

**GENESEE TRANSPORTATION COUNCIL
PLANNING COMMITTEE MEETING
NYSDOT – Region 4
1530 Jefferson Road, Henrietta**

October 12, 2017

PLANNING COMMITTEE MEMBERS PRESENT

Angela Ellis, Livingston County (Vice Chairperson)
Erik Frisch, City of Rochester – At-Large
Todd Gadd, Wyoming County
Roy Gates, Seneca County
Andrea Guzzetta, Rochester City Council
David Hartman, Yates County
Timothy Hens, Genesee County
Scott Leathersich, Monroe County – At-Large (Chairperson)
Terry Rice, Monroe County
James Willer, New York State Department of Transportation (NYSDOT)
Kevin Rooney, Wayne County

ALTERNATE REPRESENTATIVES PRESENT

Jim Bensley, Orleans County, representing Charles Nesbitt, Jr.
Jim McIntosh, City of Rochester, representing Norman Jones
Eric Farr, Rochester Genesee Regional Transportation Authority (RGRTA), representing Bill Carpenter

PLANNING COMMITTEE MEMBERS ABSENT AND UNREPRESENTED

Mark Assini, Monroe County Supervisors' Association
Thomas Beck, Monroe County – At-Large
Maria Chau, Federal Highway Administration (FHWA)
Sean Delehanty, Monroe County
Thomas Hurley, NYS Thruway Authority
Stephen Golding, Empire State Development Corporation
Thomas Goodwin, Monroe County Planning Board
Dorraine Kirkmire Rochester City Planning Commission
Steven Urlass, Federal Aviation Administration (FAA)
William Wright, Ontario County
David Zorn, Genesee/Finger Lakes Regional Planning Council
(Vacant), Federal Transportation Administration (FTA)
(Vacant), NYS Department of Environmental Conservation (NYSDEC)

OTHERS IN ATTENDANCE

Molly Gaudioso, Steinmetz Planning Group, Inc.
Paul Gee, Village of Scottsville
Tom Harvey, Ontario County Planning
Don Higgins, Livingston County
Alex Kone, GTC staff
Darin Ramsay, GTC staff

Maria Rudzinski, Ontario County Planning
Chris Sichak, Erdman Anthony, Inc.
James Stack, GTC staff
Nick Tonnias, The Cedra Corporation, Inc.
Cindy Tonnias, The Cedra Corporation, Inc.

1. Call to Order & Introductions

Scott Leathersich, Planning Committee Chairperson, called the meeting to order at 10:07 a.m. Members, Alternates, and others present introduced themselves.

Scott announced that Terry Rice is retiring at the end of the month. Jim Stack expressed appreciation for Terry's commitment to and active involvement with GTC since 2001. He presented Terry with a Certificate of Appreciation on behalf of GTC.

Terry expressed appreciation for those around the table who help make GTC successful. He noted that in his interactions with County Highway Superintendents throughout the State, the collaborative spirit of GTC is not typical.

2. Public Forum

No member of the public spoke during the Public Forum.

3. Approval of Minutes

Erik Frisch asked that on page 5, the reference to "ROC 4.0" be replaced with "Comprehensive Plan Update".

Terry Rice motioned to approve the minutes from the August 10, 2017 Planning Committee meeting; James Willer seconded the motion. The minutes were approved with correction.

4. Reports and Action on Old Business

a. *GTC*

James Stack reported:

- GTC Strategic Planning: Staff is monitoring the performance measures rulemaking as well as various proposals to enact a large infrastructure investment package.
- Regional Traffic Count Collection: Counts are continuing in Monroe County. GTC staff reached out to gauge interest for counts outside Monroe County. There is limited interest but this provides an opportunity to conduct additional counts in Monroe County.
- Long Range Transportation Plan Update/Implementation: Addendum for including safety performance measures and targets to be considered later in this meeting.
- Advancing Health-Informed Transportation Decision Making: The fifth Steering Committee meeting to discuss recommendations was held September 15 with a follow-up survey on September 21. Project is progressing.

- Genesee-Finger Lakes Regional Local Bridge Vulnerability Assessment: WSP identified as the preferred consultant. Contract negotiations is nearly complete.
- Genesee-Finger Lakes Regional TSMO Strategic Plan: Steering Committee met September 14 and the next meeting has been set for November 15. The draft report is being developed for Steering Committee review.
- Vulnerable Users Safety Assessment Program Phases 1 & 2: A team led by Landis & Evans (formerly Sprinkle Consulting) has been identified as the preferred consultant. The kick-off meeting is being held following this meeting.
- Congestion Management Process (CMP): GTC staff have integrated the CMP toolbox into LRTP 2040.
- Greater Rochester Regional Commuter Choice Program: ROCeasyride website is being promoted via Twitter. Staff continues work to increase exposure.
- Travel Time Data Collection Program: GTC staff continue to review the data to conduct brief assessments of major incidents and other events as applicable. INRIX has granted GTC trial access to its Roadway Analytics tool. Staff is comparing the results of this tool to the existing tool based on the parameters of past analyses to see if it is a more useful product. GTC staff has worked with INRIX to activate the account for RTS so they can use the data to help understand overall traffic performance where they have seen the on-time performance dropping in the last quarter.
- Lake Ontario State Parkway Lane Transportation Alternatives Feasibility Study: The first steering committee meeting was August 10. A community survey has been widely distributed. The consultant continues to collect and analyze data.
- Transportation Impacts on Economic Development in the Greater Rochester International Airport (GRIA) Area: Project will not progress much until the airport improvement project is further along. Scope of Work to be developed and will likely be presented in November.
- Cross Asset Highway and Bridge Evaluation and Prioritization Tool: Scope of work will be considered later in this meeting.

Angela Ellis reported:

- Livingston County Human Services Trip Planning Website: The website is up and running. The consultant is addressing a few concerns from the County and a related conference call is scheduled tomorrow. Transition to website hosting, support, and maintenance period to occur in November. The Planning Department will be maintaining the website.

G/FLRPC

James Stack reported:

- Genesee Finger Lakes Region Local Update of Census Addresses 2020: Outreach and follow-up for local address databases and registration forms conducted. Research on Census Master Address File formats completed. Staff is beginning to format local address databases. Presentations and handouts created. Research into local address databases and formats has begun. Followed-up with Census Bureau on registration form submittal. Submitted all 9 county registration forms.
- Regional Land Use Monitoring Report: Accepted by the GTC Board at its September 7 meeting.

Livingston County

Angela Ellis reported:

- Hamlet of Greigsville Transportation Safety & Access Improvement Plan: Consultant has finalized the first two Technical Memos which documents the Needs Assessment and Alternative Scenarios Development. The next Steering Committee meeting is scheduled for October 25. A public meeting is expected in November or December.

Monroe County

James Stack reported:

- Monroe County Land Use Monitoring: The project has been completed. Closeout presentation is expected at the November meeting.

Terry Rice reported:

- Monroe County Guiderail Inventory Program: Accepted by the GTC Board at its June 8 meeting.
- Monroe County High Accident Location Program: Three additional locations have been analyzed. Since April 1, 2017 the analysis of ten locations has been completed.

Ontario County

James Stack reported:

- County Road 16 Pedestrian & Bicycle Accommodations Feasibility Study: The project has kicked off and data collection is underway. GTC has acquired several types of equipment to count bicycles and pedestrians. Some equipment was deployed to this corridor over a weekend for testing and to augment the data collection.

A lengthy discussion ensued regarding the capabilities of the new counting equipment and GTC plans to deploy the equipment. Jim explained that GTC acquired several types of equipment to determine which would work best for us. It has been determined that we need a variety of equipment to cover the variety of locations across the region where counts would be desired. The intention is to deploy the equipment to support local studies, whether funded through the UPWP or not, and to provide access to the counting equipment and training so local agencies can conduct counts independently. GTC staff plans to acquire additional quantities of each type of equipment to support deployment to multiple locations simultaneously.

- Ontario County Freight Corridor Development Plan: Area 1 - Town of Manchester: This project will be presented for closeout under agenda Item 5.b.2.

Orleans County

James Stack reported:

- Orleans County Sign Inventory Program: Sign data collection complete, guiderail data collection underway.
- Orleans County Guiderail Inventory Program: See the Orleans County Sign Inventory Program above.

City of Rochester

Erik Frisch reported:

- City of Rochester Comprehensive Access & Mobility Plan: An RFP was released October 2 and responses are due November 1.
- City of Rochester Mobility Enhancement Study: Due to reorganization within the City Planning Department, the study has a new project manager. The City is also considering a project scope change to potentially be presented at the November meeting.

RGRTA

Eric Farr reported:

- RGRTA Regional Operational Service Audit: Accepted by the GTC Board at its June 8 meeting.
- RTS Access Ridership and Facility Evaluation: Consultant proposals were due August 18. A preferred consultant has been identified. NYSDOT approvals have been obtained. RTS expects to enter into a contract in November, after RGRTA Board approval.
- RTS Route Overhaul and Refinement Analysis: This task is being used to support the Reimagine RTS study. The first advisory committee meeting was

held October 11. Data collection is underway. A community survey has been released.

- Super Transit Zones Development Study: Accepted by the GTC Board at its June 8 meeting.

Wyoming County

Todd Gadd reported:

- 6214 Guide Rail Installation Assessment – A draft report was reviewed and comments are being addressed. The final report is due October 20. The project will likely be presented for closeout in November.

Other Agencies

James Stack reported:

- Silver Lake Trail Feasibility Study: Final report is under development. Closeout presentation likely in November.
- Irondequoit Bay Outlet Bridge Alternatives Analysis Study: Public information meeting held October 3. Data collection was impacted by high water levels earlier this year. Alternative analysis still underway. Another public meeting is expected for input on the recommendations.
- Route 96 Transformative Corridor Strategic Infrastructure Plan: Steering Committee meeting held August 16. Alternatives development is underway. The next Steering Committee meeting is scheduled for October 25.
- Uptown Canandaigua Mixed-Use & Transportation Corridor Feasibility Study: Eight proposals were received by the August 18 deadline. The consultant selection team met October 3. Interviews have been scheduled for October 26.
- Pittsford Active Transportation Plan: The project has been completed. Closeout presentation is expected at the November meeting.
- Geneva Active Transportation Plan: Accepted by the GTC Board at its September 7 meeting.
- Town of Irondequoit Active Transportation Plan: Accepted by the GTC Board at its June 8 meeting.

b. Any Other Old Business or Announcements

James Stack provided the following report:

There has not been much progress on a major infrastructure package. On September 5th, the House Rules Committee approved the rule establishing the debate process for consideration of four titles of HR 3354, the Make America Secure and Prosperous Appropriations Act of 2018, which is the FY18

appropriations bill that will eventually include all twelve FY18 appropriations bills from the US House of Representatives.

One of the four titles considered is the Transportation appropriations. The Transportation appropriations bill, as passed by the House Appropriations Committee in July, included an \$800 million rescission of unobligated contract authority. Included in the committee reported bill was language that excluded Surface Transportation Block Group Program sub-allocated funding from the rescission, as well as several safety programs. Additionally, the Appropriations Committee reported bill instructed States how the rescission would be applied proportionally across the programs that were not specifically excluded from the rescission. This ensured that one program would not be cannibalized under the rescission.

The Rules Committee also debate amendments that were filed to the Transportation Division. One of the amendments that was filed and accepted for debate was submitted by Rep. Woodall of Georgia. His amendment would remove language protecting the safety programs, the STBGP sub-allocated funds, and several other programs from the impact of the rescission. Further, the Woodall amendment (No. 28) would remove the proportional application of the recession so that States could rescind unobligated funds from a single program, a couple of programs - essentially however they choose to. Historically, Congress has protect safety programs and STBGP sub-allocated funds from rescission.

Congress passed and the President signed a Continuing Resolution to keep the federal government operating through December 8. The CR continues the FFY 2017 spending levels so the increase authorized in the FAST Act are delayed yet again.

The Trump Administration has recently backed off pursuing a high level of private participation in a major infrastructure package and has recognized some of the limitations that public infrastructure can generate revenue to repay investors. Other legislative priorities have emerged and there is no timeline for when an infrastructure package will be considered in Congress.

Political leaders at all levels of government, industry groups, private businesses and other advocates have been pushing for a fix to the Highway Trust Fund that restores the ability to support projects at authorized levels while minimizing transfers from the General Fund. Some have advocated that this be done as part of a tax overhaul while others have pushed for increase in the motor fuel excise taxes that have not changed since 1993. There is concern that continuing to collect excise taxes on a per gallon basis is not sustainable given increase fuel economy of traditionally-fueled vehicles and the growing penetration of alternative-fueled vehicles.

In its July monthly budget statement, the Treasury Department report that FFY 2017 HTF excise tax collections trailed the collections by about \$118 million compared to the same time period the year before. For the first six months of

2017, vehicles miles travelled increased by 1.6 percent. So we have more miles driven and less revenue generated.

Terry Rice asked if rescission of funds are expected during the current TIP period. Jim Stack replied that he does not expect rescissions. He noted that NYSDOT Main Office developed Planning Targets to account for a typical level of rescissions based on obligation limits. There is a significant rescission included in the FAST Act for FFY 2020 that could affect the next TIP. Any current year rescission will be relatively minor and projects are unlikely to be removed from the TIP.

1. Joint FHWA & FTA Certification Review

James Stack provided the following report:

Maria Chau of the Federal Highway Administration New York Division presented the finding of the Joint FHWA & FTA Certification Review to the GTC Board at its September 7 meeting.

As previously stated to the Board at that meeting, GTC staff takes the Certification process seriously. We look at it as an opportunity to identify areas for improvement. I want to thank those Board members, Planning Committee members, and community stakeholders that were able to take the time to meet with the federal review team. There were others that provided written comments that are also appreciated.

There are several corrective actions that need to be addressed within certain timeframes. The recommendations will also be given serious consideration as part of our commitment to continuous improvement.

With regard to the UPWP corrective action, the development of a detailed close out on activities and an expenditures report is a new area of emphasis. GTC staff has already had discussions with NYSDOT-Main Office on incorporating direction into its annual guidance to all MPOs for the upcoming UPWP cycle. This guidance is issued each fall and ensures a consistent message to all MPOs. Staff is fully committed to developing a work plan for meeting the requirement by the end of January.

As you know, every quarter plans and studies are presented to you so they may be accepted as evidence of completion of UPWP tasks. We will take this a step further so that the project closeouts and associated expenditures are better communicated in the most appropriate report, be that the UPWP, the Semi-Annual Combined Progress report to FHWA and FTA, or some stand-alone product.

With regard to the TIP corrective action related to the Financial Plan, staff recognizes the need for a more robust articulation of the sources of funding used to support the TIP in addition to the Financial Summary table that is

already included in the adopted TIP. Staff is fully committed to developing a better description of the TIP funding to for meet the requirement by the end of January.

One shortcoming of the TIP Financial Summary table was the presentation of Federal Transit Administration funds. FTA allows funds to be carried over from one year to the next. With the table showing annual amounts of funding and expenditures, significant negatives balances may be shown in individual years. Staff have reformatted the FTA portion of the table to distinguish any prior year balance, or carryover, from new allocations. This reformatting has resolved the issue on the FTA side.

On the FHWA side, the TIP has traditionally focused on ensuring that the balance of all funds for any given year is not over programmed and that the balance of any individual fund source is not over programmed for the life of the TIP. While the goal has been to come as close as we can for each fund source in each year, we have counted on NYSDOT-Main Office to manage the slight regional variations on a statewide basis. GTC and NYSDOT-Region 4 have been working with the TIP Development to identify project changes that minimize or eliminate any over programming in any single fund source in any single year. The biggest concern at this point is an unbalance in the future HSIP funds.

Lastly, the Executive Summary notes a concern regarding the percentage of obligated projects in the year they were programmed compared to the initial number of projects. Since the Certification report was prepared, GTC staff has received the Un-Amended Statewide TIP performance for Federal Fiscal Year 2016. I am pleased to say that GTC has the highest percentage of obligated projects of any MPO in the state and is the only MPO to meet the State's goal of 75 percent. We will continue to work with NYSDOT-Region 4 and project sponsors to meet and exceed the State's goal.

5. Action Items

a) Action concerning **consideration of new UPWP Project Scopes of Work**

1. Task 7900 – Cross Asset Highway and Bridge Prioritization Tool

Alex Kone presented the proposed scope of work for the Cross Asset Prioritization Tool. He explained the methodology included in that National Cooperative Highway Research Program (NCHRP) 806 report that will be used to prioritize bridge and highway investments within and across asset classes. The project will include a Data Management Plan to provide for data standardization with the NYSDOT Enterprise Asset Management Program, currently under development.

Todd Gadd asked if the Tool would prioritize bridge repair projects as opposed to reconstruction. Jim Stack replied that the tool was only for analysis, not

engineering decisions. Alex Kone added that weights will be added to criteria to explore comparative performance of investment scenarios.

Jim Willer recommended that Planning Committee members view a previous Transportation Research Board webinar on NCHRP 806. Alex Kone agreed to show it to members at a future date.

Dave Hartman motioned to approve the UPWP Project Scope of Work for Task 7900; Todd Gadd seconded the motion. The motion passed unopposed.

- b. Recommendation to the GTC Board concerning **accepting a report as evidence of completion of a UPWP Task**

Scott Leathersich suggested grouping Items 5.b.1 and 5.b.2 into a single action. No Member or Alternate objected.

1. Recommendation to the GTC Board concerning **accepting the Village of Scottsville Zoning Code Update as evidence of completion of UPWP Task 7800**

Paul Gee, the Mayor of Scottsville thanked GTC for its help on the Scottsville zoning plan update. He expressed appreciation for all the help Joe Bovenzi has provided throughout the process. He introduced Molly Gaudioso from Steinmetz Planning Group to present the project.

Molly provided background on past study efforts that support this project. She noted the analysis and collaborative efforts that went into the study. She presented the key recommendations of the plan: zoning changes, preserving character, pedestrian and bicycle connections, bike parking, North Road & Main Street studies. She noted that recommendations on code changes have already been adopted by the Village Board.

2. Recommendation to the GTC Board concerning accepting the Ontario County Freight Corridor Development Plan as evidence of completion of UPWP Task 8620

Maria Rudzinski of the Ontario County Planning Department presented the Ontario County Freight Corridor Development plan. She noted that the corridor covers 7 miles and is part of three Villages and a surrounding Town. The project was a collaborative effort of all the communities and was coordinated with a parallel effort for a joint effort to develop a Comprehensive Plan. Three development areas were identified and further explored. The plan is providing a springboard for discussion throughout the communities. One notable feature is the old Roundhouse that was used to store and repair locomotives. There is a strong desire to find viable options to reuse the facility so it is not lost as an asset.

Terry Rice motioned to recommend to the GTC Board Proposed Resolutions 17-89 and 17-91; Dave Hartman seconded the motion. The motion passed unopposed.

c. Recommendation to the GTC Board concerning **amending Addendum 1 to the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040 Regarding Safety Performance Measures**

James Stack reported that the Moving Ahead for Progress in the 21st Century (MAP-21) Act of 2012 directed the U.S. Department of Transportation to establish a set of performance measures to increase the accountability and transparency of the federal highway and transit programs and improve project decision-making through performance-based planning and programming through the rulemaking process. The Fixing America's Surface Transportation Act (FAST Act) of 2015 continued the performance management and performance-based planning and programming requirements of MAP-21 with minor changes. One area of focus is safety.

The regulations require that each Metropolitan Planning Organization (MPO), such as GTC, establish performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region. To meet this planning requirement, GTC staff propose to append Chapter 7 – Performance Measures, of the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040 to incorporate these measures. These measures will supplement, not replace the performance measures adopted in 2016. The "GTC Board Action" noted in Table 1 reflects the anticipated timeline for GTC adoption of performance targets in accordance with each of the Final Rules. Transit Asset Management has already been addressed.

In setting performance targets, States must coordinate with MPOs to ensure consistency, to the maximum extent practicable. NYSDOT coordinated the establishment of safety targets with the 14 MPOs in New York through the State Association of MPOs.

NYSDOT has officially adopted the safety targets in the Highway Safety Improvement Program annual report dated August 31, 2017. The Governors Traffic Safety Committee has adopted identical safety targets for number of fatalities, rate of fatalities and number of serious injuries as set forth in the Highway Safety Strategic Plan (HSSP) to be submitted to the National Highway Traffic Safety Administration.

Now that State targets are finalized, GTC must establish targets no later than 180 days after the State establishes its targets for each performance measure. GTC can either:

- Agree to plan and program projects so that they contribute toward the accomplishment of the State target for that performance measure; or
- Commit to a quantifiable target for that performance measure for their metropolitan planning area.

GTC staff recommends the adoption of the statewide performance measure targets and projects be programmed in support of those targets.

Scott Leathersich asked why there is a 6% limit for crash reduction per year. Jim Stack noted that NYSDOT instituted that step since large decreases are not replicable year-over-year.

Jim Willer motioned to recommend to the GTC Board Proposed Resolution 17-92; Erik Frisch seconded the motion. The motion passed unopposed.

6. New Business

Scott Leathersich announced that Bob Traver is retiring from NYSDOT. He expressed appreciation for Bob's support of and involvement with GTC over the years.

7. Public Forum

No member of the public spoke during the Public Forum.

8. Next Meeting: November 9, 2017 at Rochester-Genesee Regional Transportation Authority 1372 East Main Street, Rochester

All materials for items to be considered at this meeting should be submitted to GTC staff no later than Friday, October 27, 2017.

9. Adjournment

The meeting adjourned at 11:45 a.m.