/PED BLOCK PROJECT SFY 15/16								
581035	NYSDOT	RTS 20, 93, 270, 354; LARGE CULVERT REPLACEMENTS; SFY 11/12								
581045	NYSDOT	PMI-RT 20; MAIN ST TO WESTCOTT	X			X			X	
581050	NYSDOT	PMI-RT 62; WALMORE TO MILITARY	X	X	X	X	X		X	
581053	NYSDOT	MOF-REGIONAL ARTERIAL MANAGEMENT SYSTEM;PHASE 2B								
581074	NYSDOT	PMI - BRIDGE MBC SFY 10/11								
581105	NYSDOT	ITS MAINT SFY 12/13								
581106	NYSDOT	WALDEN AVE @ GALLERIA DRIVE INTERSECTION	X		X		X		X	
581107	NYSDOT	OPERATIONAL SYSTEMS IMPROVEMENTS								
581108	NYSDOT	OPERATIONAL SYSTEMS IMPROVEMENTS								
581109	NYSDOT	WALDEN @ CENTRAL	X		X	X	X		X	
581110	NYSDOT	BIKE/PED SFY 13/14								
581111	NYSDOT	BIKE/PED SFY 14/15								
581128	NYSDOT	PMI-NY RT 325; NY RT 266 - NY RT 324								
581129	NYSDOT	PMI-NY RT 78; NY RT 5 - ROLL								
581130	NYSDOT	PMI-NY RT 324; DELAWARE RD - EGGERT RD	X				X		X	
581131	NYSDOT	PMI-952Q (WALDEN AVE); NY RT 240 - I-90	X	X	X		X	X	X	
581132	NYSDOT	PMI-US RT 62; I-290 - SOUTH ELLICOTT CREEK RD	X		X	X	X		X	X
581133	NYSDOT	PMI-US RT 20 & NY RT 5;RT 20; RT 5-RT 249&RT 5; RT 20-RT 249	X			X			X	X
581134	NYSDOT	PMI-US RT 20; RT 249 - EDEN-EVANS CENTER RD	X			X		X	X	X
581136	NYSDOT	PMI- RT 5; KENNEDY - BEACH RD	X	X					X	
581137	NYSDOT	PMI-RT 62 FROM ERIE COUNTY LINE TO NORTH TONAWANDA NCL	X		X	X	X		X	
581138	NYSDOT	PINE STREET OVER ERIE CANAL	X	X	X				X	
594061	NYSDOT	PEET ST / ERIE CANAL BRIDGE REMOVAL								
594062	NYSDOT	WRUCK RD / ERIE CANAL BRIDGE REMOVAL		X						

The New York State Department of Environmental Conservation has created the Environmental Resource Mapper (ERM), an interactive mapping application that can be used to identify some of New York State's natural resources and environmental features that are state protected, or of conservation concern. Currently included on the maps are locations of:

- Freshwater wetlands regulated by the State of New York.
- New York's streams, rivers, lakes, and ponds; water quality classifications are also displayed.
- Animals and plants that are rare in New York, including those listed as Endangered or Threatened.
- Significant natural communities, such as rare or high-quality forests, wetlands, and other habitat types.

The ERM can be reached through the following link: http://www.dec.ny.gov/animals/38801.html

The New York State Office of Parks Recreation and Historic Preservation maintains a Geographic Information System for Archeology and the National Register. The GIS system provides a map depicting the approximate boundaries of each of the New York's State and National Register properties and districts. A second overlay depicts the general boundary of the state's known archeological areas. The user can simply select a county and town and then zoom into the map of the community to find the location of a listed property or known areas of archeological sensitivity. The website at the found by following this link: http://www.oprhp.state.ny.us/nr/main.asp

NOTICE OF PUBLIC MEETINGS

2035 LONG RANGE TRANSPORTATION PLAN UPDATE
2011-2015 TRANSPORTATION IMPROVEMENT PROGRAM
DRAFT AIR QUALITY CONFORMITY ANALYSIS

The Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) is holding two public meetings to encourage the community to review and comment on the Draft 2035 Long-Range Transportation Plan Update (LRTP), the Draft 2011-2015 Transportation Improvement Program (TIP) and the Draft Air Quality Conformity Analysis for Erie and Niagara Counties. The 2035 Long-Range Transportation Plan is an update to the 2030 Long-Range Transportation Plan and contains an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system in the Erie and Niagara County region through the year 2035. The 2011-2015 TIP, which is the capital-programming component of the 2035 LRTP, consists of all federally funded roadway, transit and major transportation projects being considered within the region over the next five years. The Draft Air Quality Conformity Analysis for Erie and Niagara Counties presents the results of the regional emissions analysis and describes the process and methods undertaken by GBNRTC to demonstrate air quality conformity for the Buffalo, NY area with the State Implementation Plan.

The following public meetings have been scheduled to further explain and discuss the draft plans. A formal presentation will be made followed by an open discussion format. Special accommodations will be provided upon request.

Tuesday, April 13, 2010 – Quality Inn
7708 Niagara Falls Blvd.
Niagara Falls, N.Y.
6:00 pm – 8:00 pm.

Thursday, April 15, 2010 – Buffalo and Erie County Public Library
Central Meeting Room 2nd Floor, 1 Lafayette Square, Buffalo, NY
5:00 pm – 7:00 pm.

The public review and comment period extends from April 8, 2010 through April 28, 2010. Electronic versions of the documents will be posted on the GBNRTC website (www.gbnrtc.org) on or after April 8th for viewing and/or downloading; and may also be reviewed by visiting the GBNRTC offices.

Comments may be sent to: GBNRTC Executive Director, Suite 503, 438 Main Street, Buffalo, NY 14202; (716) 856-2026; Fax: (716) 856-3203; or E-mail: staff@gbnrtc.org. Public comments will be received through April 28, 2010.

575274

Greater Buffalo-Niagara Regional Transportation Council
2035 Long Range Transportation Plan Update
Tuesday, April 13, 2010 – Quality Inn
7708 Niagara Falls Blvd.
Niagara Falls, NY
6:00 PM – 8:00 PM

Name	Agency/ Address	(e-mail)	Telephone #
John Gorton	OZ Central of NY	jgorton@ozcentralofny.com	628-0165
John R. Simon	Oz Central of NY	jsimon@ozcentralofny.com	864-6984
Tom Radomski	City Niagara Falls		2864410
Frank Frandina	2418 River Rd NF 14304	Frank.Frandina@Hatchmott.com	6957351
Art Gagliano	140 Knox Rd E. Aurora 14052		(687)-1902
Joe Gargas	2192 River Rd		
Neil W Frank			
Thomas W (Tom) Frank	Binational Niagara Seaway Greenway		634-3690
[illegible]	46 Fort Gray Dr.		282 8000
Larry Helwig	2800 Church Rd NT 14120	LarryHelwig@RoadRunner.com	593-8496
DON GRAY	8519 MUNSON AVE.	dgray14@VERIZON.NET	283-9031
Robert Grade	2800 Church Rd NT	[illegible]	504-[illegible]

Greater Buffalo-Niagara Regional Transportation Council
2035 Long Range Transportation Plan Update
Thursday, April 15, 2010 – Buffalo and Erie County Public Library
Central Meeting Room 2nd Floor, 1 Lafayette Square, Buffalo, NY
5:00 PM – 7:00 PM

Name	Agency/ Address	(e-mail)	Telephone #
Michael Caseras	Student 348 Affinity Lane	mc295@buffalo.edu	845-224-8783
Chris Church	NYSDOT		
Puran Subane	~~Pur~~ Student/University@Buffalo	puran-s@hotmail.com	716-946-6414
Hakan Yerlikaya	UB STUDENT	hy28@buffalo.edu	711-109
Gary Witulski	COB OSP	gwitulski@city-buffalo.com	851-4272 8777
Justin Booth	GO Buffalo	Justin@greeningtionsbuffalo.org	851-4052
David & Ruth Lampe	PCA	lampedre@verizon.net	838-5026
Mark B. Mitzkowski	N.E.C.P.A	MMitzkowski@BowsonIntl.com	885 8150
Linda Detine	Prospect Hill	lindadetine@hotmail.com	510-8453
Jeffrey Lebsack	HMM - 438 Main St.	jeff.lebsack@hatchmott.com	854-1181
Luke Scannell	University at Buffalo	Scannell@Buffalo.edu	
Kyle Eudene	UB Student	Keudene@buffalo.edu	
Barbara Rowe	WNBTA	barbara.rowe@verizon.net	882-7914
Peter Sowiski	BBBS	peter.sowiski@verizon.net	
Brian Polo	BoPC	BRIAN@BLFOPARKS.ORG	
GARY GOTTLEIB	NYSDOT		
Dylan Hofsiss	UB Student	DHofsiss@buffalo.edu	
Jack Semler	4451 E. Overlook Dr	JRSemler@SmartpillCorp.com	
MARY MORAN	4451E Overlook Dr	mpmoran@buffalo.edu	

The Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) is the designated Metropolitan Planning Organization (MPO) for Erie and Niagara Counties charged with encouraging the public to participate in setting priorities for transportation plans and programs in the region.

The GBNRTC public participation process is designed to provide complete information in a timely manner so that the community is fully engaged throughout the transportation planning process. Means of notification, mechanisms for public input and appropriate feedback consideration to comments received are essential steps to building meaningful public relationships and eventual support for decision makers. The purpose of this document is to inform stakeholders, advisory group(s), interested individuals and agencies on ways to participate in the planning process for the 2035 Long Range Transportation Plan (LRTP) Update and 2011-2015 Transportation Improvement Plan (TIP).

SAFETEA-LU

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), signed into law on August 10, 2005 contains specific language outlining federal requirements regarding public participation processes and procedures. It requires the GBNRTC to "develop and use a public participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process".

LRTP Update and TIP

One of the prime responsibilities of the GBNRTC is the development and maintenance of the region's long range transportation plan. The plan is a multimodal "blueprint" for transportation systems and services aimed at meeting the transportation demands of

existing and future development in Erie and Niagara Counties. The plan also serves as a guide to development of the TIP which consists of all federally funded roadway, transit, bicycle and pedestrian projects scheduled over a five year period. Required by federal legislation, a long range transportation plan must maintain a 20 year planning horizon. The GBNRTC current long range transportation plan, the 2030 Long Range Transportation Plan for Erie and Niagara Counties is scheduled for an update in 2010. The 2035 Long Range Transportation Plan Update and 2011-2015 TIP will ensure the region stays in compliance with federal transportation law and remains eligible for federal transportation dollars.

Plan and Program Highlights

The 2035 Long Range Transportation Plan Update will:

- ✓ Reaffirm the 2030 Long Range Transportation Plan for Erie and Niagara Counties
- ✓ Extend planning horizon 5 years to the year 2035
- ✓ Meet all SAFETEA-LU requirements
- ✓ Include a review of Environmental & Safety/Security Analysis per SAFETEA-LU, including Agency Consultation Process
- ✓ Include ongoing planning initiatives (Regional Freight and Goods Movement Study, Bicycle/Pedestrian Master Plan, Congestion Management Systems Strategies, NFTA Transit Strategy, UB Master Plan, and Regional Framework for Growth)
- ✓ Include continuous public involvement opportunities to engage stakeholders, advisory groups, and appropriate agencies throughout the plan development

The 2011-2015 Transportation Improvement Program will:

- ✓ Reaffirm consistency with the Long Range Transportation Plan for Erie and Niagara Counties
- ✓ Extend the capital programming range from the year 2012 to the year 2015
- ✓ Reaffirm fiscal constraint with projected revenues
- ✓ Meet all SAFETEA-LU requirements
- ✓ Re-demonstrate the program conforms with the goals and intent of the Clean Air Act Amendments of 1990 and the State Implementation Plan
- ✓ Include a review of Environmental & Safety/Security Analysis per SAFETEA-LU, including Agency Consultation Process
- ✓ Include continuous public involvement opportunities to engage stakeholders, advisory groups, and appropriate agencies throughout the program development

Public Participation Opportunities

The GBNRTC will utilize a variety of public participation methods to provide interested individuals, groups, and organizations with the opportunity to fully participate in the 2035 LRTP Update and 2011-2015 TIP development process. Below are a number of opportunities and initiatives to ensure continuous and comprehensive public involvement.

Planning and Coordinating Committee (PCC)
Monthly
A status report of 2035 Plan Update and 2011-2015 TIP activities will be given regularly at GBNRTC-PCC meetings. The GBNRTC-PCC meets regularly the first Wednesday of every month. An annual schedule is established at the first meeting of each year and is listed on the GBNRTC website. All regular meetings of the PCC are open to the public and include time for public comment. Advance notice of meetings and agendas are sent no later than ten (10) calendar days prior to the meeting to any interested members of the public and news media as requested. Meeting information including date, time, location and meeting minutes can also be accessed from the GBNRTC website or through the GBNRTC office at 716-856-2026.

PCC Subcommittees
Ongoing
A 2035 Plan Update subcommittee/working group will meet regularly to discuss planning issues as they relate to the plan update. The Transportation Projects Subcommittee (TPS) will continue to meet monthly to discuss issues as they relate to the TIP. All regular meetings of the PCC Subcommittees are open to the public. Meeting information including date, time, and location is posted and accessible from the GBNRTC website. Meeting summaries can be accessed from the GBNRTC website or by request.

Regional Strategic Stakeholders
Strategic Stakeholders will review and provide comments and recommendations on the Long Range Transportation Plan and the Transportation Improvement Program. Strategic Stakeholders will respond to the PCC Committee on GBNRTC issues, plans and projects with a formal review. Responses should reflect views of the stakeholder organization, be in a timely manner, and may include recommendations for alternative actions. Strategic Stakeholders are encouraged to introduce ideas or comments to the GBNRTC through the PCC process. Stakeholder issues may be input to the process at any time and opportunity will be afforded at PCC meetings for new issues. The GBNRTC will formally respond to all Stakeholder concerns. Current strategic stakeholders include the Seneca Nation of Indians, Transportation Council of the Buffalo-Niagara Partnership and Empire State Development Corporation.

Advisory Groups
Ongoing
The GBNRTC will utilize advisory group(s) to provide community perspectives on regional transportation planning issues and provide the GBNRTC with community points of view on the future needs of the region. Advisory groups are comprised primarily of

representatives of interest groups, advocacy groups, private citizens and/or others with a special interest or knowledge related to transportation. Groups that are interested in being recognized as a GBNRTC advisory group should contact the GBNRTC office at 716-856-2026 for formal approval. Advisory groups should appoint a spokesperson to speak on behalf of the group.

MPO Website
Ongoing
The GBNRTC will regularly post 2035 Plan Update and TIP materials to the GBNRTC website at www.gbnrtc.org. Users will be able to get the current status on 2035 Plan Update and TIP activities, find out about upcoming meeting and community events and download draft documents and reports. Users will also be encouraged to leave feedback and participate in interactive planning exercises.

MPO Press Releases, Formal Announcements, Notices and Radio/Television Interviews
Ongoing
The GBNRTC will utilize local media outlets including newspapers and television to advertise and promote public meetings and other 2035 LRTP Update and TIP related activities.

GBNRTC Newsletter
Quarterly
The GBNRTC Newsletter will include a number of informative articles related to the 2035 Plan Update and 2011-2015 TIP. The newsletter is currently distributed to approximately 1,700 residents, municipalities, media and other agencies in Erie and Niagara Counties. Individuals, groups or agencies may request newsletters through the GBNRTC office at 716-856-2026 or at GBNRTC public meetings or events. Electronic versions of the GBNRTC newsletter is also available for download on the GBNRTC website at www.gbnrtc.org.

Facebook
Ongoing
Facebook (www.facebook.com) is a social networking site on the Internet that help users connect and share with others. The GBNRTC has recently created a Facebook Page. This Page is a public profile that enables the GBNRTC to share news and information about the agency with Facebook users. People can become fans of the GBNRTC Facebook Page by clicking on the link/icon on the GBNRTC web site (www.gbnrtc.org). After Facebook users agree to be "fans" of the GBNRTC, they are permitted to interact with the GBNRTC Facebook Page. Stories linked to the GBNRTC Page can go to their friends via a News Feed. As these friends interact with the GBNRTC Facebook Page, the News Feed keeps driving word-of-mouth to a wider circle of friends. Fans can post comments and photos. Important announcements such as public meetings can be "pushed" out to all fans for easy information distribution. Facebook also allows the GBNRTC to analyze who is using their Page in order to tailor Facebook "ads" and attract more fans.

Community Outreach Efforts
Ongoing
The GBNRTC will continue discussions with key members of the community to help identify issues, concerns and desired agendas. Community discussions have been particularly useful in engaging traditionally underserved and underrepresented populations. Such groups include community organizations, churches, senior centers, and block clubs. If you are interested in having a GBNRTC staff member speak to your group or organization please contact the GBNRTC offices at 716-856-2026.

Open House Meetings
2010
The GBNRTC will conduct a series of open house meetings to present and solicit comments on the Draft 2035 Plan Update and the Draft 2011-1015 TIP. Drafts of these documents will be made available on the GBNRTC website at www.gbrtc.org, in libraries throughout Erie and Niagara Counties, or as requested through the GBNRTC offices.

Notification

GBNRTC maintains a master list of all contacts, which is updated on a continuous basis. Contact information includes address information, telephone and fax numbers, and e-mail addresses. The list includes committee members, government and public officials, and interested individuals, groups, and organizations. The list is used to provide information on public meetings and other transportation issues via e-mails and direct mailings. To be added to the GBNRTC mailing list please visit our website at www.gbnrtc.org or call 716-856-2026.

English as a Second Language (ESL)

To improve contact with non-English speakers the GBNRTC web site (www.gbnrtc.org) can now be viewed in multiple languages with a simple selection on the "Google Translate" button. This is done with automatic translation software from Google which instantly translates the site into thirty-three (33) different languages. This service is intended to provide a basic understanding of the GBNRTC's Web site content in a different language. Word for word translations may be imperfect. The translation is literal and may misrepresent names and idiomatic expressions. The results of the translation are very good and the quality of the service is constantly improving.

Currently, Google offers translations between the following languages:

- Arabic
- Bulgarian
- Catalan
- Chinese (Simplified)
- Chinese (Traditional)
- Croatian
- Czech
- German
- Greek
- Hebrew
- Hindi
- Indonesian
- Italian
- Japanese
- Portuguese
- Romanian
- Russian
- Serbian
- Slovak
- Slovenian
- Spanish

- Danish
- Dutch
- Filipino
- Finnish
- French
- Korean
- Latvian
- Lithuanian
- Norwegian
- Polish
- Swedish
- Ukrainian
- Vietnamese

Visualizations

When appropriate, the GBNRTC will utilize visualization techniques (i.e. photographs, maps, simulations, etc.) to better illustrate to the public the ideas and concepts represented in the 2035 LRTP Update and 2011-2015.

Agency Consultation

The GBNRTC will continue to improve consultation with Federal, State and Tribal agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. Consultation activities will involve, as appropriate, comparisons of resource maps and inventories and discussions on potential environmental mitigation activities.

Appendix 2
Air Quality Conformity Determination

COMBINED REGIONAL EMISSIONS ANALYSIS AND TRANSPORTATION CONFORMITY DETERMINATION

For the Greater Buffalo Niagara Regional Transportation Council (GBNRTC)
2011-2015 TIP and 2035 Long Range Transportation Plan Update

Introduction

The Clean Air Act requires the United States Environmental Protection Agency to establish the national ambient air quality standards (NAAQS) for various criteria air pollutants. Areas where air quality monitoring shows a violation of the NAAQS are designated "non-attainment." By law the New York State Department of Environmental Conservation (NYSDEC) is required to produce a plan, known as the *State Implementation Plan (SIP)* that details how sufficient emission reductions, including reductions in the mobile source sector, will be achieved to meet the NAAQS.

All non-attainment areas are subject to a provision in CAA §176(c) known as *transportation conformity*. The intent of the transportation conformity process is to fully coordinate transportation and air quality planning to ensure the implementation of Transportation Plans, Programs and Projects will not:

- cause or contribute to any new violation of the NAAQS,
- increase the frequency or severity of any existing NAAQS violations, or
- delay timely attainment of the NAAQS or any required interim emissions reductions or other milestones in any area.

This report presents the results of the regional emissions analysis and describes the process and methods undertaken by GBNRTC to demonstrate air quality conformity for the Buffalo, NY 8-hour ozone non-attainment area consisting of Erie and Niagara Counties. This new conformity determination was necessitated by an update to the region's Long Range Transportation Plan and subsequent development of a new 2011-2015 TIP.

Attainment Non-Attainment History and Status

Erie and Niagara Counties, NY were classified as a marginal non-attainment area under the 1-hour ozone standard and in attainment for all other Clean Air Act criteria pollutants in 1991.

On July 16, 1997 EPA concluded the 1-hour standard did not adequately protect the public from the adverse health effects of ground level ozone. In establishing a new "concentration based" 8-hour standard, EPA set the standard at 0.08 parts per million (ppm). Specifically, the design value for 8-hour ozone is the 3-year average of the annual 4th-highest daily maximum 8-hour ozone concentrations. An area attains the standard when the 3-year average of the annual 4th-highest daily maximum 8-hour concentrations is less than or equal to 0.08 ppm.

Effective June 15, 2004 the United States Environmental Protection Agency (EPA) designated Erie and Niagara Counties to be a non-attainment under the 8-hour ozone standard. Based on 2001-2003 data, the 8-hour ozone design value for the area was 0.099 ppm; and based on 2002-2004 data, the 8-hour ozone design value for the area was 0.091 ppm. Based on these values Erie and Niagara Counties were classified as a Subpart 1 Basic non-attainment area under the 8-hour ozone standard. The current 8-

hour ozone design value in Erie and Niagara Counties is 0.084 ppm based on 2006-2008 monitoring data.

On June 15, 2005, the one-hour ozone standard was revoked. At that time, EPA determined that upon the revocation of the one-hour standard, only the 8-hour ozone standard and its associated requirements would apply to the transportation conformity process. On December 22, 2006, the U.S. Court of Appeals for the District of Columbia Circuit both upheld and rejected certain aspects of EPA's framework for implementing the State Implementation Plan (SIP) requirements under Clean Air Act (CAA) Title I Part D for 8-hour ozone non-attainment areas. A key result of the court decision involved the continued implementation of emission control strategies in areas like Erie and Niagara Counties that were previously designated non-attainment for the 1-hour ozone standard under CAA Part D Subpart II and are now designated non-attainment for the 8-hour ozone standard under CAA Part D Subpart I.

Generally speaking, SIP requirements under Subpart I are less stringent than those under Subpart II. The "anti-backsliding" provision, CAA Section 172(e), provides that in the event "[EPA] relaxes a [primary National Ambient Air Quality Standard] after November 15, 1990, [EPA] shall...provide for controls applicable to areas designated non-attainment before such relaxation."

In the subject court case, the DC Circuit specifically concluded that transportation conformity requirements for areas designated non-attainment for the 1-hour ozone standard under Subpart II constitute "controls" under Section 172(e). The DC Circuit Court decision states that "EPA is required by statute to keep in place measures intended to constrain ozone levels – even ones that apply to outdated standards – in order to prevent backsliding."

Therefore, the transportation conformity requirements that previously applied to 1-hour ozone non-attainment areas such as the Erie-Niagara County Area may remain "applicable requirements." Therefore, this conformity determination and associated analyses address the transportation conformity requirements that apply to both Marginal 1-hour ozone areas and to Subpart 1 (Basic) 8-hour ozone non-attainment areas per 40 CFR Part 93 and 6 NYCRR Part 240.

Emissions Test

A motor vehicle emission budget was not required or established for the Buffalo, NY 1-hour ozone non-attainment area. In addition, a motor vehicle emissions budget has not yet been established as part of the State Implementation Plan for the Buffalo, NY Subpart 1 Basic 8 hour ozone non-attainment area. Per 40 CFR 93.119(b)(2) of the federal transportation conformity regulation, Subpart 1 basic 8-hour ozone non-attainment areas and Marginal 1-hour ozone non-attainment areas may choose between two emissions tests to demonstrate conformity.

40CFR 93.119(b)(2)(i) allows Marginal 1-hour and Subpart 1 (Basic) 8-hour ozone non-attainment areas to demonstrate conformity when emissions predicted in the "action" scenario are not greater than emissions predicted in the "baseline" scenario, and this can be reasonably expected to be true in the periods between analysis years. This test is also referred to as the "build no greater than no-build test."

40 CFR Part 93.119(b)(2)(ii) allows Basic Subpart 1 8-hour ozone non-attainment areas to demonstrate conformity when the "action" scenario emissions are less than or equal to 2002 emission levels and allows Marginal 1-hour ozone non-attainment areas to demonstrate conformity when the "action" scenario emissions are less than or equal to 1990 emissions levels. These tests are commonly referred to as the "no greater than baseline year" tests.

GBNRTC utilized the "build no greater than no-build" test in its regional emissions analysis to demonstrate conformity with the SIP for both the 1-hour and 8-hour ozone standards. To meet the requirements under 40 CFR Part 93.119(f)(1)&(2), the ozone precursors volatile organic compounds (VOC) and oxides of nitrogen (NO_X) were examined in the regional emissions analysis.

Use of Latest Planning Assumptions

1. Estimates of current and future population employment, travel and congestion

The GBNRTC has incorporated Year 2000 Census data into its planning assumptions. The GBNRTC and its Economic and Development Review Team updated regional demographic forecasts to the Year 2035 *(Attachment B).* The Year 2035 demographic forecasts were based upon the results of the 2000 Census and its previously approved 2030 demographic forecasts. The new 2035 forecasts reaffirm previous forecasts with an assumption of continued slow growth in population, employment, and households. GBNRTC Policy Committee approved the Year 2035 forecasts at the regional, municipal and TAZ levels on December 15, 2009.

Intermediate year demographic forecasts for Years 2015, 2025, and 2035 were then developed by interpolation between the Year 2000 Census data and the Horizon Year 2035 demographic figures. This demographic data was used as input into the new GBNRTC model structure generating VMT and speed data for each analysis year. The revised trip tables accurately predict both inter-county and intra-county travel patterns in Erie and Niagara Counties. The resulting inter-county travel patterns fully incorporate all 2000 Census population, employment, household, and auto ownership data. In addition, since the trip tables were revised at the TAZ level, the revised trip distribution matrix is consistent with 2000 Census Journey to Work data.

2. Transit Operating Policies and Ridership Trends

Modal split modeling showed the transit share of regional trips remained constant at approximately 5% of total regional trips. The 2002 household travel survey resulted in 3.7 million total daily trips with 130,000 on public transit. This 2002 household travel survey modal split is consistent with previous household travel surveys conducted in 1993 and 1973 which showed transit shares ranging between three (3) and five (5) percent. It should be noted that a series of motor fuel price oscillations have occurred since the last conformity analyses with mixed transit ridership statistics. In general the patronage increases (+10%) realized during high fuel costs were followed by comparable declines (-6%) when fuel prices receded. At the time of this update the net ridership gain was considered negligible with no significant change in the transit share. As such, transit modal share was unchanged for this update.

3. Transit service and fare changes, road and bridge tolls

The transit operator for Erie and Niagara County is the Niagara Frontier Transportation Authority (NFTA). NFTA's fare policy is to construct, evaluate, and revise the fare structure based upon five criteria: *equity*; *ease of understanding*; *revenue*; a*bility to generate additional ridership*; and *ease of administration*.

In considering the various policies NFTA has retained a zonal fare structure (as described below) based on a finding that it is more equitable to the majority of its transit riders, especially the transit dependent population, as well as producing more revenue than a flat fare policy. However, NFTA continues to

consider changes to its fare policy (including a flat fare) as part of its overall strategy review process. An incremental fare increase was included since the last conformity analyses and is reflected in the table below. Typically fare increases have a negative affect on transit ridership but motor fuel price fluctuations served to make transit more attractive. Post fare increase, transit ridership continued to demonstrate modest gains system wide, though recent statistics indicate ridership has fallen in direct correlation to lower fuel prices. Overall there appears to be no significant change in transit modal share. The most current transit fares and network operating conditions were input to the modeling structure used in generating transit ridership (modal shares). The fare structure, pricing and zonal approach are in consideration as a function of the 2009 strategic review as noted.

The NFTA currently operates on a zonal fare system. There are four fare zones in the system and the fares structure for all trip interchanges are provided in the following table:

Passenger Type	1 Zone Ride	2 Zone Ride	3 Zone Ride	4 Zone Ride
Adult	$1.75	$2.05	$2.35	$2.65
Child (5-11 yrs.) Senior Citizen (65 and older),*Disabled* & Medicare	$0.75	$0.90	$1.05	$1.20

4. Status of TCM Implementation

There are no Transportation Control Measures (TCMs) in the current SIP for Erie and Niagara Counties. The LRP and TIP process at the MPO level will provide for expeditious implementation of any TCMs that may be identified through any future revision to the SIP.

5. Other key information

GBNRTC received Interagency Consultation Group (ICG) approval on March 11, 2005 that use of its travel demand model was acceptable for air quality conformity modeling purposes and this model was employed to produce the detailed regional emissions analysis. In May 2008, minor adjustments to the base year network prompted a routine revalidation of model accuracy and resulted in a base year 2008 network insignificantly different than the 2005 model. In late July 2009 preparatory work was initiated to update the GBNRTC Long Range Transportation Plan (LRP) with a year 2035 planning horizon and to develop a complementary 2011-2015 TIP representing the first five years of the LRP. The air quality conformity modeling efforts for the 2011-2015 TIP and 2035 Long Range Plan Update were initiated on March 19, 2010 following several conference calls (3/3/10 & 3/4/10) and emails with ICG members which lead to concurrance on the GBNRTC approach. The analyses were completed on March 23, 2010.

Latest Emissions Model

Emission factor tables developed by NYSDOT Environmental Science Bureau (ESB) utilizing Mobile 6.2 in April 2008 were used for this regional emissions analysis. These tables are based on the most recent modeling parameters established by the New York State Department of Environmental Conservation (NYSDEC). At its March 3, 2010 meeting the Interagency Consultation Group (ICG) concurred that these tables were appropriate for use in GBNRTC's regional emissions analysis of its 2011-2015 TIP and 2035 LRP Update. The specific modeling inputs and parameters used to develop the emissions factor tables for Erie and Niagara Counties are described below:

Evaluation Month - The month of July (i.e., summertime conditions) was specified in the VOC and NOx emission factor input files.

Vehicle Registration Distribution - Year 2002 registration data were used to model the 2002 base year. Year 2007 registration data were used to model all future analysis years.

Vehicle Mileage Accumulation Rate - The EPA default mileage accumulation rate data (provided with the MOBILE6.2 model) were used for all analysis years.

I/M Programs - NYSDEC inspection and maintenance (I/M) program data were used in the emission modeling. The NYSDEC file, NYVIPup.d, contains data for the Upstate New York I/M program. This file was used for modeling all future analysis years. No I/M program was in place in Erie and Niagara Counties in the 2002 base year.

Anti-Tampering Program - The anti-tampering program data described in the table below was used to model all analysis years:

ANTI-TAMPERING PROGRAM DATA	
Parameter	**Years 2002 – 2035**
Beginning calendar year	1984
Earliest model year	(Current yr – 25 yrs)
Final model year	(Current yr – 2 yrs)
Light-duty vehicles subject to inspection	LDGV, LDGT1, LDGT2, LDGT3, LDGT4
Heavy-duty vehicles subject to inspection	HDGV2B, HDGV3, HDGV4
Annual or biennial	Annual
Compliance rate	98%
Component inspections (see MOBILE6.2 User's Guide)	All except tailpipe lead deposit test

Fuel Program and Fuel RVP- Average and maximum fuel sulfur levels and fuel Reid Vapor Pressure (RVP) levels as provided by NYSDEC in Spring 2009 were specified in the input files (as listed in the below).

FUEL SULFUR AND RVP LEVELS				
ERIE AND NIAGARA COUNTIES				
Year(s)	Season	Fuel Sulfur Levels (ppm)		RVP (psi)
		Average	Maximum	
2002	Summer	297.0	1000.0	8.3
	Winter	293.0	1000.0	12.1
2012-2035	Summer	30.0	80.0	8.6

	Winter	30.0	80.0	12.5

Gasoline fuel oxygenate data were also specified in the input files (as listed in the Table below).

GASOLINE FUEL OXYGENATE DATA				
Dutchess and Orange Counties (Reformulated Gasoline Program)				
Year(s)	Season	Oxygenate Type	Oxygenate Content (% by volume)	Market Share Fraction of Oxygenate
2002	Summer	MTBE	1.74%	1.00
	Winter	MTBE	1.37%	1.00
2012 - 2035	Summer/Winter	Ethanol	5%	1.00

Temperature and Humidity - For the summer season, county-specific hourly temperatures and relative humidity levels as verified by NYSDEC in Spring 2009 were used in the modeling.

Diesel Sale Fractions - Diesel sale fractions for NYSDOT Region 5 were used in the modeling. Year 2002 diesel fractions were used to model the 2002 base year. Year 2007 diesel sale fractions were used to model all future analysis years.

Vehicle Start Distribution - County-specific vehicle start distribution data as received from NYSDEC in Spring 2009 were used in the modeling.

VMT by Hour - County-specific VMT data (allocated by hour of day) as verified by NYSDEC in Spring 2009 were used in the modeling.

Low-Emission Vehicle (LEV) Standards - The following files were used to model the effects of implementing California's LEV I/LEV II programs in New York State:

- L2CERT.d – Specifies the LEV II 50,000-mile certification standards
- L2EVAP.d – Specifies the phase-in schedule for the LEV II evaporative emission standards
- L2EXH.d – Specifies the phase-in schedule for the LEV II exhaust emission standards
- LEV2.d – Provides fleet penetration fractions for light-duty gasoline vehicles under the LEV I/LEV II programs

Weighted emissions by vehicle type - The emission factors for each individual vehicle type were weighted according to the NYSDOT Region 5 vehicle distributions by roadway functional class and then summed to obtain composite emission factors. NYSDOT developed the vehicle distribution data in 2004 using the most recently available traffic count data.

These model inputs include the latest existing and future emissions control programs included in NYSDEC's statewide mobile source emission inventory, and the latest MOBILE6.2 input assumptions for

the existing and future vehicle fleets traveling on roadways in the GBNRTC planning area. The MOBILE6.2 input and external data files are available by contacting the NYSDOT - ESB.

Consultation

Candidate projects for the 2011-2015 TIP were presented to the ICG along with proposed categorizations. There were no project changes to the 2035 LRP Update. The Interagency Consultation Group concurred with the majority of proposed project classifications in the GBNRTC 2011-15 TIP at their March 3, 2010 meeting. Requested clarifications or revisions to the proposed classification of projects were resolved on March 17, 2010. The GBNRTC staff internally reviewed the exempt project carry-over listing for the previous TIP and established none had changed classification status.

Transportation Demand Modeling Requirements

1. Classification of Projects in the TIP and Plan per 40 CFR Part 93.126 and 93.127

As part of the Interagency Review process the ICG concurred that the classification of projects into exempt and non-exempt categories was completed in accordance with appropriate federal regulations. The exempt, non-exempt, or regionally significant status of a project was based on the specific highway and transit project types defined by the criteria of the federal conformity rules and guidance**.**

2. The analysis years must be defined

Analysis years were defined based upon the most recent conformity guidance provided by NYSDOT of the federal requirements. These analysis years were:

- 2015 – Intermediate year that incorporates 2011-15 TIP and also satisfies requirement that first analysis year be no greater than 5 years from the date of the conformity determination
- 2025 – Intermediate Analysis Year required by CAAA (analysis years be not more than 10 years apart)
- 2035 – Long Range Transportation Plan Horizon Year

3. The baseline scenario must be defined

The baseline scenario in all future analysis years consists of all in place or currently under construction highway and transit facilities, services, and activities as of May 2008.

4. The action scenario must be defined

All projects in the 2011-2015 TIP and 2035 LRP Update that could be accommodated in the modeling process were included in the GBNRTC conformity analysis “build” scenario networks. Therefore this analysis includes not only the effect of the non-exempt and regionally significant projects but also a number of exempt projects that produce system performance benefits and can be modeled. GBNRTC reviewed all projects in the LRP Update to determine their year of implementation. The results of this review produced a listing of exempt/non-exempt projects for each conformity analysis year. This project listing was reviewed and approved by the ICG.

Consistency of TIP and Plan

None of the projects in the 2011-2015 TIP are anticipated to interfere with the implementation of any project in the 2035 Long Range Plan Update, and vice versa. All projects in the 2011-2015 TIP and 2035 LRP Update were consolidated into one regional emissions analysis that captures the effects of

implementing all transportation system improvements in each applicable analysis year (2015, 2025, 2035).

Regionally Significant Non-Federal Projects

Regionally significant transportation projects are those expected to impact area travel patterns and are expected to be financed with non-federal revenue sources. As part of the conformity determination the GBNRTC identified and analyzed one such project as required by Sec. 93.105:

Project / Resp. Agency	Construction / Operation Date / Details	"Exempt" / "Non-exempt" Status
Peace Bridge Buffalo & Ft. Erie Br. Auth.	EIS in process; early 2010; Modeled as widened from 3 to 7 lanes	Non-Exempt

The Peace Bridge Expansion Project identified in GBNRTC plans is modeled as a six-lane crossing between the United States and Canada at the Buffalo-Fort Erie location. Currently the existing bridge functions as three lanes, with a reversible center lane and processing facilities separated for general travel, secure passenger traveler (NEXUS) and secure commercial vehicles (FAST). The currently proposed configuration for the project would function as six lanes, as a new span would be constructed parallel to the existing span, allowing one span to carry traffic into Canada and one into the United States. The existing three-lane span would carry two lanes of general travel vehicles, and the third a combined NEXUS/FAST lane for secure passenger and commercial vehicles. The new span would have four actual travel lanes, with two indicated as general travel, and the secure passenger vehicles (NEXUS) and secure commercial vehicles (FAST) travelling in separate lanes. It was the professional judgment of the staff that modeling as a 6-lane configuration would most accurately reflect the functional capacity when operational.

Regional Emissions Analysis – Summary of Results

POLLUTANT EMISSIONS Tons / Day	VOC (Tons /day)	NOx (Tons/day)
2015 Build	*10.198*	*12.833*
2015 No-Build	*10.351*	*12.905*
2025 Build	*6.566*	*6.396*
2025 No-Build	*6.754*	*6.441*
2035 Build	*7.142*	*5.089*
2035 No-Build	*7.588*	*5.190*

Public Involvement

A specific public involvement plan was generated for the 2035 LRP Update and the 2011-2015 TIP. The draft conformity determination update and regional emissions analysis is subject to public involvement and review. A public notification was published in the Buffalo News announcing the availability of the draft report for public review and comment for a twenty-day period. The review period ran from April 8, 2010 through April 28, 2010. An electronic version of the full report was posted on the GBNRTC

website (www.gbnrtc.org) for viewing and/or downloading; and a printed version was available by visiting the GBNRTC offices. Comments were encouraged through the website or by mail. At the close of the public comment period, all responses were directly addressed.

The public involvement summary report, meeting notices and comment are included in Appendix 1.

Statement of Conformity with the SIP

No goals, directives, recommendations or projects of the TIP and Plan contradict requirements or commitments of the SIP or the intent of the Clean Air Act or other applicable federal and state regulations. Existing GBNRTC LRP and TIP processes also provide for expeditious implementation of any Transportation Control Measures that may be identified through any future revision of the SIP.

Until an 8-hour ozone SIP is in place, the 1-hour SIP is still the applicable implementation plan. By passing the emissions tests prescribed by 40 CFR Part 93.119(b)(2) and 93.109(d) the GBNRTC regional emissions analysis demonstrates the 2011-2015 TIP and 2035 LRP Update conform to the applicable SIP.

Appendix 3
2035 Demographic Tables

Approved 2035 Population, Household and Employment Forecasts

	POPULATION			HOUSEHOLDS							EMPLOYMENT		
TAZ	1990	2000	**2035**	1990	2000	Group Qtrs. Pop. 2000	est GQP 2035	Persons per HH 2000	Est. pphh for 2035	**2035**	1990	2000	**2035**
1	0	8	**8**	0	3			2.67	2.67	**3**	4,779	3,472	**3,472**
2	0	0	**-**	0	0			0.00	0.00	**-**	5,682	4,075	**4,660**
3	29	0	**-**	0	0			0.00	0.00	**-**	2,570	2,302	**2,302**
4	39	106	**204**	39	60	37	42	1.15	1.16	**140**	1,519	772	**1,505**
5	36	0	**73**	36	0			0.00	2.21	**33**	10,450	7,434	**7,134**
6	519	1,364	**1,454**	0	6	1,355	1,365	1.50	2.07	**43**	10,662	9,256	**8,956**
7	0	0	**-**	0	0			0.00	0.00	**-**	347	742	**742**
8	1,139	1,267	**1,427**	765	851			1.49	1.50	**951**	1,341	1,083	**1,083**
9	1,507	1,912	**1,891**	714	837	155	175	2.10	2.11	**812**	446	832	**1,993**
10	1,570	1,363	**1,513**	768	648			2.10	2.12	**714**	543	774	**1,623**
11	236	136	**307**	215	118			1.15	1.31	**235**	2,453	2,227	**2,227**
12	383	419	**718**	205	240	1		1.74	1.79	**401**	1,343	1,155	**1,155**
13	152	98	**402**	45	64			1.53	1.63	**247**	731	1,213	**1,213**
14	17	23	**212**	2	10	8	9	1.50	1.71	**119**	607	825	**825**
15	163	68	**283**	15	49			1.39	1.55	**183**	1,590	876	**876**
16	136	125	**676**	49	36	80	91	1.25	1.33	**440**	1,439	1,451	**1,707**
17	0	0	**273**	0	0			0.00	2.22	**123**	311	306	**601**
18	57	44	**448**	57	37			1.19	1.29	**346**	4,849	3,367	**3,190**
19	0	0	**373**	0	0			0.00	2.22	**168**	2,831	3,267	**3,796**
20	39	4	**453**	10	2	1		1.50	1.60	**283**	3,002	3,363	**4,726**
21	170	34	**107**	138	19			1.79	2.06	**52**	6,390	3,933	**2,983**
22	34	1	**190**	0	1			1.00	1.28	**149**	2,700	3,080	**3,451**
DIST 00	6,226	6,972	**11,012**	3,058	2,981	1,637	1,683	1.79	1.71	**5,442**	66,585	55,805	**60,220**
BFLO	328,123	292,648	**310,706**	135,595	122,720	11,126	11,436	2.29	2.22	**134,851**	229,455	191,851	**194,557**
23	3,621	2,547	**2,492**	1,568	1,119	10	10	2.27	2.24	**1,107**	999	398	**375**
24	3,977	3,485	**3,308**	1,596	1,303	412	423	2.36	2.33	**1,237**	2,499	2,688	**2,535**
25	10,254	8,230	**8,331**	3,945	3,176	263	270	2.51	2.47	**3,265**	1,603	967	**912**
26	2,431	2,028	**2,127**	921	817			2.48	2.47	**862**	464	392	**369**
27	3,429	3,326	**4,069**	1,912	1,846	327	336	1.62	1.60	**2,330**	5,469	4,338	**4,591**
28	3,788	3,667	**3,964**	2,074	2,041	134	138	1.73	1.70	**2,254**	1,166	1,087	**1,025**
29	3,269	3,059	**3,581**	2,316	2,155	47	48	1.40	1.38	**2,557**	5,977	5,952	**5,415**
30	2,885	2,765	**2,890**	1,437	1,276			2.17	2.13	**1,360**	845	480	**452**
31	2,496	2,395	**2,666**	1,221	1,336	289	297	1.58	1.56	**1,517**	1,590	1,591	**1,201**
DIST 10	36,150	31,502	**33,428**	16,990	15,069	1,482	1,522	1.99	1.93	**16,489**	20,612	17,893	**16,875**
BFLO	328,123	292,648	**310,706**	135,595	122,720	11,126	11,436	2.29	2.22	**134,851**	229,455	191,851	**194,557**
32	4,358	3,596	**4,261**	1,903	1,560	33	34	2.28	2.22	**1,905**	1,933	1,277	**1,284**
33	5,016	4,144	**4,242**	2,017	1,764	233	239	2.22	2.16	**1,849**	420	1,275	**1,082**
34	2,286	1,863	**2,392**	975	800	115	118	2.19	2.13	**1,070**	6,734	7,123	**7,414**
35	1,165	1,056	**1,200**	533	424	41	42	2.39	2.33	**498**	692	328	**355**
36	987	949	**998**	428	443			2.14	2.09	**477**	1,252	663	**2,471**
37	1,297	967	**1,099**	680	438	6	6	2.19	2.13	**513**	1,395	1,112	**1,105**
DIST 11	15,109	12,575	**14,192**	6,536	5,429	428	439	2.24	2.18	**6,312**	12,426	11,778	**13,711**
BFLO	328,123	292,648	**310,706**	135,595	122,720	11,126	11,436	2.29	2.22	**134,851**	229,455	191,851	**194,557**
38	5,971	5,805	**6,527**	2,797	2,819	61	63	2.04	1.99	**3,255**	1,842	1,815	**1,441**
39	100	216	**250**	59	77			2.81	2.72	**92**	558	817	**884**
40	1,567	1,182	**1,370**	545	487	8	8	2.41	2.35	**580**	2,762	3,004	**2,481**
41	413	653	**1,065**	311	372			1.76	1.71	**622**	1,787	1,127	**1,280**
42	4,850	3,826	**4,260**	1,852	1,567			2.44	2.40	**1,778**	2,229	2,420	**2,519**
43	0	0	**3,302**	0	0			0.00	2.20	**1,500**	1,585	1,028	**1,775**
DIST 12	12,901	11,682	**16,774**	5,564	5,322	69	71	2.18	2.13	**7,827**	10,763	10,211	**10,380**
BFLO	328,123	292,648	**310,706**	135,595	122,720	11,126	11,436	2.29	2.22	**134,851**	229,455	191,851	**194,557**

Approved 2035 Population, Household and Employment Forecasts

	POPULATION			HOUSEHOLDS							EMPLOYMENT		
TAZ	1990	2000	**2035**	1990	2000	Group Qtrs. Pop. 2000	est GQP 2035	Persons per HH 2000	Est. pphh for 2035	**2035**	1990	2000	**2035**
44	2,437	2,061	**2,023**	999	827	19	20	2.47	2.43	**823**	2,067	2,110	**2,035**
45	8,138	7,738	**7,982**	3,758	3,491	14	14	2.21	2.15	**3,698**	3,701	4,252	**4,101**
46	8,141	7,451	**7,486**	3,362	2,842	44	45	2.61	2.54	**2,926**	3,045	2,023	**1,951**
47	8,513	7,868	**7,975**	3,893	3,622	10	10	2.17	2.11	**3,778**	1,282	1,004	**969**
48	2,956	2,112	**2,366**	125	95	1,864	1,917	2.61	2.54	**177**	5,647	3,512	**3,387**
49	4,219	4,266	**4,325**	1,874	1,829	7	7	2.33	2.26	**1,908**	5,674	5,661	**5,460**
50	2,734	2,485	**2,518**	1,191	1,140	10	10	2.17	2.11	**1,189**	3,954	3,092	**2,982**
51	16,048	15,239	**15,446**	7,023	7,078	27	28	2.15	2.09	**7,383**	3,318	2,205	**2,127**
52	4,229	4,031	**4,085**	1,931	1,911	109	112	2.05	1.99	**1,993**	2,566	1,864	**1,797**
53	748	716	**725**	332	282	93	96	2.21	2.15	**293**	244	169	**163**
54	4,189	3,747	**3,798**	1,666	1,661	160	164	2.16	2.10	**1,732**	4,222	3,515	**3,390**
55	2,533	2,605	**2,717**	719	724	786	809	2.51	2.43	**784**	3,424	2,579	**1,578**
56	5,711	4,999	**5,143**	2,202	1,986	281	289	2.38	2.31	**2,104**	1,558	1,483	**1,430**
57	4,298	4,445	**4,786**	2,097	2,034	654	673	1.86	1.82	**2,263**	6,480	4,097	**3,951**
58	11,188	10,688	**10,833**	4,587	4,398	16	16	2.43	2.36	**4,589**	2,198	2,318	**2,236**
59	2,802	2,739	**2,776**	1,299	1,281	66	68	2.09	2.03	**1,335**	676	537	**518**
DIST 20	88,884	83,190	**84,984**	37,058	35,201	4,160	4,278	2.25	2.18	**36,975**	50,056	40,421	**38,075**
BFLO	328,123	292,648	**310,706**	135,595	122,720	11,126	11,436	2.29	2.22	**134,851**	229,455	191,851	**194,557**
60	9,649	9,051	**9,198**	3,821	3,719	197	202	2.38	2.31	**3,896**	2,920	2,100	**2,043**
61	6,703	7,119	**7,322**	2,530	2,690	252	259	2.55	2.48	**2,853**	1,599	1,441	**1,402**
62	6,570	6,313	**6,452**	2,634	2,399			2.63	2.55	**2,528**	897	573	**557**
63	7,588	6,458	**6,531**	2,734	2,473	90	93	2.58	2.51	**2,565**	4,209	3,848	**3,742**
64	3,947	3,598	**3,608**	1,344	1,264	362	372	2.56	2.51	**1,291**	3,553	3,424	**3,330**
65	8,479	8,054	**8,161**	3,457	3,234	4	4	2.49	2.42	**3,367**	2,718	1,872	**1,820**
66	9,162	8,352	**8,466**	3,568	3,322	8	8	2.51	2.44	**3,460**	803	1,182	**1,149**
67	1,670	1,536	**1,572**	69	77	1,300	1,337	3.06	2.97	**79**	8,019	5,513	**5,363**
DIST 21	53,768	50,481	**51,310**	20,157	19,178	2,213	2,275	2.52	2.45	**20,039**	24,718	19,953	**19,406**
BFLO	328,123	292,648	**310,706**	135,595	122,720	11,126	11,436	2.29	2.22	**134,851**	229,455	191,851	**194,557**
68	4,606	3,771	**3,602**	1,780	1,508	63	65	2.46	2.41	**1,468**	1,669	1,546	**1,257**
69	5,256	3,915	**4,253**	1,899	1,484	113	116	2.56	2.51	**1,648**	3,075	3,022	**2,653**
70	8,459	7,957	**8,102**	3,490	3,040	34	35	2.61	2.54	**3,172**	1,849	1,408	**1,136**
71	6,285	4,466	**4,272**	2,493	1,883	7	7	2.37	2.31	**1,843**	1,748	1,494	**1,311**
72	11,540	7,979	**7,697**	4,574	3,132	54	56	2.53	2.47	**3,092**	2,117	883	**775**
73	2,396	2,481	**2,507**	999	1,033	35	36	2.37	2.32	**1,063**	1,035	1,154	**1,113**
74	11,341	7,656	**7,829**	4,925	3,267	16	16	2.34	2.28	**3,430**	1,826	1,045	**1,017**
DIST 22	49,883	38,225	**38,262**	20,160	15,347	322	331	2.47	2.41	**15,716**	13,319	10,552	**9,262**
BFLO	328,123	292,648	**310,706**	135,595	122,720	11,126	11,436	2.29	2.22	**134,851**	229,455	191,851	**194,557**
75	579	515	**546**	213	221			2.33	2.26	**242**	1,701	1,212	**1,125**
76	5,674	3,890	**3,697**	2,768	1,773	5	5	2.19	2.13	**1,733**	5,283	3,744	**3,476**
77	9,654	8,926	**9,298**	4,005	4,003	8	8	2.23	2.16	**4,293**	3,060	1,457	**1,353**
78	2,633	2,230	**2,058**	1,102	1,010	7	7	2.20	2.15	**955**	2,185	1,971	**1,830**
79	1,657	1,528	**1,363**	699	609			2.51	2.48	**549**	3,629	2,718	**2,524**
80	572	437	**463**	206	186			2.35	2.28	**203**	3,678	2,672	**2,481**
81	5,795	5,494	**5,826**	2,567	2,513	4	4	2.18	2.12	**2,750**	867	1,026	**953**
82	1,268	1,100	**949**	507	442			2.49	2.48	**382**	678	721	**670**
DIST 23	27,832	24,120	**24,200**	12,067	10,757	24	24	2.24	2.18	**11,107**	21,081	15,521	**14,412**
BFLO	328,123	292,648	**310,706**	135,595	122,720	11,126	11,436	2.29	2.22	**134,851**	229,455	191,851	**194,557**
83	9,997	8,963	**9,402**	3,756	3,706	140	144	2.38	2.31	**4,010**	1,085	918	**890**
84	3,836	3,366	**3,531**	1,418	1,390	9	9	2.42	2.34	**1,504**	982	488	**473**
85	6,600	5,930	**6,220**	2,476	2,366	26	27	2.50	2.42	**2,560**	1,763	1,369	**1,327**
86	8,596	8,129	**8,526**	3,205	3,054	603	620	2.46	2.39	**3,309**	1,961	2,905	**2,818**
DIST 24	29,029	26,388	**27,679**	10,855	10,516	778	800	2.44	2.36	**11,383**	5,791	5,680	**5,508**
BFLO	328,123	292,648	**310,706**	135,595	122,720	11,126	11,436	2.29	2.22	**134,851**	229,455	191,851	**194,557**
87	2,519	2,177	**2,964**	915	838			2.60	2.51	**1,178**	929	1,358	**1,479**
88	4,939	4,411	**5,003**	1,914	1,746	13	13	2.52	2.44	**2,047**	2,394	1,092	**1,130**
89	879	925	**898**	321	336			2.75	2.67	**336**	216	330	**732**
90	4	0	**-**	0	0			0.00	2.48	**-**	69	25	**639**
91	0	0	**-**	0	0			0.00	2.48	**-**	496	1,232	**2728**
DIST 25	8,341	7,513	**8,865**	3,150	2,920	13	13	2.57	2.49	**3,561**	4,104	4,037	**6,708**
BFLO	328,123	292,648	**310,706**	135,595	122,720	11,126	11,436	2.29	2.22	**134,851**	229,455	191,851	**194,557**

Approved 2035 Population, Household and Employment Forecasts

	POPULATION			HOUSEHOLDS							EMPLOYMENT		
TAZ	1990	2000	**2,035**	1990	2000	Group Qtrs. Pop. 2000	est GQP 2035	Persons per HH 2000	Est. pphh for 2035	**2,035**	1990	2000	**2035**
140	5,363	5,370	**5,399**	2,443	2,400	153	106	2.17	2.10	**2,526**	1,916	1,195	**1,162**
141	4,924	4,855	**4,881**	2,044	2,064			2.35	2.27	**2,151**	819	759	**738**
142	4,859	4,581	**4,605**	2,131	2,033	2	3	2.25	2.18	**2,119**	370	487	**474**
143	1,621	1,747	**1,756**	748	711			2.46	2.37	**742**	733	330	**321**
144	3,835	3,363	**3,382**	1,565	1,470			2.29	2.21	**1,533**	478	778	**756**
145	6,651	6,635	**6,671**	2,853	2,775	239	238	2.30	2.23	**2,896**	1,784	912	**887**
146	674	595	**598**	290	272			2.19	2.11	**284**	3,779	6,735	**7,244**
147	2,236	2,149	**2,161**	1,020	962	6	8	2.23	2.15	**1,002**	562	828	**840**
148	2,291	2,029	**2,039**	881	869			2.33	2.25	**906**	2,586	2,562	**2,694**
149	19	5	**5**	7	3			1.67	1.67	**3**	1,952	1,243	**1,555**
150	118	209	**211**	67	83			2.52	2.42	**87**	260	238	**460**
151	3,830	3,775	**3,796**	1,635	1,680			2.25	2.17	**1,752**	983	660	**642**
152	441	423	**425**	162	186			2.27	2.20	**193**	618	1,342	**1,463**
153	41	34	**34**	16	14			2.43	2.43	**14**	618	917	**892**
154	3,755	3,448	**3,467**	1,797	1,827			1.89	1.82	**1,905**	516	620	**603**
155	2,482	2,348	**2,360**	1,024	1,049	12	17	2.23	2.15	**1,092**	1,337	1,128	**1,097**
156	4,253	3,820	**3,840**	1,805	1,681			2.27	2.20	**1,752**	975	823	**800**
157	1,148	1,176	**1,183**	430	558		101	2.11	2.04	**532**	594	741	**721**
DIST 33	48,541	46,562	**46,813**	20,918	20,637	412	473	2.24	2.16	**21,489**	20,882	22,298	**23,349**
CHEEK	99,314	94,019	**99,306**	39,669	40,045	952	1,347	2.32	2.24	**43,641**	52,446	56,474	**58,935**
158	532	544	**586**	247	259			2.10	2.03	**289**	53	168	**176**
159	4,662	4,582	**4,932**	1,842	1,997	56	62	2.27	2.19	**2,224**	2,959	3,226	**3,265**
160	697	788	**849**	391	403	92	101	1.73	1.67	**448**	831	2,114	**2,175**
161	3,370	3,082	**3,318**	1,333	1,250			2.47	2.38	**1,393**	128	183	**193**
162	1,628	1,560	**1,679**	600	617			2.53	2.44	**687**	320	138	**145**
163	2,058	1,891	**2,036**	957	931			2.03	1.96	**1,038**	653	592	**618**
164	3,052	2,966	**3,193**	1,348	1,337			2.22	2.14	**1,490**	1,261	1,796	**1,825**
165	786	774	**833**	227	284	157	173	2.17	2.10	**314**	1,546	1,969	**2,023**
166	1,850	1,771	**1,907**	700	724			2.45	2.36	**807**	364	126	**133**
167	67	63	**68**	33	20			3.15	3.09	**22**	1,670	902	**950**
168	527	468	**504**	179	192			2.44	2.36	**214**	259	920	**969**
169	851	826	**889**	346	347			2.38	2.30	**387**	1,396	1,848	**1,925**
170	4,754	4,525	**4,872**	1,582	1,805			2.51	2.42	**2,012**	1,478	1,185	**1,237**
171	529	598	**644**	218	250			2.39	2.31	**279**	0	68	**72**
DIST 34	25,363	24,438	**26,310**	10,003	10,416	305	336	2.32	2.24	**11,604**	12,919	15,235	**15,706**
W SEN	47,830	45,920	**50,391**	17,271	18,328	583	641	2.47	2.39	**20,789**	20,248	21,826	**22,977**
172	4,990	4,563	**4,623**	2,297	2,094	23	25	2.17	2.10	**2,188**	1,154	1,697	**1,741**
173	1,326	1,122	**1,121**	487	477	8	9	2.34	2.27	**491**	169	171	**95**
174	3,485	3,306	**3,627**	1,244	1,332	172	190	2.35	2.28	**1,506**	1,711	1,824	**1,968**
175	6,466	5,945	**6,281**	2,859	2,760	34	37	2.14	2.08	**3,010**	1,352	1,076	**1,067**
176	1,133	994	**888**	376	348			2.86	2.78	**321**	636	1,943	**2,108**
177	3,185	3,134	**2,998**	1,188	1,181			2.65	2.58	**1,167**	1,777	1,314	**1,425**
178	0	0	**-**	0	0			0.00	0.00	**-**	477	650	**1,005**
DIST 35													
LACK	20,585	19,064	**19,538**	8,451	8,192	237	261	2.30	2.22	**8,683**	7,276	8,675	**9,409**
179	128	239	**303**	73	91			2.63	2.55	**119**	250	278	**281**
180	2,296	1,907	**2,471**	835	710	85	93	2.57	2.49	**954**	1,399	807	**825**
181	2,236	2,896	**3,622**	779	978			2.96	2.87	**1,260**	133	219	**219**
182	996	1,140	**1,547**	369	432			2.64	2.56	**604**	179	64	**67**
183	1,216	1,632	**2,275**	379	556	10	11	2.92	2.83	**799**	539	713	**727**
184	1,579	1,439	**1,926**	677	643			2.24	2.17	**886**	890	1,375	**1,381**
185	574	520	**659**	192	185			2.81	2.73	**241**	38	108	**113**
DIST 40	9,025	9,773	**12,803**	3,304	3,595	95	104	2.69	2.61	**4,863**	3,429	3,564	**3,613**
GR ISL	17,561	18,621	**23,772**	6,300	6,898	103	113	2.68	2.59	**9,110**	6,181	6,397	**6,700**

Approved 2035 Population, Household and Employment Forecasts

	POPULATION			HOUSEHOLDS							EMPLOYMENT		
TAZ	1990	2000	**2,035**	1990	2000	Group Qtrs. Pop. 2000	est GQP 2035	Persons per HH 2000	Est. pphh for 2035	**2,035**	1990	2000	**2035**
186	6,154	5,615	**5,593**	2,408	2,365			2.37	2.30	**2,438**	3,268	1,321	**1,326**
187	1,808	1,738	**1,679**	700	696			2.50	2.42	**696**	120	188	**189**
188	3,351	3,156	**2,974**	1,310	1,270			2.49	2.41	**1,238**	1,413	1,668	**1,675**
189	2,629	2,480	**2,622**	1,089	1,056			2.35	2.27	**1,155**	4,737	3,754	**3,769**
190	3,342	3,147	**3,232**	1,362	1,354	9	10	2.32	2.24	**1,438**	1,736	1,160	**1,165**
DIST 41.2													
TONA C	17,284	16,136	**16,100**	6,869	6,741	9	10	2.39	2.31	**6,965**	11,274	8,091	**8,123**
191	1,027	668	**698**	537	452			1.48	1.42	**486**	1,518	1,639	**1,758**
192	5,133	5,067	**5,292**	2,137	2,109	89	98	2.36	2.27	**2,268**	2,780	1,972	**2,124**
193	5,034	4,578	**4,780**	2,076	1,978			2.31	2.23	**2,127**	252	186	**205**
194	3,531	3,328	**3,476**	1,376	1,362			2.44	2.35	**1,465**	1,657	922	**967**
195	4,023	3,834	**4,004**	1,624	1,669			2.30	2.21	**1,795**	1,134	968	**1,018**
196	1,737	1,916	**2,000**	690	751			2.55	2.46	**807**	236	267	**395**
197	3,804	3,845	**4,015**	1,437	1,560			2.46	2.37	**1,678**	1,426	1,046	**1,254**
198	6,073	5,535	**5,780**	1,970	1,983			2.79	2.69	**2,132**	538	703	**775**
199	1,957	1,883	**1,966**	705	734			2.57	2.47	**790**	1,256	1,037	**1,144**
200	2,670	2,608	**2,724**	1,033	1,073	10	11	2.42	2.33	**1,154**	1,488	1,016	**1,121**
DIST 41.1													
N TONA	34,989	33,262	**34,735**	13,585	13,671	99	109	2.43	2.36	**14,702**	12,286	9,756	**10,761**
201	84	65	**79**	38	27			2.41	2.47	**32**	28	413	**507**
202	4,542	4,344	**5,233**	1,552	1,629	12	14	2.66	2.56	**2,037**	312	1,706	**3,141**
203	1,196	975	**1,045**	370	353			2.76	2.66	**393**	0	150	**242**
204	0	0	**-**	0	0			0.00	0.00	**-**	94	0	**0**
205	0	0	**-**	0	0			0.00	0.00	**-**	122	0	**0**
206	0	0	**-**	0	0			0.00	0.00	**-**	5	0	**0**
207	2,259	2,219	**2,550**	743	779	12	14	2.83	2.72	**931**	215	213	**218**
208	397	478	**552**	165	190	13	15	2.45	2.36	**227**	7,874	7,240	**7,821**
209	2,588	2,549	**2,831**	1,021	1,024	20	23	2.47	2.37	**1,183**	354	623	**645**
210	2,287	2,459	**3,466**	893	970			2.54	2.44	**1,419**	72	168	**170**
211	2,917	3,947	**4,784**	1,349	1,716	672	789	1.91	1.83	**2,181**	2,803	5,848	**7,411**
DIST 42	16,270	17,036	**20,540**	6,131	6,688	729	855	2.44	2.34	**8,403**	11,878	16,361	**20,155**
AMH	111,711	116,510	**137,756**	41,252	45,076	7,397	11,650	2.42	2.34	**53,846**	70,288	94,393	**108,355**
212	364	279	**364**	131	112			2.49	2.43	**150**	34	17	**17**
213	466	513	**1,589**	156	186			2.76	2.66	**598**	0	66	**68**
214	79	67	**1,451**	28	22			3.05	2.94	**494**	68	95	**162**
215	3,206	3,328	**4,283**	1,196	1,344			2.48	2.38	**1,798**	280	326	**502**
216	1,182	1,454	**1,873**	420	497			2.93	2.82	**665**	39	90	**92**
217	534	763	**1,149**	274	361	2		2.11	2.04	**564**	6	120	**193**
218	2,261	2,581	**3,318**	720	848	10		3.03	2.91	**1,139**	104	1,214	**3,817**
219	1,798	2,868	**3,696**	534	942			3.04	2.93	**1,260**	215	842	**973**
220	2,083	2,356	**2,957**	661	784	12	14	2.99	2.87	**1,024**	2,500	858	**1,132**
221	5,089	5,365	**5,783**	1,565	1,749			3.07	2.95	**1,959**	469	648	**658**
222	4,179	4,142	**4,534**	1,328	1,497			2.77	2.66	**1,703**	997	627	**642**
223	1,859	2,291	**2,945**	616	736	8	9	3.10	2.98	**984**	1,162	495	**509**
DIST 43	23,100	26,007	**33,942**	7,629	9,078	32	23	2.86	2.75	**12,338**	5,873	5,398	**8,765**
AMH	111,711	116,510	**137,756**	41,252	45,076	7,397	11,650	2.42	2.34	**53,846**	70,288	94,393	**108,355**
224	2,918	3,993	**4,659**	1,098	1,869	500	522	1.87	1.80	**2,296**	1,701	3,860	**4,441**
225	4,875	4,589	**4,865**	1,799	1,829			2.51	2.41	**2,017**	865	775	**820**
226	1,659	1,532	**1,680**	683	683			2.24	2.16	**776**	981	768	**776**
227	2,616	2,516	**2,723**	897	931	22	23	2.68	2.58	**1,045**	423	310	**313**
228	7,989	7,604	**8,213**	2,861	2,984	24	25	2.54	2.44	**3,354**	1,062	1,790	**1,975**
229	1,156	974	**1,058**	331	320	158	165	2.55	2.46	**363**	1,360	1,531	**1,602**
230	568	815	**1,097**	279	390	122	127	1.78	1.72	**565**	1,460	5,594	**6,706**
231	507	743	**1,219**	151	232	137	143	2.61	2.52	**427**	1,447	2,612	**2,725**
232	733	932	**1,058**	311	355	38	40	2.52	2.43	**419**	675	458	**716**
233	681	618	**702**	247	248			2.49	2.41	**291**	2,741	8,352	**9,170**
234	81	545	**620**	42	294	18	19	1.79	1.73	**347**	802	4,021	**4,304**
235	2,658	2,759	**3,023**	1,202	1,228	218	227	2.07	1.99	**1,403**	3,492	3,372	**3,407**
236	2,925	2,786	**3,049**	1,337	1,294			2.15	2.07	**1,471**	6,736	2,444	**2,469**
237	2,693	2,635	**2,717**	1,093	1,087	289	301	2.16	2.07	**1,165**	2,167	2,092	**2,156**
DIST 44	32,059	33,041	**36,683**	12,331	13,744	1,526	1,592	2.29	2.20	**15,939**	25,913	37,979	**41,580**
AMH	111,711	116,510	**137,756**	41,252	45,076	7,397	11,650	2.42	2.34	**53,846**	70,288	94,393	**108,355**

Approved 2035 Population, Household and Employment Forecasts

	POPULATION			HOUSEHOLDS							EMPLOYMENT		
TAZ	1990	2000	**2,035**	1990	2000	Group Qtrs. Pop. 2000	est GQP 2035	Persons per HH 2000	Est. pphh for 2035	**2,035**	1990	2000	**2035**
238	3,112	2,876	**3,181**	1,183	1,207			2.38	2.30	**1,384**	1,503	1,603	**1,559**
239	40	45	**50**	27	22			2.05	2.00	**25**	4,102	4,237	**4,520**
240	87	45	**50**	39	22			2.05	2.00	**25**	1,403	1,265	**1,479**
241	1,049	1,171	**1,295**	581	720			1.63	1.57	**826**	292	1,143	**1,346**
242	149	108	**119**	51	40			2.70	2.61	**46**	3,577	1,969	**1,915**
243	4,155	3,486	**3,856**	1,516	1,531	10	54	2.27	2.19	**1,737**	36	65	**63**
244	4,304	3,953	**4,373**	1,726	1,683	2	3	2.35	2.27	**1,930**	1,990	2,659	**2,799**
245	3,405	2,994	**3,312**	1,192	1,216	3	4	2.46	2.38	**1,394**	3,615	3,463	**3,367**
246	5,810	5,444	**5,724**	2,122	2,187			2.49	2.40	**2,384**	713	842	**819**
247	1,853	1,790	**1,980**	809	762	25	35	2.32	2.24	**870**	2,226	1,851	**1,800**
248	1,625	1,344	**1,487**	606	567			2.37	2.29	**650**	6,615	6,147	**6,302**
249	1,489	815	**902**	657	240	271	343	2.27	2.19	**257**	1,085	2,152	**2,092**
250	3,266	4,062	**4,791**	1,022	1,655	14	20	2.45	2.36	**2,023**	132	1,116	**1,322**
251	3,795	3,440	**3,806**	1,318	1,317	9	113	2.61	2.52	**1,470**	303	688	**900**
252	15,288	10,885	**12,038**	5,284	4,098		96	2.66	2.57	**4,664**	1,871	576	**560**
253	1,346	4,999	**5,529**	618	2,141	206	206	2.24	2.16	**2,467**	2,101	4,400	**4,743**
DIST 45	50,773	47,457	**52,493**	18,751	19,408	540	874	2.42	2.33	**22,152**	31,564	34,176	**35,586**
CHEEK	99,314	94,019	**99,306**	39,669	40,045	952	1,347	2.32	2.24	**43,641**	52,446	56,474	**58,935**
254	2,999	2,751	**3,084**	987	1,057			2.60	2.51	**1,227**	579	548	**572**
255	1,444	1,426	**1,598**	510	549			2.60	2.51	**637**	837	1,775	**2,311**
256	1,744	1,744	**1,955**	552	593			2.94	2.84	**688**	945	1,000	**1,023**
257	2,155	2,325	**2,606**	750	908	1		2.56	2.47	**1,054**	344	634	**662**
258	2,124	1,996	**2,237**	793	793	11	13	2.50	2.42	**920**	724	1,051	**1,050**
259	3,249	3,184	**3,570**	1,159	1,145	166	182	2.64	2.55	**1,331**	749	544	**568**
260	870	147	**165**	11	19	81	89	3.47	3.30	**23**	2,244	300	**313**
261	3,505	3,873	**4,342**	1,045	1,358			2.85	2.76	**1,576**	397	489	**511**
262	4,377	4,036	**4,524**	1,461	1,490	19	21	2.70	2.60	**1,729**	509	250	**261**
DIST 46	22,467	21,482	**24,081**	7,268	7,912	278	305	2.68	2.59	**9,185**	7,329	6,591	**7,271**
W SEN	47,830	45,920	**50,391**	17,271	18,328	583	641	2.47	2.39	**20,789**	20,248	21,826	**22,977**
263	1,313	1,974	**2,672**	644	957			2.06	2.00	**1,333**	1,109	1,440	**1,633**
264	548	629	**851**	180	219	16	19	2.80	2.72	**306**	18	126	**134**
265	695	884	**1,197**	204	289	22	26	2.98	2.90	**404**	67	122	**130**
266	1,120	1,084	**1,467**	402	421			2.57	2.50	**586**	604	567	**603**
267	1,739	1,761	**2,384**	719	789			2.23	2.17	**1,099**	4,721	1,871	**1,891**
268	1,541	1,533	**2,075**	632	629	3	4	2.43	2.36	**876**	422	593	**631**
269	1,557	1,623	**2,197**	480	585			2.77	2.70	**815**	38	49	**52**
DIST 47	8,513	9,488	**12,843**	3,261	3,889	41	49	2.43	2.36	**5,419**	6,979	4,768	**5,074**
ORCH PK	24,632	27,637	**33,876**	8,832	10,277	697	816	2.62	2.53	**13,037**	12,299	16,562	**17,628**
270	1,628	1,497	**1,728**	534	535			2.80	2.72	**635**	268	804	**806**
271	1,454	1,471	**1,697**	540	607	12	14	2.40	2.34	**720**	42	93	**99**
272	549	506	**584**	207	189			2.68	2.61	**224**	575	1,891	**2,163**
273	533	424	**490**	174	177	17	20	2.30	2.24	**210**	1,022	1,397	**1,637**
274	1,303	1,620	**1,869**	509	651	16	19	2.46	2.40	**772**	905	1,901	**1,923**
275	500	527	**608**	180	245			2.15	2.09	**291**	1,061	2,596	**2,664**
276	708	694	**801**	325	302			2.30	2.23	**359**	332	582	**619**
277	914	1,117	**1,288**	422	453			2.47	2.40	**537**	36	201	**214**
278	922	1,246	**1,437**	307	353	310	362	2.65	2.58	**417**	220	244	**260**
279	539	532	**614**	180	181			2.94	2.86	**215**	161	450	**469**
DIST 48	9,050	9,634	**11,116**	3,378	3,693	355	415	2.51	2.44	**4,380**	4,623	10,159	**10,854**
ORCH PK	24,632	27,637	**33,876**	8,832	10,277	697	816	2.62	2.53	**13,037**	12,299	16,562	**17,628**

Approved 2035 Population, Household and Employment Forecasts

	POPULATION			HOUSEHOLDS							EMPLOYMENT		
TAZ	1990	2000	**2,035**	1990	2000	Group Qtrs. Pop. 2000	est GQP 2035	Persons per HH 2000	Est. pphh for 2035	**2,035**	1990	2000	**2035**
280	2,867	2,588	**2,911**	1,064	1,065			2.43	2.35	**1,239**	419	1,902	**2,046**
281	2,900	2,723	**3,064**	1,201	1,202	2	2	2.26	2.19	**1,399**	1,485	1,879	**2,122**
282	994	809	**910**	425	327			2.47	2.39	**380**	1,129	400	**630**
283	958	993	**1,117**	347	391	128	154	2.21	2.14	**450**	310	431	**664**
284	0	5	**6**	0	3			1.67	1.50	**4**	2,876	2,795	**2,507**
285	1,815	1,997	**2,246**	673	765			2.61	2.52	**890**	110	480	**616**
286	2,145	1,933	**2,174**	830	833			2.32	2.24	**969**	578	502	**540**
287	2,440	2,679	**3,014**	912	1,051			2.55	2.46	**1,223**	3,412	3,605	**3,880**
288	20	67	**75**	11	28	7	8	2.14	2.09	**32**	31	440	**473**
289	976	1,210	**1,361**	343	455			2.66	2.57	**529**	108	664	**714**
290	591	820	**923**	159	238	321	386	2.10	2.03	**265**	666	806	**867**
291	990	1,112	**1,251**	509	624			1.78	1.72	**726**	330	215	**231**
292	5,223	5,199	**5,851**	1,797	2,029	181	218	2.47	2.39	**2,356**	972	1,908	**2,053**
DIST 49	21,919	22,135	**24,903**	8,271	9,011	639	768	2.39	2.31	**10,462**	12,426	16,027	**17,343**
HMBG	53,735	56,259	**63,241**	20,085	21,999	969	1,166	2.51	2.43	**25,531**	25,020	29,248	**31,467**
293	606	597	**703**	393	364	4	4	1.63	1.57	**441**	3,211	2,656	**6,209**
294	903	462	**664**	477	210	38	42	2.02	1.95	**317**	4,072	1,689	**1,713**
295	0	0	**-**	0	0			0.00	0.00	**-**	701	316	**350**
296	2,272	1,862	**1,885**	1,040	902			2.06	1.99	**939**	1,499	707	**743**
297	5,091	4,574	**4,592**	2,294	2,149			2.13	2.05	**2,219**	1,404	847	**897**
298	2,958	2,458	**2,535**	1,176	1,063	157	173	2.16	2.09	**1,123**	2,472	1,670	**1,717**
299	2,190	1,803	**1,869**	1,050	790	113	124	2.14	2.06	**839**	1,897	1,220	**1,409**
300	3,007	2,663	**2,859**	1,507	1,270	204	223	1.94	1.87	**1,400**	3,354	2,802	**3,160**
301	6,230	5,617	**5,636**	2,887	2,685	7	8	2.09	2.02	**2,772**	1,572	1,563	**1,573**
302	7,824	6,713	**6,727**	2,790	2,588			2.59	2.50	**2,668**	1,069	376	**416**
303	3,476	2,784	**2,941**	1,296	1,121			2.48	2.40	**1,219**	823	1,151	**1,383**
304	1,527	1,545	**1,688**	644	569	126	139	2.49	2.41	**639**	723	399	**441**
305	2,731	2,222	**2,378**	1,014	869	0		2.56	2.47	**957**	78	172	**191**
DIST 50	38,815	33,300	**34,477**	16,568	14,580	649	713	2.24	2.16	**15,533**	22,875	15,568	**20,202**
N FALLS	61,840	55,593	**57,373**	25,885	24,099	806	886	2.27	2.21	**25,592**	32,559	24,541	**30,244**
306	1,268	1,290	**1,315**	563	595			2.17	2.09	**625**	654	905	**962**
307	55	10	**9**	44	4			2.50	2.25	**4**	157	43	**122**
308	1,025	1,037	**1,076**	418	444			2.34	2.25	**474**	205	291	**322**
309	0	0	**-**	0	0			0.00	0.00	**-**	497	1,424	**1,577**
310	1,822	1,622	**1,678**	754	702			2.31	2.23	**747**	322	111	**122**
311	56	203	**241**	34	89			2.28	2.20	**109**	2,332	1,181	**1,308**
312	849	840	**891**	316	302			2.78	2.68	**330**	780	271	**340**
313	1,252	1,095	**1,131**	438	433	11	12	2.50	2.41	**460**	99	41	**45**
314	5,471	5,051	**5,107**	2,294	2,163	139	153	2.27	2.19	**2,245**	1,638	901	**998**
315	3,192	2,882	**2,915**	1,220	1,234			2.34	2.25	**1,285**	1,179	611	**727**
316	333	520	**590**	172	285			1.82	1.76	**332**	589	1,883	**2,068**
317	2,862	2,694	**2,738**	1,090	1,085	7	8	2.48	2.39	**1,134**	814	916	**1,014**
318	3,438	3,054	**3,126**	1,414	1,357			2.25	2.17	**1,429**	300	366	**405**
319	1,402	1,995	**2,079**	560	826			2.42	2.33	**885**	119	29	**32**
DIST 51	23,025	22,293	**22,896**	9,317	9,519	157	173	2.33	2.24	**10,059**	9,684	8,973	**10,042**
N FALLS	61,840	55,593	**57,373**	25,885	24,099	806	886	2.27	2.21	**25,592**	32,559	24,541	**30,244**

Approved 2035 Population, Household and Employment Forecasts

	POPULATION			HOUSEHOLDS							EMPLOYMENT		
TAZ	1990	2000	**2,035**	1990	2000	Group Qtrs. Pop. 2000	est GQP 2035	Persons per HH 2000	Est. pphh for 2035	**2,035**	1990	2000	**2035**
320	64	68	**99**	18	31			2.19	2.09	**47**	1,396	1,673	**2,364**
321	142	164	**239**	51	58			2.83	2.72	**88**	135	273	**312**
322	265	423	**616**	109	147	52	60	2.52	2.42	**226**	18	223	**520**
323	3,503	4,437	**6,030**	1,413	1,853	164	170	2.31	2.21	**2,629**	1,443	2,063	**2,551**
324	389	478	**697**	139	169			2.83	2.72	**255**	46	111	**129**
325	720	816	**1,188**	347	397			2.06	1.97	**599**	1,642	1,036	**1,524**
326	0	355	**517**	0	126			2.82	2.71	**190**	0	0	**0**
327	1,791	2,157	**3,138**	527	685	198	215	2.86	2.74	**1,053**	488	816	**971**
328	877	957	**1,393**	295	339			2.82	2.71	**511**	185	287	**312**
329	939	906	**1,319**	337	333			2.72	2.61	**503**	37	35	**50**
330	720	709	**1,032**	243	260			2.73	2.61	**393**	106	206	**256**
331	279	1,030	**1,607**	98	348			2.96	2.84	**562**	170	175	**251**
332	309	328	**478**	108	118			2.78	2.66	**178**	0	26	**47**
333	203	817	**1,404**	78	279		60	2.93	2.81	**474**	0	139	**550**
334	924	441	**750**	259	162		50	2.72	2.61	**266**	286	328	**771**
DIST 52													
WHFLD	11,125	14,086	**20,507**	4,022	5,305	414	555	2.58	2.50	**7,974**	5,952	7,391	**10,608**
335	529	613	**867**	181	215	20	22	2.76	2.66	**318**	231	520	**554**
336	1,010	986	**1,340**	307	329			3.00	2.89	**464**	267	404	**426**
337	350	425	**601**	129	150			2.83	2.73	**220**	33	54	**60**
338	279	564	**797**	128	197			2.86	2.76	**289**	128	151	**157**
339	402	368	**520**	122	133			2.77	2.67	**195**	10	46	**51**
340	733	1,163	**1,643**	264	399			2.91	2.80	**586**	56	30	**33**
341	765	849	**1,147**	253	314			2.70	2.61	**440**	36	145	**150**
342	147	147	**207**	50	58			2.53	2.44	**85**	178	424	**648**
343	795	935	**1,428**	261	321			2.91	2.81	**509**	142	468	**697**
DIST 53													
PEND	5,010	6,050	**8,550**	1,695	2,116	20	22	2.85	2.77	**3,106**	1,082	2,242	**2,776**
344	1,257	1,216	**1,579**	424	441	1		2.76	2.67	**591**	528	480	**498**
345	3,115	4,627	**5,490**	942	1,454	3	3	3.18	3.08	**1,779**	430	421	**437**
346	1,535	3,346	**4,864**	467	1,108			3.02	2.93	**1,661**	619	1,074	**1,115**
347	1,668	2,017	**2,619**	607	731			2.76	2.68	**979**	771	1,544	**1,703**
348	1,896	1,854	**2,408**	732	720	2	2	2.57	2.49	**965**	4,375	3,471	**3,504**
349	2,539	2,565	**3,331**	1,000	1,057	8	103	2.42	2.35	**1,376**	1,944	2,721	**3,026**
DIST 54	12,010	15,625	**20,291**	4,172	5,511	14	108	2.83	2.71	**7,351**	8,667	9,711	**10,283**
CLAR	20,041	26,123	**34,261**	6,997	9,154	509	610	2.80	2.70	**12,431**	13,964	14,812	**15,381**
350	1,142	1,380	**1,591**	407	480	157	186	2.55	2.45	**573**	972	2,041	**2,802**
351	320	324	**374**	137	118			2.75	2.65	**141**	455	520	**586**
352	3,819	5,488	**6,735**	1,204	1,829	25	38	2.99	2.88	**2,328**	459	749	**845**
353	3,897	3,849	**4,233**	1,401	1,518	5	58	2.53	2.44	**1,712**	1,488	2,990	**2,972**
354	2,708	2,552	**2,738**	1,144	1,149	4	6	2.22	2.14	**1,279**	1,195	2,055	**2,118**
355	4,917	4,705	**5,220**	2,129	2,098	26	39	2.23	2.15	**2,412**	4,651	3,348	**3,374**
356	7,023	6,483	**7,270**	2,649	2,628	122	134	2.42	2.33	**3,064**	1,303	1,008	**1,137**
357	2,565	4,879	**5,625**	994	1,886	95	143	2.54	2.44	**2,244**	442	1,234	**1,792**
358	2,118	5,340	**6,565**	707	1,864	23	35	2.85	2.75	**2,377**	492	547	**617**
359	204	219	**252**	74	85	0		2.58	2.47	**102**	336	1,007	**1,136**
DIST 55	28,713	35,219	**40,603**	10,846	13,655	457	639	2.55	2.46	**16,232**	11,792	15,499	**17,379**
LANC	32,181	39,019	**46,488**	12,066	15,053	617	929	2.55	2.46	**18,460**	13,085	20,369	**22,971**

Approved 2035 Population, Household and Employment Forecasts

	POPULATION			HOUSEHOLDS							EMPLOYMENT		
TAZ	1990	2000	**2,035**	1990	2000	Group Qtrs. Pop. 2000	est GQP 2035	Persons per HH 2000	Est. pphh for 2035	**2,035**	1990	2000	**2035**
360	1,523	2,024	**2,150**	579	734	2	2	2.75	2.66	**809**	855	866	**931**
361	674	726	**771**	256	284			2.56	2.48	**312**	889	1,706	**1,836**
362	1,217	1,308	**1,389**	442	492			2.66	2.57	**541**	198	385	**414**
363	1,083	1,168	**1,240**	369	410	19	21	2.80	2.71	**450**	2,868	2,638	**2,837**
DIST 56	4,497	5,226	**5,550**	1,646	1,920	21	23	2.71	2.62	**2,112**	4,809	5,595	**6,018**
ELMA	10,355	11,304	**12,615**	3,644	4,186	23	25	2.69	2.60	**4,837**	5,753	7,291	**7,728**
364	1,239	1,187	**1,647**	456	508	33	36	2.27	2.19	**735**	243	350	**355**
365	874	924	**1,280**	294	345			2.68	2.59	**495**	5	317	**321**
366	705	813	**1,228**	247	285			2.85	2.75	**446**	152	167	**169**
367	867	1,006	**1,394**	311	390			2.58	2.49	**560**	444	311	**315**
368	758	722	**899**	253	262			2.76	2.66	**338**	36	57	**58**
DIST 57	4,443	4,652	**6,448**	1,561	1,790	33	36	2.58	2.49	**2,574**	880	1,202	**1,218**
AUR	13,433	13,996	**16,283**	4,919	5,421	380	418	2.51	2.43	**6,529**	8,059	7,899	**8,010**
369	407	194	**431**	50	71			2.73	2.66	**162**	112	27	**39**
370	674	1,374	**1,600**	254	371	284	332	2.94	2.86	**444**	83	662	**655**
371	1,439	2,086	**2,327**	459	633			3.30	3.21	**726**	46	87	**93**
372	1,386	1,453	**1,693**	404	449			3.24	3.15	**538**	67	111	**118**
373	0	0	**-**	0	0			0.00	0.00	**-**	0	0	**0**
374	0	0	**-**	0	0			0.00	0.00	**-**	0	0	**0**
375	0	0	**-**	0	0			0.00	0.00	**-**	0	0	**0**
376	1,345	1,358	**1,479**	426	444	8	9	3.04	2.96	**497**	78	130	**138**
377	542	598	**696**	205	219	9	11	2.69	2.61	**262**	52	239	**254**
378	1,276	1,452	**1,691**	395	508			2.86	2.78	**609**	259	379	**403**
DIST 58	7,069	8,515	**9,917**	2,193	2,695	301	352	3.05	2.95	**3,238**	697	1,635	**1,700**
ORCH PK	24,632	27,637	**33,876**	8,832	10,277	697	816	2.62	2.53	**13,037**	12,299	16,562	**17,628**
379	1,619	1,567	**1,659**	625	617			2.54	2.45	**676**	34	163	**175**
380	2,627	2,357	**2,547**	1,073	914	1		2.58	2.49	**1,022**	228	322	**346**
381	1,631	1,578	**1,773**	548	605			2.61	2.52	**703**	356	421	**553**
382	117	553	**621**	30	170			3.25	3.15	**197**	331	460	**595**
383	1,408	1,326	**1,489**	473	476	4	5	2.78	2.68	**553**	154	290	**312**
384	2,334	2,286	**2,366**	877	947	4	5	2.41	2.33	**1,013**	381	401	**431**
385	1,089	1,418	**1,593**	471	572	166	201	2.19	2.12	**658**	1,480	1,810	**1,947**
386	605	620	**696**	203	256			2.42	2.34	**297**	61	60	**65**
387	1,016	1,234	**1,386**	316	418			2.95	2.85	**486**	82	120	**129**
388	3,861	3,744	**4,106**	1,482	1,499			2.50	2.41	**1,701**	2,040	2,367	**2,447**
389	3,648	3,609	**3,954**	1,313	1,450	94	113	2.42	2.34	**1,639**	5,620	3,483	**3,547**
390	2,933	2,763	**3,003**	1,230	1,061	8	10	2.60	2.51	**1,192**	558	1,165	**1,253**
391	471	662	**744**	185	252			2.63	2.54	**293**	111	196	**211**
392	34	107	**120**	16	33			3.24	3.16	**38**	0	144	**155**
393	84	823	**1,431**	36	338			2.43	2.35	**608**	65	171	**185**
394	833	1,244	**1,701**	289	412	8	10	3.00	2.90	**583**	170	527	**567**
395	2,924	3,117	**3,401**	1,044	1,124			2.77	2.68	**1,268**	72	168	**181**
396	1,128	1,334	**1,499**	390	426	45	54	3.03	2.93	**494**	521	199	**214**
397	1,365	1,882	**2,115**	464	678			2.78	2.68	**788**	70	430	**463**
398	525	327	**367**	160	130			2.52	2.43	**151**	21	67	**72**
399	688	774	**869**	249	289			2.68	2.59	**336**	115	137	**147**
400	452	446	**501**	164	174			2.56	2.48	**202**	104	11	**12**
401	424	353	**397**	176	147			2.40	2.32	**171**	20	109	**117**
DIST 59	31,816	34,124	**38,338**	11,814	12,988	330	398	2.60	2.52	**15,069**	12,594	13,221	**14,124**
HMBG	53,735	56,259	**63,241**	20,085	21,999	969	1,166	2.51	2.43	**25,531**	25,020	29,248	**31,467**

Approved 2035 Population, Household and Employment Forecasts

	POPULATION			HOUSEHOLDS							EMPLOYMENT		
TAZ	1990	2000	**2,035**	1990	2000	Group Qtrs. Pop. 2000	est GQP 2035	Persons per HH 2000	Est. pphh for 2035	**2,035**	1990	2000	**2035**
402	2,861	4,142	**5,283**	1,193	1,869			2.22	2.13	**2,452**	603	1,109	**1,563**
403	1,692	2,664	**4,393**	642	1,111			2.40	2.31	**1,885**	281	377	**677**
404	254	326	**441**	92	117			2.79	2.68	**163**	6	73	**103**
405	287	391	**529**	123	160			2.44	2.35	**223**	1,525	1,089	**1,437**
406	1,278	1,318	**1,529**	452	533			2.47	2.38	**636**	1,111	985	**1,627**
407	2,655	1,203	**1,248**	920	459			2.62	2.52	**490**	833	2,514	**3,149**
408	2,977	4,805	**6,685**	962	1,709			2.81	2.71	**2,447**	81	559	**987**
409	1,211	1,014	**1,112**	432	418			2.43	2.34	**476**	1,073	1,306	**1,344**
410	4,425	4,104	**4,154**	1,845	1,762	60	66	2.30	2.21	**1,848**	1,347	1,001	**1,160**
411	5,562	5,347	**5,258**	2,230	2,292	125	138	2.28	2.20	**2,332**	1,227	1,694	**1,963**
412	3,350	3,233	**3,228**	1,326	1,314			2.46	2.37	**1,361**	2,655	1,998	**2,317**
413	2,500	2,072	**2,147**	1,267	1,094			1.89	1.83	**1,176**	4,315	2,717	**2,980**
414	4,053	3,619	**3,638**	1,532	1,440	13	14	2.50	2.41	**1,502**	1,825	1,301	**1,508**
415	1,572	1,407	**1,423**	611	533			2.64	2.55	**559**	136	241	**279**
416	1,395	1,125	**1,237**	471	470			2.39	2.31	**536**	414	303	**521**
417	358	358	**321**	124	136	12	13	2.54	2.44	**126**	105	482	**728**
418	0	0	**-**	0	0			0.00	0.00	**-**	5,695	5,731	**4,000**
419	2,137	2,105	**2,664**	594	605	516	547	2.63	2.53	**840**	1,208	1,194	**1,389**
420	457	454	**614**	141	151	57	73	2.63	2.53	**214**	234	348	**540**
421	663	864	**1,168**	232	264	120	142	2.82	2.72	**377**	70	301	**474**
422	1,335	1,381	**2,019**	574	559			2.47	2.38	**841**	429	460	**749**
DIST 60	41,022	41,932	**49,091**	15,763	16,996	903	993	2.41	2.34	**20,484**	25,173	25,783	**29,495**
LKPT C	24,426	22,279	**22,518**	9,838	9,459	210	231	2.33	2.27	**9,916**	18,792	16,774	**16,800**
LKPT T	16,596	19,653	**26,573**	5,925	7,537	693	762	2.52	2.44	**10,568**	6,381	9,009	**12,695**
423	557	757	**903**	161	239	11	11	3.12	3.02	**295**	46	66	**69**
424	1,642	2,612	**3,476**	555	842			3.10	3.01	**1,156**	344	703	**730**
425	1,610	1,718	**2,286**	587	650	56	56	2.56	2.48	**899**	436	670	**696**
426	1,951	2,738	**3,643**	657	951			2.88	2.79	**1,305**	1,294	933	**969**
427	2,271	2,673	**3,662**	865	961	428	435	2.34	2.26	**1,425**	3,176	2,729	**2,634**
DIST 61	8,031	10,498	**13,970**	2,825	3,643	495	502	2.75	2.65	**5,080**	5,297	5,101	**5,098**
CLARENCE	20,041	26,123	**34,261**	6,997	9,154	509	610	2.80	2.70	**12,431**	13,964	14,812	**15,381**
428	336	401	**621**	135	151			2.66	2.56	**243**	144	1,393	**1,471**
429	633	586	**907**	200	218			2.69	2.59	**350**	482	1,583	**1,985**
430	671	763	**1,182**	227	273			2.79	2.69	**439**	342	1,292	**1,457**
431	898	1,087	**1,683**	353	404	160	290	2.29	2.21	**630**	255	456	**514**
432	930	963	**1,492**	305	352			2.74	2.64	**566**	70	146	**165**
DIST 62	3,468	3,800	**5,885**	1,220	1,398	160	290	2.60	2.51	**2,228**	1,293	4,870	**5,592**
LANC	32,181	39,019	**46,488**	12,066	15,053	617	929	2.55	2.46	**18,460**	13,085	20,369	**22,971**
433	1,098	1,230	**1,429**	398	473			2.60	2.52	**568**	52	97	**98**
434	1,042	989	**1,150**	330	362	2	2	2.73	2.64	**436**	43	143	**145**
435	1,475	1,560	**1,813**	500	614			2.54	2.46	**738**	565	563	**568**
436	1,532	1,611	**1,873**	498	550			2.93	2.83	**662**	253	473	**476**
437	711	688	**800**	272	267			2.58	2.49	**321**	31	420	**423**
DIST 63	5,858	6,078	**7,065**	1,998	2,266	2	2	2.68	2.59	**2,725**	944	1,696	**1,710**
ELMA	10,355	11,304	**12,615**	3,644	4,186	23	25	2.69	2.60	**4,837**	5,753	7,291	**7,728**
438	6,684	6,673	**7,024**	2,467	2,596	347	382	2.44	2.35	**2,826**	6,597	6,075	**6,161**
439	569	671	**706**	233	281			2.39	2.31	**306**	15	79	**80**
440	1,098	1,283	**1,350**	414	481			2.67	2.57	**525**	234	351	**356**
441	639	717	**755**	244	273			2.63	2.53	**298**	333	192	**195**
DIST 64	8,990	9,344	**9,835**	3,358	3,631	347	382	2.48	2.39	**3,955**	7,179	6,697	**6,792**
AUR	13,433	13,996	**16,283**	4,919	5,421	380	418	2.51	2.43	**6,529**	8,059	7,899	**8,010**

Approved 2035 Population, Household and Employment Forecasts

	POPULATION			HOUSEHOLDS							EMPLOYMENT		
TAZ	1990	2000	**2,035**	1990	2000	Group Qtrs. Pop. 2000	est GQP 2035	Persons per HH 2000	Est. pphh for 2035	**2,035**	1990	2000	**2035**
442	362	259	**355**	140	122			2.12	2.03	**174**	125	570	**660**
443	2,709	2,437	**2,295**	1,264	1,102			2.21	2.12	**1,075**	569	1,266	**1,465**
444	322	212	**552**	109	86			2.47	2.36	**232**	1,705	1,364	**1,628**
445	2,987	2,691	**2,530**	1,098	1,038			2.59	2.48	**1,012**	1,397	2,042	**2,363**
446	933	808	**885**	339	316			2.56	2.45	**358**	497	526	**609**
447	1,626	1,588	**1,647**	543	591			2.69	2.57	**636**	2,752	1,063	**1,180**
448	941	983	**1,623**	308	356			2.76	2.64	**609**	57	353	**408**
449	1,182	1,176	**1,314**	413	440			2.67	2.57	**509**	485	810	**923**
450	1,826	1,754	**1,958**	604	664			2.64	2.53	**769**	236	169	**192**
451	1,425	1,560	**1,848**	76	76	1,347	1,395	2.80	2.68	**154**	1,799	848	**966**
452	3,048	2,781	**2,895**	1,297	1,268	111	115	2.11	2.02	**1,367**	2,613	1,885	**2,148**
453	2,692	2,691	**2,848**	1,038	1,053	19	20	2.54	2.43	**1,156**	442	1,210	**1,378**
454	709	1,138	**1,271**	229	398			2.86	2.75	**460**	178	127	**145**
455	988	935	**1,044**	342	346			2.70	2.59	**400**	124	84	**96**
456	1,375	1,326	**1,429**	481	493	13	13	2.66	2.55	**551**	484	478	**544**
457	1,403	2,506	**2,747**	493	990			2.53	2.43	**1,125**	99	485	**552**
458	1,577	1,528	**2,075**	510	552	64	66	2.65	2.54	**785**	215	226	**257**
459	2,956	2,809	**3,011**	1,065	1,106			2.54	2.45	**1,221**	376	683	**813**
460	1,486	1,507	**1,615**	582	579			2.60	2.51	**639**	92	106	**126**
461	1,554	1,507	**1,615**	481	492	113	124	2.83	2.73	**543**	519	634	**755**
462	1,114	1,097	**1,176**	377	439			2.50	2.41	**484**	79	130	**154**
DIST 70	33,215	33,293	**36,733**	11,789	12,507	1,667	1,733	2.53	2.44	**14,259**	14,843	15,059	**17,362**
NIA	9,880	8,978	**9,887**	3,801	3,611	0	0	2.49	2.41	**4,096**	7,102	7,184	**8,313**
LEW	16,225	17,395	**19,429**	5,483	6,280	1,554	1,609	2.52	2.45	**7,276**	6,675	6,322	**7,201**
POR	7,110	6,920	**7,417**	2,505	2,616	113	124	2.60	2.53	**2,887**	1,066	1,553	**1,848**
463	880	948	**1,069**	330	387		32	2.45	2.36	**439**	574	846	**931**
464	487	556	**628**	158	238			2.34	2.25	**280**	219	154	**184**
465	654	823	**930**	226	282			2.92	2.82	**330**	81	183	**217**
466	1,224	1,399	**1,578**	393	493			2.84	2.73	**578**	58	118	**191**
467	801	926	**1,044**	299	323	10	11	2.84	2.73	**378**	80	178	**237**
468	733	741	**835**	270	272			2.72	2.63	**318**	68	96	**114**
469	1,668	1,679	**1,753**	600	636			2.64	2.54	**689**	127	109	**128**
470	873	892	**931**	296	319			2.80	2.69	**346**	34	68	**82**
471	864	983	**1,026**	337	361			2.72	2.62	**391**	82	42	**50**
472	2,356	2,286	**2,387**	887	908			2.52	2.42	**985**	975	836	**995**
DIST 71	10,540	11,233	**12,181**	3,796	4,219	10	43	2.66	2.56	**4,734**	2,298	2,630	**3,129**
CAM	4,779	5,393	**6,084**	1,676	1,995	10	43	2.70	2.62	**2,323**	1,080	1,575	**1,874**
WIL	5,761	5,840	**6,097**	2,120	2,224	0	0	2.63	2.55	**2,411**	1,218	1,055	**1,255**
473	1,668	1,718	**1,920**	610	668	8	9	2.56	2.47	**775**	239	451	**488**
474	2,047	2,741	**3,063**	699	938	168	185	2.74	2.64	**1,089**	591	955	**963**
475	923	1,053	**1,177**	318	359			2.93	2.82	**417**	629	392	**577**
476	4,358	4,145	**4,631**	1,627	1,632	10	11	2.53	2.44	**1,892**	999	1,241	**1,588**
DIST 72													
NEWF	8,996	9,657	**10,791**	3,254	3,597	186	205	2.63	2.56	**4,173**	2,457	3,039	**3,616**

Approved 2035 Population, Household and Employment Forecasts

	POPULATION			HOUSEHOLDS							EMPLOYMENT		
TAZ	1990	2000	**2,035**	1990	2000	Group Qtrs. Pop. 2000	est GQP 2035	Persons per HH 2000	Est. pphh for 2035	**2,035**	1990	2000	**2035**
477	613	648	**708**	209	241			2.69	2.59	**271**	19	70	**81**
478	929	1,095	**1,196**	315	383			2.86	2.75	**431**	5	50	**58**
479	1,034	1,105	**1,207**	323	395			2.80	2.69	**444**	5	270	**311**
480	2,516	2,604	**2,844**	927	974			2.67	2.58	**1,095**	1,393	1,827	**2,101**
481	2,361	2,258	**2,466**	844	817	94	103	2.65	2.55	**920**	700	1,168	**1,344**
482	1,388	1,387	**1,494**	504	509			2.72	2.63	**564**	136	77	**91**
483	846	932	**1,004**	281	348			2.68	2.58	**387**	52	176	**209**
484	1,067	1,188	**1,281**	368	433			2.74	2.64	**481**	78	143	**171**
485	610	658	**709**	188	236			2.79	2.68	**262**	22	33	**40**
486	1,643	1,811	**1,934**	600	641	19	21	2.80	2.69	**711**	874	809	**925**
487	1,012	1,054	**1,126**	340	359			2.94	2.83	**398**	173	199	**228**
DIST 73	14,019	14,740	**15,969**	4,899	5,336	113	124	2.74	2.64	**5,964**	3,457	4,822	**5,559**
ROY	7,453	7,710	**8,421**	2,618	2,810	94	103	2.71	2.61	**3,161**	2,122	3,385	**3,895**
HART	3,911	4,165	**4,488**	1,341	1,526	0	0	2.73	2.63	**1,694**	288	429	**511**
SOM	2,655	2,865	**3,060**	940	1,000	19	21	2.85	2.74	**1,109**	1,047	1,008	**1,153**
488	924	1,155	**1,341**	299	402			2.87	2.78	**484**	54	56	**60**
489	646	888	**1,031**	197	309			2.87	2.78	**371**	109	207	**223**
490	2,998	3,085	**3,582**	1,268	1,313	11	12	2.34	2.27	**1,577**	1,898	2,946	**3,174**
491	734	906	**1,052**	250	317	4	4	2.85	2.75	**382**	482	1,354	**1,459**
492	1,408	1,683	**1,953**	610	782			2.15	2.08	**940**	72	159	**171**
493	730	697	**809**	239	253			2.75	2.66	**304**	6	34	**37**
494	587	446	**591**	185	164			2.72	2.62	**226**	19	122	**128**
495	1,613	1,668	**1,850**	302	363	694	671	2.68	2.59	**456**	1,098	2,085	**2,288**
496	4,779	4,594	**4,996**	1,224	1,272	1,089	1,091	2.76	2.66	**1,467**	1,649	1,314	**1,379**
497	3,393	3,762	**4,170**	1,299	1,479	14	14	2.53	2.45	**1,698**	2,106	1,813	**1,803**
DIST 74	17,812	18,884	**21,375**	5,873	6,654	1,812	1,792	2.57	2.48	**8,334**	7,493	10,090	**10,722**
NEWS	7,440	8,414	**9,768**	2,863	3,376	15	16	2.49	2.40	**4,058**	2,621	4,756	**5,124**
ALDEN	10,372	10,470	**11,607**	3,010	3,278	1,797	1,776	2.65	2.56	**3,847**	4,872	5,334	**5,598**
498	1,370	1,424	**1,716**	492	508			2.80	2.71	**633**	27	56	**59**
499	1,912	1,911	**2,303**	578	653			2.93	2.83	**816**	32	299	**318**
500	1,369	1,666	**2,008**	501	609			2.74	2.65	**759**	4	114	**120**
501	599	708	**853**	206	251			2.82	2.73	**313**	7	38	**40**
502	891	940	**1,085**	304	340			2.76	2.67	**406**	37	290	**308**
503	729	637	**735**	237	245			2.60	2.51	**293**	84	40	**43**
504	927	907	**1,046**	327	352			2.58	2.49	**420**	34	77	**81**
505	370	476	**549**	141	179			2.66	2.58	**214**	20	77	**81**
DIST 75	8,167	8,669	**10,295**	2,786	3,137	0	0	2.76	2.68	**3,854**	245	991	**1,050**
MAR	5,250	5,709	**6,880**	1,777	2,021	0	0	2.82	2.73	**2,521**	70	507	**537**
WALES	2,917	2,960	**3,415**	1,009	1,116	0	0	2.65	2.56	**1,333**	175	484	**513**
506	1,695	1,909	**2,251**	671	735			2.60	2.51	**898**	417	353	**374**
507	595	761	**897**	178	277			2.75	2.66	**338**	80	45	**48**
508	609	653	**770**	187	250			2.61	2.53	**305**	123	66	**70**
509	1,238	1,073	**1,148**	435	413			2.60	2.51	**458**	564	729	**770**
510	1,014	1,083	**1,158**	317	366			2.96	2.86	**405**	51	65	**69**
511	1,320	1,447	**1,547**	515	553			2.62	2.53	**612**	344	275	**290**
512	488	569	**611**	154	188			3.03	2.93	**209**	39	41	**44**
513	1,365	1,321	**1,419**	505	473			2.79	2.70	**526**	574	1,078	**1,153**
514	814	802	**862**	249	283			2.83	2.74	**315**	25	134	**143**
DIST 76	9,138	9,618	**10,663**	3,211	3,538	0	0	2.72	2.63	**4,066**	2,217	2,786	**2,961**
COLD	2,899	3,323	**3,918**	1,036	1,262	0	0	2.63	2.54	**1,541**	620	464	**492**
HOLL	3,572	3,603	**3,853**	1,267	1,332	0	0	2.70	2.61	**1,475**	959	1,069	**1,129**
SARD	2,667	2,692	**2,892**	908	944	0	0	2.85	2.75	**1,050**	638	1,253	**1,340**

Approved 2035 Population, Household and Employment Forecasts

	POPULATION			HOUSEHOLDS							EMPLOYMENT		
TAZ	1990	2000	**2,035**	1990	2000	Group Qtrs. Pop. 2000	est GQP 2035	Persons per HH 2000	Est. pphh for 2035	**2,035**	1990	2000	**2035**
515	964	1,092	**1,365**	364	413			2.64	2.56	**535**	1,140	96	**102**
516	4,026	4,071	**5,086**	1,461	1,570	10	11	2.59	2.50	**2,031**	114	504	**533**
517	1,856	2,083	**2,603**	630	764			2.73	2.64	**989**	50	474	**503**
518	409	448	**560**	136	176			2.55	2.46	**227**	34	117	**124**
519	190	203	**254**	60	74			2.74	2.64	**96**	5	11	**12**
520	406	554	**633**	145	190			2.92	2.82	**225**	4	65	**69**
521	1,522	1,422	**1,576**	506	535			2.66	2.57	**614**	563	168	**178**
522	1,448	1,377	**1,525**	492	527			2.61	2.52	**605**	272	212	**225**
523	444	542	**717**	155	189			2.87	2.77	**259**	9	78	**83**
524	245	382	**534**	88	119	46	51	2.82	2.73	**178**	5	92	**195**
525	4,322	4,249	**4,757**	1,664	1,704	167	183	2.40	2.31	**1,984**	3,206	4,229	**4,385**
DIST 77	15,832	16,423	**19,610**	5,701	6,261	223	245	2.59	2.50	**7,743**	5,402	6,046	**6,409**
BOS	7,445	7,897	**9,868**	2,651	2,997	10	11	2.63	2.54	**3,878**	1,343	1,202	**1,274**
CON	8,387	8,526	**9,742**	3,050	3,264	213	234	2.55	2.46	**3,865**	4,059	4,844	**5,135**
526	654	691	**743**	240	252	2	2	2.73	2.65	**280**	248	97	**103**
527	1,875	2,035	**2,187**	590	704	102	113	2.75	2.66	**783**	35	506	**536**
528	3,385	3,767	**4,047**	1,165	1,325	64	70	2.79	2.70	**1,474**	867	1,597	**1,692**
529	731	681	**731**	226	231	20	22	2.86	2.77	**256**	65	68	**72**
530	771	902	**970**	301	343			2.63	2.55	**381**	33	91	**97**
531	742	722	**834**	233	261	8	9	2.74	2.65	**312**	78	62	**66**
532	1,817	1,601	**1,853**	637	625	12	13	2.54	2.46	**750**	745	1,082	**1,158**
533	599	583	**674**	205	209			2.79	2.70	**250**	43	60	**64**
534	344	470	**544**	121	159			2.96	2.86	**191**	53	193	**206**
535	576	677	**693**	185	234			2.89	2.80	**238**	17	194	**194**
536	872	2,363	**2,422**	308	318	1,526	1,561	2.63	2.55	**352**	14	462	**461**
537	3,645	4,204	**4,311**	822	800	2,380	2,435	2.28	2.21	**866**	3,485	2,444	**2,429**
538	202	243	**249**	71	96	4	4	2.49	2.42	**97**	15	45	**55**
539	725	820	**840**	270	306	4	4	2.67	2.58	**311**	23	132	**132**
DIST 78	16,938	19,759	**21,098**	5,374	5,863	4,122	4,233	2.67	2.58	**6,541**	5,721	7,033	**7,265**
EDEN	7,416	8,076	**8,678**	2,522	2,855	188	207	2.76	2.67	**3,174**	1,248	2,359	**2,500**
N COLL	3,502	3,376	**3,905**	1,196	1,254	20	22	2.68	2.58	**1,503**	919	1,397	**1,494**
COLL	6,020	8,307	**8,515**	1,656	1,754	3,914	4,004	2.50	2.42	**1,864**	3,554	3,277	**3,271**
540	5,528	5,354	**5,541**	1,842	1,902	82	91	2.77	2.68	**2,037**	339	1,071	**1,155**
541	494	620	**642**	177	227	1		2.73	2.63	**244**	37	176	**190**
542	273	268	**277**	94	100			2.68	2.60	**107**	0	68	**83**
543	1,164	1,083	**1,121**	455	463	5	6	2.33	2.25	**496**	298	631	**680**
544	666	732	**757**	241	279	21	23	2.55	2.47	**298**	95	79	**85**
545	5,747	5,778	**5,978**	2,020	2,266			2.55	2.47	**2,426**	212	436	**470**
546	3,210	3,313	**3,429**	1,181	1,239			2.67	2.59	**1,327**	3,291	2,530	**2,718**
547	396	446	**462**	115	163			2.74	2.65	**175**	12	43	**46**
548	787	768	**857**	321	291			2.64	2.56	**336**	127	172	**181**
549	348	274	**306**	111	111			2.47	2.39	**128**	64	48	**50**
550	984	864	**963**	345	308	1		2.80	2.71	**356**	188	422	**444**
551	162	259	**289**	53	91			2.85	2.76	**105**	174	99	**104**
552	292	446	**498**	98	161			2.77	2.67	**187**	23	18	**19**
553	1,345	1,296	**1,444**	435	451			2.87	2.78	**520**	480	401	**422**
554	0	0	**-**	0	0			0.00	0.00	**-**	0	0	**0**
DIST 79	21,396	21,501	**22,564**	7,488	8,052	110	120	2.66	2.57	**8,742**	5,340	6,194	**6,647**
EVANS	17,478	17,594	**18,207**	6,125	6,639	109	120	2.63	2.54	**7,110**	4,284	5,034	**5,427**
BRANT	3,918	3,907	**4,357**	1,363	1,413	1	0	2.76	2.67	**1,632**	1,056	1,160	**1,220**
TOTAL	1,189,288	1,170,111	**1,294,370**	460,707	468,719	35,009	41,496	2.42	2.35	**533,155**	638,068	650,819	**700,900**
NIA. CO.	220,756	219,846	**245,930**	84,688	87,846	4,218	4,670	2.45	2.38	**101,027**	100,113	95,263	**113,550**
ERIE CO.	968,532	950,265	**1,048,440**	376,019	380,873	30,791	36,826	2.41	2.34	**432,128**	537,955	555,556	**587,350**