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YEARS nittec

1995-2025

Travel Smart.



Niagara International Transportation Technology Coalition

2025 Annual Report

Table of Contents

About NITTEC.....	2
NITTEC Committees.....	5
Border Crossing	6
Construction Coordination	7
Incident Management – Ontario.....	8
Incident Management – WNY	9
Regional Traffic Signal	10
Strategic Planning	11
Technology and Systems.....	12
Traffic Operations Center.....	13
Financial Information	14
30 th Anniversary Celebration	16
On-Scene Exercise.....	18
Public Engagement Statistics.....	19
Monthly Incident Activity	21
Monthly Incident Activity by Route	25
Traffic Operations Center	28
Incident Detection and Response.....	30
HELP Team	35
Border Crossing Volumes	37
Border Crossing Delays	39
Travel Times and Congestion.....	41
Systems Reliability.....	57

About NITTEC

The Niagara International Transportation Technology Coalition is composed of 44 member agencies in Western New York and Southern Ontario. The mission of NITTEC is to improve mobility, reliability and safety on the regional bi-national multimodal transportation network through information sharing and coordinated management of operations.

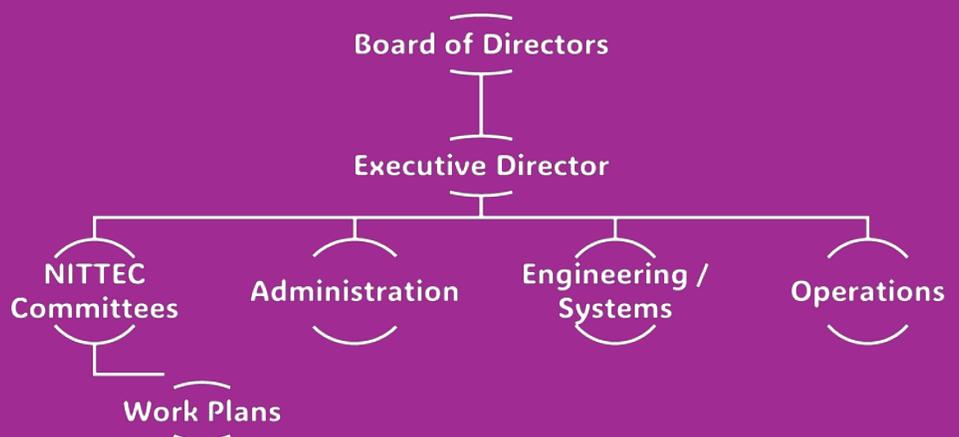
Management Objectives

- ✓ Maintain corporate culture as a service organization.
- ✓ Maintain diverse professional staff of service providers.
- ✓ Build and maintain leadership role for implementing technology in the evolving transportation operations and intelligent transportation systems (ITS) environment.
- ✓ Maintain organizational hierarchy to improve career development and succession.
- ✓ Be the focal point for ITS projects & information sharing, coordinated operations, congestion mitigation and ITS project delivery in the region.

Regional Operation Functions

- ✓ Traveler Information
- ✓ Border Traffic Management
- ✓ Traffic and Congestion Management
- ✓ Incident Management
- ✓ Special Event Planning and Management
- ✓ Transportation System Monitoring
- ✓ Emergency Management
- ✓ Weather System Monitoring
- ✓ Construction Coordination
- ✓ Performance Measures Reporting
- ✓ Multi-Agency Collaboration

NITTEC Organization



NITTEC Staff



Athena Hutchins, P.E.
Executive Director



William Lobuzzetta
Operations Manager



Timothy McGovern, P.E.
Engineering Manager



Andrew Bartlett, PhD, P.E.
Transportation Engineer



Randy Bushover
Operations Technician



Robert Eberhardt
Systems Administrator



Steven Eiss
Operations Technician



Cheryl Hagen
Operations Technician



Dolores Idzior
Operations Technician



John LaFalce
Operations Technician



Gordon Scherer
Operations Technician



Stephen Schnepf
TOC Supervisor



Joshua Simar
Systems Administrator



Jordan Sullivan
Operations Technician



John Thompson
Operations Technician



Matthew Vazquez
Systems Administrator



Lisa Walgate
Administrative Assistant

Policy Members

General Members

Buffalo and Fort Erie Public Bridge Authority

City of Buffalo

City of Niagara Falls, NY

City of Niagara Falls, ON

Niagara County

Niagara Falls Bridge Commission

Niagara Parks Commission

Niagara Region

Niagara Region

Town of Fort Erie, ON

Erie County

Ontario Ministry of Transportation Ontario

New York State Department of Transportation

New York State Thruway Authority

Niagara Frontier Transportation Authority

Affiliate Members

AAA Western and Central NY

American Medical Response

Canada Border Services Agency

Cattaraugus County

Chautauqua County

City of Lackawanna

City of St. Catharines, ON

Federal Highway Administration

Greater Buffalo Niagara Regional Transportation Council

John's Towing

LTR Rigging and Hauling

MERJ Fleet Services

Montgomery Services

New York State Department of Environmental Conservation

New York State Office of Emergency Management

New York State Police

Ontario Provincial Police

Seneca Nation

Town of Amherst

Town of Cheektowaga

Town of Orchard Park

Town of Tonawanda

Town of West Seneca

University at Buffalo

Rusiniak's Towing

Town of Evans

Town of Hamburg

Town of Niagara-on-the-Lake, ON

Twin City Ambulance

Twin City Ambulance

US Customs and Border Protection

NITTEC Committees

NITTEC currently has eight committees comprised of representatives from a variety of organizations that meet regularly to establish and execute work plans to meet their respective mandates. The policy member agencies make up NITTEC’s Board of Directors, which provides overall program and policy direction of the Coalition. This table shows the committee participation by agencies in 2025.

		Board of Directors	Border Crossing	Construction Coordination	IM (Ontario & WNY)	Regional Traffic Signal	Strategic Planning	Technology and Systems	Traffic Operations Center
Policy	Erie County	●		●	●	●			
	Ministry of Transportation, Ontario	●	●	○	●			○	●
	New York State Department of Transportation	●	●	●	●	●	●	●	○
	New York State Thruway Authority	●	●	●	●		●	●	●
	Niagara Frontier Transportation Authority	●				●	●	○	●
General	Buffalo and Fort Erie Public Bridge Authority	●	●		○		●	●	○
	City of Buffalo				●	●	●		
	City of Niagara Falls, NY								
	City of Niagara Falls, Ontario								
	Niagara County		●		○				
	Niagara Falls Bridge Commission	○	●						
	Niagara Parks Commission				●				
	Niagara Region								
Town of Fort Erie, Ontario									
Affiliate	AAA Western & Central NY								
	American Medical Response								
	Canada Border Services Agency		●		○				
	Cattaraugus County								
	Chautauqua County								
	City of Lackawanna								
	City of St. Catharines, Ontario								
	Federal Highway Administration		○		○		●		
	Greater Buffalo Niagara Regional Transportation Council	●	●			●	●		
	John’s Towing				○				
	LTR Rigging and Hauling								
	MERJ Fleet Services				○				
	Montgomery Services								
	New York State Department of Environmental Conservation								
	New York State Office of Emergency Management	○	●		●				
	New York State Police		●		●				
	Ontario Provincial Police		●		●				
	Rusiniak’s Towing				●				
	Seneca Nation				●				
	Town of Amherst				●	●			
	Town of Cheektowaga				●				
	Town of Evans				●				
	Town of Hamburg	○			●		○		
	Town of Niagara-on-the-Lake, Ontario				○				
	Town of Orchard Park				●		○		
	Town of Tonawanda				●	●			
Town of West Seneca				●					
Twin City Ambulance				●					
University at Buffalo				○					
US Customs and Border Protection		●		●					
Non-Affiliate	Brighton Fire Department				○				
	Chaffee-Sardinia Fire Department				●				
	Lincoln Fire Department				○				
	NYS Parks Police		●		●				
	Pennsylvania Department of Transportation				○				
	Town of Newstead Emergency Services				●				
	Wyoming County				○				

● – Full Participation ○ – Partial Participation

Border Crossing

Committee Mandate: To support cross-border relations among member agencies and affiliates by providing a forum to address transportation-related issues for the efficient movement of people and goods through the regional bi-national border crossings.

Committee Highlights

- Discussed the potential border crossing issues for the 2026 FIFA World Cup. Leveraging solar eclipse planning to define resources, contact information and traffic management strategies.
- Developed a communication plan that will be utilized when there are issues at the border crossings that require participation of New York and Ontario partners.
- Identified cross-border challenges and began a multi-year plan to understand the responsibilities and agencies involved. The plan will address key border crossing issues and appropriate actions to remedy them.



Initiatives

- Develop plans for the FIFA World Cup 2026 Toronto with the Ontario Incident Management Committee and the Western New York Incident Management Committee.
- Establish traffic and communication plans for events that interrupt cross-border traffic.
- Identify challenges that border crossing agencies, first responders and transportation agencies face when there is an event that interrupts cross-border traffic.

Scheduled

- Yearly review of the border-related incident management plans and commercial vehicle staging, including communication and management protocols with the Incident Management Committees.
- Summer traffic and fall traffic debrief meetings.
- Seek input from freight operators regarding their needs and feedback on possible solutions.

Ongoing

- Monitor and enhance measurement and reporting of border wait times for use by all members and stakeholders. Recommend future deployment and operational procedures of border crossing travel time technology.
- Review border crossing traveler information services and products (Nexus Program, Motorcoach Border Planner) to maintain delivery of common information to all users, and identify opportunities to enhance services (sources & notifications) and expand delivery (products & consumers).
- Enhance relationships between Coalition members and border agencies including Canadian Border Services Agency (CBSA) and U.S. Customs and Border Protection (CBP) to improve communication for travelers and balance border traffic through traffic management initiatives. Provide the opportunity for agencies to talk with each other, share knowledge and discuss border issues.

- Coordinate with other Coalition committees on border-related issues.
- Identify and address emerging border-related issues to ensure the safe and efficient operation of border crossings in the future.
- Evaluate "green lane" emerging technologies and Integrated Corridor Management (ICM) Project recommendations that could be utilized with existing border-related transportation strategies and improve freight processing in support of the Committee mandate.
- Support the deployment of the border travel time signage.
- Evaluate and enhance I-190 Exit 9 closure procedures and resources.
- Continue to conduct AllRoads training with Committee members.



Construction Coordination

Committee Mandate: To facilitate the coordinated management of regional construction activities from planning and programming through design and construction, to enhance the effectiveness of the region's construction activities and information dissemination activities and minimize impacts on mobility and travel reliability.

Committee Highlights

- Began using AllRoads as a construction coordination tool for the 2025 construction season in the NITTEC TOC, making the information visible for all member agencies.
- Conducted AllRoads training for committee members to enter planned events into the system.
- Discussed ongoing and upcoming projects to ensure there are no conflicts throughout the year.



Initiatives

- Utilize AllRoads as the construction coordination tool for the region and begin incorporating AllRoads into the Traveler Advisory Report (TAR) process.
- Investigate and share best practices for smart work zones.

Scheduled

- Coordinate and manage the development and implementation of regional traffic management plans and activities related to construction projects.

Ongoing

- Have ad hoc meetings to discuss lessons learned from the coordination issues that were not addressed through normal procedures.
- Continue a regional approach to communicate, coordinate and manage construction information, include a broader set of community stakeholders (bus operators, livery services and delivery services).

- Monitor and report construction zone travel times and delays for major projects and coordinate with other Committees with construction related issues.
- Identify project locations to use temporary technology (speed data equipment, portable variable message signs, CCTV, etc.) to gather delay information.
- Evaluate traffic data to improve work zone efficiency.
- Continue to work with Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) and member agencies to coordinate regional transportation planning and operations activities.
- Identify high-incident locations and the impact of construction activities would have on them.
- Continue to evaluate the Automated Work Zone Speed Enforcement deployment and analyze the safety improvements that result from the pilot program.
- Evaluate the Overheight Vehicle Detection system deployment and analyze the safety improvements that result from the pilot program.
- Continue to conduct AllRoads training with Committee members.

Incident Management – Ontario

Committee Mandate: To develop recommendations for Board of Directors, NITTEC member agencies and other emergency services providers for the better coordination, integration and implementation of operations to enhance the effectiveness of the region’s highway incident management process.

Committee Highlights

- Discussed the potential border crossing issues for the 2026 FIFA World Cup. Leveraging solar eclipse planning to define resources, contact information and traffic management strategies.
- Identified messaging campaigns that coincide with New York and Ontario existing schedules to establish joint public education between the two regions.
- Began coordination of a multidisciplinary Traffic Incident Management (TIM) team and review of TIM training materials and the emergency responder checklist visor card.

Initiatives

- Review and update Highway Safety Awareness Training Program and identify trainers.
- Develop plans for the FIFA World Cup 2026 Toronto with the Border Crossing Committee and the Western New York Incident Management Committee.
- Establish a joint public education campaign with Southern Ontario and Western New York transportation agencies.
- Identify challenges that border crossing agencies, first responders, and transportation agencies face when there is an event that interrupts cross-border traffic.

Scheduled

- Debrief major incidents and establish “Best Practices” for future events.
- Continue to collect and report incident information among all agencies.
- Ministry of Transportation Ontario (MTO), Ontario Provincial Police (OPP) and Niagara Region to report on the highest priority locations for collisions.

- Promote public education about "Steer It Clear It," "Move Over" Law and incident markers first responder safety campaigns.
- Review Committee Performance Measure Report and establish/update goals.
- Share information with the NITTEC Construction Coordination Committee to track and communicate major construction projects.
- Review communication and contact information during international border crossing closures.

Ongoing

- Participate in event planning and traveler information activities.
- Maintain outreach program to encourage local response community participation.
- Maintain communication protocols and contact information for major incidents among incident management agencies and stakeholders.
- Develop traffic management plans for special events.

- Promote effective communication and sharing of information [video, Center-to-Center (C2C), Computer Aided Dispatch (CAD)] among all responding agencies and the other NITTEC Committees.
- Provide input to improve safety on the Garden City Skyway.
- Identify areas and roadway conditions that could result in traffic incidents to enable activities around proactive incident reduction.
- Identify best practices for Commercial Vehicle traffic control during major events.
- Continue to conduct AllRoads training with Committee members.



Incident Management – WNY

Committee Mandate: To develop recommendations for Board of Directors, NITTEC member agencies and other emergency services providers for the better coordination, integration and implementation of operations to enhance the effectiveness of the region’s highway incident management process.

Committee Highlights

- Conducted after-action reviews for major weather and traffic events that occurred in the region. Added an after-action review input form to the member side of the website to capture lessons learned in real time and identify any issues that occur during an event.
- Held a tabletop exercise with New York, Pennsylvania and Ohio representatives to facilitate understanding of each agency’s respective challenges and resources. Discussed best practices to help agencies that are struggling with specific issues.
- Created a dispatch center brochure for all the agencies that work with NITTEC on a daily basis.

Initiatives

- Promote the use of and train first responders on the Integrated Incident Management System (IIMS/TRACS).
- Identify best practices for commercial vehicle traffic control during major events.
- Establish best practices and training for response to electric vehicle incidents.
- Review the closure notification/coordination framework and the opening process of expressways.
- Develop plans for the FIFA World Cup 2026 Toronto with the Border Crossing Committee and Ontario Incident Management Committee.
- Establish a joint public education campaign with Southern Ontario and Western New York transportation agencies.
- Identify challenges that border crossing agencies, first responders and transportation agencies face when there is an event that interrupts cross-border traffic.

Scheduled

- Conduct incident management training and distribute Emergency Responder Checklist cards to agencies for use by primary and secondary responders.
- Identify and review commercial vehicle staging areas and procurement.
- Promote public awareness about "Steer It Clear It," "Move Over" Law, Crash Investigation Sites and incident markers to attendees of the Niagara Traffic Safety Fair and other venues.
- Debrief major incidents and establish “Best Practices” for future events.
- Conduct regional training exercise.

Ongoing

- Participate in event planning and traveler information activities.
- Promote effective communication and sharing of information [video, Center-to-Center (C2C), Computer Aided Dispatch (CAD)] among all responding agencies and the other NITTEC Committees.

- Review and provide recommendations for roadside assistance program.
- Provide incident management training to towing companies and maintain an urban area towing company resource list to ensure well-managed and sufficient response.
- Develop traffic management plans for special events.
- Maintain closure responsibility guidelines for regional expressways and communicate to stakeholders.
- Evaluate the need for accident reporting areas and expand to other locations.
- Identify areas and roadway conditions that could result in traffic incidents to enable activities around proactive incident reduction.
- Continue to conduct AllRoads training with Committee members.

Regional Traffic Signal

Committee Mandate: To address current and future needs for daily management, emergency evacuation and improved efficiency on priority arterials; recommend plans for: maintaining and upgrading arterial signal equipment; coordinating signals; integrating priority corridors within the system; and identifying high-quality transit corridors for implementation of Transit Signal Priority in the Buffalo Niagara Region.

Initiatives

- Evaluate Niagara Street corridor performance related to the AllRoads system.
- Collaborate with GBNRTC on developing a Regional Technology Communications Study that focuses on establishing costs and communications to all the region's traffic signals.

Scheduled

- Review corridor timing plans, implementation and maintenance status as identified in the Corridor Status Matrix in conjunction with regional projects and available funding.

Ongoing

- Assess existing regional traffic system equipment and evaluate systems to enhance asset management inventory.
- Define opportunities for funding and training needs to develop skill sets, technologies and processes.
- Maintain a Corridor Status Matrix of traffic signals along existing and proposed signal management corridors and identify and prioritize activities. The matrix shall identify signals to be upgraded based on limitations of phase plans that can be implemented along each corridor.

- Develop traffic signal performance measures reports to determine effectiveness of coordination along existing corridors. Monitor average speeds on each corridor for development of travel times.
- Identify high-quality transit corridors and recommend implementation of Transit Signal Priority.
- Coordination with other Committees regarding highway closures and detours through signalized corridors.
- Monitor progress of Regional Traffic Signal projects.
- Define the Regional Traffic Signal System Concept of Operations for desired functionality of signal systems in the region.
- Continue to enhance emergency vehicle preemption implementation plan.
- Continue to conduct AllRoads training with Committee members.
- Continue to analyze Transit Signal Priority (TSP) and Miovision data for performance measures.
- Progress the Transit Signal Priority (TSP) Implementation Plan for the region to evaluate Bailey Avenue and other identified corridors.

Committee Highlights

- Conducted a site visit bus ride through the Niagara Street signalized corridor to demonstrate Transit Signal Priority (TSP) in action.
- Updated GIS mapping for the region's signalized intersections.
- Reviewed diversion corridors and signal locations for future coordination.



Strategic Planning

Committee Mandate: To assess NITTEC’s performance in meeting member, stakeholder and public expectations, and make recommendations to the Board of Directors on the Coalition’s long-term direction.

Committee Highlights

- Reviewed NITTEC’s draft Data Governance Implementation Plan.
- Discussed AllRoads enhancements for Member Agency’s needs.
- Reviewed the NITTEC Committees distribution lists to ensure proper agency personnel is represented.

Initiatives

- Oversee the development of a transition plan to relocate NITTEC.
- Identify and coordinate regional efforts for seeking grant opportunities.
- Identify additional AllRoads enhancements for member agency needs.

Scheduled

- Review Committee work plans for consistency with Strategic Plan to establish priorities and identify needs.
- Review Committee personnel for appropriate member representation.

Ongoing

- Evaluate Committee effectiveness for establishing and meeting quantifiable goals.
- Monitor progress of regional projects and initiatives.
- Continue long-term Business Continuity planning.
- Continue to work with Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) and member agencies to establish a process for identifying transportation corridors where operational strategies can be adopted to improve mobility and coordinate regional transportation planning and operations activities.
- Identify and pursue Revolving Loan Fund (RLF) and Grant Fund project and promotion opportunities.

- Continue to coordinate with relative entities the proposed high-quality transit corridors and identify needs for implementation, including transit signal priority.
- Continue to provide recommendations for NITTEC promotional opportunities.
- Continue to promote transit ridership and active transportation related to shared mobility.
- Implement Strategic Plan recommendations / action items based on available funding.
- Assess NITTEC’s performance in meeting the expectations of members and stakeholders.
- Oversee the development of the Buffalo Niagara Region Transportation Data Business Plan.
- Continue to conduct AllRoads training with Committee members.



Technology and Systems

Committee Mandate: To identify and coordinate member agencies plans for use of ITS architecture and Advanced Traffic Management elements; facilitate the development and introduction of regionally compatible ITS architecture and technology for traveler information and traffic management; and review RLF project applications for consistency with Regional ITS objectives and compatibility with existing systems for integration with a view to providing recommendations to the Board of Directors on the technical aspects of these applications.

Committee Highlights

- Reviewed consultant’s proposal of statement of work for the development of a NITTEC Strategic Technology Plan.
- Reviewed NYSDOT’s Action Plan for repair status of long-term equipment outage.
- Reviewed and updated the Buffalo Niagara Region Transportation Projects and Initiatives report.
- Reviewed the NITTEC 5-year System Upgrade Plan.

Initiatives

- Finalize system support needs for the AllRoads system.
- Develop data strategies to collect, store, secure and make available to member agencies the various NITTEC data.
- Identify systems needs and develop a transition plan for a new Traffic Operations Center (TOC).
- Oversee the development of a NITTEC Strategic Technology Plan.

Scheduled

- Maintain and update a Major Systems Replacement Plan to identify the areas of system risk and additional support / redundancy for the equipment at NITTEC in conjunction with monitoring current and development of proposed budgets.
- Review requirements for NITTEC systems support and identify maintenance and warranty contract requirements, including system redundancy and business continuity and disaster recovery initiatives.

- Maintain and update annually the Regional Architecture according to the Maintenance Plan.

Ongoing

- Support Technology and Systems requirements for Intelligent Transportation Systems (ITS) projects and strategic initiatives, including expanding ITS operations and coverage within the region with the goal of integrating systems and operations across modes and agencies.
- Identify system integration opportunities, compliance with standards and technology issues.
- Support and enhance the central signal software system and support the Regional Traffic Signal Committee connectivity initiatives by evaluating technology and hardware requirements.

- Review technology aspects of any Revolving Loan Fund (RLF) and Grant Fund applications that are received.
- Continue to report on member agencies’ systems statuses and activity logs monthly.
- Continue to monitor and update the progress of the regional projects and initiatives.
- Continue to identify training opportunities available for the benefit of NITTEC and Member Agencies.
- Maintain supporting documentation for the Regional ITS Architecture.
- Maintain cyber security and systems security solutions in accordance with standards.
- Continue to identify needs and the next steps for business continuity.
- Continue to develop needs and requirements for a new Traffic Operations Center (TOC).
- Continue to conduct AllRoads training with Committee members.

Traffic Operations Center

Committee Mandate: To provide policy guidance and oversight of the NITTEC TOC, develop regional bi-national operational policies and procedures for Advanced Traffic Management and Traveler Information.

Committee Highlights

- Began utilizing the Grand Island Bridge lane designation devices to manage traffic during incidents on the bridges. The devices have been shown to effectively affect driver behavior and reduce the impact of incidents on travel times.
- Created after-action reports to capture information on various traffic and weather events for discussion at committee meetings and after-action reviews to identify lessons learned.
- Reviewed regional messaging plans and met with key stakeholders to ensure clear messaging is being displayed to the traveling public.

Initiatives

- Develop Regional Traffic After-Action Reports for major weather events, incidents and special events within the region.
- Develop a procedure for the Grand Island Bridge lane designation signs.
- Enhance the regional weather event messaging plans by coordinating with member agencies.

Scheduled

- Coordinate periodic stakeholder meetings when transportation issues arise.
- Monitor current and develop proposed budgets.
- Review and analyze performance measures to calculate the impact of incidents, construction and weather delays within a corridor and promote operational improvements.

- Collaborate with the Technology & Systems Committee to define and address Advanced Traffic Management System (ATMS), traffic signal systems, Communication Log and other Intelligent Transportation Systems (ITS) needs.
- Review Committee Performance Measure Report.

Ongoing

- Review Regional Event Traffic Management Plans (TMP), expressway detour routes and signing plans that will be utilized during major events.
- Continue TOC quality initiatives.
- Evaluate operational procedures, training programs and staffing levels to ensure they are adequate for implementation of new systems and initiatives.
- Continue to provide the opportunity for agencies to talk with each other, share knowledge and discuss issues.
- Review and identify additional opportunities for Center-to-Center (C2C) data sharing among member agencies and evaluate and enhance communication protocols.

- Monitor recommended strategies from Integrated Corridor Management (ICM) project and other project integration opportunities.
- Establish traffic management strategies using data driven performance outcomes to achieve optimal results.
- Support evaluation for Incident Detection Systems and promote within Member Agencies.
- Review and provide input on the enhanced Crossroads system response plans and Dynamic Message Sign (DMS) messaging.
- Identify future Intelligent Transportation System (CCTV, DMS, PVMS, Flashing Beacons and Incident Detection) locations.
- Continue to conduct AllRoads training with Committee members.
- Evaluate the integration of the Overheight Vehicle Detection system into the Traffic Operations Center.

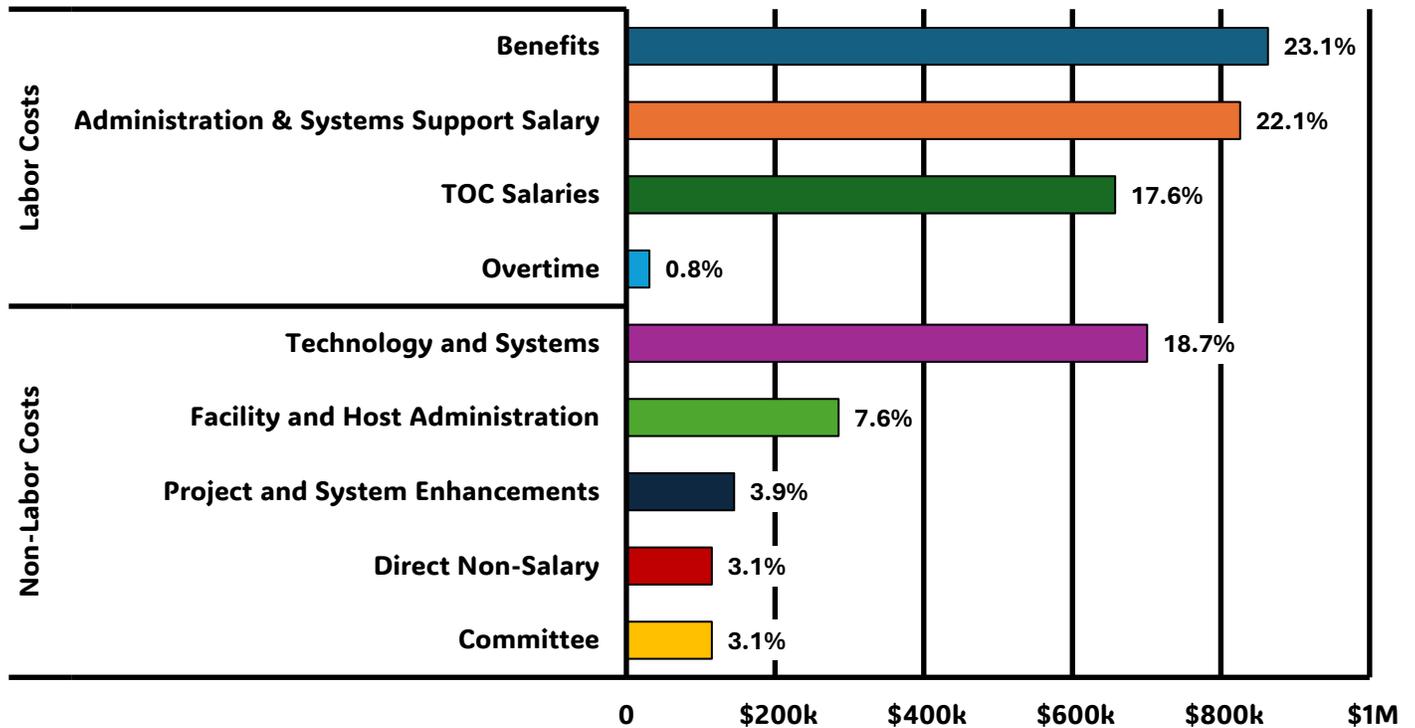
Financial Information

The following pages provide information on NITTEC's budget and Revolving Loan Fund.

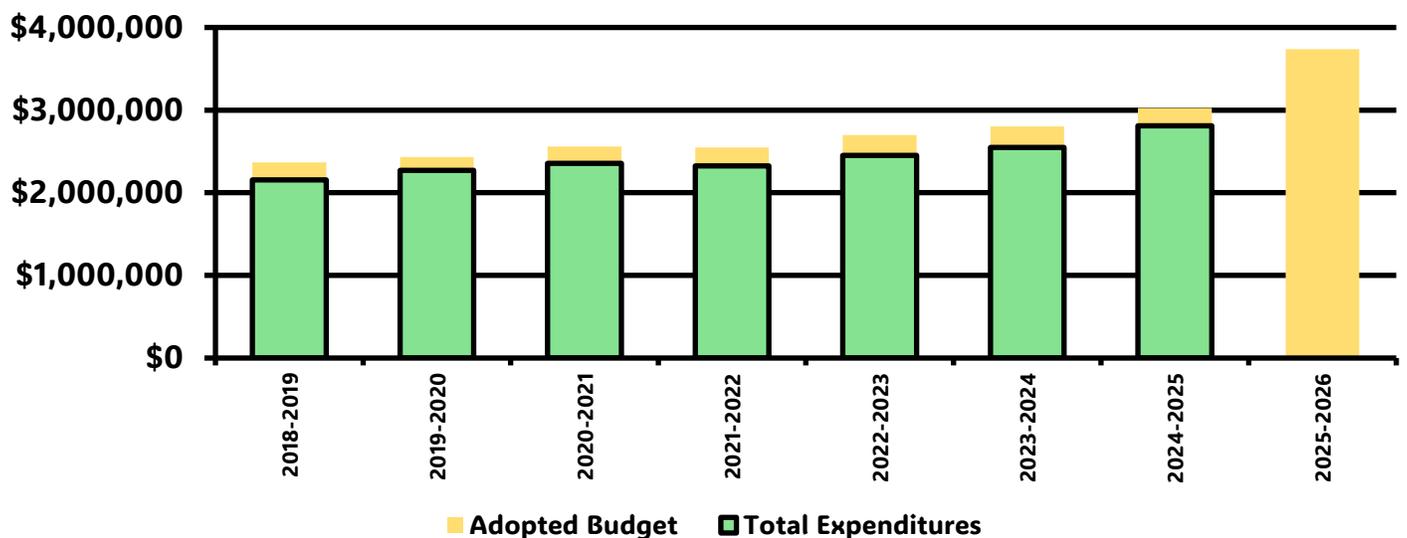
The adopted SFY 2025-2026 was \$3,739,062, distributed as identified below.

NITTEC Budget Distribution

Adopted Budget



Budget Performance



Revolving Loan Fund

NITTEC manages a Revolving Loan Fund (RLF) and RLF Direct Grant Program established to support and enhance innovation and development of ITS and transportation operations solutions to improve mobility in the region. Based on the established guidelines, loans are available for member agency sponsored organizations that wish to pursue project funding in the region in accordance with the established Project Selection Criteria. The financial status of the RLF as of the end of 2025 is presented below.

Total RLF Summary	Amount
RLF Principal	\$5,000,000
Interest	\$1,359,768
RLF Principal + Interest	\$6,359,768
Grant Monies Paid	\$662,592
Remaining Allocated Grant Monies	\$206,000
Other – Write Off	\$244,739
Available Balance	\$5,246,437

Revolving Loan Fund Grants - Completed

Project	Details	Organization	Grant Amount
Niagara Street Corridor Signal Controllers	Installation of 26 traffic signal controllers to implement transit signal prioritization along the corridor	City of Buffalo	\$182,000
Smart Camera Technology	Installation of 5 smart cameras and 2 ATC controllers	Town of Tonawanda	\$120,000
Fiber Optic Diagnostic Equipment	Purchase of fiber optic diagnostic equipment, repair tools, and a specialized trailer	NYSTA	\$60,592
Crossroads ATMS Enhancement	Improvements to NITTEC's Advanced Traffic Management System	NITTEC	\$300,000
		Total	\$662,592

Revolving Loan Fund Grants - Outstanding

Project	Details	Organization	Grant Amount
Border Crossing Traveler Information System	Installation of hybrid message signs displaying border crossing information for the three international bridges	NITTEC Border Crossing Committee	\$206,000
		Total	\$206,000

30th Anniversary Celebration

In 2025, NITTEC celebrated it's 30th anniversary and marked the occasion with a gathering of past and present member agency representatives. The celebration provided an opportunity to look back at NITTEC's achievements and growth over the last three decades.



1995 – NITTEC formed following a formal signing of the Memorandum of Understanding, funded by a \$5 million USDOT grant



1997 – NITTEC's first TOC becomes operational

2000 – NITTEC's \$5 million Revolving Loan Fund established



2000 – NITTEC moves TOC to NFTA facility

2003 – Crossroads Advanced Traffic Management System (ATMS) deployed

2006 – NITTEC website with real-time traffic data developed



2007 – NITTEC Strategic Plan completed

2009 – Real-time traveler alert system (MYNITTEC) became active and NITTEC began providing travel times on overhead message signs



2011 – TOC renovations completed



2013 – NITTEC mobile application released

2014 – Revolving Loan Fund Grant established and real-time border delay information system deployed for the Peace Bridge and Lewiston-Queenston Bridge



2015 – Awarded FHWA and NYSERDA grants for Integrated Corridor Management (ICM) study on I-190

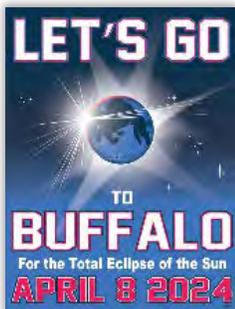


2016 – Awarded \$7.8 million Advanced Traffic Congestion Management Technology Deployment Grant (ATCMTD) from FHWA



2020 – Completed ICM project effort

2024 – Coordinated regional response to traffic impacts of total solar eclipse



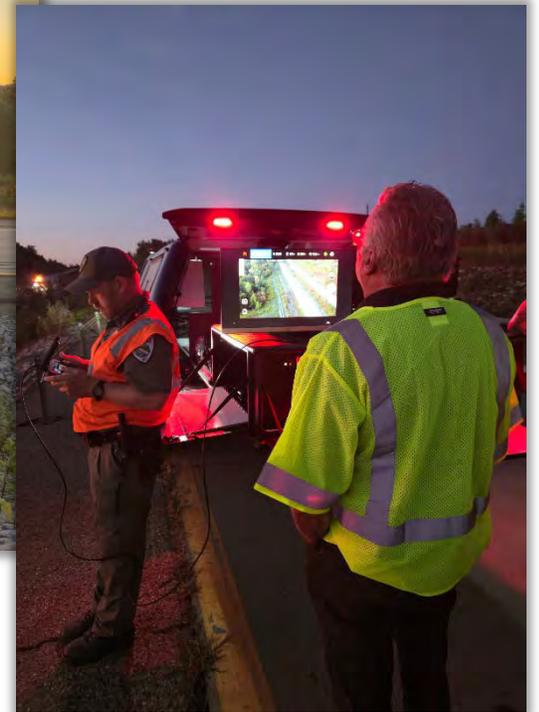
2024 – Deployed AllRoads mobility management platform as the culmination of the ATCMTD project

2025 – Held 30th anniversary celebration



On-Scene Exercise

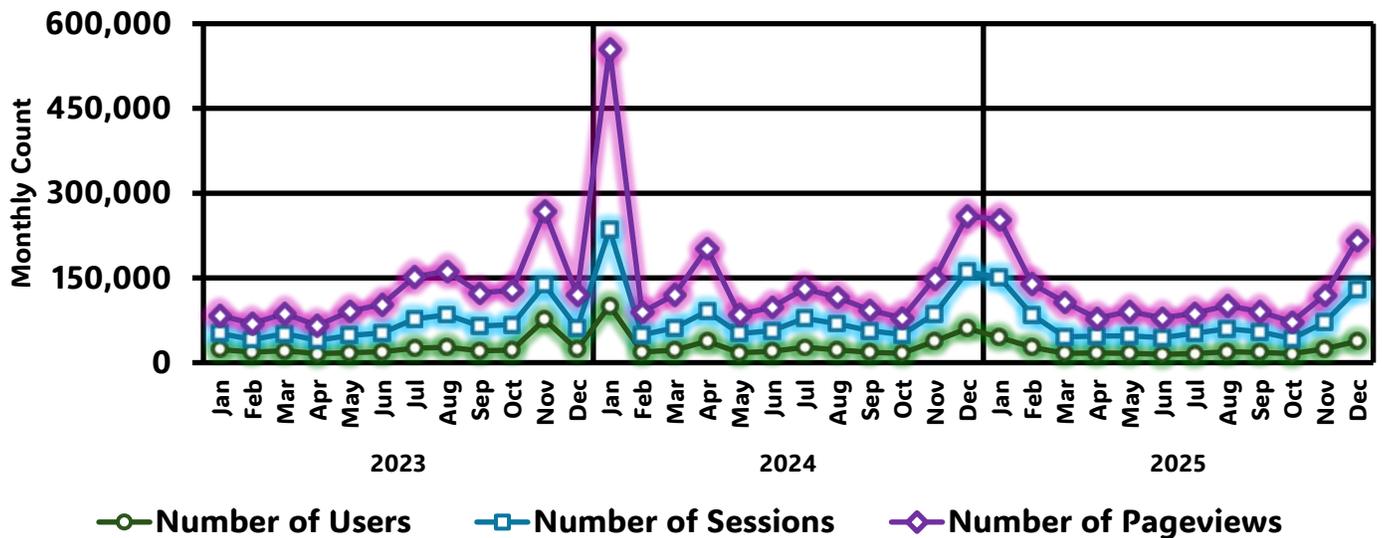
In September of 2025, NITTEC and NYSDOT held an on-site incident management training exercise on a closed section of US Route 219 between Route 39 in Erie County and Peters Road in Cattaraugus County. This unique opportunity allowed over 100 representatives from a wide variety of first responder agencies to practice traffic control measures in a hands-on exercise.



Public Engagement Statistics

The graph below shows the monthly activity measures for NITTEC’s website from January 2023 to December 2025, along with a comparison of 2025’s annual activity to the previous year, and the 5-year average from 2015-2019. The graphs on the following page provide the number of NITTEC’s Facebook and X (Twitter) followers and users of MYNITTEC.

Website Activity



Annual Website Activity (Pageviews)

2025 Total	829,613	% Change from 2024 to 2025	-21%	% Change from 2015-19 average to 2025	+156%
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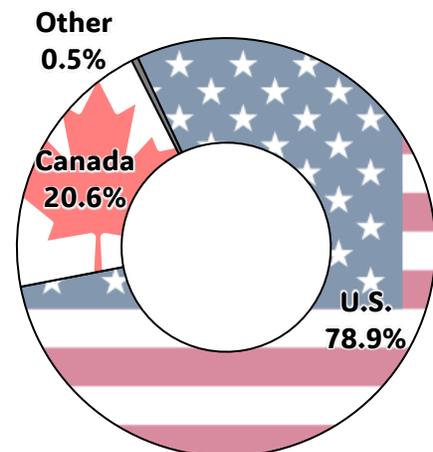
Website Statistics

User: A user is a unique visitor to the website.

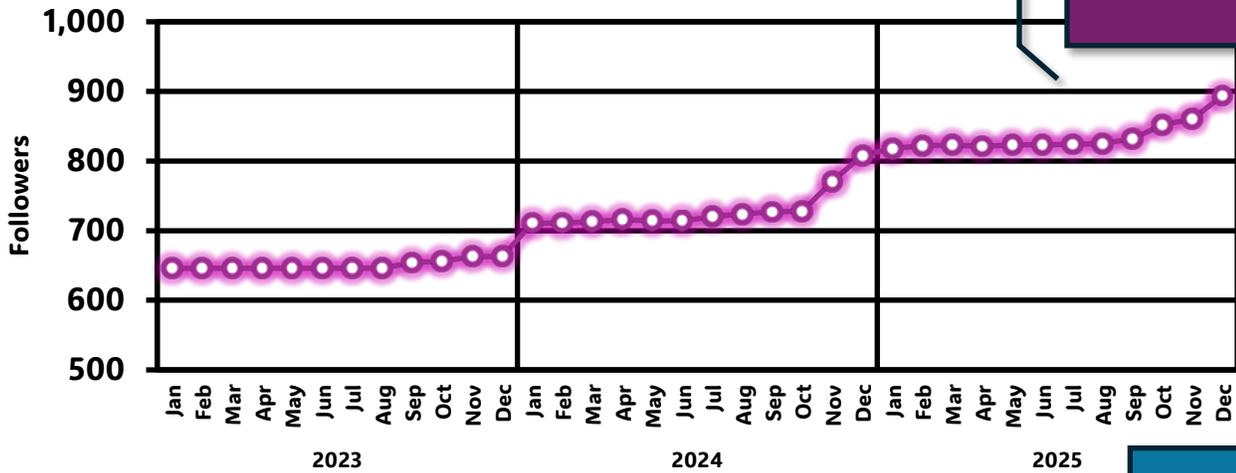
Session: A session is the period of time a user is actively engaged with the website.

Pageview: A pageview is an instance of a user navigating to a particular page of the website during a session.

2025 Website Activity by Country

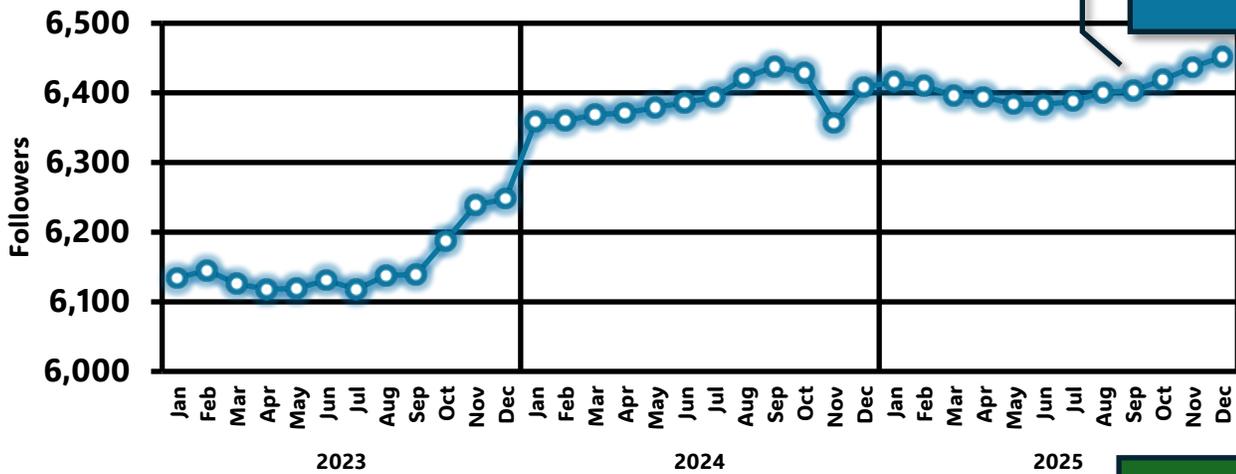


Facebook



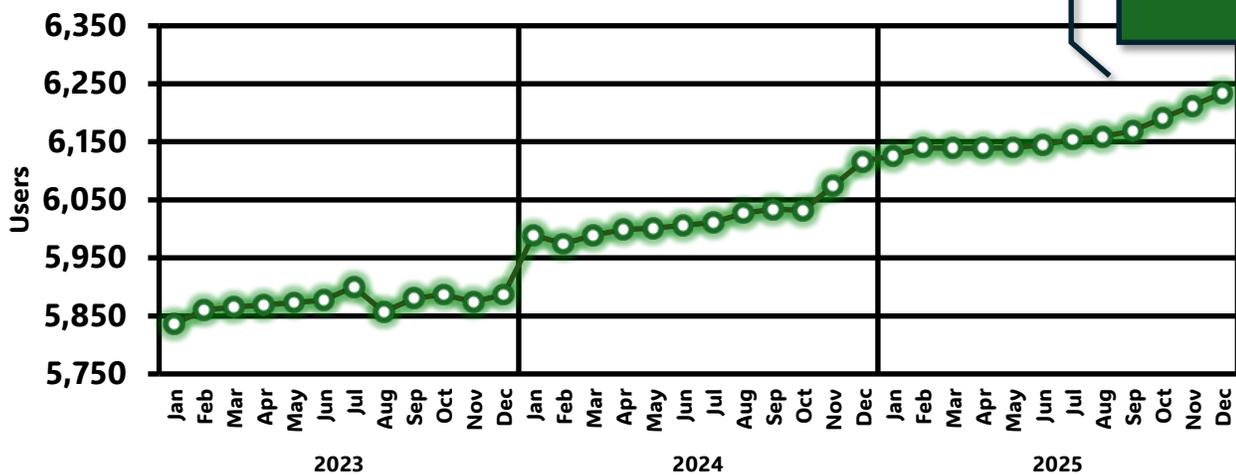
**+86 followers
in 2025**

X (Twitter)



**+44 followers
in 2025**

MYNITTEC

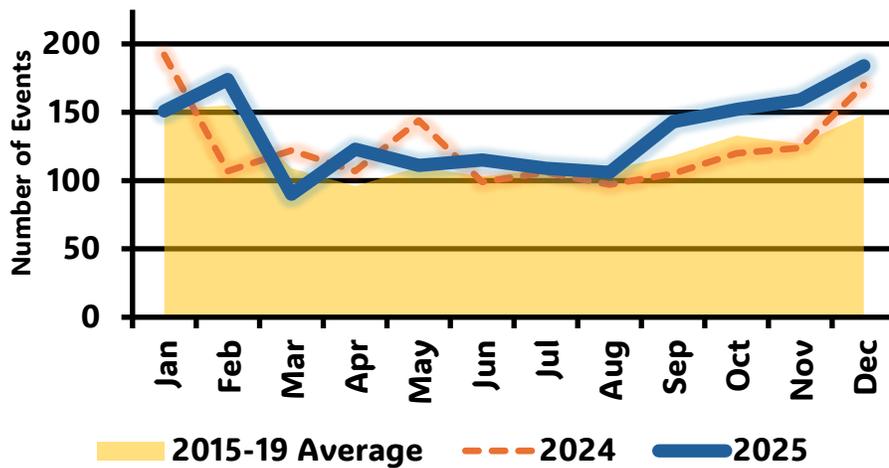


**+118 users
in 2025**

Monthly Incident Activity

The following graphs show the number of monthly incidents of each type recorded by the NITTEC Traffic Operations Center for 2024 and 2025, as well as an average taken from the five-year period of 2015-2019. This was done to visualize changes in incident patterns compared to both the previous year and during pre-COVID traffic conditions. The total number of incidents for 2025, as well as the percent change in total incidents, compared to 2024 and the 2015-2019 average, is shown in the tables to the left of each graph.

Crashes

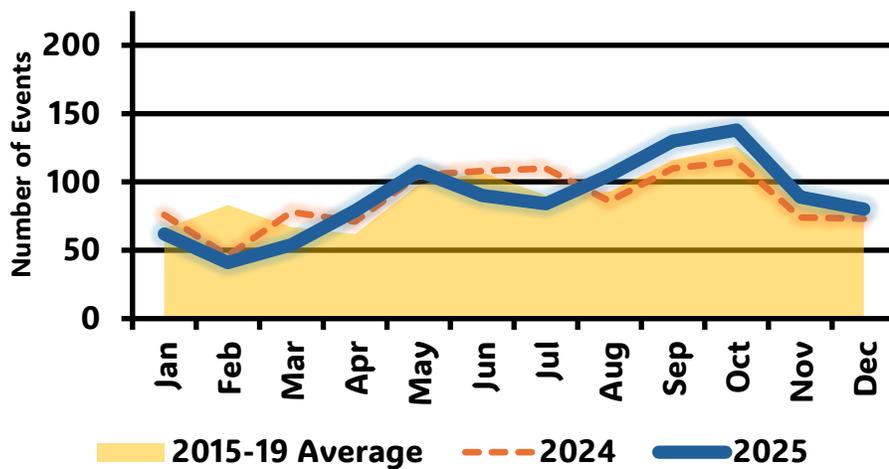


Crashes



2025 Total	1,617
% Change from 2024 to 2025	+8.3%
% Change from 2015-19 average to 2025	+10.2%

Congestion

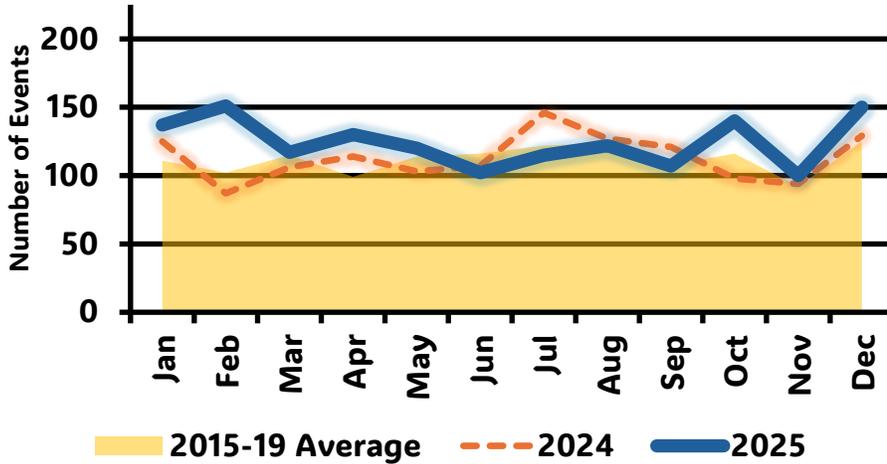


Congestion



2025 Total	1,060
% Change from 2024 to 2025	+0.8%
% Change from 2015-19 average to 2025	-1.2%

Disabled Vehicles

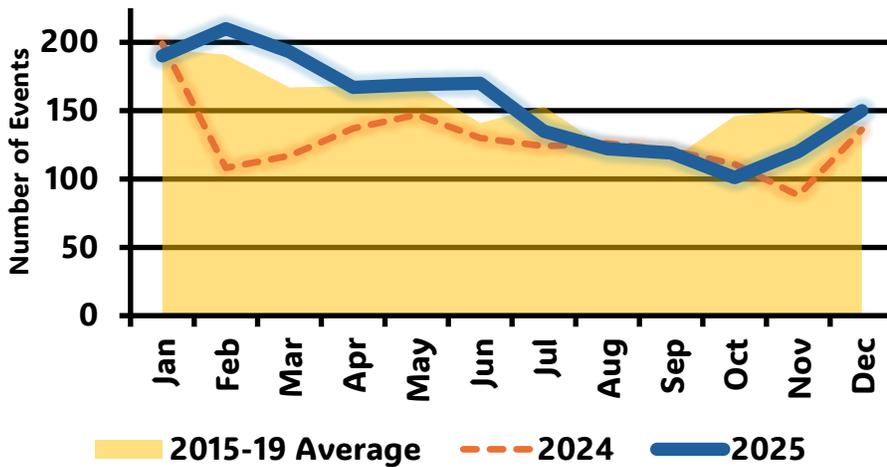


Disabled Vehicles



2025 Total	1,491
% Change from 2024 to 2025	+9.9%
% Change from 2015-19 average to 2025	+10.9%

Construction / Maintenance

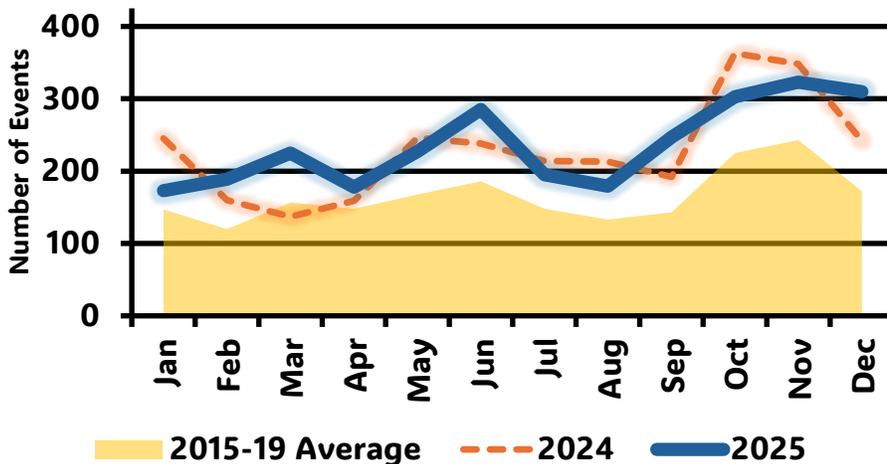


Construction / Maintenance



2025 Total	1,846
% Change from 2024 to 2025	+19.6%
% Change from 2015-19 average to 2025	-0.5%

Debris

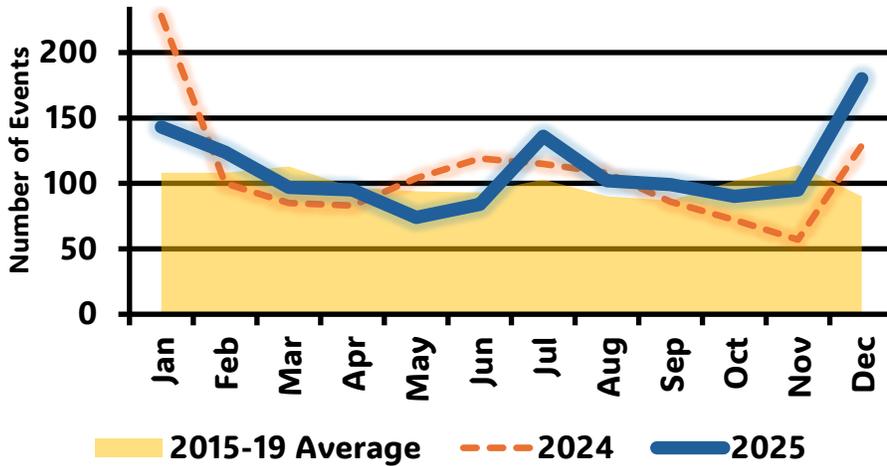


Debris



2025 Total	2,834
% Change from 2024 to 2025	+2.8%
% Change from 2015-19 average to 2025	+42.4%

Signal Malfunction

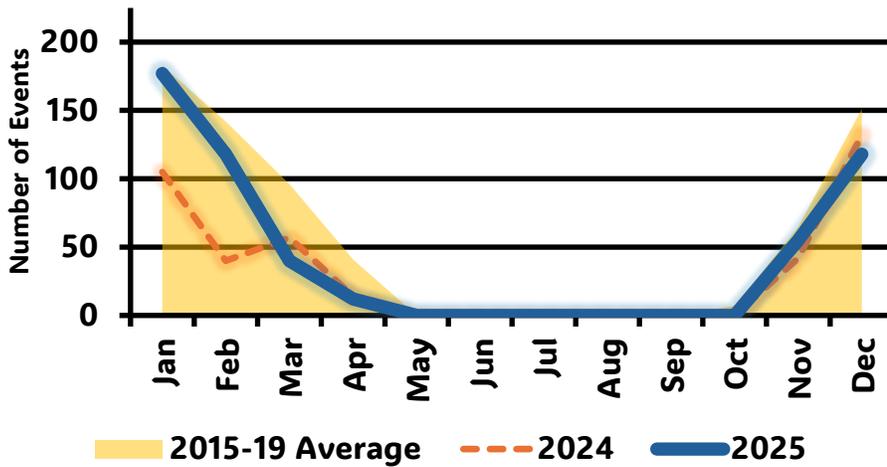


Signal Malfunction



2025 Total	1,319
% Change from 2024 to 2025	+2.6%
% Change from 2015-19 average to 2025	+10.0%

Snow and Ice

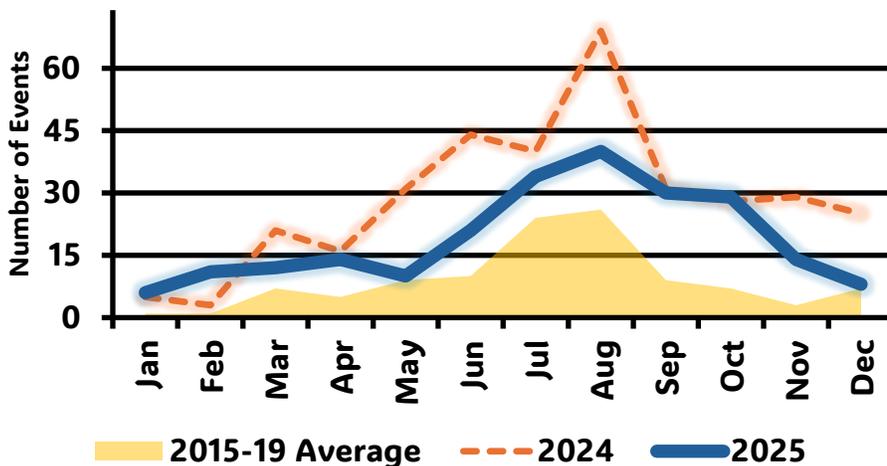


Snow and Ice



2025 Total	520
% Change from 2024 to 2025	+33.3%
% Change from 2015-19 average to 2025	-24.1%

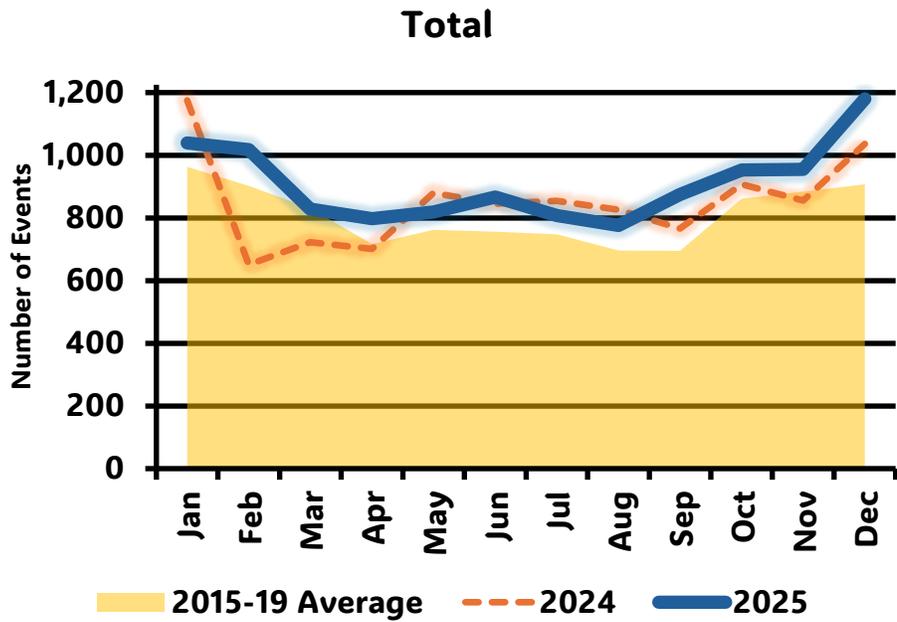
Border Crossing



Border Crossing



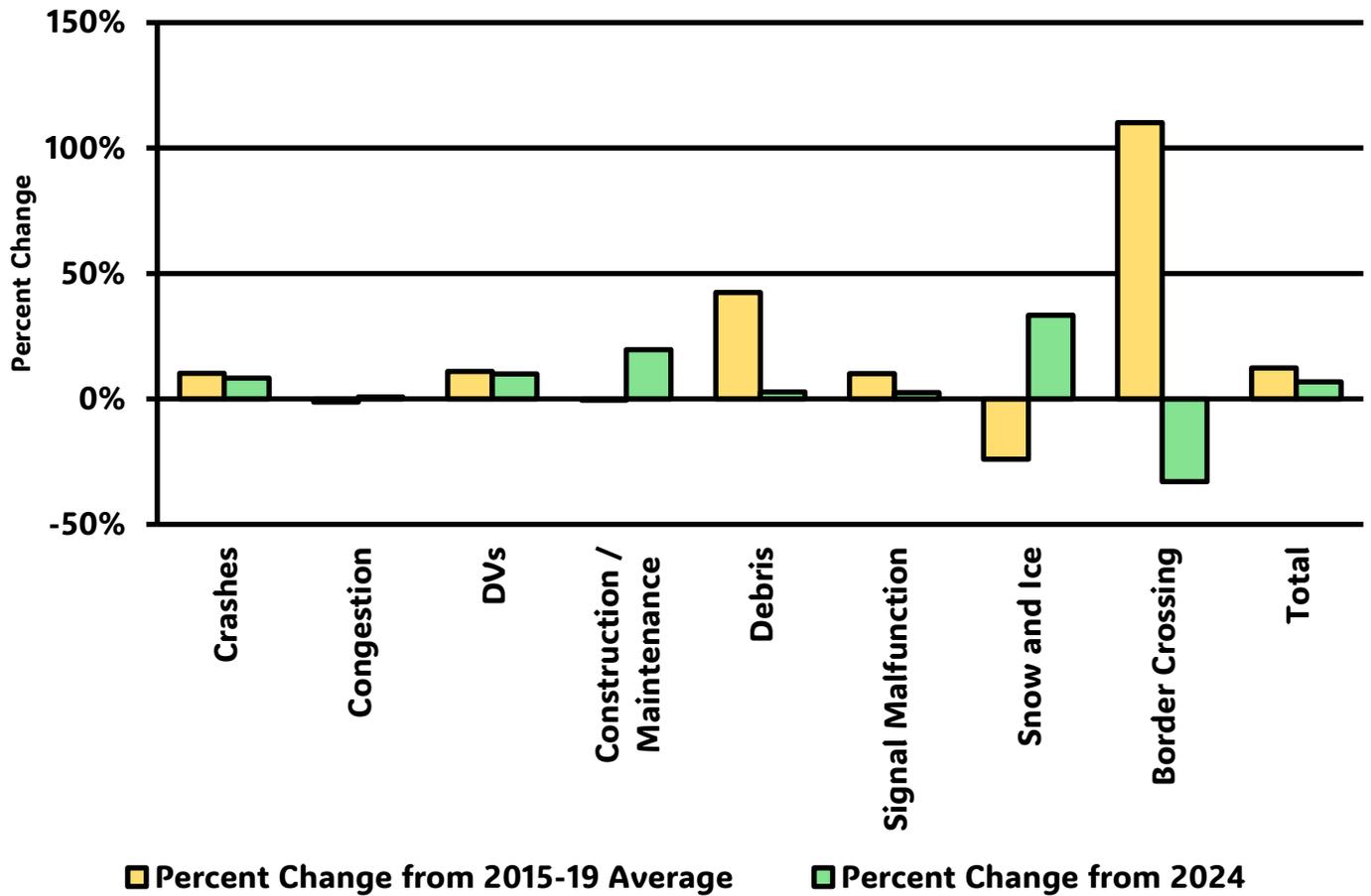
2025 Total	229
% Change from 2024 to 2025	-33.0%
% Change from 2015-19 average to 2025	+110.1%



Total

2025 Total	10,916
% Change from 2024 to 2025	+6.8%
% Change from 2015-19 average to 2025	+12.3%

Percent Change for Each Incident Type 2025 compared to 2024 & 2015-2019 average



Monthly Incident Activity by Route

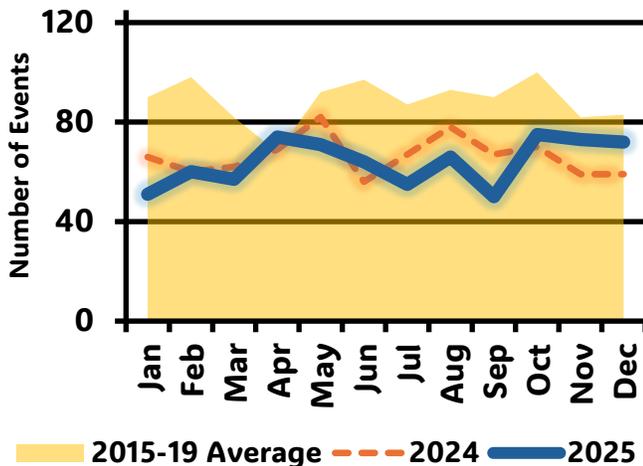
The following table shows the number of incidents that occurred on major regional roadways for 2024 and 2025, as well as an average taken from the five-year period of 2015-2019. The percent change is also shown, followed by monthly graphs of incidents on each roadway.

Western NY			
Route	2025	2024 (% Change from 2024 to 2025)	2015-19 Average (% Change from 2015-19 average to 2025)
I-190	768	795 (-3.4%)	1,062 (-27.7%)
I-290	1,084	1,028 (+5.4%)	1,161 (-6.6%)
I-90	533	544 (-2.0%)	718 (-25.8%)
I-990	88	75 (+17.3%)	88 (0.0%)
Route 198	108	89 (+21.3%)	166 (-34.9%)
Route 219	250	270 (-7.4%)	219 (+15.7%)
Route 33	1,233	1,028 (+19.9%)	1,198 (+2.9%)
Route 400	138	121 (+14.0%)	105 (+31.4%)
Route 5	480	453 (+6.0%)	316 (+51.9%)
Total	4,682	4,403 (+6.3%)	5,030 (-6.9%)

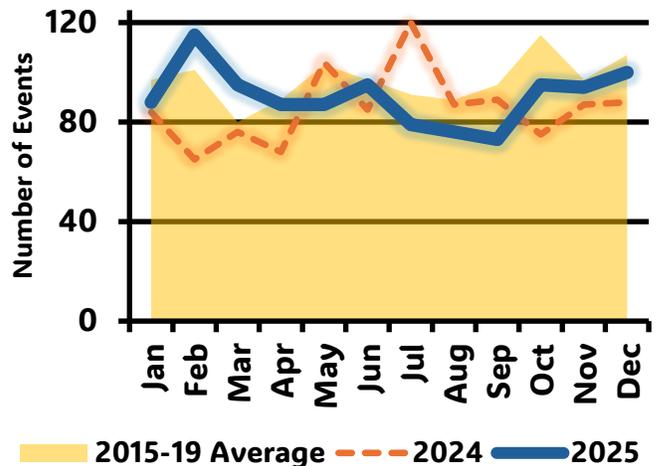
Southern Ontario			
Route	2025	2024 (% Change from 2024 to 2025)	2015-19 Average (% Change from 2015-19 average to 2025)
HWY 405/406/420	255	263 (-3.0%)	137 (+86.1%)
QEW	688	654 (+5.2%)	429 (+60.4%)
Total	943	917 (+2.8%)	566 (+66.6%)

Western New York

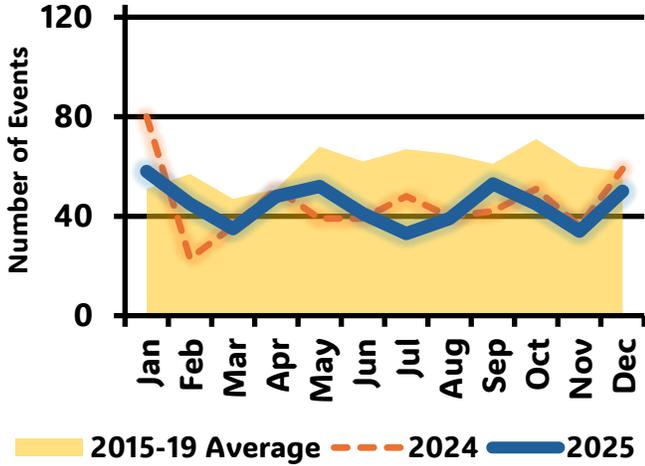
I-190



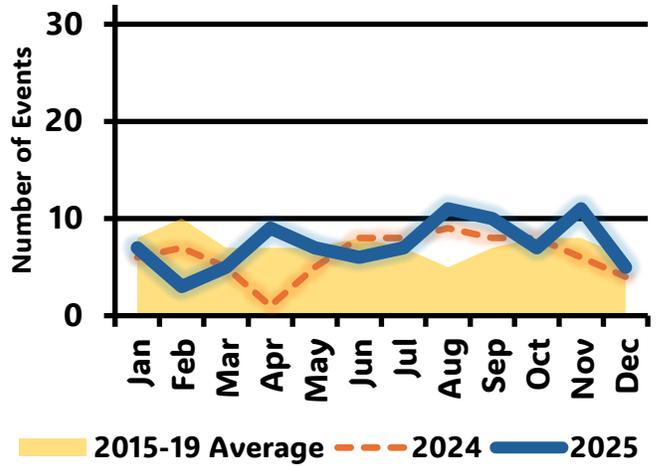
I-290



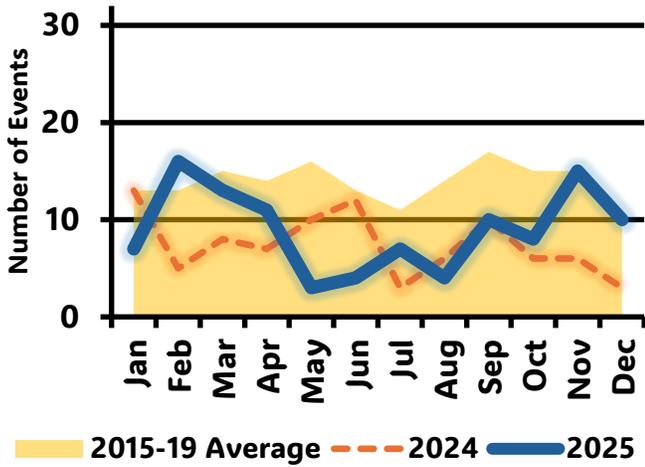
I-90



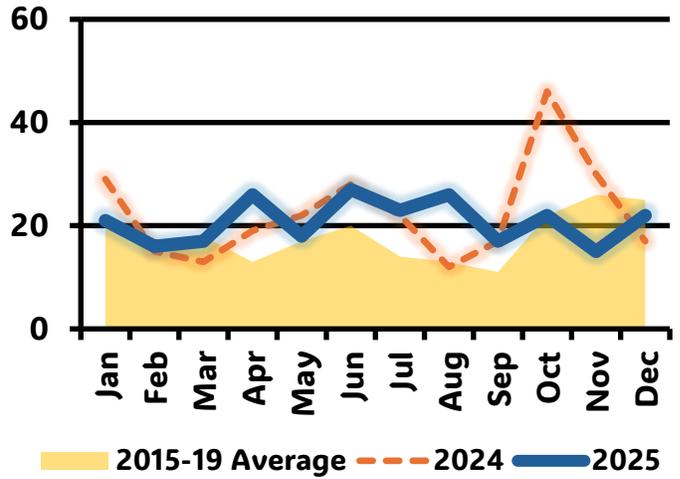
I-990



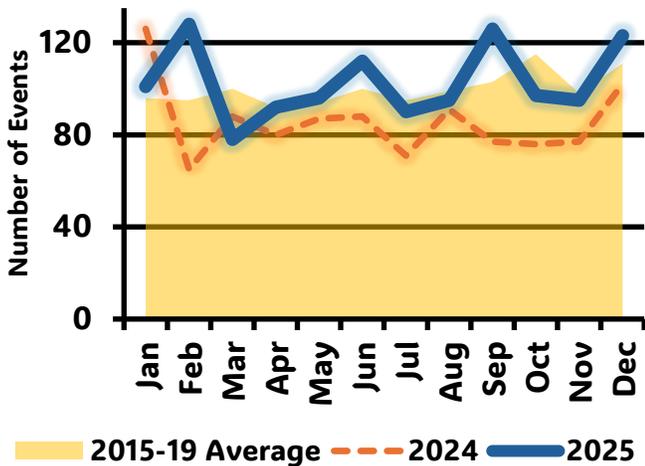
Route 198



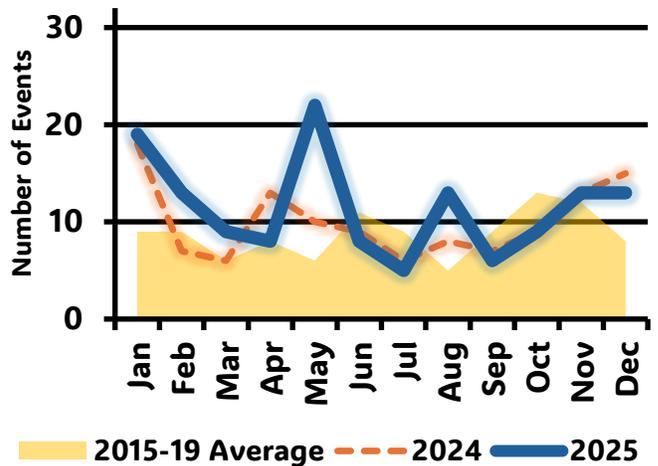
Route 219



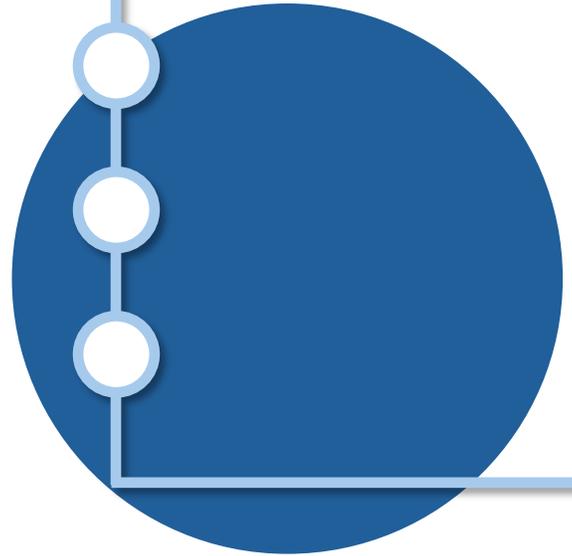
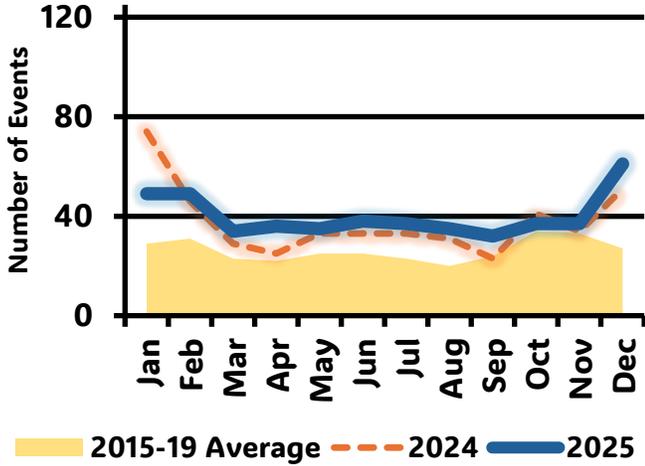
Route 33



Route 400

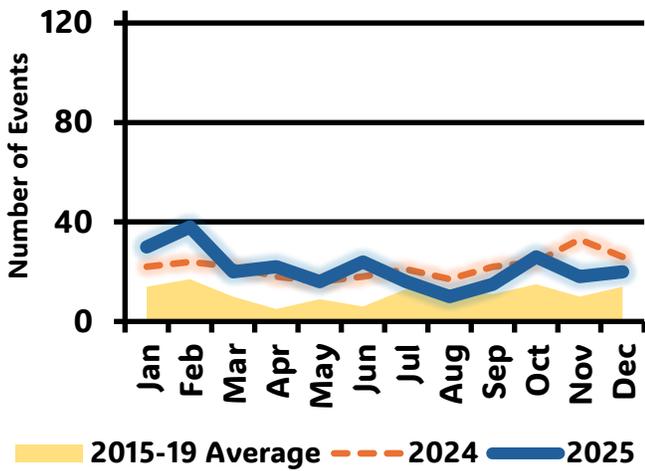


Route 5

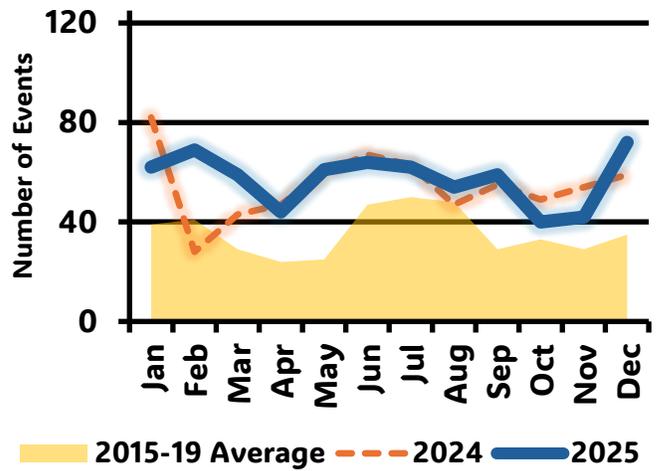


Southern Ontario

HWY 405 / 406 / 420

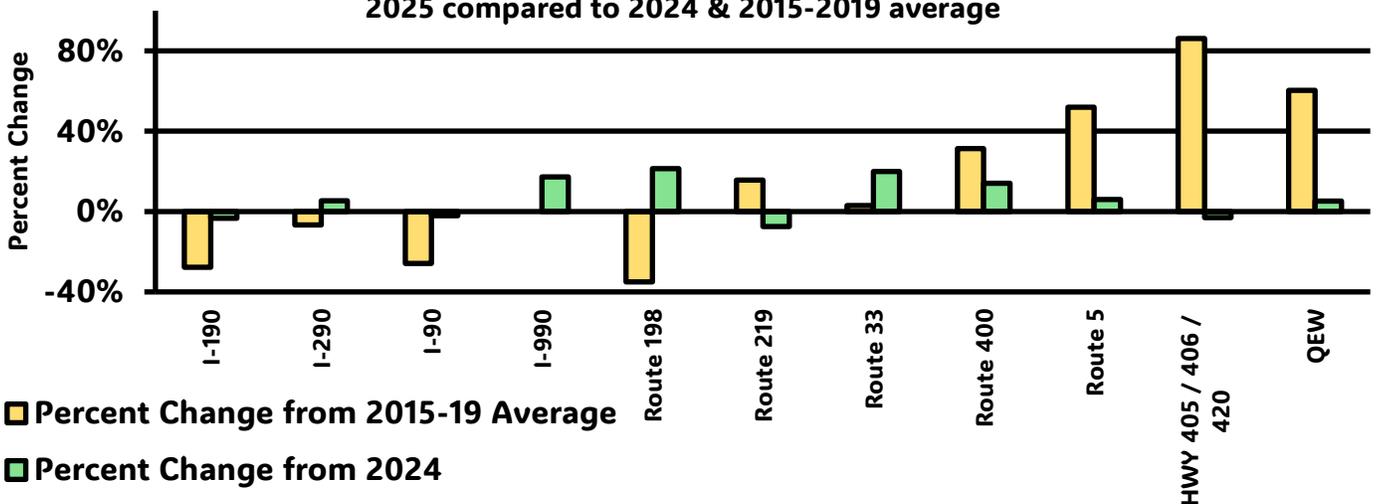


QEW



Percent Change for Incidents on Each Roadway

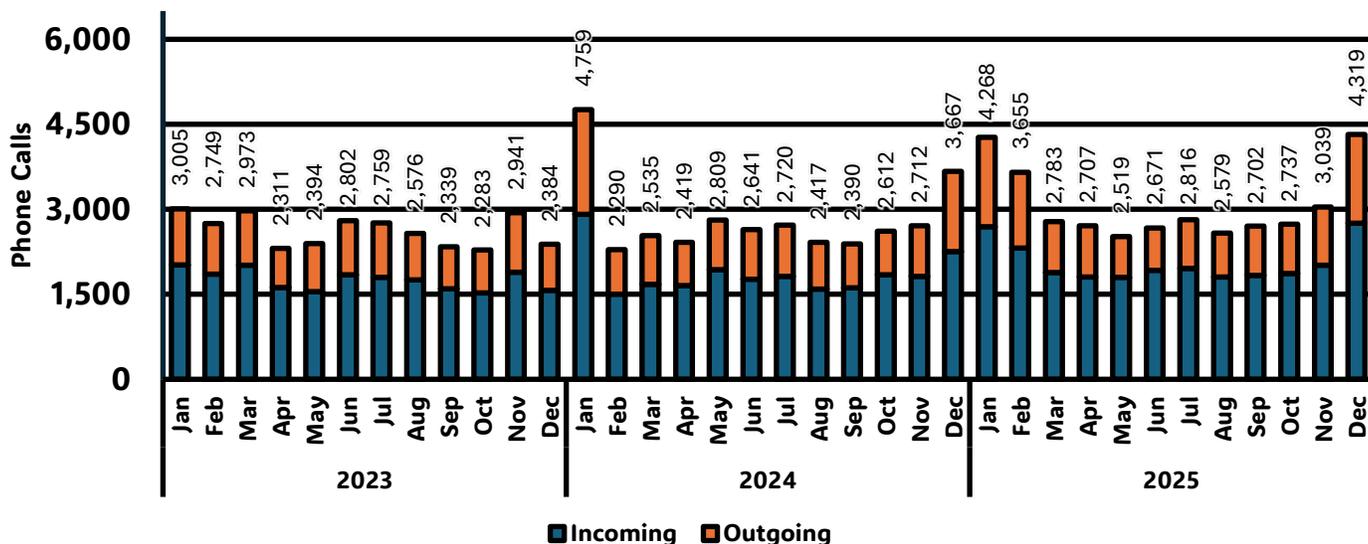
2025 compared to 2024 & 2015-2019 average



Traffic Operations Center

The graphs on the following pages show a variety of other information on data collected by the TOC, including total call numbers, individuals trained in highway safety awareness, assessment scoring, secondary and wrong-way incidents, and the number of Dynamic Message Sign (DMS) & Portable Variable Message Sign (PVMS) activations for crashes, construction, border crossing, weather conditions and special events.

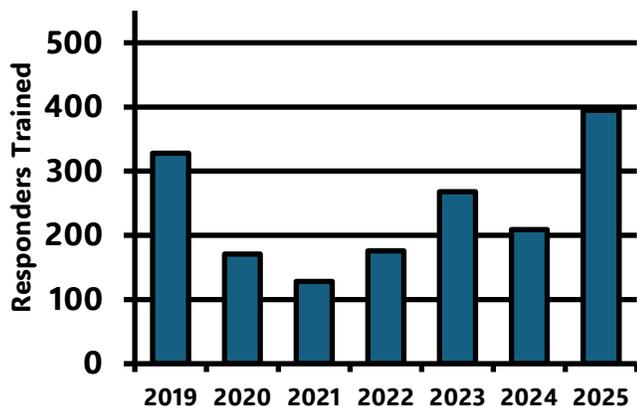
TOC Calls



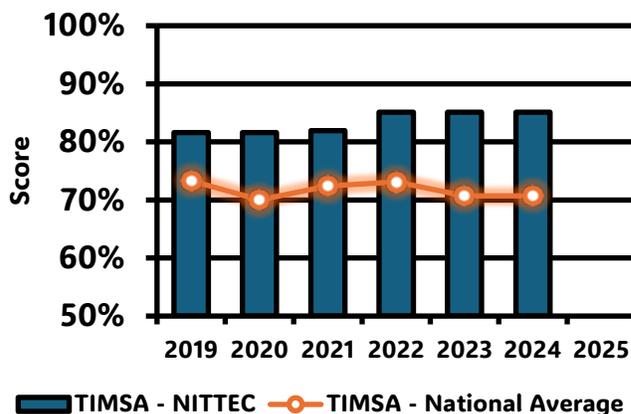
Annual TOC Calls

2025 Total | **36,795** | % Change from 2024 to 2025 | **+8.3%** | % Change from 2015-19 average to 2025 | **-16.3%**

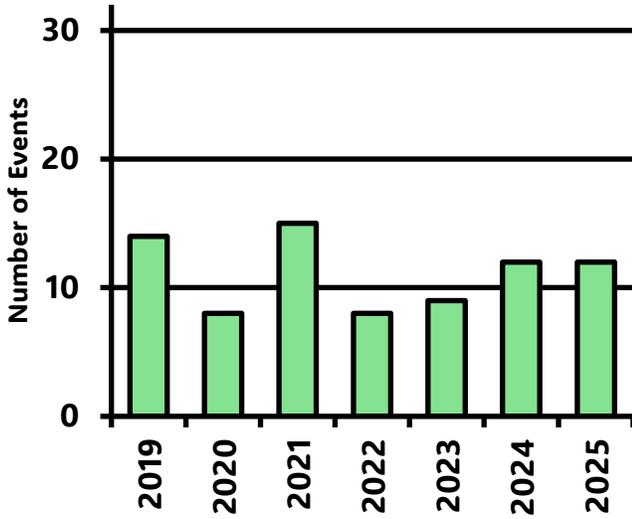
Highway Safety Awareness Training



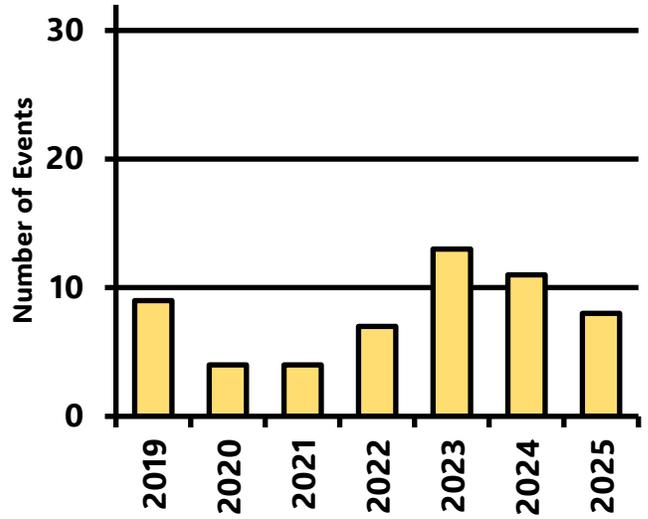
Traffic Incident Management Self-Assessment



Secondary Incidents

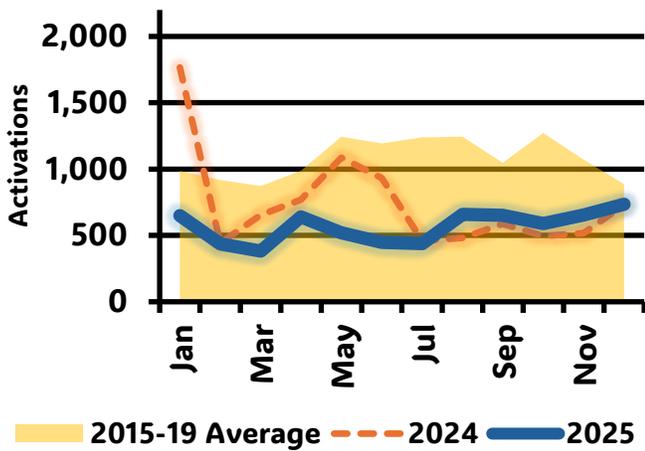


Wrong-Way Incidents

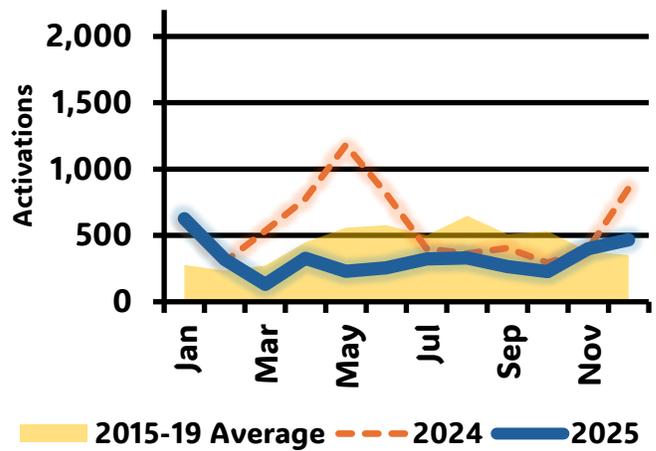


2025 DMS and PVMS Activations

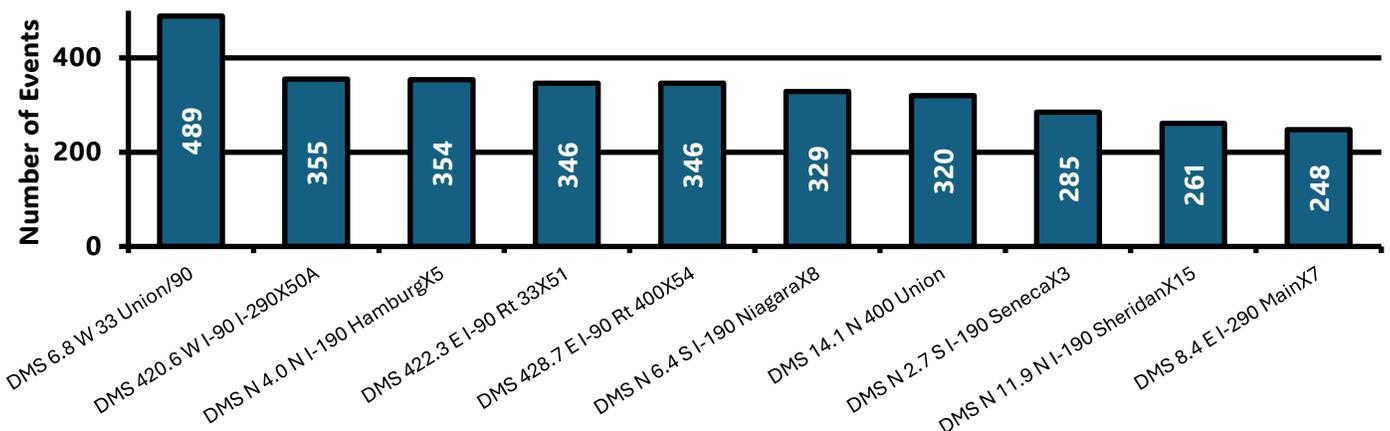
DMS



PVMS



Top 10 DMS by Number of Activations



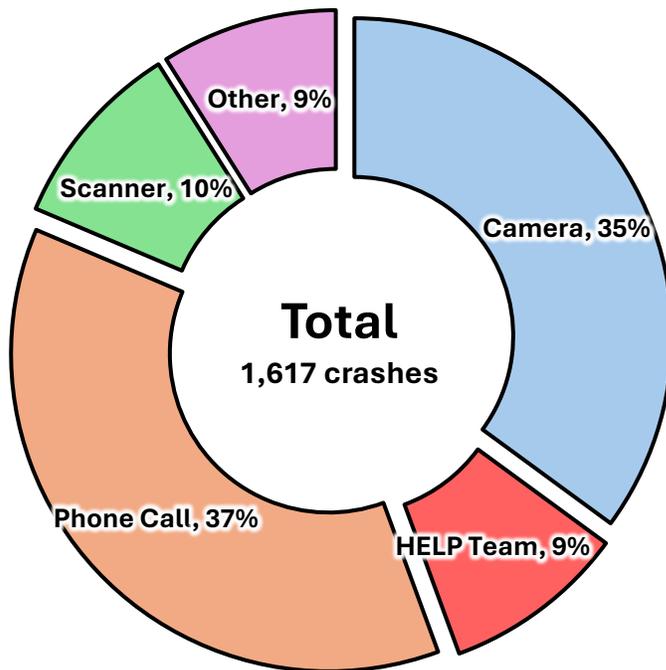
Incident Detection and Response

The graphs on the following pages provide information on how crashes were detected and how quickly they were addressed during 2025.

2025 Crash Detection Methods

The charts on the following pages show how crashes on the region's expressways were detected by the NITTEC TOC in 2025 across the region and on individual roadways.

Route	Camera	HELP Team	Phone Call	Scanner	Other	Total
I - 90	118	-	78	51	8	255
I - 190	144	-	112	59	7	322
I - 290	106	60	110	3	10	289
I - 990	5	-	3	0	1	9
Route 5	19	-	31	5	13	68
Route 33	106	91	76	25	6	304
Route 198	26	-	13	4	1	44
Route 219	12	-	13	1	5	31
Route 400	17	-	15	3	4	39
Other	14	-	147	5	90	256
Total	567	151	598	156	145	1,617



Detection Methods

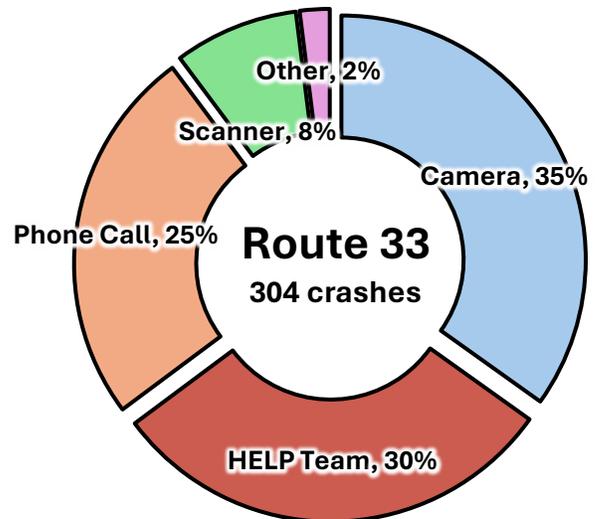
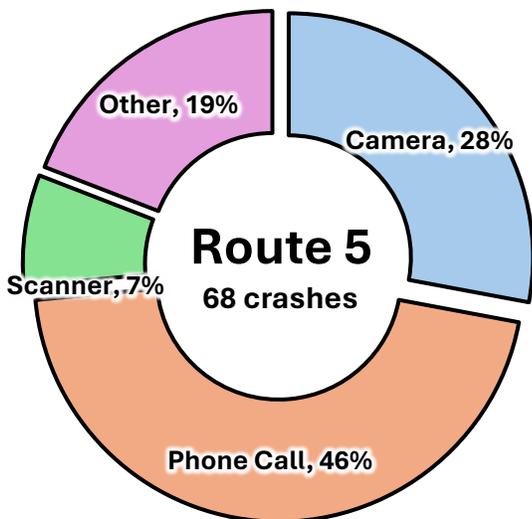
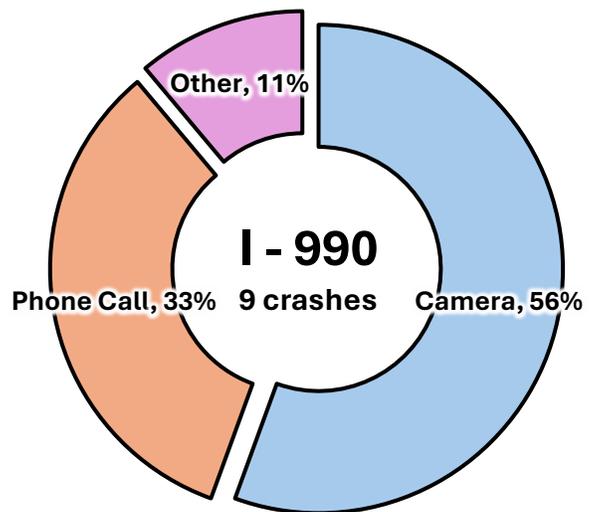
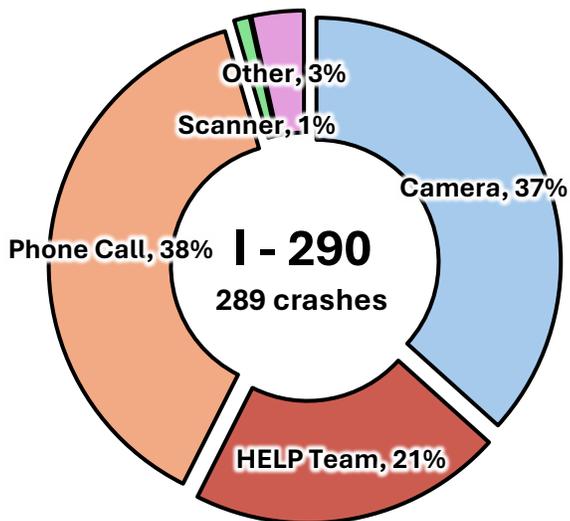
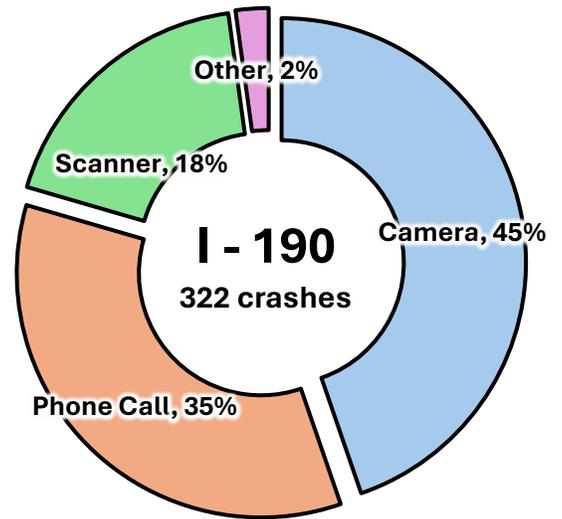
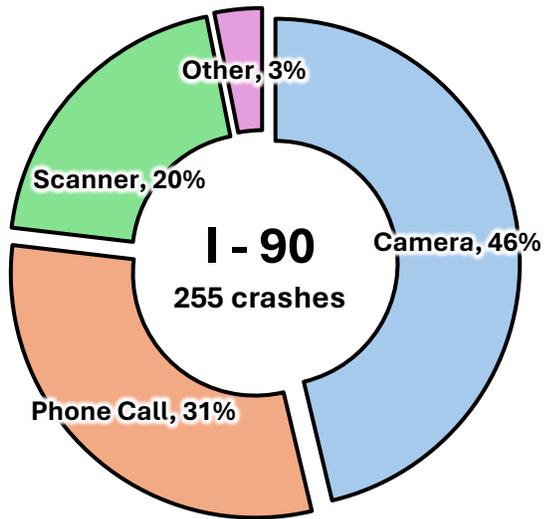
Camera: The CCTV devices present along the roadway

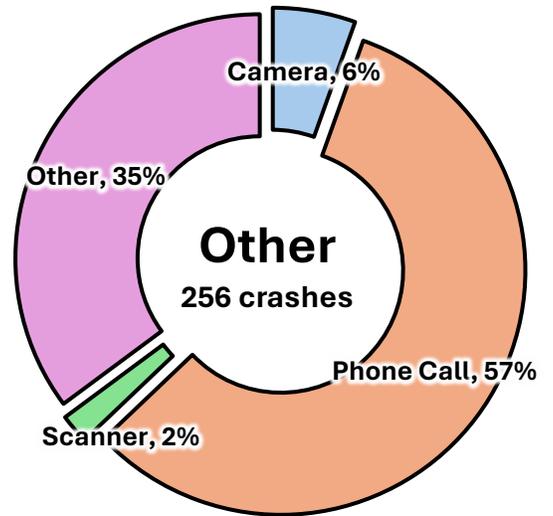
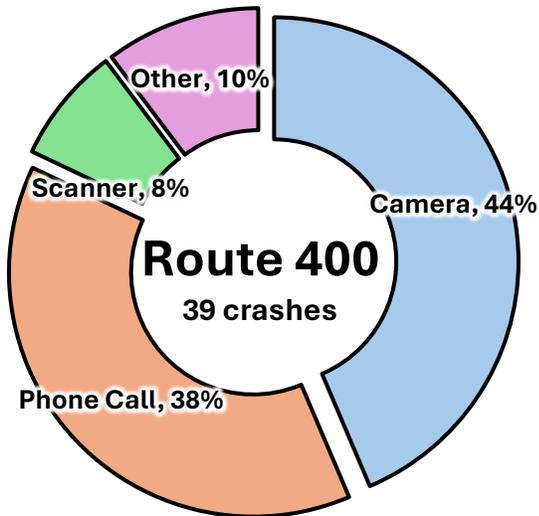
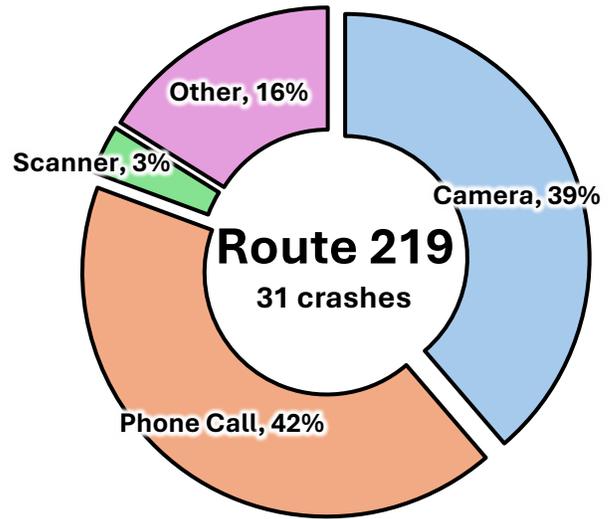
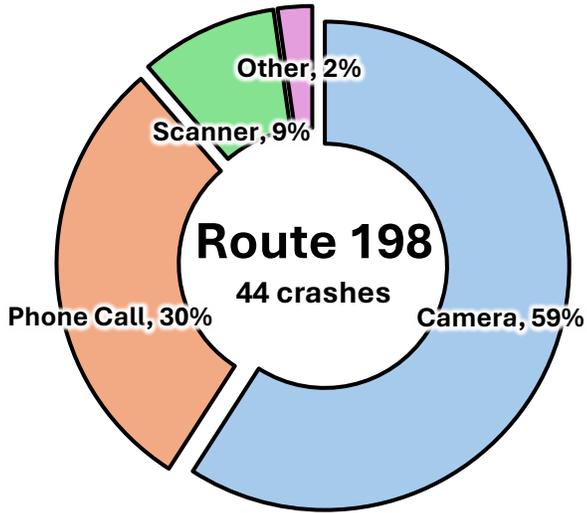
HELP Team: The Highway Emergency Local Patrol (HELP) vehicles which are present on I-290 and Route 33 during peak hours

Phone Call: Calls to the TOC from dispatchers, responders or the public

Scanner: Internal broadcasts from responding agencies

Other: Various trusted websites, feeds, and other third-party sources

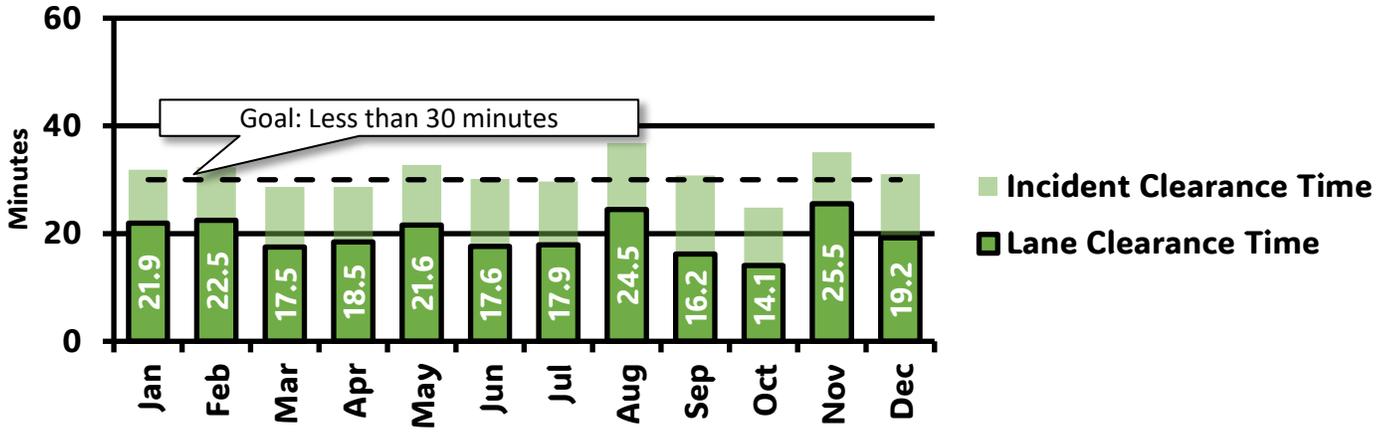




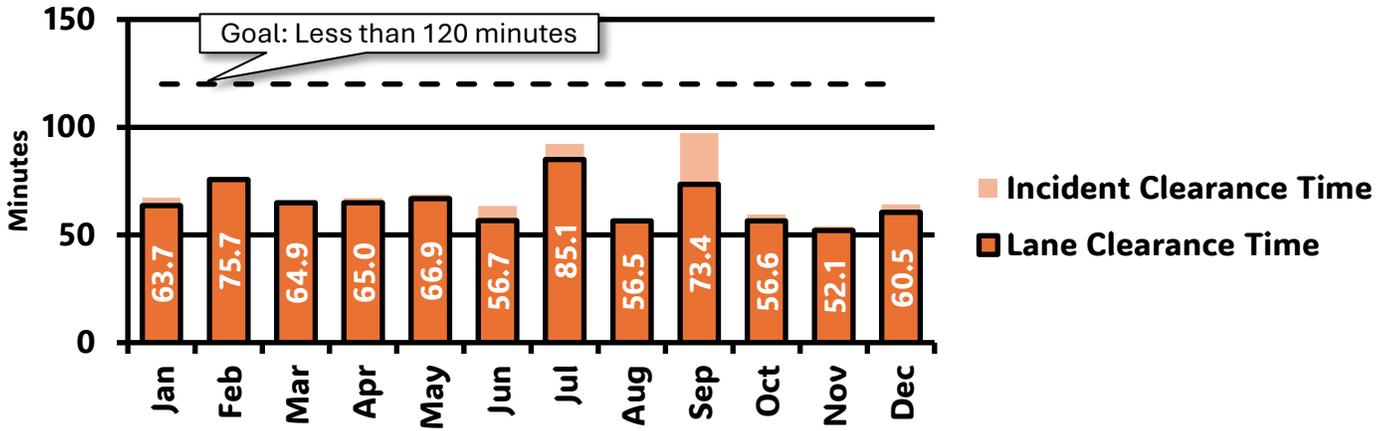
2025 Crash Clearance Times

The graphs below show the average lane and incident clearance times in region in 2025, along with the goal clearance times, for each severity level.

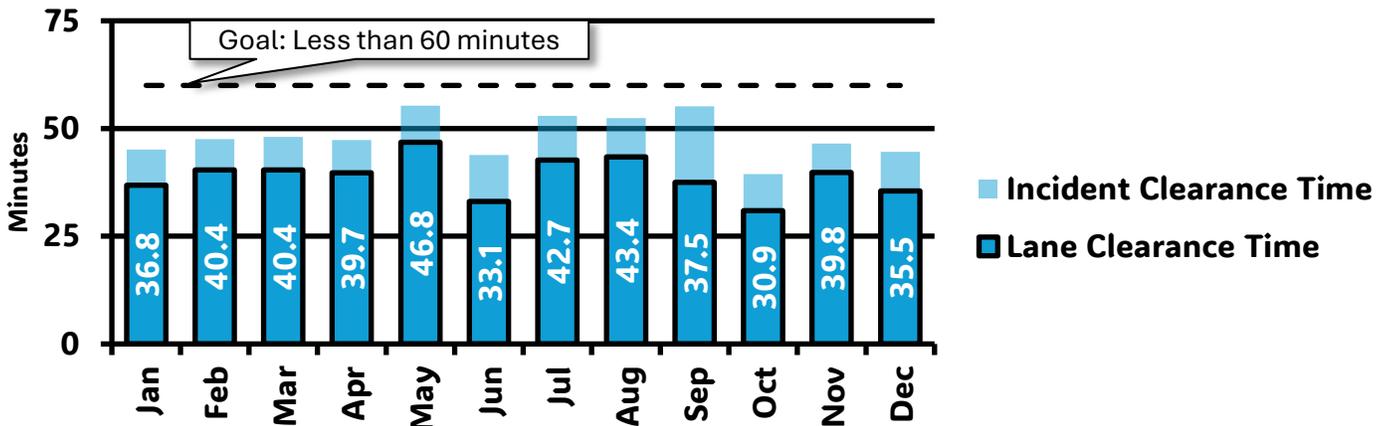
Minor Crash Clearance Time



Intermediate Crash Clearance Time



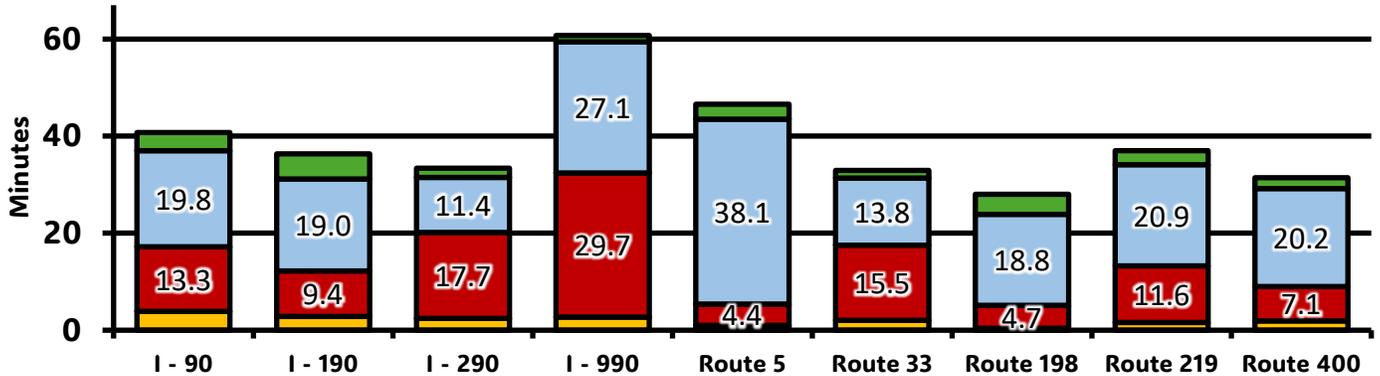
All Crash Clearance Time



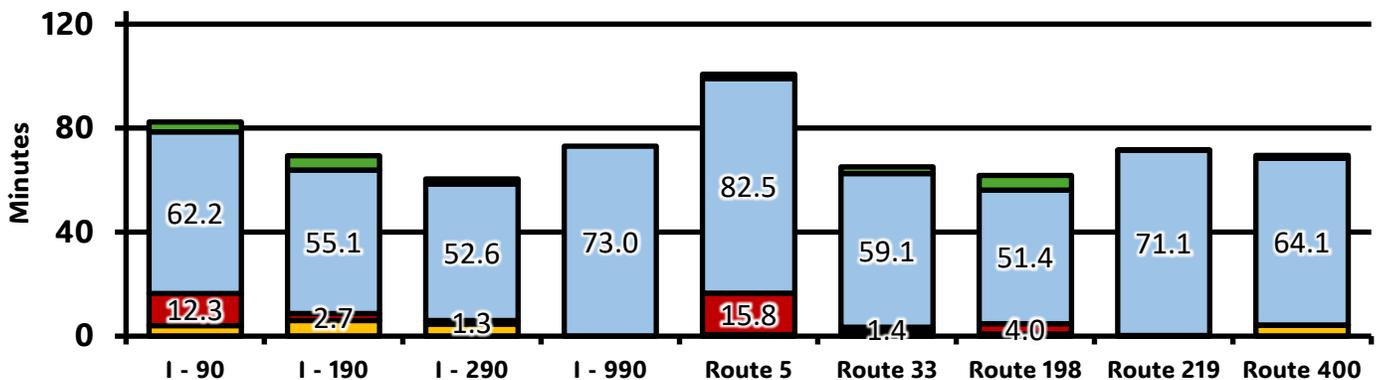
2025 Crash Timelines by Route

The graphs below show the average incident timelines for the major roadways in region in 2025 for each severity level. Note that **Detection→Arrival** and **Incident Clearance→Return to Normal** are not labelled for clarity.

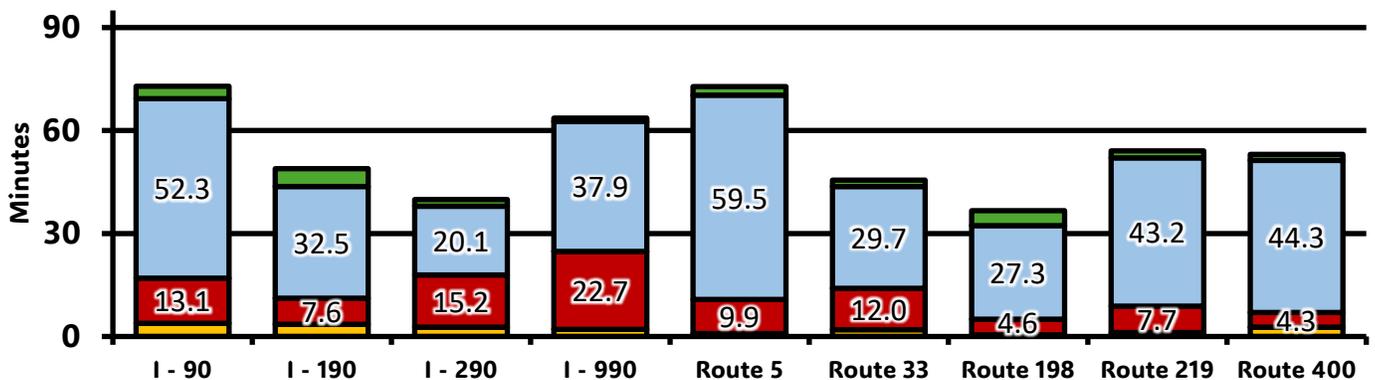
Minor by Route



Intermediate by Route



All by Route



■ Detection→Arrival

■ Arrival→Lane Clearance

■ Lane Clearance→Incident Clearance

■ Incident Clearance→Return to Normal

HELP Team

The following graphs outline the actions taken by the HELP team during 2025, including response and assist times and the type of assistance provided.

In 2025, the HELP Team...

...responded to **1,630 of the 1,749 incidents (93.2%)** that occurred on its routes during operating hours.

...was first on scene (FoS) to **1,394 of events it responded to (85.5%)**.

When the HELP Team is first on scene, incidents are cleared from travel lanes

5.3 x faster

than without HELP involvement

When HELP is involved but not the first to arrive, incidents are cleared from travel lanes

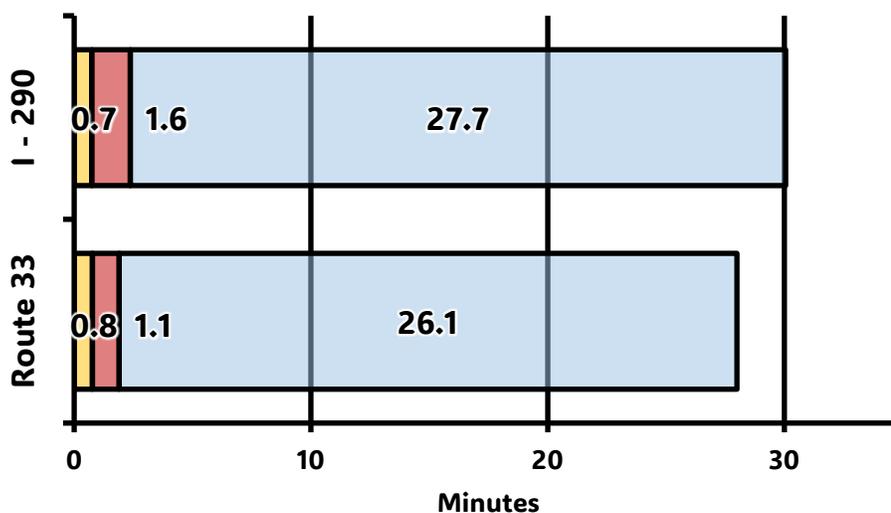
1.4 x faster

than without HELP involvement

Faster Clearance Times...

- *Keep Traffic Moving*
- *Prevent Secondary Crashes*
- *Protect Responders*
- *Save Lives*

HELP Incident Response Timeline



■ Notification Time
 ■ Response Time
 ■ Assist Time

HELP Timeline Measures

Average Notification Time:

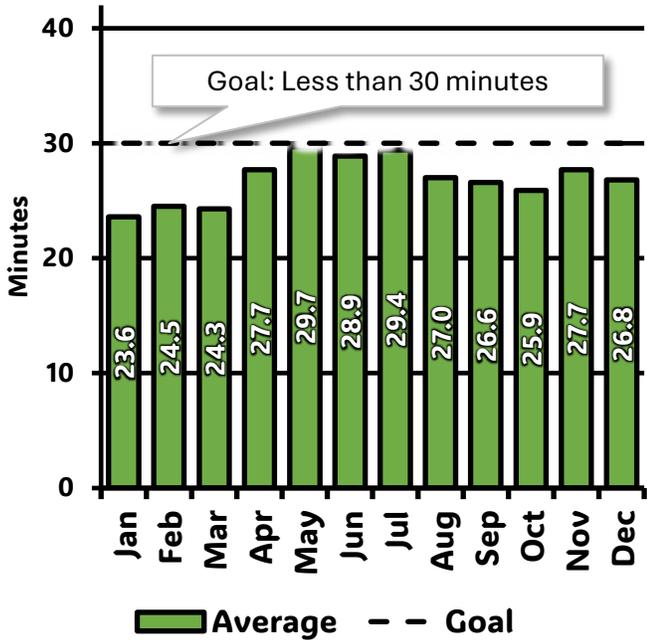
The time between when an incident occurred and the responder was notified.

Average Response Time:

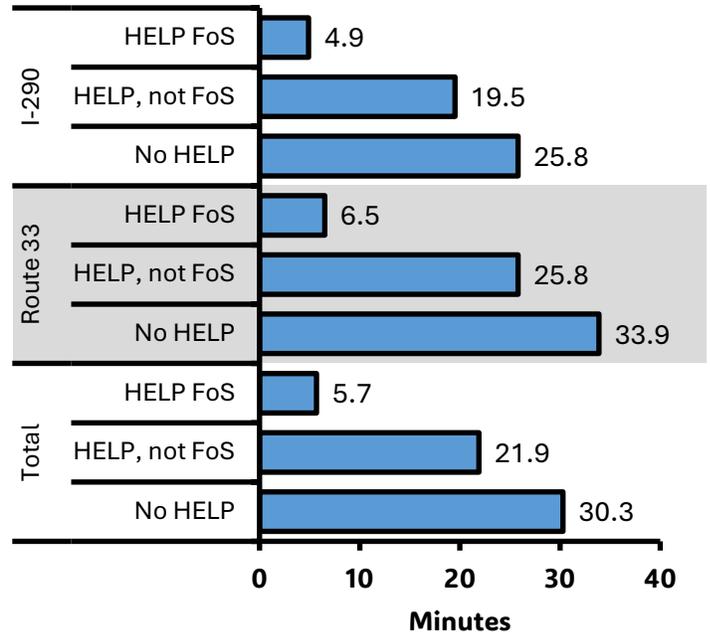
The time between incident notification and scene arrival.

Average Assist Time: The time between arrival at the scene and to scene departure.

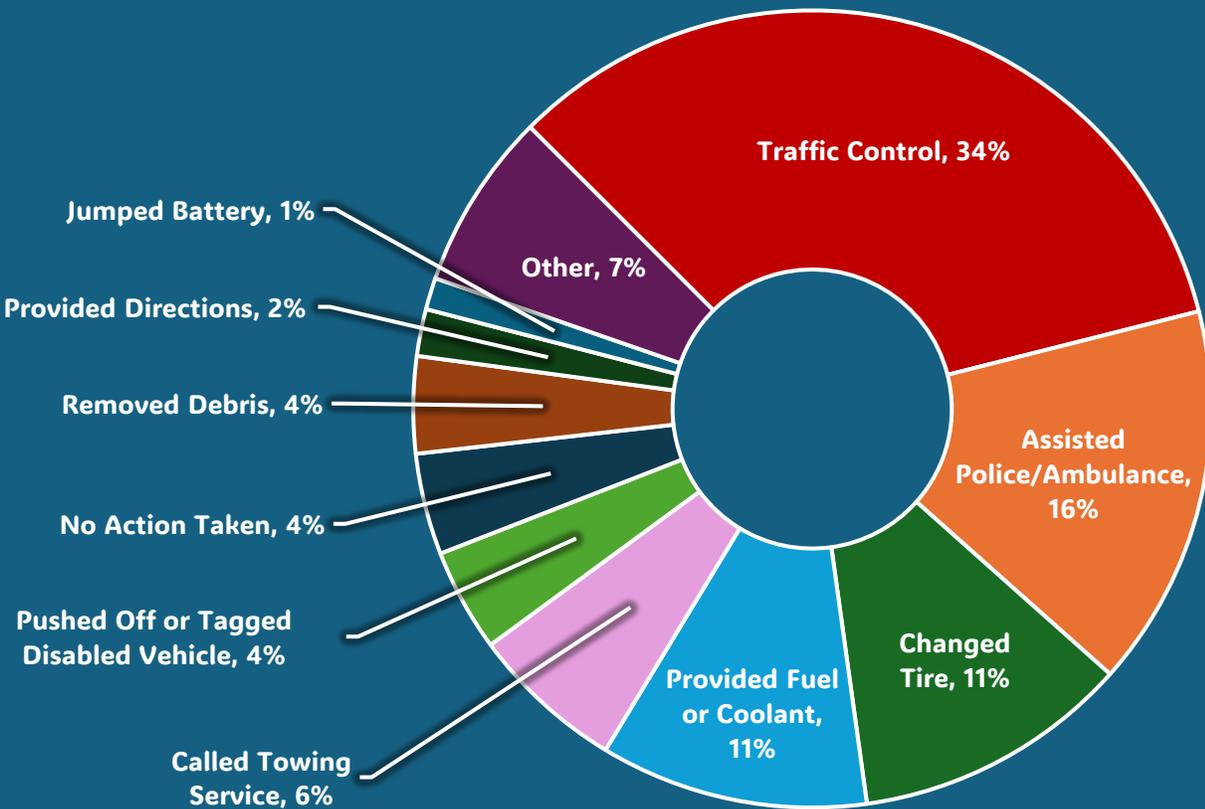
HELP Assist Time



Clearance Time Comparison



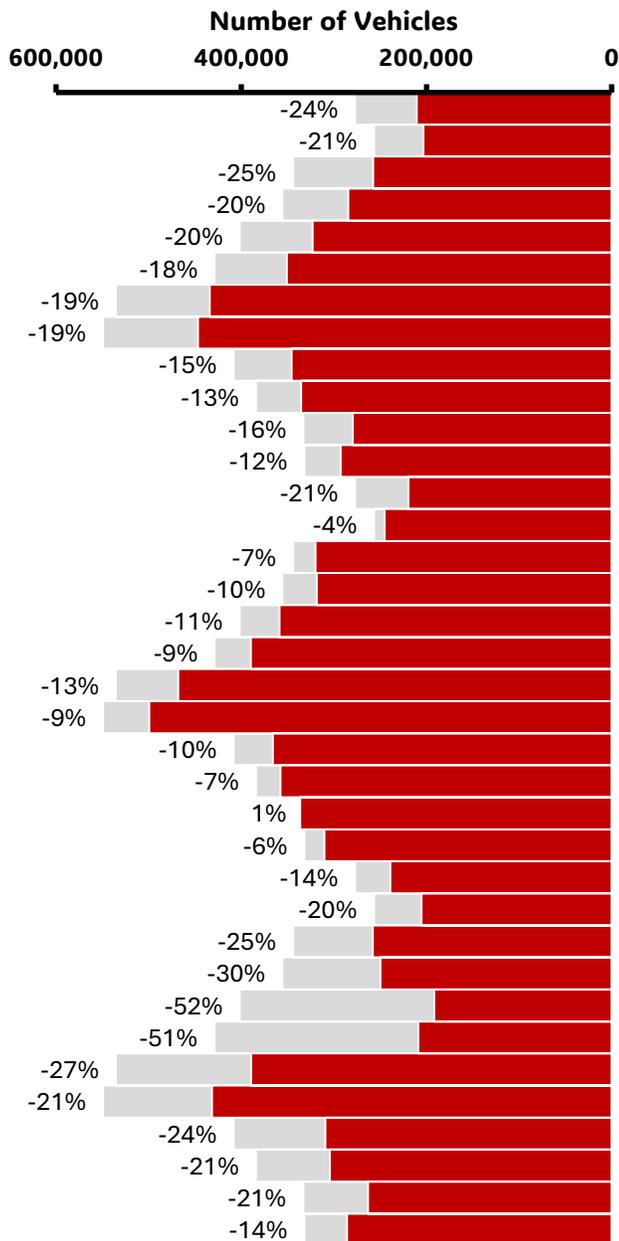
Type of HELP Assistance Provided



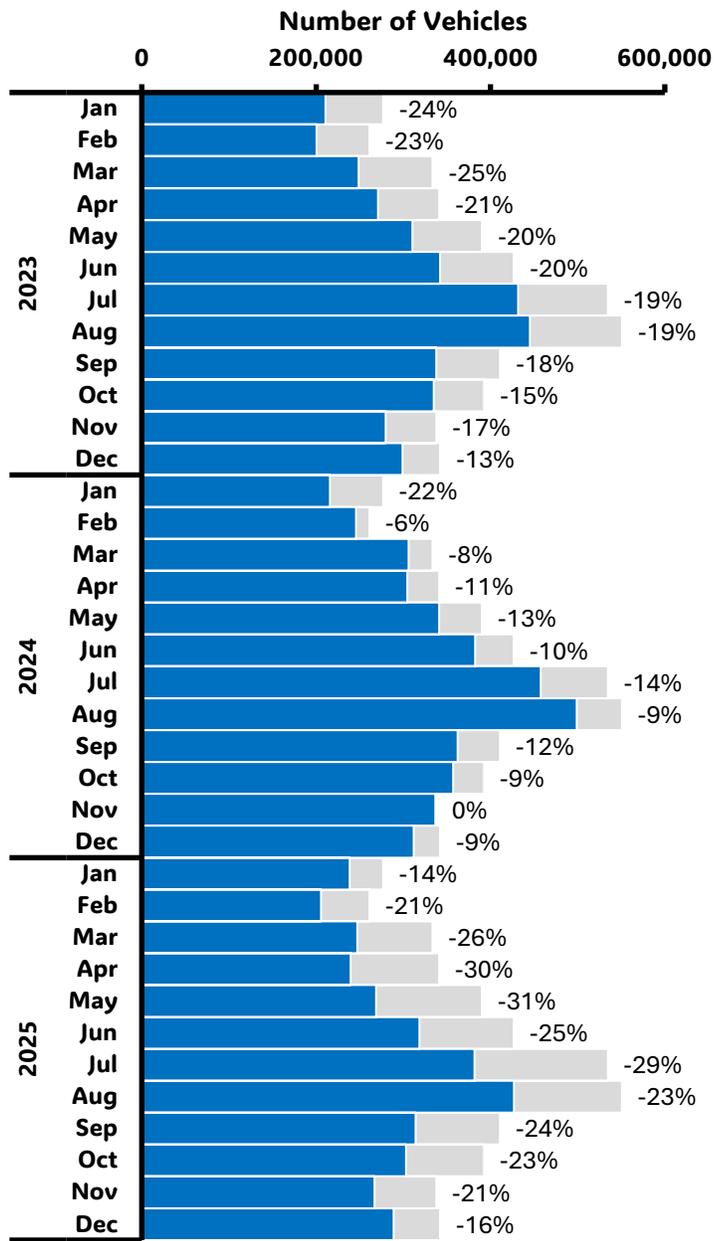
Border Crossing Volumes

The graphs on the following pages show the number of cars and trucks traveling across the Peace Bridge, Lewiston-Queenston Bridge, and Rainbow Bridge between the U.S. and Canada from 2023 – 2025. The grey bars show the average volume for the corresponding month in 2015 – 2019 and the percent change.

Cars to Canada



Cars to U.S.



Annual Car Border Crossing Volumes (2025)

Cars

6,835,707

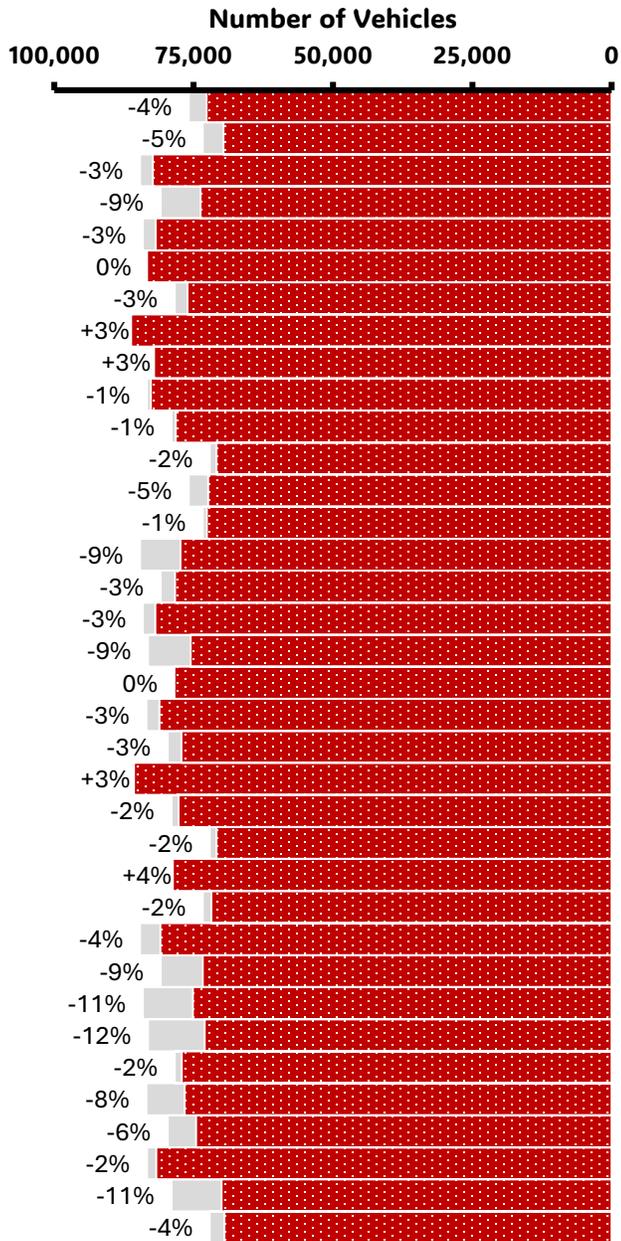
% Change from
2024 to 2025

-17.7%

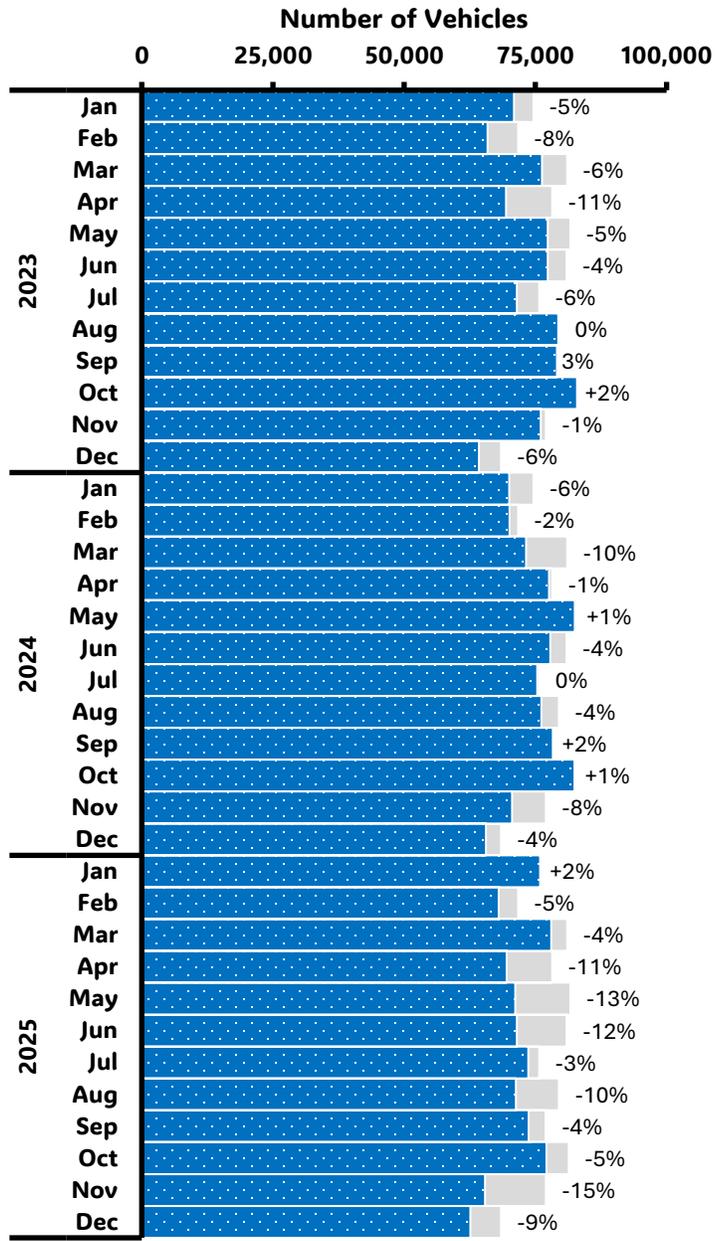
% Change from
2015-19 average
to 2025

-25.7%

Trucks to Canada



Trucks to U.S.



Annual Truck Border Crossing Volumes (2025)

Trucks

1,760,236

% Change from
2024 to 2025

-3.8%

% Change from
2015-19 average to
2025

-6.6%

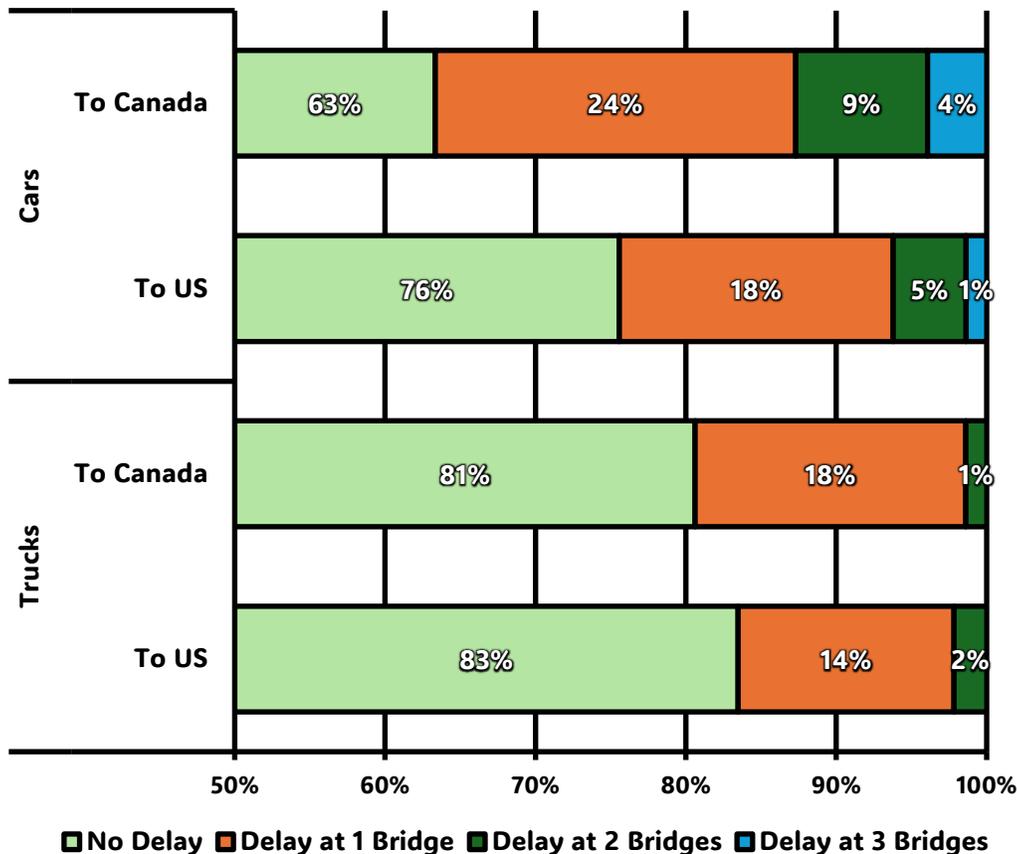
Border Crossing Delays

The table below shows measures of delay for the different border crossings and vehicle types for 2024 and 2025. The chart on this page shows the percentage of time that delay occurred simultaneously at multiple crossings. The combined hours of delay for all three crossings by month, day, hour, and vehicle type are on the following page.

	Peace Bridge – Cars				Lewiston-Queenston Bridge – Cars				Rainbow Bridge – Cars			
	To Canada		To US		To Canada		To US		To Canada		To US	
	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025
	% Delay	14%	11%	27%	22%	11%	6%	17%	12%	17%	14%	26%
Average	18	17	21	20	16	15	21	20	17	18	21	19
Peak	31	28	51	53	25	44	43	40	30	30	44	25

	Peace Bridge – Trucks				Lewiston-Queenston Bridge – Trucks			
	To Canada		To US		To Canada		To US	
	2024	2025	2024	2025	2024	2025	2024	2025
	% Delay	15%	15%	18%	12%	4%	5%	9%
Average	16	17	25	21	18	21	18	19
Peak	27	31	53	35	20	39	27	38

Simultaneous Delay



Border Delay Metrics

Delay: Any time the average cross-border travel time exceeds 10 minutes over the normal processing time

% Delay: Percent of the year during which delay occurs

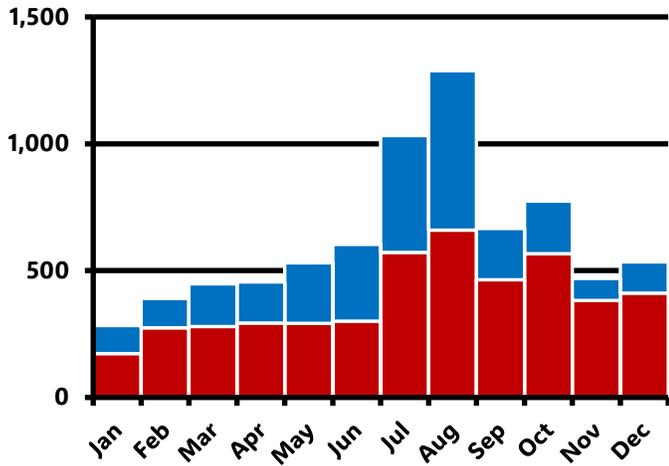
Average: When delays occur, the average magnitude of the delay (in minutes)

Peak: When delays occur, the Peak (95th percentile) magnitude of the delay (in minutes)

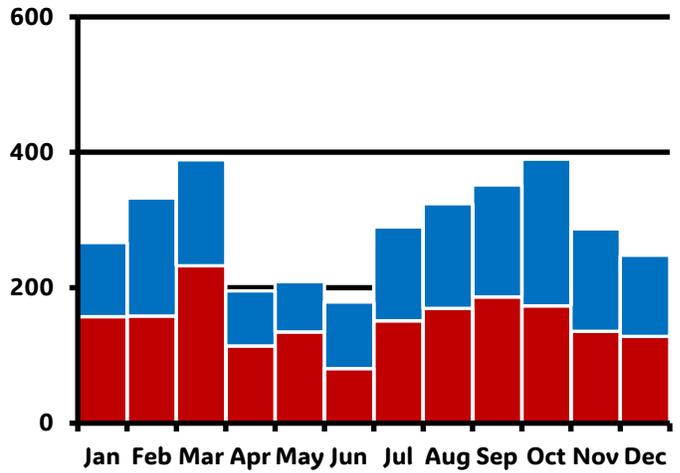
Simultaneous: Percent of the year when delays occur at more than one crossing

Hours of Delay: Number of hours during the year when delay occurs, combined for all crossings and directions

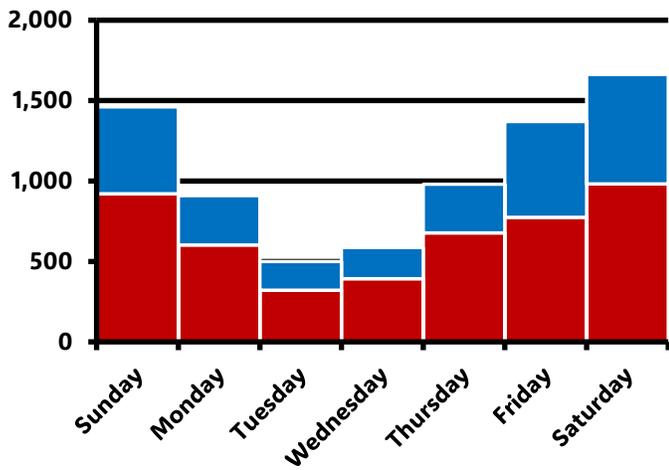
Car Delay by Month



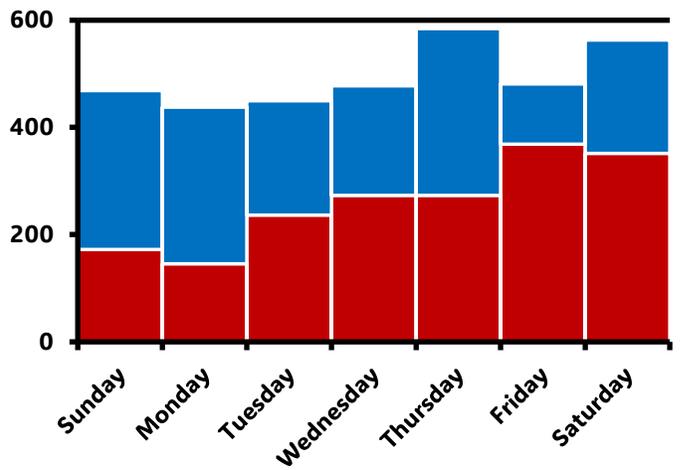
Truck Delay by Month



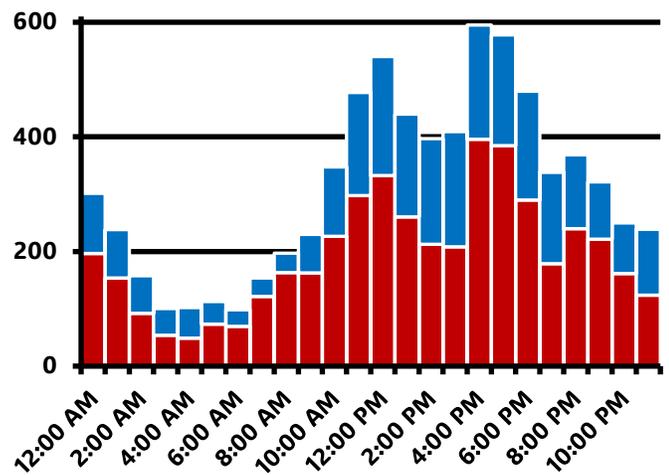
Car Delay by Day



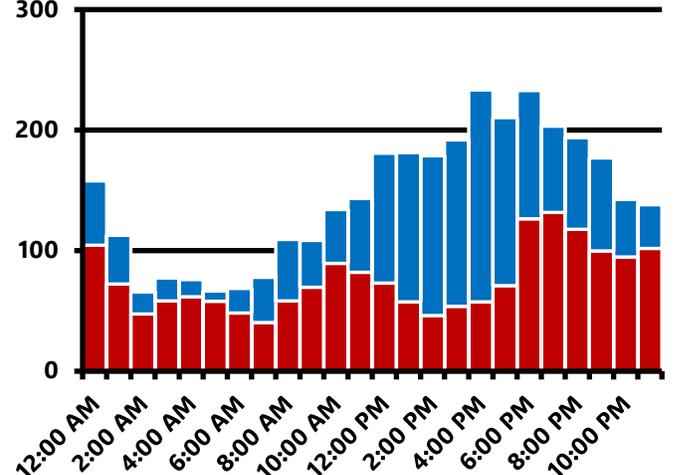
Truck Delay by Day



Car Delay by Time



Truck Delay by Time



■ To Canada ■ To US

■ To Canada ■ To US

Travel Times and Congestion

The graphs on the following pages show the travel time related performance measures for several roadway sections in the Buffalo-Niagara Region. The measures shown are defined below.

Travel Time Index (TTI): The measure of average conditions that indicates how much longer, on average, travel times are during congestion compared to during the free-flow travel time. The objective benchmark for peak TTI is below 1.50. For all highways, free-flow travel time is calculated using 55 mile per hour (mph).

Planning Time Index (PTI) (95th Percentile): The amount of time a traveler should allow ensuring on-time arrival 95% of the time. This measure indicates the travel time reliability of a route. The objective benchmark for peak PTI is below 2.50.

Congested Hours: The average number of hours per day that congestion occurred.

Each performance measure was calculated from speed data collected at ten-minute intervals between 6:00 AM and 10:00 PM on non-holiday weekdays.

Travel Times and Congested Hours

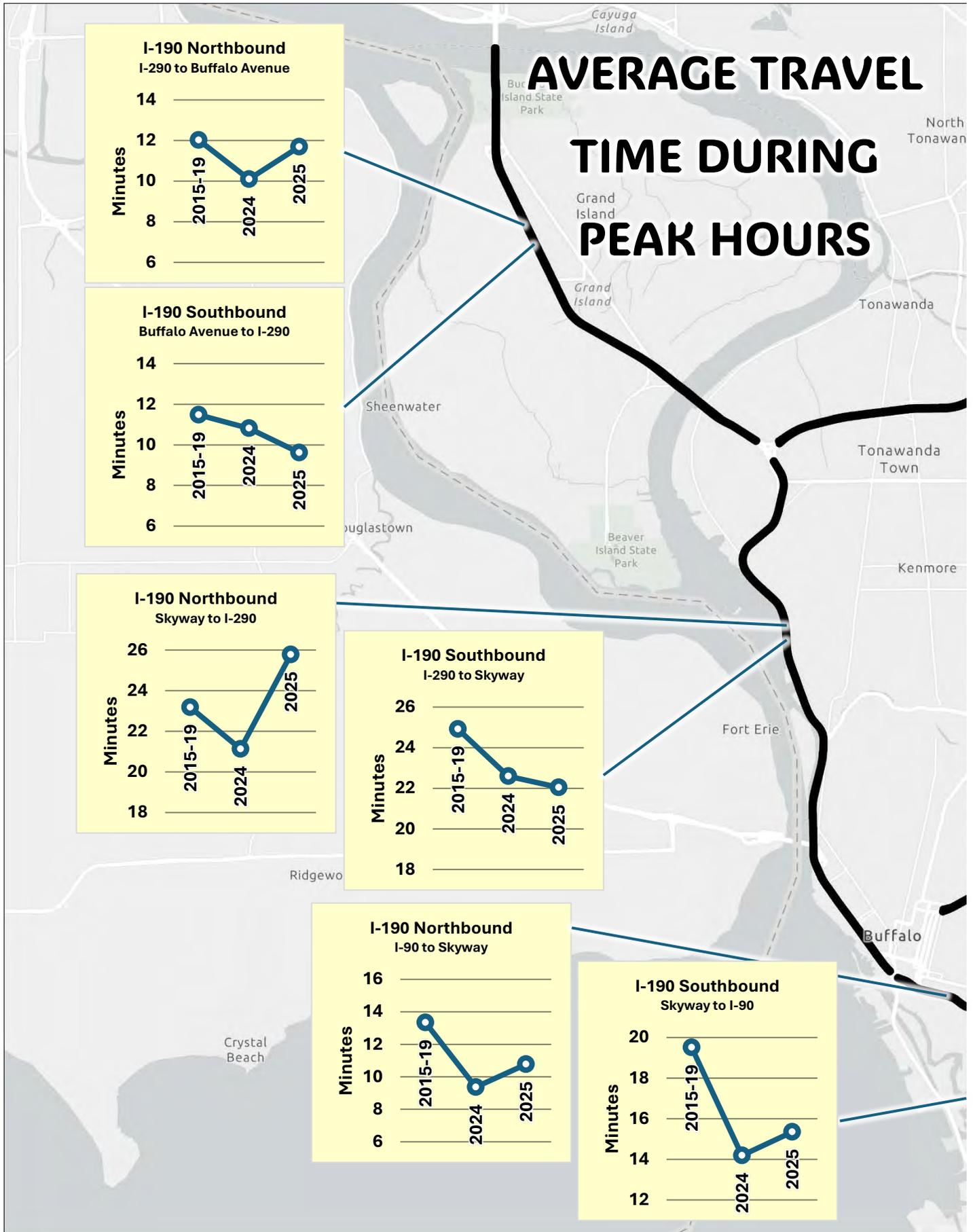
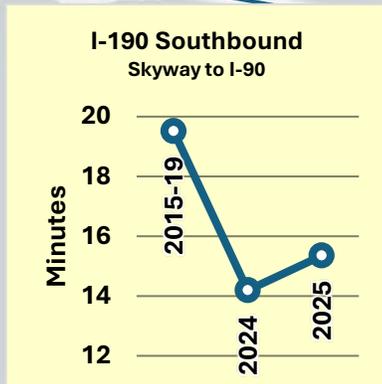
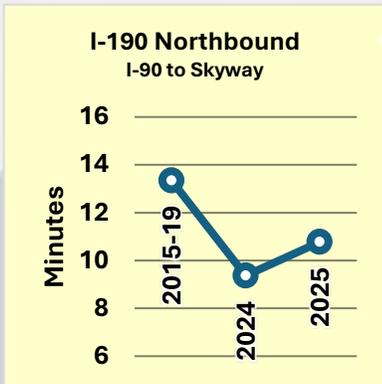
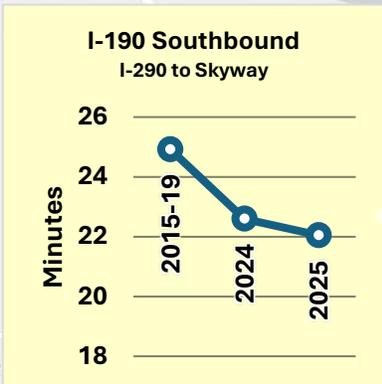
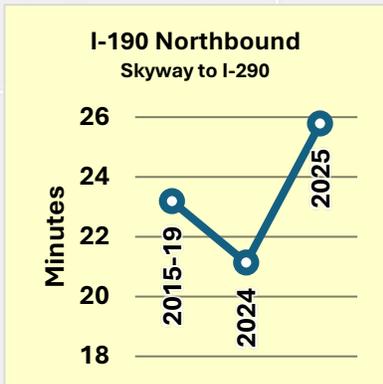
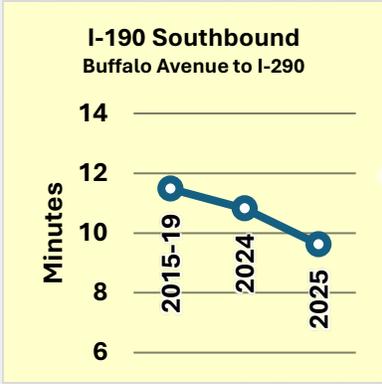
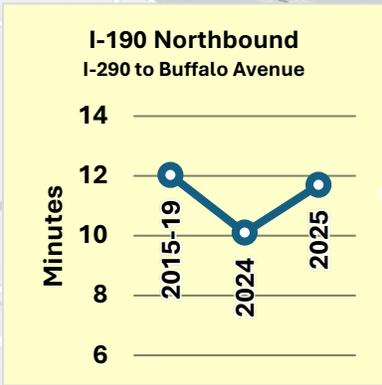
The travel time statistics are shown for each quarter of 2025, with graphs depicting the TTI and PTI for each hour of the day and tables showing the peak TTI, peak PTI, and peak travel time for 2024 and 2025, as well as the average from 2015 – 2019 and the percent change from 2025's metric to the previous time periods.

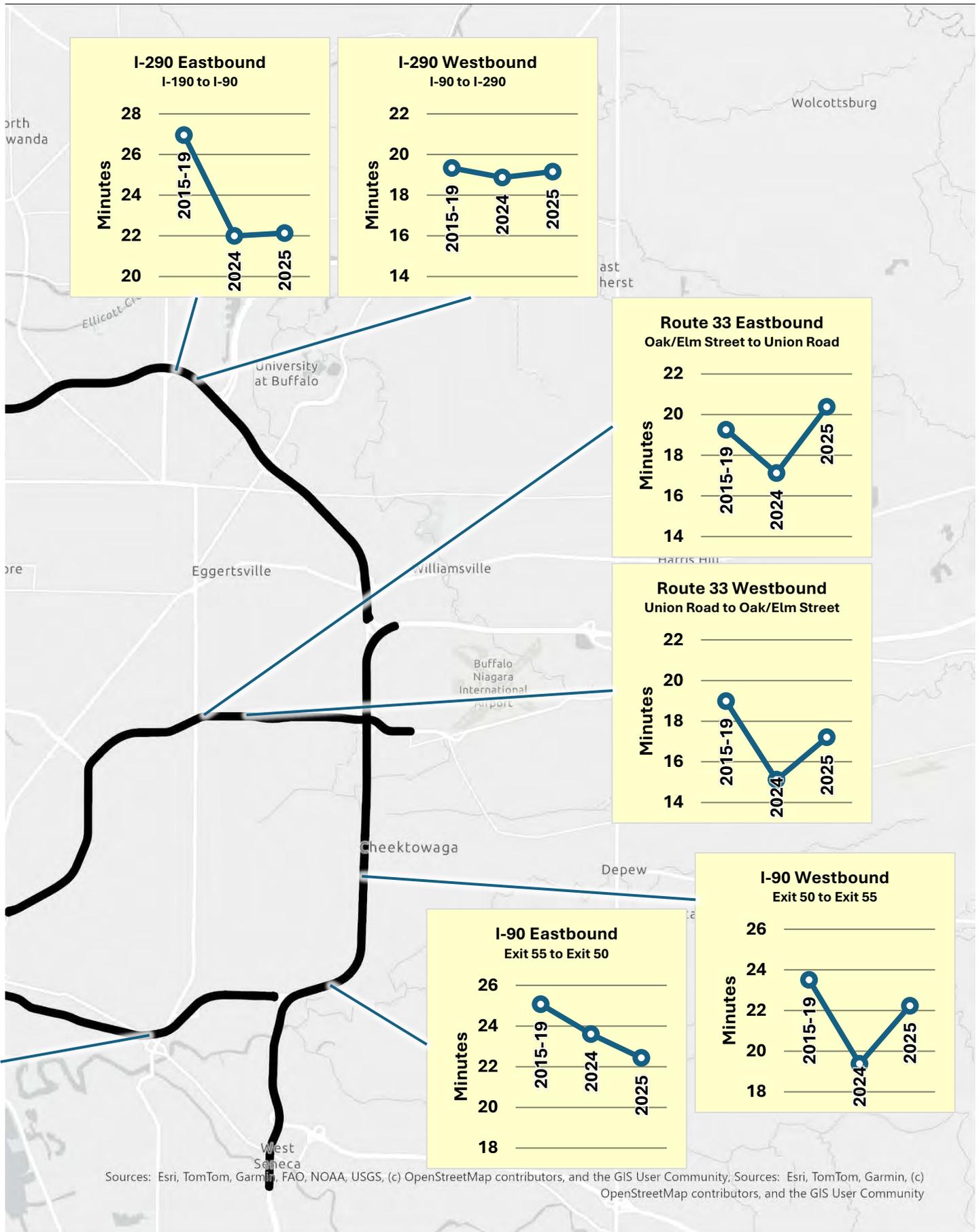
The congested hours for each roadway during each time period are shown in the table and graph on page 54.

Summary Map

The map on the following pages provides a high-level overview of how peak hour travel times in 2025 compare to those in 2024 and 2015 – 2019. The times shown are the average of the peak times that occurred during each period.

AVERAGE TRAVEL TIME DURING PEAK HOURS





Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community; Sources: Esri, TomTom, Garmin, (c) OpenStreetMap contributors, and the GIS User Community

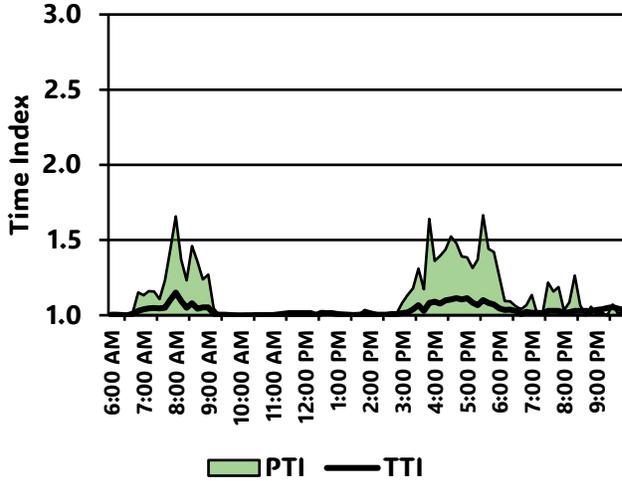
I-90 Travel Time Statistics

Segment Description: Between Exit 50 and Exit 55
Normal Travel Time: 10 minutes

Segment Length: 8.6 miles

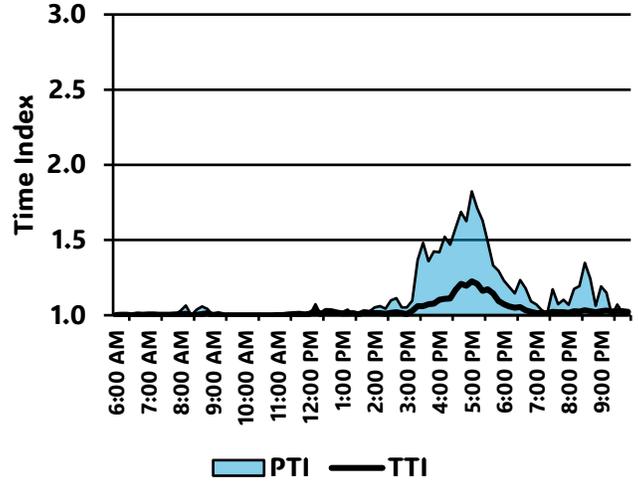
1st Quarter

Eastbound (2025)



	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.37	2.52	25 min
2024	1.20	1.71	17 min
2025	1.15	1.66	17 min
% Change from 2015-19 average to 2025	-16%	-34%	-34%
% Change from 2024 to 2025	-4%	-3%	-3%

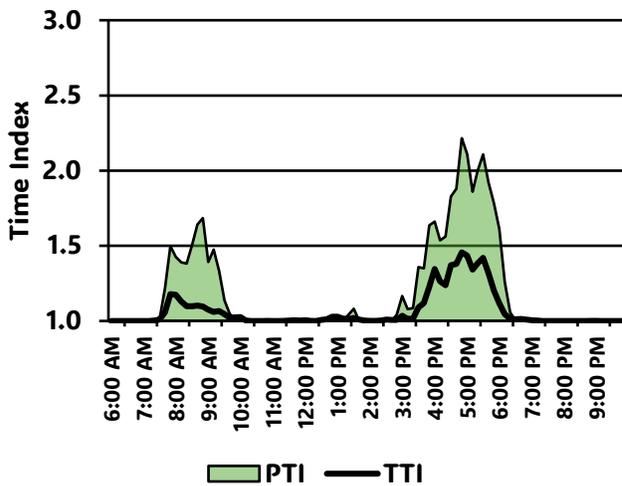
Westbound (2025)



	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.24	2.10	21 min
2024	1.15	1.63	16 min
2025	1.23	1.82	18 min
% Change from 2015-19 average to 2025	-1%	-13%	-13%
% Change from 2024 to 2025	+6%	+12%	+12%

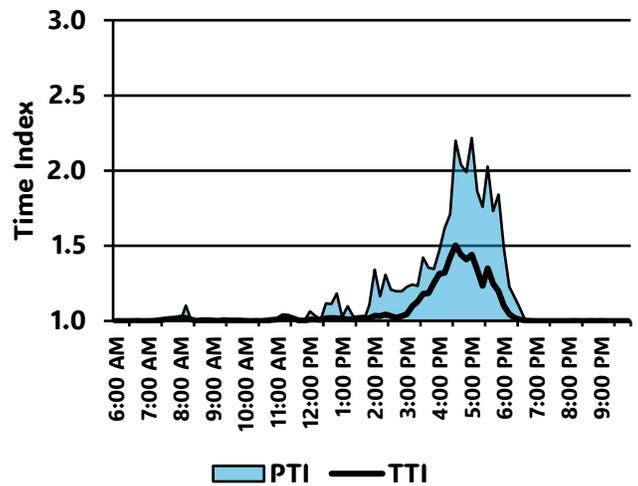
2nd Quarter

Eastbound (2025)



	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.47	2.49	25 min
2024	1.28	1.94	19 min
2025	1.46	2.22	22 min
% Change from 2015-19 average to 2025	-1%	-11%	-11%
% Change from 2024 to 2025	+13%	+14%	+14%

Westbound (2025)



	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.43	2.31	23 min
2024	1.29	2.01	20 min
2025	1.50	2.22	22 min
% Change from 2015-19 average to 2025	+5%	-4%	-4%
% Change from 2024 to 2025	+17%	+10%	+10%

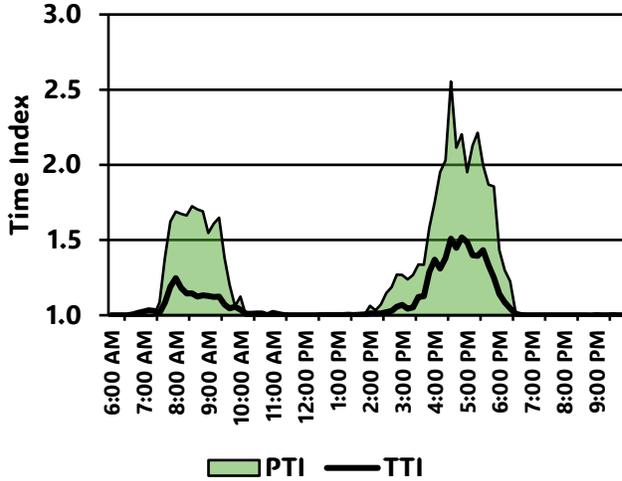
I-90 Travel Time Statistics

Segment Description: Between Exit 50 and Exit 55
Normal Travel Time: 10 minutes

Segment Length: 8.6 miles

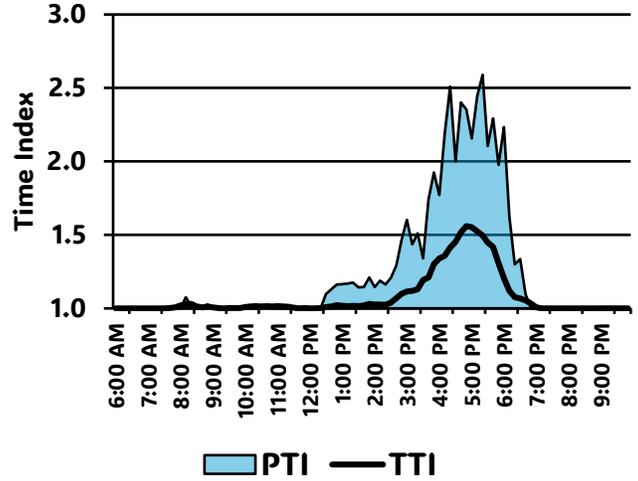
3rd Quarter

Eastbound (2025)



	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.39	2.40	25 min
2024	1.33	2.59	19 min
2025	1.52	2.55	22 min
% Change from 2015-19 average to 2025	-1%	+7%	+7%
% Change from 2024 to 2025	+14%	-1%	-1%

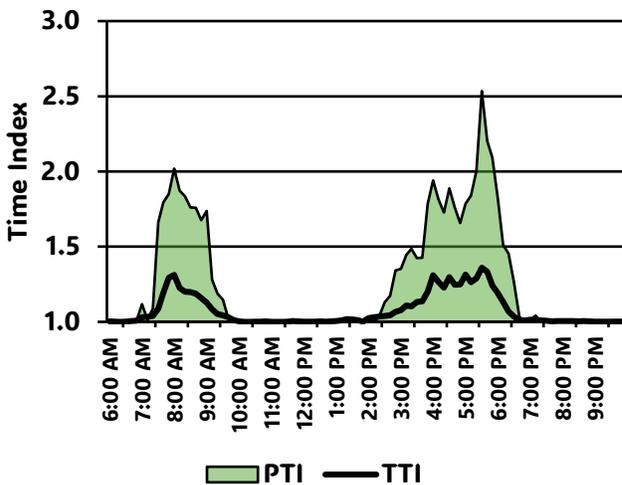
Westbound (2025)



	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.53	2.49	25 min
2024	1.43	2.17	22 min
2025	1.56	2.59	26 min
% Change from 2015-19 average to 2025	+2%	+4%	+4%
% Change from 2024 to 2025	+9%	+19%	+19%

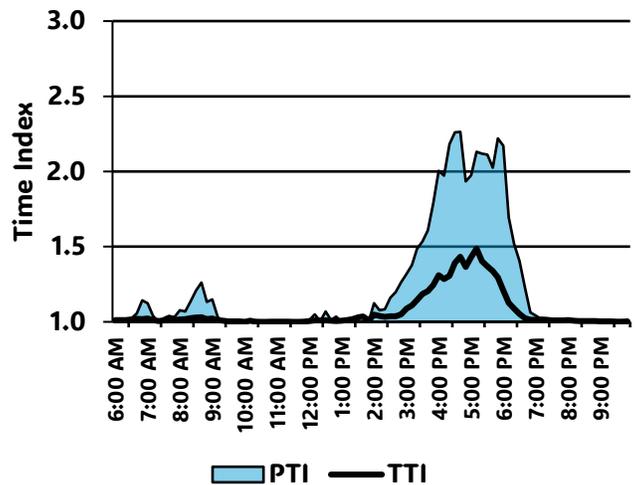
4th Quarter

Eastbound (2025)



	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.52	2.62	26 min
2024	1.34	3.20	32 min
2025	1.36	2.53	25 min
% Change from 2015-19 average to 2025	-11%	-3%	-3%
% Change from 2024 to 2025	+2%	-21%	-21%

Westbound (2025)



	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.48	2.51	25 min
2024	1.34	1.94	19 min
2025	1.49	2.26	23 min
% Change from 2015-19 average to 2025	+1%	-10%	-10%
% Change from 2024 to 2025	+11%	+17%	+17%

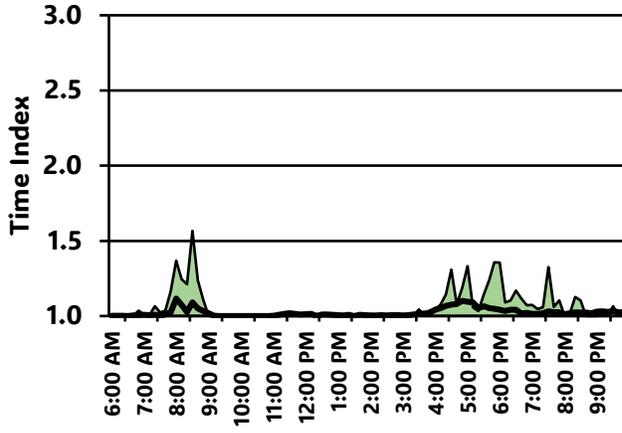
I-190 Section 1 Travel Time Statistics

Segment Description: Between I-90 and Skyway
Normal Travel Time: 7 minutes

Segment Length: 5.8 miles

1st Quarter

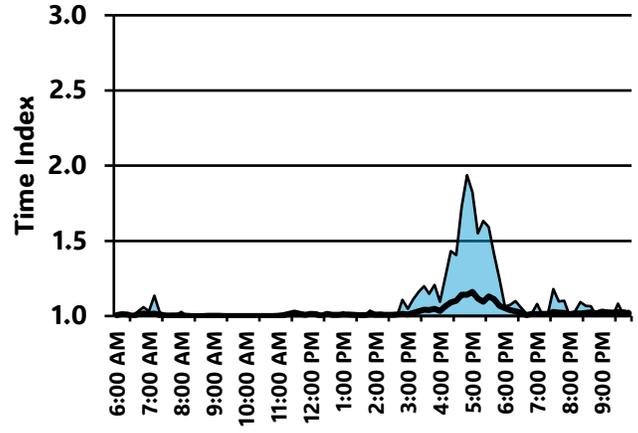
Northbound (2025)



PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.23	2.13	15 min
2024	1.07	1.34	9 min
2025	1.12	1.57	11 min
% Change from 2015-19 average to 2025	-9%	-26%	-26%
% Change from 2024 to 2025	5%	+17%	+17%

Southbound (2025)

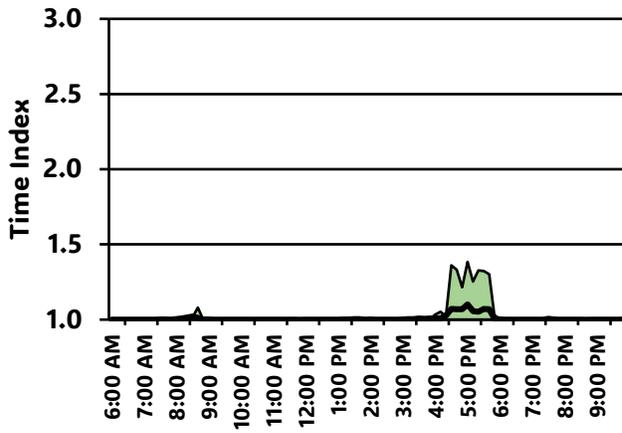


PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.25	2.63	18 min
2024	1.18	2.20	15 min
2025	1.16	1.94	14 min
% Change from 2015-19 average to 2025	-7%	-26%	-26%
% Change from 2024 to 2025	-1%	-12%	-12%

2nd Quarter

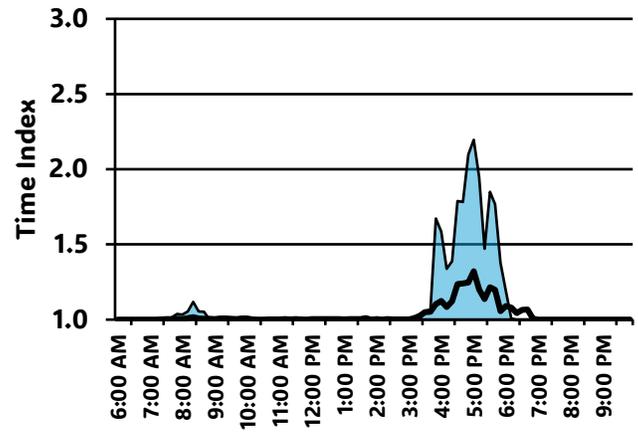
Northbound (2025)



PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.11	1.68	12 min
2024	1.06	1.33	9 min
2025	1.10	1.38	10 min
% Change from 2015-19 average to 2025	-1%	-18%	-18%
% Change from 2024 to 2025	+4%	+4%	+4%

Southbound (2025)



PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.51	2.83	20 min
2024	1.21	1.72	12 min
2025	1.32	2.20	15 min
% Change from 2015-19 average to 2025	-12%	-22%	-22%
% Change from 2024 to 2025	+9%	+27%	+27%

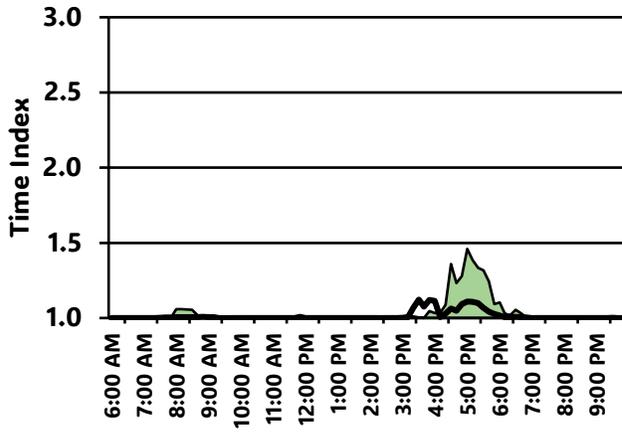
I-190 Section 1 Travel Time Statistics

Segment Description: Between I-90 and Skyway
Normal Travel Time: 7 minutes

Segment Length: 5.8 miles

3rd Quarter

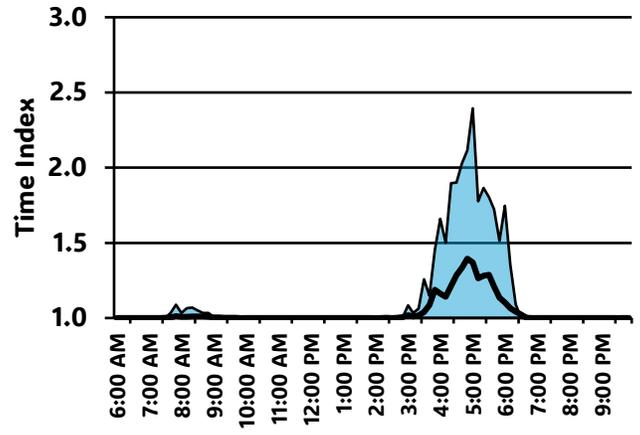
Northbound (2025)



PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.08	1.79	13 min
2024	1.15	1.32	9 min
2025	1.12	1.46	10 min
% Change from 2015-19 average to 2025	+4%	-19%	-19%
% Change from 2024 to 2025	-3%	+10%	+10%

Southbound (2025)

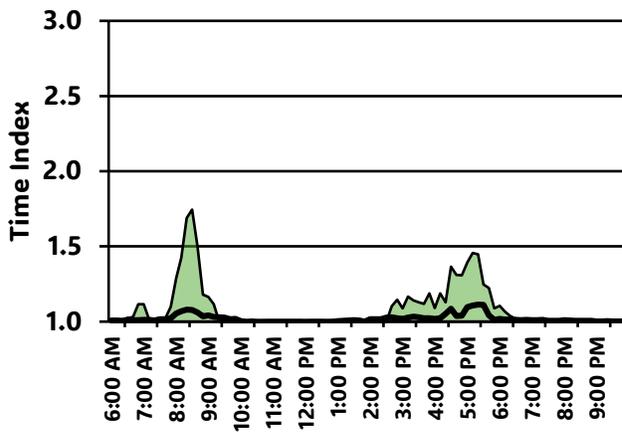


PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.47	2.59	18 min
2024	1.18	1.71	12 min
2025	1.39	2.39	17 min
% Change from 2015-19 average to 2025	-5%	-7%	-7%
% Change from 2024 to 2025	+18%	+40%	+40%

4th Quarter

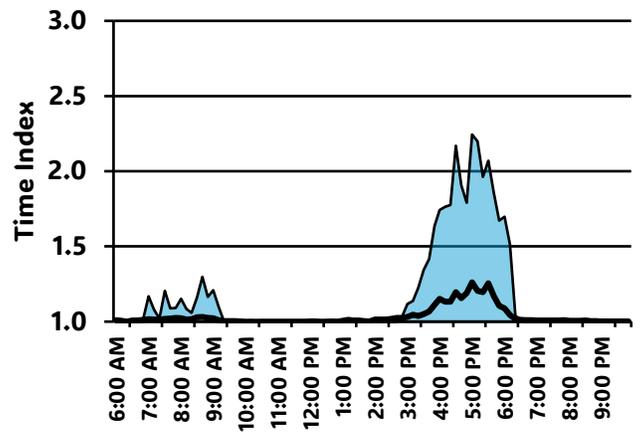
Northbound (2025)



PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.26	2.02	14 min
2024	1.05	1.36	10 min
2025	1.11	1.75	12 min
% Change from 2015-19 average to 2025	-12%	-14%	-14%
% Change from 2024 to 2025	+6%	+28%	+28%

Southbound (2025)



PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.48	3.10	22 min
2024	1.24	2.47	17 min
2025	1.26	2.24	16 min
% Change from 2015-19 average to 2025	-15%	-28%	-28%
% Change from 2024 to 2025	+2%	-9%	-9%

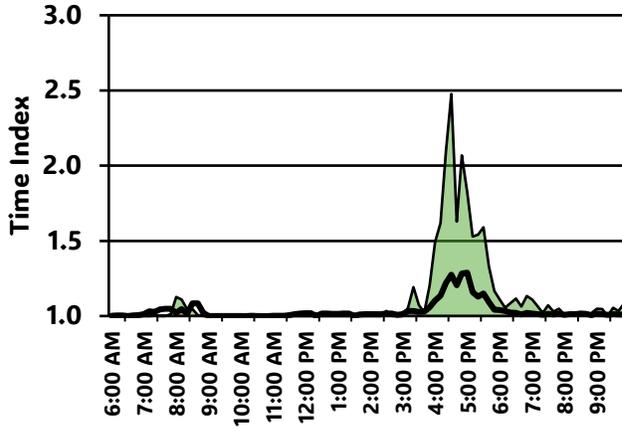
I-190 Section 2 Travel Time Statistics

Segment Description: Between Skyway and I-290
Normal Travel Time: 10 minutes

Segment Length: 8.5 miles

1st Quarter

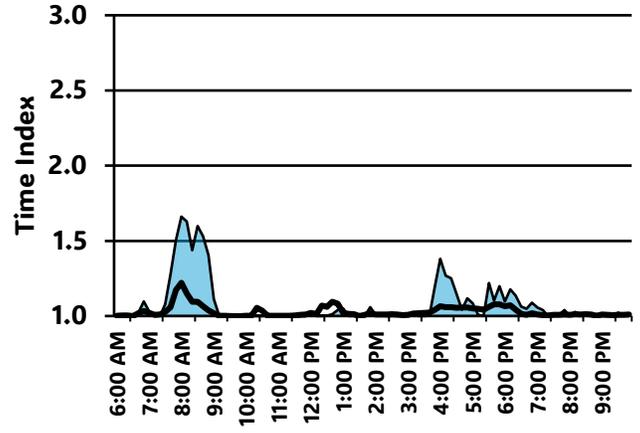
Northbound (2025)



PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.32	2.26	23 min
2024	1.19	1.76	18 min
2025	1.29	2.48	25 min
% Change from 2015-19 average to 2025	-3%	+9%	+9%
% Change from 2024 to 2025	+9%	+41%	+41%

Southbound (2025)

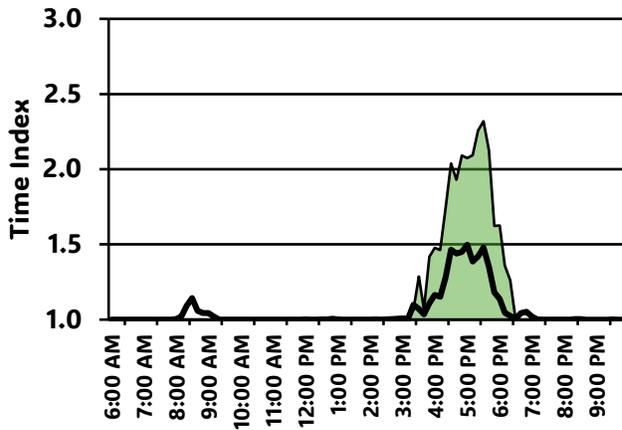


PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.48	2.61	26 min
2024	1.22	1.96	20 min
2025	1.22	1.66	17 min
% Change from 2015-19 average to 2025	-18%	-36%	-36%
% Change from 2024 to 2025	0%	-15%	-15%

2nd Quarter

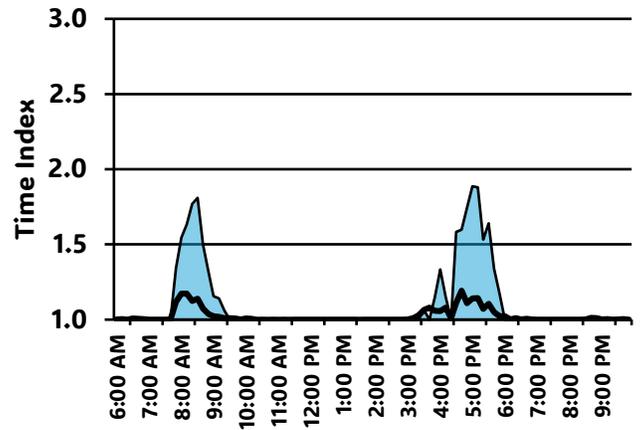
Northbound (2025)



PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.43	2.32	23 min
2024	1.41	2.33	23 min
2025	1.50	2.32	23 min
% Change from 2015-19 average to 2025	+5%	0%	0%
% Change from 2024 to 2025	+6%	0%	0%

Southbound (2025)



PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.26	2.21	22 min
2024	1.25	1.75	17 min
2025	1.19	1.89	19 min
% Change from 2015-19 average to 2025	-5%	-14%	-14%
% Change from 2024 to 2025	-5%	+8%	+8%

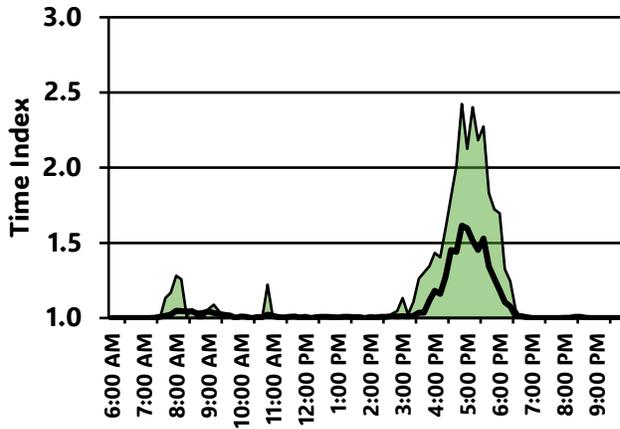
I-190 Section 2 Travel Time Statistics

Segment Description: Between Skyway and I-290
Normal Travel Time: 10 minutes

Segment Length: 8.5 miles

3rd Quarter

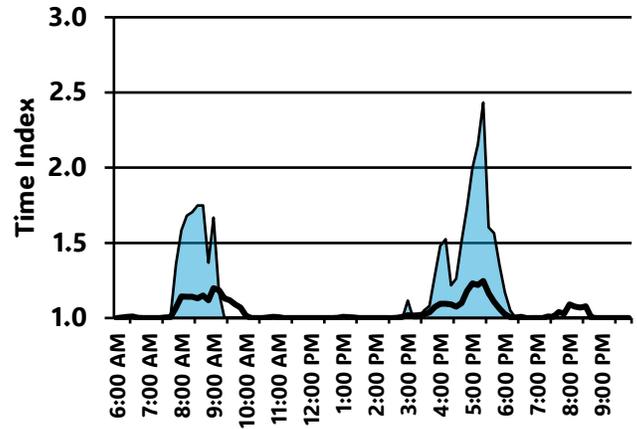
Northbound (2025)



PTI — TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.36	2.39	24 min
2024	1.56	2.22	22 min
2025	1.61	2.42	24 min
% Change from 2015-19 average to 2025	+19%	+1%	+1%
% Change from 2024 to 2025	+4%	+9%	+9%

Southbound (2025)

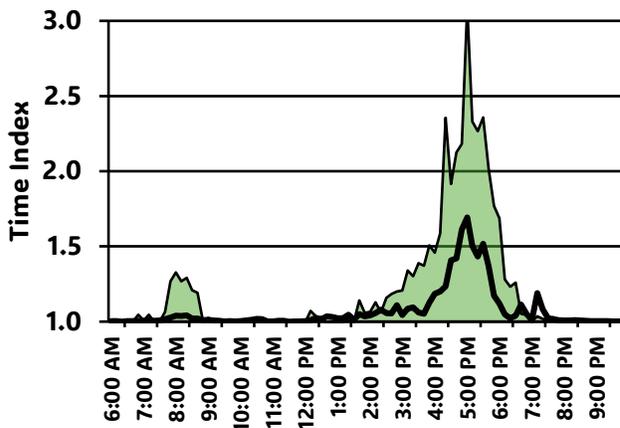


PTI — TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.37	2.45	25 min
2024	1.14	2.06	21min
2025	1.25	2.43	24 min
% Change from 2015-19 average to 2025	-9%	-1%	-1%
% Change from 2024 to 2025	+9%	+18%	+18%

4th Quarter

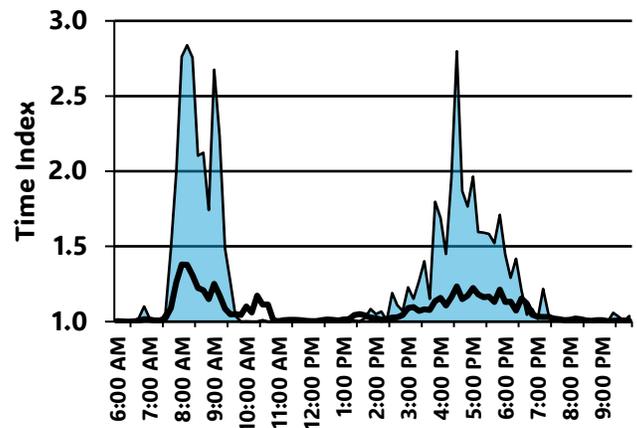
Northbound (2025)



PTI — TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.40	2.30	23 min
2024	1.40	2.15	22 min
2025	1.69	3.09	31 min
% Change from 2015-19 average to 2025	+21%	+34%	+34%
% Change from 2024 to 2025	+21%	+44%	+44%

Southbound (2025)



PTI — TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.58	2.70	27 min
2024	1.35	3.26	33 min
2025	1.38	2.84	28 min
% Change from 2015-19 average to 2025	-13%	+5%	+5%
% Change from 2024 to 2025	+2%	-13%	-13%

I-190 Section 3 Travel Time Statistics

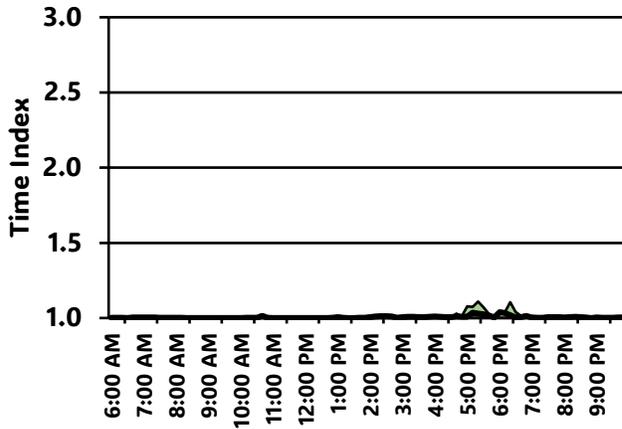
Segment Description: Between I-290 and Buffalo Avenue

Segment Length: 7.7 miles

Normal Travel Time: 8 minutes

1st Quarter

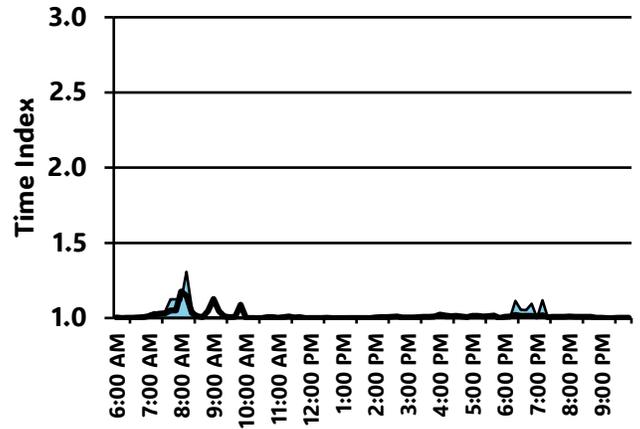
Northbound (2025)



PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.07	1.49	12 min
2024	1.32	1.25	10 min
2025	1.04	1.11	9 min
% Change from 2015-19 average to 2025	-3%	-25%	-25%
% Change from 2024 to 2025	-21%	-11%	-11%

Southbound (2025)

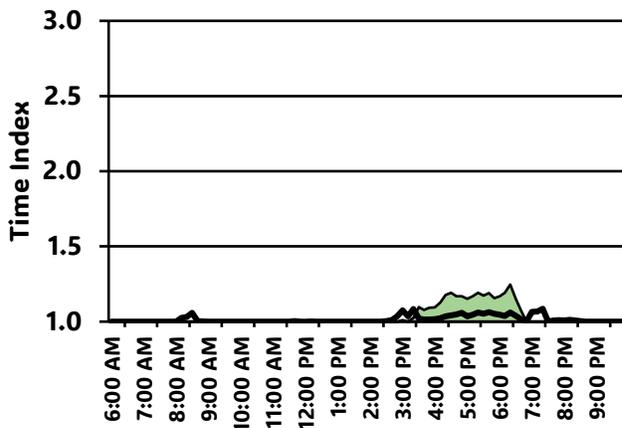


PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.09	1.50	12 min
2024	1.36	1.48	12 min
2025	1.18	1.31	10 min
% Change from 2015-19 average to 2025	+8%	-13%	-13%
% Change from 2024 to 2025	-13%	-12%	-12%

2nd Quarter

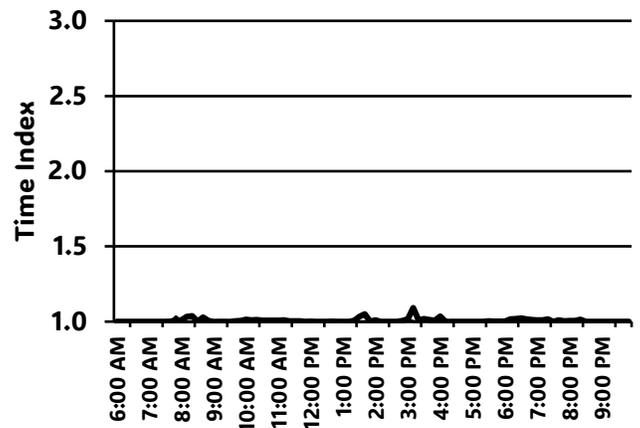
Northbound (2025)



PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.16	1.43	11 min
2024	1.24	1.24	10 min
2025	1.09	1.25	10 min
% Change from 2015-19 average to 2025	-7%	-13%	-13%
% Change from 2024 to 2025	-13%	+1%	+1%

Southbound (2025)



PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.03	1.16	9 min
2024	1.16	1.15	9 min
2025	1.09	1.03	8 min
% Change from 2015-19 average to 2025	+6%	-11%	-11%
% Change from 2024 to 2025	-6%	-10%	-10%

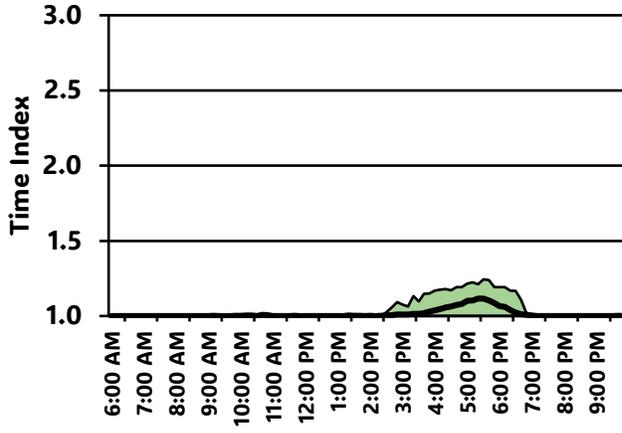
I-190 Section 3 Travel Time Statistics

Segment Description: Between I-290 and Buffalo Avenue
Normal Travel Time: 8 minutes

Segment Length: 7.7 miles

3rd Quarter

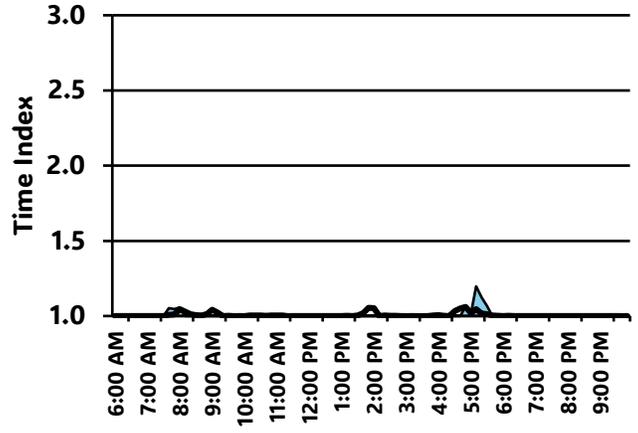
Northbound (2025)



PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.32	1.75	14 min
2024	1.23	1.41	11 min
2025	1.12	1.24	10 min
% Change from 2015-19 average to 2025	-16%	-29%	-29%
% Change from 2024 to 2025	-10%	-12%	-12%

Southbound (2025)

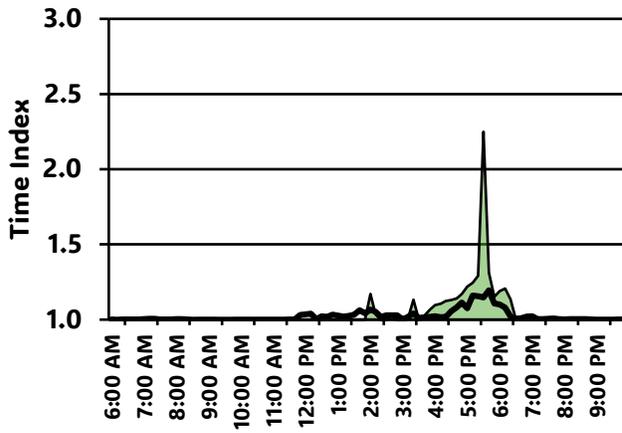


PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.09	1.50	12 min
2024	1.21	1.42	11 min
2025	1.06	1.20	10 min
% Change from 2015-19 average to 2025	-3%	-20%	-20%
% Change from 2024 to 2025	-13%	-16%	-16%

4th Quarter

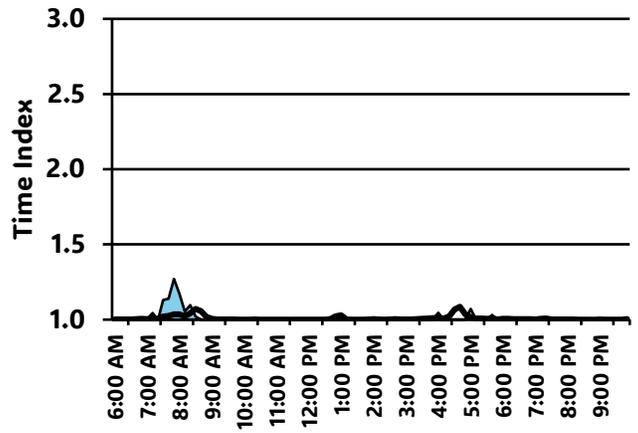
Northbound (2025)



PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.08	1.35	11 min
2024	1.09	1.15	9 min
2025	1.20	2.25	18 min
% Change from 2015-19 average to 2025	+10%	+66%	+66%
% Change from 2024 to 2025	+9%	+96%	+96%

Southbound (2025)



PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.19	1.58	13 min
2024	1.16	1.36	11 min
2025	1.09	1.27	10.16
% Change from 2015-19 average to 2025	-9%	-20%	-20%
% Change from 2024 to 2025	-6%	-6%	-6%

I-290 Travel Time Statistics

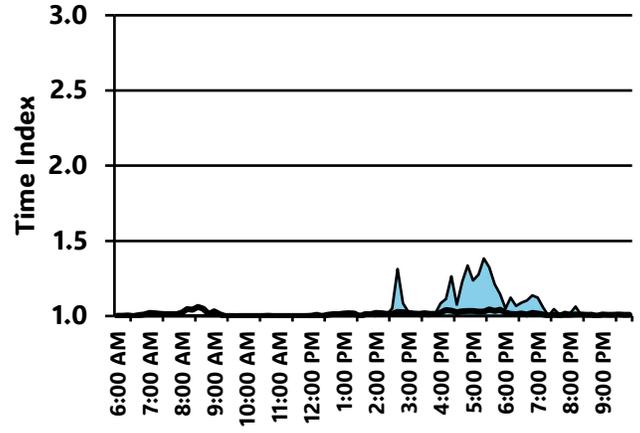
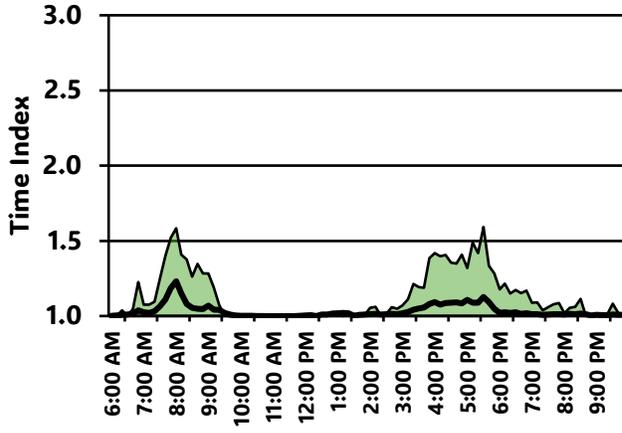
Segment Description: Between I-190 and I-90
Normal Travel Time: 12 minutes

Segment Length: 10.3 miles

Eastbound (2025)

Westbound (2025)

1st Quarter



PTI TTI

PTI TTI

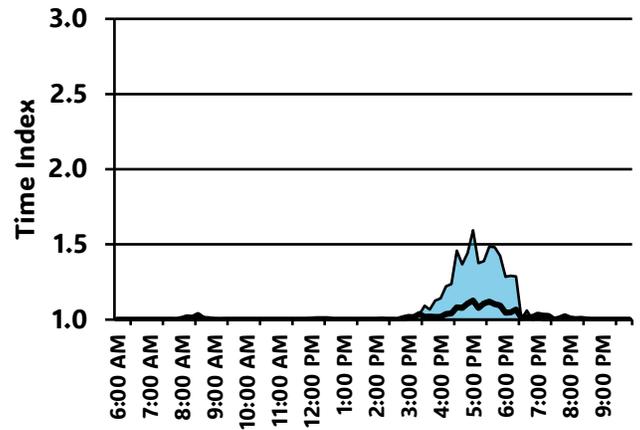
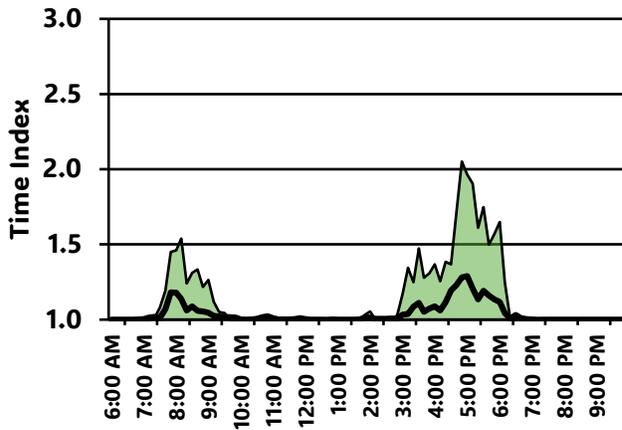
	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.18	2.08	25 min
2024	1.21	1.90	23 min
2025	1.23	1.59	19 min
% Change from 2015-19 average to 2025	+5%	-23%	-23%
% Change from 2024 to 2025	+1%	-16%	-116%

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.03	1.42	17 min
2024	1.04	1.30	16 min
2025	1.06	1.38	17 min
% Change from 2015-19 average to 2025	+3%	-3%	-3%
% Change from 2024 to 2025	+2%	+6%	+6%

Eastbound (2025)

Westbound (2025)

2nd Quarter



PTI TTI

PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.34	2.31	28 min
2024	1.24	1.92	23 min
2025	1.29	2.05	25 min
% Change from 2015-19 average to 2025	-4%	-11%	-11%
% Change from 2024 to 2025	+4%	+7%	+7%

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.11	1.65	20 min
2024	1.13	1.58	19 min
2025	1.13	1.59	19 min
% Change from 2015-19 average to 2025	+1%	-3%	-3%
% Change from 2024 to 2025	0%	+1%	+1%

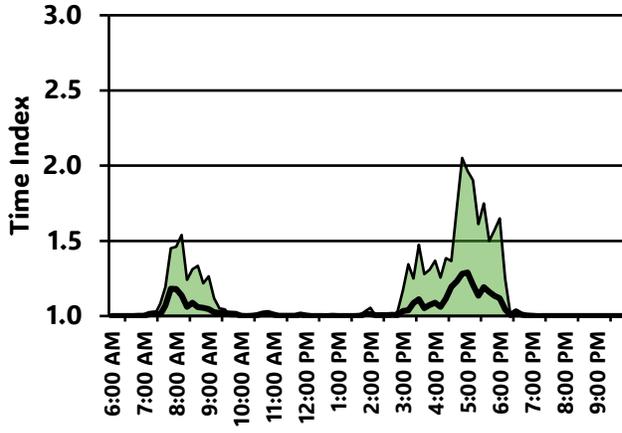
I-290 Travel Time Statistics

Segment Description: Between I-190 and I-90
Normal Travel Time: 12 minutes

Segment Length: 10.3 miles

3rd Quarter

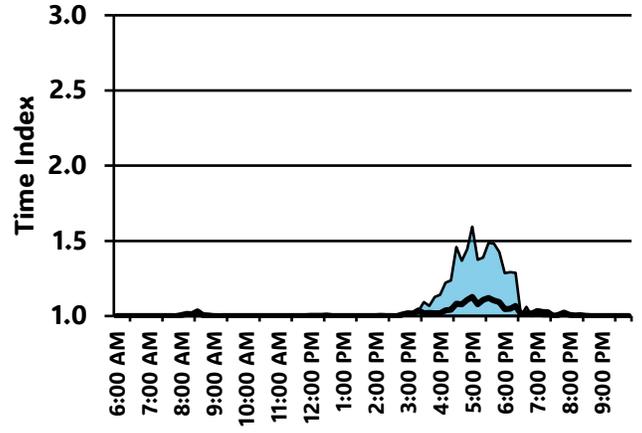
Eastbound (2025)



PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.35	2.38	29 min
2024	1.22	1.71	21 min
2025	1.27	1.79	21 min
% Change from 2015-19 average to 2025	-6%	-25%	-25%
% Change from 2024 to 2025	+4%	+5%	+5%

Westbound (2025)

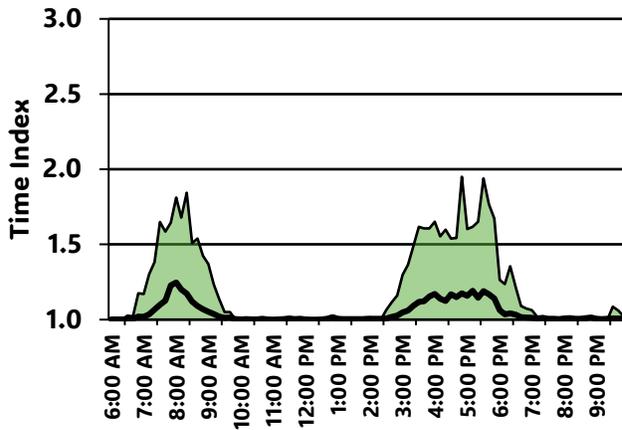


PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.17	1.83	22 min
2024	1.27	1.75	21 min
2025	1.19	1.65	20 min
% Change from 2015-19 average to 2025	+2%	-10%	-10%
% Change from 2024 to 2025	-6%	-6%	-6%

4th Quarter

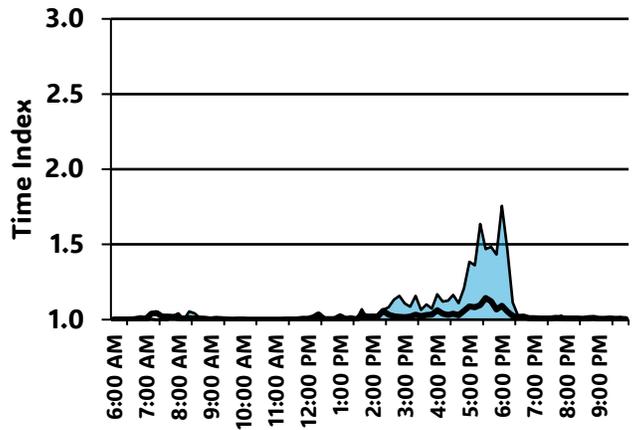
Eastbound (2025)



PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.30	2.22	27 min
2024	1.24	1.80	22 min
2025	1.25	1.95	23 min
% Change from 2015-19 average to 2025	-4%	-12%	-12%
% Change from 2024 to 2025	0%	+8%	+8%

Westbound (2025)



PTI TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.04	1.54	19 min
2024	1.09	1.65	20 min
2025	1.14	1.76	21 min
% Change from 2015-19 average to 2025	+10%	+14%	+14%
% Change from 2024 to 2025	+5%	+6%	+6%

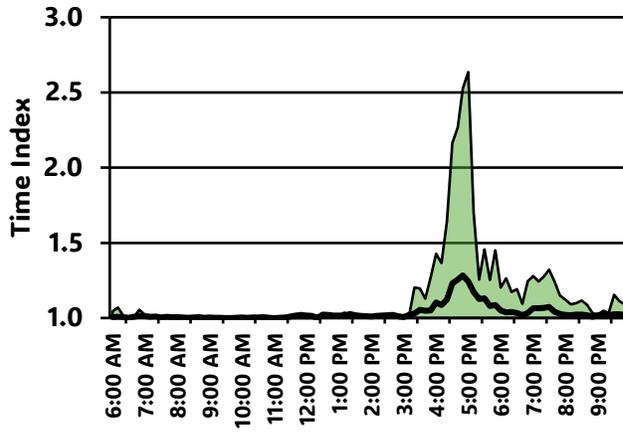
Route 33 Travel Time Statistics

Segment Description: Between Oak/Elm Street and Union Road
Normal Travel Time: 9 minutes

Segment Length: 7.6 miles

1st Quarter

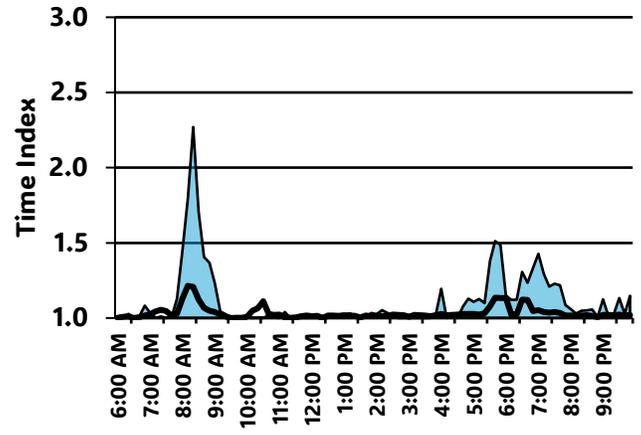
Eastbound (2025)



PTI — TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.14	1.98	19 min
2024	1.14	1.59	14 min
2025	1.28	2.64	24 min
% Change from 2015-19 average to 2025	+12%	+33%	+33%
% Change from 2024 to 2025	+12%	+66%	+66%

Westbound (2025)

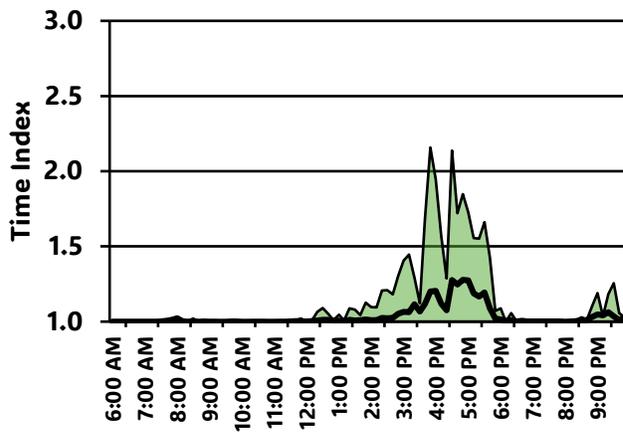


PTI — TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.28	2.50	22 min
2024	1.21	1.97	18 min
2025	1.21	2.27	20 min
% Change from 2015-19 average to 2025	-5%	-9%	-9%
% Change from 2024 to 2025	0%	+15%	+15%

2nd Quarter

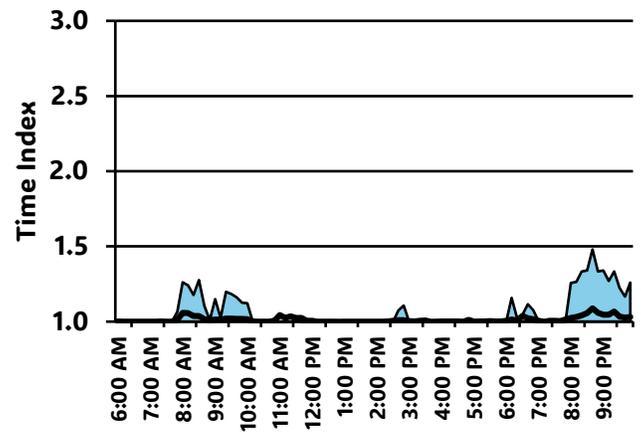
Eastbound (2025)



PTI — TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.23	2.07	19 min
2024	1.24	2.02	18 min
2025	1.28	2.16	19 min
% Change from 2015-19 average to 2025	+4%	+4%	+4%
% Change from 2024 to 2025	+3%	+7%	+7%

Westbound (2025)



PTI — TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.07	1.93	17 min
2024	1.10	1.30	12 min
2025	1.09	1.48	13 min
% Change from 2015-19 average to 2025	+2%	-23%	-23%
% Change from 2024 to 2025	-1%	+14%	+14%

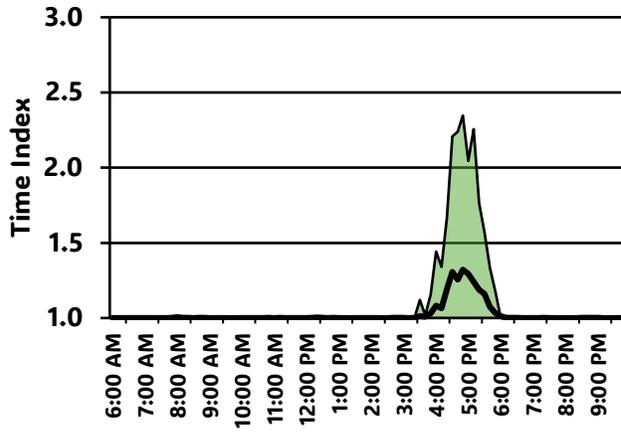
Route 33 Travel Time Statistics

Segment Description: Between Oak/Elm Street and Union Road
Normal Travel Time: 9 minutes

Segment Length: 7.6 miles

3rd Quarter

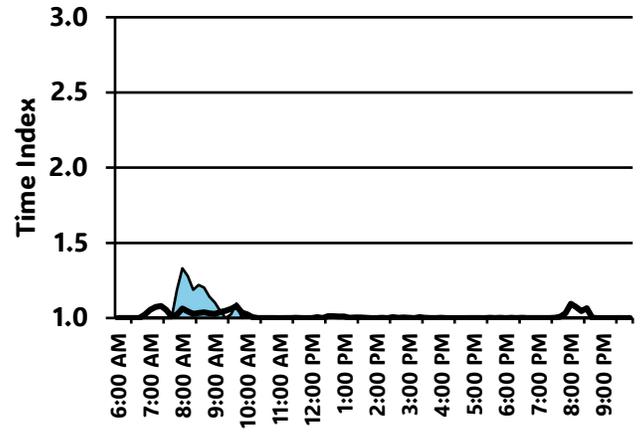
Eastbound (2025)



PTI — TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.19	2.07	19 min
2024	1.17	1.56	14 min
2025	1.32	2.35	21 min
% Change from 2015-19 average to 2025	+11%	+13%	+13%
% Change from 2024 to 2025	+13%	+50%	+50%

Westbound (2025)

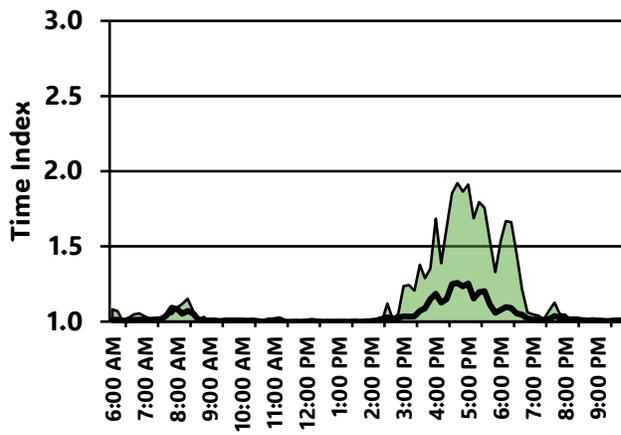


PTI — TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.07	1.80	16 min
2024	1.07	1.19	11 min
2025	1.09	1.33	12 min
% Change from 2015-19 average to 2025	+2%	-26%	-26%
% Change from 2024 to 2025	+2%	+12%	+12%

4th Quarter

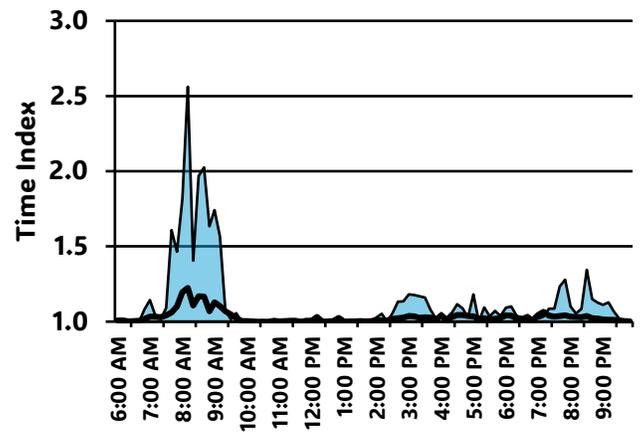
Eastbound (2025)



PTI — TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.31	2.43	22 min
2024	1.24	2.44	22 min
2025	1.26	1.92	17 min
% Change from 2015-19 average to 2025	-4%	-21%	-21%
% Change from 2024 to 2025	+2%	-21%	-21%

Westbound (2025)



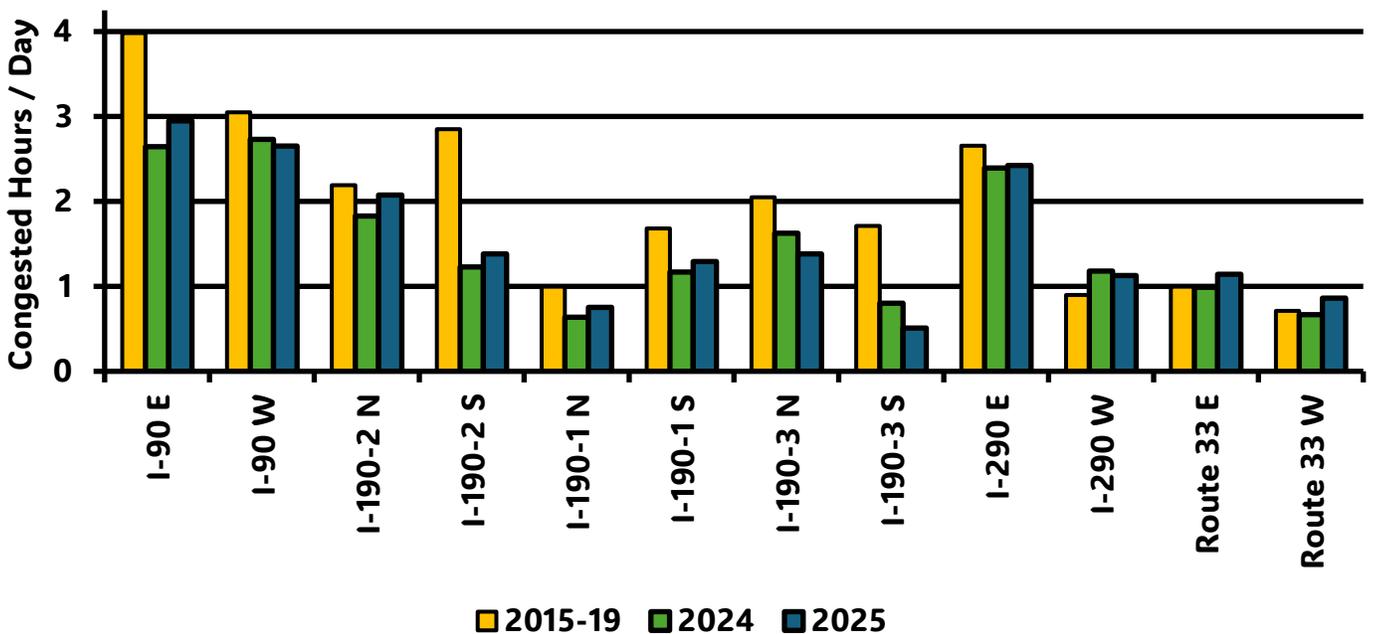
PTI — TTI

	Peak TTI	Peak PTI	Peak TT
2015-19 average	1.28	2.21	20 min
2024	1.25	2.26	20 min
2025	1.22	2.56	23 min
% Change from 2015-19 average to 2025	-5%	+16%	+16%
% Change from 2024 to 2025	-2%	+13%	+13%

Regional Congested Hours

		I-90 E	I-90 W	I-190-1 N	I-190-1 S	I-190-2 N	I-190-2 S	I-190-3 N	I-190-3 S	I-290 E	I-290 W	Route 33 E	Route 33 W
1st Quarter	2015-19 Average	3.25	2.06	1.18	1.30	1.97	2.94	1.64	1.77	2.09	0.64	1.09	1.17
	2024	2.24	2.04	0.97	1.32	1.50	1.45	0.89	0.65	1.90	0.74	1.25	0.99
	2025	1.92	1.85	0.89	1.02	1.64	1.31	0.62	0.60	2.18	0.90	1.12	1.19
	% Change from 2015-19 average to 2025	-41%	-10%	-25%	-22%	-17%	-55%	-62%	-66%	4%	41%	3%	2%
	% Change from 2024 to 2025	-14%	-9%	-8%	-23%	9%	-10%	-30%	-8%	15%	22%	-10%	20%
2nd Quarter	2015-19	4.43	3.46	0.75	1.54	1.92	2.92	3.05	2.15	2.69	1.05	1.01	0.57
	2024	2.58	2.63	0.44	0.94	1.74	1.10	1.77	0.61	2.44	1.16	0.88	0.42
	2025	3.01	2.56	0.57	1.23	1.89	1.04	1.52	0.41	2.24	0.99	1.27	0.87
	% Change from 2015-19 average to 2025	-32%	-26%	-24%	-20%	-2%	-64%	-50%	-81%	-17%	-5%	26%	53%
	% Change from 2024 to 2025	17%	-3%	29%	31%	8%	-6%	-14%	-33%	-8%	-14%	44%	107%
3rd Quarter	2015-19	4.29	3.33	0.81	1.94	2.63	2.50	2.57	1.45	2.92	1.24	0.81	0.37
	2024	3.04	3.41	0.40	1.10	2.19	0.98	2.80	1.20	2.68	1.83	0.66	0.38
	2025	3.54	3.20	0.57	1.46	2.38	1.12	2.22	0.46	2.61	1.57	0.69	0.34
	% Change from 2015-19 average to 2025	-18%	-4%	-29%	-25%	-10%	-55%	-14%	-68%	-11%	27%	-15%	-7%
	% Change from 2024 to 2025	16%	-6%	43%	33%	9%	14%	-21%	-62%	-3%	-14%	4%	-10%
4th Quarter	2015-19	3.96	3.35	1.24	1.95	2.25	3.05	0.93	1.48	2.93	0.67	1.08	0.74
	2024	2.72	2.84	0.73	1.31	1.88	1.39	1.04	0.75	2.55	0.99	1.17	0.87
	2025	3.33	3.00	0.98	1.47	2.40	2.06	1.17	0.57	2.67	1.05	1.49	1.04
	% Change from 2015-19 average to 2025	-16%	-11%	-21%	-25%	7%	-32%	26%	-61%	-9%	56%	38%	41%
	% Change from 2024 to 2025	22%	6%	34%	12%	28%	48%	12%	-24%	5%	6%	27%	20%

Annual Average Congested Hours per Day



Systems Reliability

The following pages provide the uptime percentage for the critical systems and equipment in the region from 2023-2025. An overview of the equipment inventory and number of equipment issues for 2024 and 2025, as well as an average taken from the five-year period of 2015-2019, is presented below.

Equipment Inventory

Agency	CCTV	DMS	TRANSMIT	Flashing Beacons
NYSDOT	76	15	41	10
NYSTA	64	30	18	2
PBA	4	0	0	0
NFBC	4	0	0	0
Total	148	45	59	12

Systems and Equipment

Crossroads: NITTEC's Advanced Traffic Management System (ATMS)

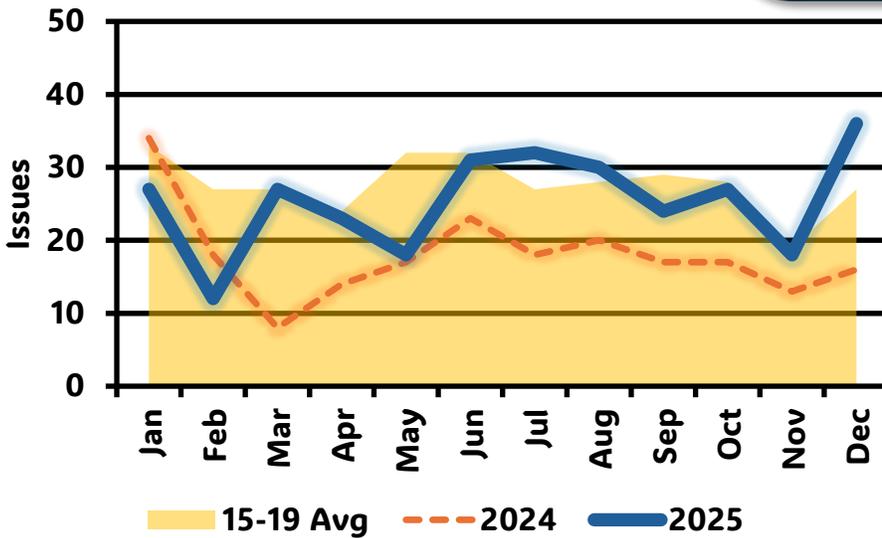
Website: www.nittec.org and www.nittec.ca

CCTV: Traffic cameras in the region

DMS: All overhead and permanent roadside message signs in the region

Flashing Signs: All static signs with flashing beacons

Equipment Issues

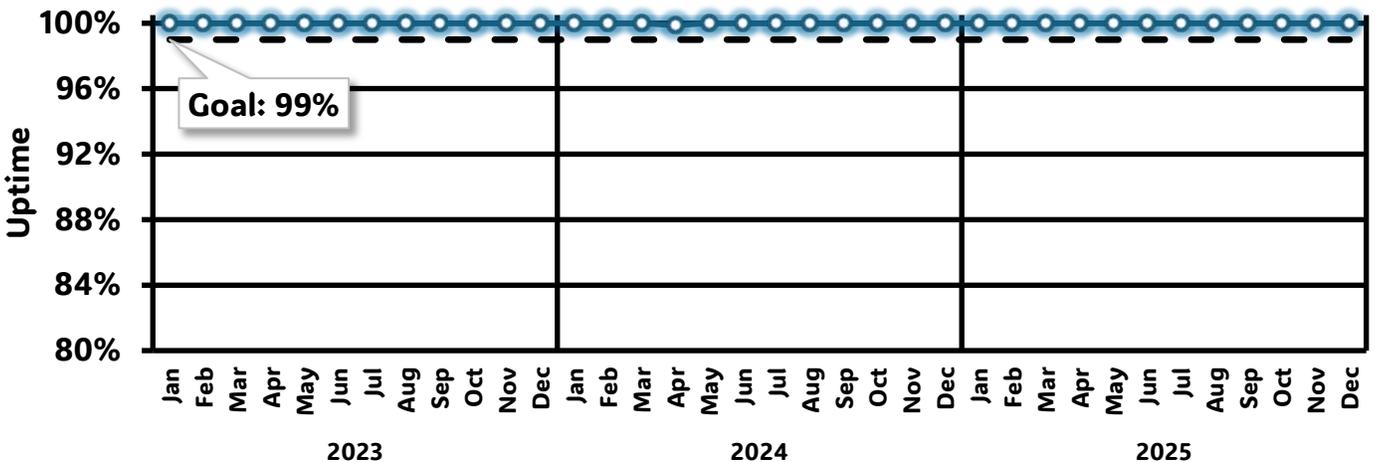


Equipment Issues

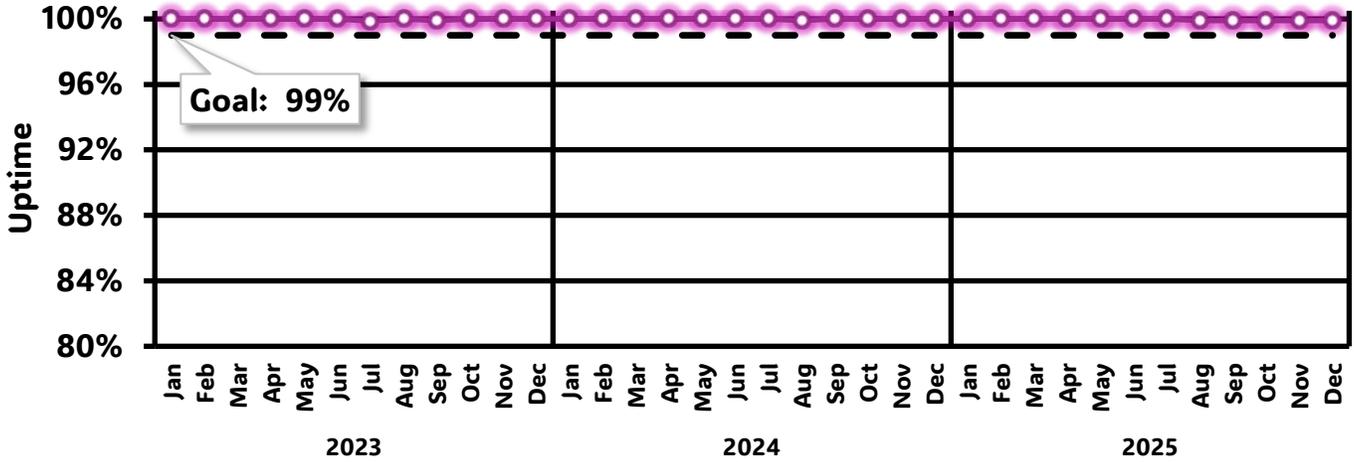


2025 Total	305
% Change from 2024 to 2025	+41.9%
% Change from 2015-19 average to 2025	-8.4%

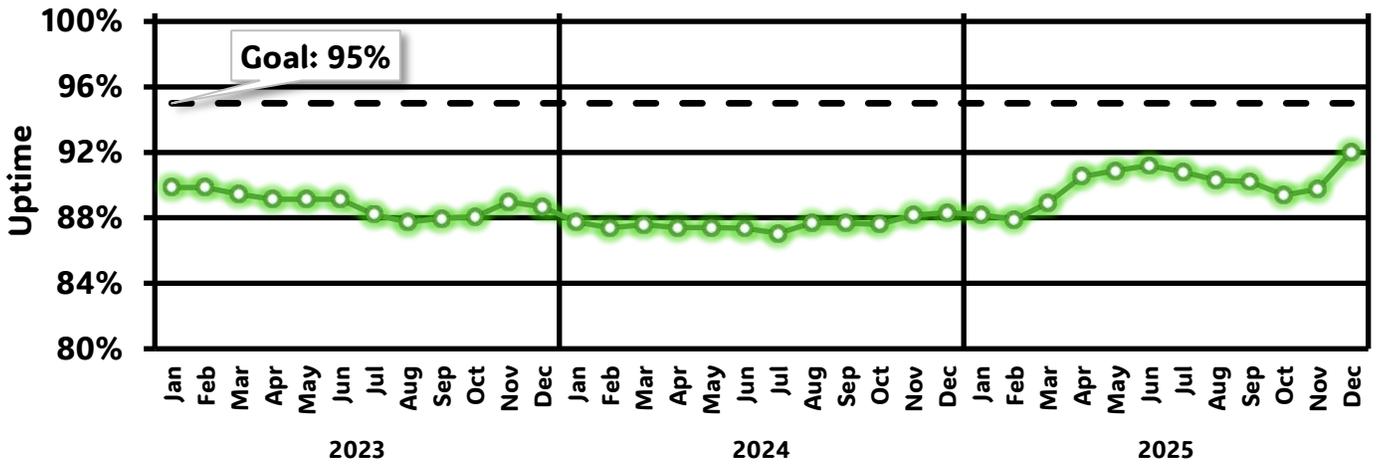
Crossroads



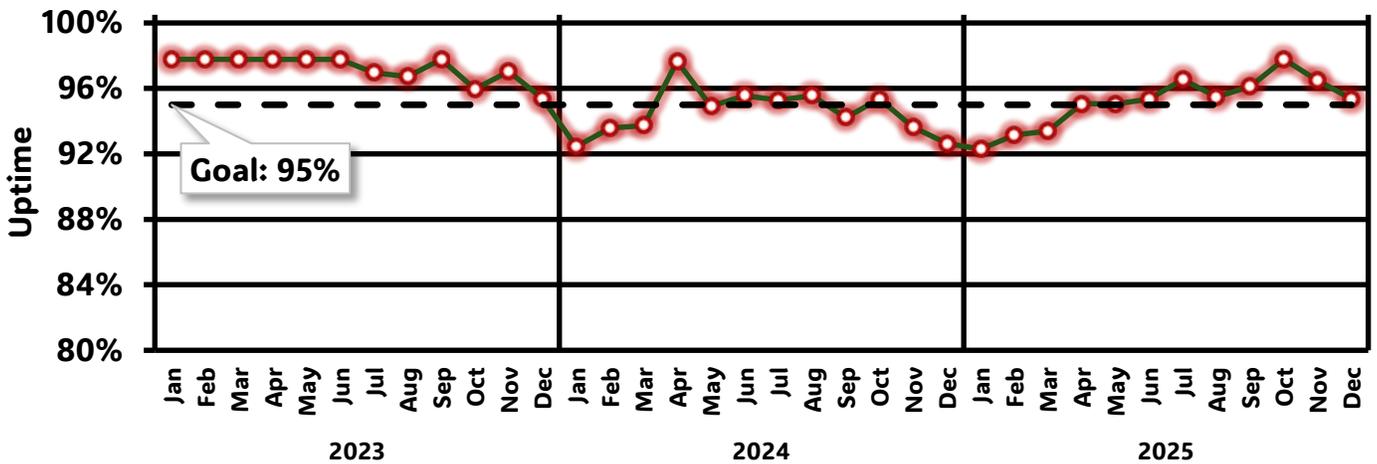
NITTEC Website



CCTV



DMS





Thank you for traveling with us for 30 years!



**Niagara International Transportation
Technology Coalition**
93 Oak Street
Buffalo, NY 14203
www.nittec.org |
www.nittec.ca