

**GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING
Brighton Town Hall
2300 Elmwood Avenue
Brighton, NY**

March 8, 2018

GTC BOARD MEMBERS PRESENT

Dr. Joseph Carbone, Monroe County
Steve LeRoy, Wayne County
John F. Marren, Ontario County (Chairperson)
James McIntosh, City of Rochester At-Large
William Napier, Monroe County At-Large
Douglas Paddock, Yates County
William Santos, Monroe County Planning Board

ALTERNATE REPRESENTATIVES PRESENT

Kevin Bush, New York State Department of Transportation (NYSDOT), representing Paul Karas
Bill Carpenter, Rochester Genesee Regional Transportation Authority (RGRTA), representing Geoffrey Astles
Jerry Davis, Wyoming County, representing A. Douglas Berwanger
Angela Ellis, Livingston County, representing David LeFeber
Tim Frelier, Monroe County, representing Cheryl Dinolfo
Stephen Golding, Empire State Development Corporation, representing Howard Zemsky
Norman Jones, City of Rochester, representing Lovely Warren
Robert Scanlon, Rochester City Council, representing Loretta Scott

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Robert Bausch, Genesee County
Matthew Driscoll, NYS Thruway Authority (NYSTA)
Stephen Goodman, Federal Transit Administration (FTA)
Daniel Hogan, Monroe County At-Large
Lynne Johnson, Orleans County
John Moffitt, Monroe County Supervisor's Association
Peter Osborn, Federal Highway Administration (FHWA)
Basil Seggos, New York State Department of Environmental Conservation
Robert Shipley, Seneca County
Steven Urlass, Federal Aviation Administration (FAA)
David L. Watson, Rochester City Planning Commission

OTHERS IN ATTENDANCE

Jody Binnix, GTC staff
Thomas Goodwin, Monroe County
Peter Ingalsbe, Ontario County
Joel Kleinberg, NYSDOT
Alex Kone, GTC staff
Scott Leathersich, Monroe County
Ken Miller, Wayne County

Mike Rockow, Monroe County Legislature
James Stack, GTC staff
John Thomas, City of Rochester
James Willer, NYSDOT
David Zorn, G/FLRPC
Paul Zakrzewski, NYSTA

1. Call to Order and Roll Call

Chairperson Marren called the meeting to order at 8:35 a.m.

Alex Kone, GTC staff, called the roll; a quorum was present.

2. Public Forum

No one from the public spoke during the Public Forum.

3. Election of Officers

Angela Ellis started by thanking Chairperson Marren and Vice-Chairperson Gott for their service. Angela explained that per the GTC By-laws the Board must elect a Chairperson and Vice-Chairperson from among its members every two years with both positions serving two-year terms. The last elections were held at the March 10, 2016 meeting.

In accordance with the GTC By-laws, current GTC Chairman John Marren appointed a Nominating Committee in December 2017 to nominate candidates for the offices of Chairperson and Vice Chairperson. The Committee included Angela Ellis (Livingston County and Planning Committee Vice Chairperson), Norman Jones (City of Rochester), and Scott Leathersich (Monroe County and Planning Committee Chairperson).

The Nominating Committee offers the following candidates for your consideration and action at the March 8, 2018 Board meeting, Chairman John Marren and Vice Chairperson Robert Bausch. Chairman Marren has graciously offered to continue to serve another term.

James Stack asked if any Members would like to nominate additional candidates for the offices of Chairperson or Vice-Chairperson.

No Members nominated additional candidates for the offices of Chairperson or Vice-Chairperson.

Angela Ellis moved to elect the nominated slate of candidates, specifically John Marren as Chairperson and Robert Bausch as Vice Chairperson; Kevin Bush and Steve LeRoy seconded the motion. The motion passed unopposed.

4. Approval of Minutes

Chairman Marren noted that draft minutes from the December 14, 2017 GTC Board meeting were included in the meeting package.

Bill Carpenter moved to approve the minutes from the December 14, 2017 Quarterly Meeting as presented; Steve LeRoy seconded the motion. The motion passed unopposed.

Chairman Marren added that Minutes from the January 11, 2018 Planning Committee meeting and draft minutes from the February 15, 2018 Planning Committee meeting are provided for informational purposes.

Communications and Announcements

James Stack made the following announcements:

- By his election as the Chair of the Genesee County Legislature, Robert Bausch is a Member of the GTC Board
- By his election as the Chair of the Livingston County Board of Supervisors, David LeFeber is a Member of the GTC Board
- By his election as the President of the Monroe County Legislature, Dr. Joe Carbone is a Member of the GTC Board
- By her election as the Chair of the Orleans County Legislature, Lynne Johnson is a Member of the GTC Board
- By his election as the Chair of the Yates County Legislature, Douglass Paddock is a Member of the GTC Board
- By his election as the Chair of the Monroe County Planning Board, William Santos is a Member of the GTC Board
- Lori Maher has been hired as GTC's new Program Manager for Community Engagement and will start next week. She will focus primarily interactions with other agencies, residents, community groups, and stakeholders as well as the public image of GTC.

5. Reports and Action on Old Business

a. Planning Committee Report – Scott Leathersich, Chairman

Scott Leathersich provided the following report:

The Planning Committee met January 11th and February 15th and recommends that the GTC Board:

- Accept reports as evidence of completion of four Unified Planning Work Program tasks:
 - *Orleans County Sign and Guide Rail Inventory Program* (UPWP Tasks 6213 and 6215)
 - *Regional Traffic Count Collection* (UPWP Task 4370)
 - *Silver Lake Trail Feasibility Study* (UPWP Task 6528)
- Approve the *FY 2018-2019 Unified Planning Work Program*
- Amend the *2017-2020 Transportation Improvement Program* as requested by the City of Rochester and NYSDOT
- Amend the *Transportation Improvement Program Procedures Manual*

Additionally, the Planning Committee took the following action:

- Approved eight administrative modifications to the *2017-2020 Transportation Improvement Program* as requested by Wayne County, the City of Rochester, NYSDOT, and GTC staff as follows:
 - Decreasing the Total Cost of the Northeast, Group 1 project
 - Increasing the cost of the East Henrietta Road Improvements (Rochester CL to Stan Yale Drive) project
 - Increasing the cost of the Eades Road Bridge over Red Creek Minor Rehabilitation project
 - Decreasing the Federal Share of the I-390 Pavement Micro-Resurface from Thruway to Rt 590 project
 - Modifying phase costs of the Maiden Lane Bridge over Round Pond Creek project
 - Clarifying the Project Detail Sheet of the Four Canal Bridges Rehabilitation project
 - Clarifying the Project Detail Sheet of the Rt 63 over the Genesee River Bridge Replacement and Court Street Intersection Improvement project
 - Decreasing the Total Cost of the Monroe County Highway Preventive Maintenance #5 project
 - Approved the Scopes of Work for one Unified Planning Work Program task:
 - Task 7910 – Genesee-Finger Lakes Regional Flood Vulnerability Model Strategy (GTC staff)
- b. GTC Staff Report – James Stack, Executive Director

James Stack provided the following report:

The most significant effort over the past quarter has been the development of the Unified Planning Work Program or UPWP which is our annual work program. GTC has a long history of using the federal metropolitan planning funds allocated to the region to support local transportation planning activities. By leveraging these federal funds with local support, GTC and partners are able to achieve local transportation planning that might not otherwise get done given tight budgets.

The UPWP will be discussed in more detail later in the meeting.

Certification Review

As previously reported, one of the Corrective Actions from the federal Certification Review deals with reporting on activity and expenditures of UPWP funded projects. GTC was the first MPO in New York to be cited for this and it came as a surprise to NYSDOT Main Office and us. Staff have since worked with NYSDOT Main Office and all of the MPOs in New York to develop a common reporting form that is expected to

satisfy the requirement. FHWA has been active in the development of the form and the discussions about using it. GTC staff will compile the necessary information at the end of each fiscal year and submit it as part of the semi-annual report of activity that is already used. This report has traditionally been a narrative but now a financial component will be added. After the reports are submitted by June of 2018, FHWA, NYSDOT Main Office, and the other MPOs can evaluate how well this approach satisfies the requirement and make adjustments for future reporting as needed. In response to the Corrective Action, staff documented this approach and submitted this as our "work plan" on December 21. This was done well in advance of the January 30, 2018 deadline so that the plan could be refined. Staff have not had any indication from FHWA or FTA that this was not sufficient to address the Corrective Action.

In conjunction with changes to better describe the TIP Financial Plan and to the presentation of the TIP Financial Summary table that this Board adopted in December, staff are confident that the three Corrective Actions identified in the Certification Review have been addressed.

c. Old Business

1. Federal Legislative and Funding Update

James Stack provided the following report:

FFY 2018 Budget & Appropriations

As previously mentioned, Congress passed and the President signed a Continuing Resolution to keep the federal government operating through on December 22. Subsequent Continuing Resolutions have kept the federal government operating through January 19, February 9, and March 23, respectively. Keep in mind that March 31 is the halfway point of the current Federal Fiscal Year. The Continuing Resolutions continue the FFY 2017 spending levels so the increase authorized in the FAST Act are delayed yet again. FFY 2017 budget titles still have not been finalized.

On February 12, the White House released its FFY 2019 Budget Proposal. The budget is subject to the Congressional budget process but this sets the Administration's starting point.

Infrastructure

Also on February 12, the White House released a Legislative Outline for Rebuilding Infrastructure in America. This is the Administration's vision for a large infrastructure package. Like the budget, it is subject to the Congressional legislative process.

Highlights include:

- Establish an Incentives Program. The program would be funded at \$100 Billion with specific amounts to be administered by the USDOT, the US Army Corps of Engineers, and the EPA. There are specified evaluation criteria with the greatest weight, 50 percent, for evidence of commitment to new, non-federal revenue to create sustainable, long-term funding. The grant cannot exceed 20 percent of new revenue.
- Establish a Rural Infrastructure Program. Under this program, States would be incentivized to partner with local and private investments. The program can be used to modernize existing infrastructure, including roads and bridges. The program would be funded with \$50 Billion for capital projects. Eighty percent of the funding would be allocated to States by formula. The Governor would have discretion to choose individual investments. The funds would be distributed as block grants to States.
- Provide flexibility to minimize federal requirements on projects where the project funding is primarily non-federal.
- Provide relief from federal requirements for smaller projects that are predominantly outside of the federal-aid highway right-of-way. These would typically be transportation alternatives type projects. Project sponsors would be able to use State procurement procedures rather than federal requirements.
- Allow States to assume FHWA responsibilities for approving right-of-way acquisition.

While it is still too early to say for certain, Mr. Stack stated that there seems to be limited benefits for our region. There is an emphasis on new, non-federal funds for infrastructure projects. If private funds are used, there will be an expectation of a suitable return on investment via sustained revenue such as tolls. This region's needs are to fix existing roads and bridges, which is not conducive to new charges.

Another option is to raise state and/or local revenue to support infrastructure. Given constrained budgets across the state, this does not seem likely in New York.

The intention is to use \$200 Billion of federal funds to leverage non-federal funds and achieve \$1.5 Trillion in infrastructure investment. However, the federal investment does not represent new funding. Rather, there are proposed cuts to existing programs and a reallocation to the new programs.

7. Action Items

- a. Adopting the FY 2018-2019 Unified Planning Work Program / Proposed Council Resolution 18-1

James Stack stated that proposed Resolution 18-1 was reviewed and recommended for GTC Board approval by the Planning Committee at its February 15, 2018 meeting. The materials for this item start on page 43 of the meeting package.

At its January 11 meeting, the Planning Committee approved the *Draft FY 2018-2019 UPWP Project List* for public review. The list was made available for public review from through February 12th. The document was available at GTC, the County Planning offices in Genesee, Livingston, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates counties; and the reference desks of the Rochester Central Library, the Lyons Public Library, the Wadsworth Library in Genesee, and the Wood Library in Canandaigua. An electronic version was available through the GTC website. GTC staff did not receive any comments on the list.

In accordance with the GTC Public Participation Plan, GTC staff recommended to the Planning Committee a classification for each new UPWP-funded task. The Plan requires UPWP-funded tasks to establish public input opportunities based on the project's classification. The Planning Committee accepted the recommended classifications, which are listed with each project. Classifying projects as part of the UPWP adoption allows sponsors of new projects to be able to present scopes of work for Planning Committee consideration as early as April.

James continued that a draft of the full UPWP is separately bound in the meeting package for GTC Board consideration. The UPWP contains the program of planning activities that will be conducted under the auspices of GTC using federal transportation funds beginning April 1. It includes on-going activities of GTC staff, projects begun under a prior UPWP but not yet completed as of end of our third quarter (i.e., rollover projects), and new projects recommended for funding. The UPWP also includes projects to be conducted by NYSDOT using federal planning funds for informational purposes. Consistent with past practice, staff will present a budget amendment in June that reflects fourth quarter activity related to the rollover projects.

James expressed his appreciation for the work of the UPWP Development Committee in reviewing new proposals for inclusion in the UPWP and providing valuable input during the deliberations.

William Napier moved to approve proposed Resolution 18-1; Steve LeRoy seconded the motion. The motion passed unopposed.

- b. Accepting reports as evidence of completion of various UPWP Tasks

Chairman Marren suggested grouping proposed Resolutions 18-2 through 18-4 into a single action; no Member or Alternate objected.

James Stack noted that Proposed Resolutions 18-2 and 18-3 were reviewed and recommended for GTC Board approval by the Planning Committee at its January 11, 2018 meeting. Proposed Resolution 18-4 was reviewed and recommended for GTC Board approval by the Planning Committee at its February 15, 2018 meeting. The materials for this item start on page 46 of the meeting package.

James Stack provided the following overview:

- (1) Accepting the *Orleans County Sign and Guide Rail Inventory Program* as evidence of completion of UPWP Tasks 6213 and 6215 / Proposed Council Resolution 18-2 (Orleans County)

Orleans County conducted this project with GTC staff providing contract administration. The County owns and maintains approximately 200 miles of roadway and has limited data on the location and type of signage and guiderail in regards to meeting current standards. The purpose of this program was to define the locations of the signs and guiderail and to create a prioritization for both to bring them up to the current standards as defined in the Manual on Uniform Traffic Control Devices (MUTCD) and NYSDOT.

Field crews used survey grade GPS systems to locate signs, guiderails, and other features. On initial visit a surveyor located all of the sign and guide rail locations utilizing GPS and photos were taken of each feature. The field inspection followed documenting the specifics criteria related to standards related to signs and guiderails, as appropriate.

The result is an updated inventory of County owned road signs and guiderail with a prioritization schema for meeting current standards.

- (2) Accepting the *Regional Traffic Count Collection* as evidence of completion of UPWP Task 4370 / Proposed Council Resolution 18-3 (Monroe County)

Monroe County conducted this project with GTC staff providing contract administration. The County strives to obtain traffic volume and vehicle classification counts on a regular basis. The contract initially called for completing 341 (173 volume, 168 classification), 72-hour tube counts in accordance with NYSDOT standards. Two locations were removed to avoid duplicating NYSDOT efforts. Two locations were removed due to construction impacts. And, lastly, two locations were not accepted due to issues with the counts.

After initial counts are field verified to have appeared to function properly, the data is processed by the consultant and compared to past count data to ensure reasonableness.

The result is updated traffic counts that can be used by interested parties to conduct various analyses.

- (3) Accepting the *Silver Lake Trail Feasibility Study* as evidence of completion of UPWP Task 6528 / Proposed Council Resolution 18-4

The Village of Perry conducted this project. The purpose of the Study was to develop and evaluate concepts and alternative route scenarios for an approximately 11 mile trail that would connect Letchworth State Park and the Genesee Valley Greenway to the Village of Perry and Silver Lake via the Silver Lake Outlet.

The process for this study included outreach to both the general public and to key stakeholders. Representatives from various organizations served on the steering committee. The general public was invited to attend two public informational meetings to learn more about the trail project, and provide feedback.

The study was primarily focused on assessing the feasibility of the trail. However, preliminary design decisions were made to allow for estimating the cost of trail development. These decisions are explained in the study, and typical construction details are provided. A primary trail alignment was identified, as well as secondary trail opportunities and site improvements along the primary trail. A project phasing plan is also included.

The Village has already begun using the study to support applications for various grant programs to begin implementation of the recommendations.

William Carpenter moved to approve proposed Resolutions 18-2 through 18-4; Kevin Bush seconded the motion. The motion passed unopposed.

- c. Amending the *2017-2020 Transportation Improvement Program (TIP)*

Chairman Marren suggested grouping proposed Resolutions 18-5, 18-6, 18-8 through 18-12, 18-14, and 18-15 into a single action; no Member or Alternate objected.

James Stack provided the following report:

Proposed Resolutions 18-5, 18-6, 18-8 through 18-12, 18-14, and 18-15 were reviewed and recommended for GTC Board approval by the Planning Committee at its February 15, 2018 meeting. The materials for this item start on page 59 of the meeting package.

- (1) Amending the *2017-2020 TIP* by reinstating the Downtown Two-Way Conversion Phase II project / Proposed Council Resolution 18-5 (City of Rochester)

This amendment is requested by the City of Rochester. Construction funds were obligated in FFY 2015 under the previous TIP. The eligible costs exceeded the programmed amount and the City is seeking to maximize the Federal share of the project. Funding would come from the available balance of funds that can only be used in large urban areas.

- (2) Amending the *2017-2020 TIP* by adding a supplemental phase to the City of Rochester Highway Preventive Maintenance Group #4 project / Proposed Council Resolution 18-6 (City of Rochester)

This amendment is requested by the City of Rochester. The number of ADA-compliant curb ramp replacements was underestimated during the design phase. During construction, more work was required than originally anticipated. The City is seeking a small portion, about 8 percent, of the added cost. Funding would come from the available balance of funds that can only be used in large urban areas.

- (3) Amending the *2017-2020 TIP* by increasing the Total Cost of the Rt 96 Pavement MbC, Rt 31F to Rochester City Line project / Proposed Council Resolution 18-8 (NYSDOT)

This amendment is requested by NYSDOT. Due to deteriorating pavement conditions, a deeper pavement treatment than originally anticipated is required, which increases the construction cost. ADA considerations further increase the cost. You will notice that while the construction cost is increasing about \$545,000, NYSDOT is seeking only \$100,000 of Federal funds at this time. These Federal funds are related to pedestrian safety improvements that are being made on State owned roads throughout the region. Making these improvements are part of the larger construction project will be less disruptive than returning at a later date.

Proposed Resolution 18-15 provides the corresponding reduction in the region-wide pedestrian safety project.

- (4) Amending the *2017-2020 TIP* by increasing the Federal share of the Mount Read Blvd (Rt 33 to Rt 31) Preventive Maintenance project / Proposed Council Resolution 18-9 (NYSDOT)

This amendment is requested by NYSDOT. You may recall that at the December meeting this project was amended to correct the Federal fund sources. The project was originally programmed with National Highway Performance Program or NHPP funds for the entire length. It was later realized that the portion south of the I-490 interchange is not eligible for NHPP funds and a change was needed. The Board agreed to program STP-Flex funds in an amount to offset the NHPP funds that had to be reduced as ineligible.

At that time, the total construction cost was increased to reflect the latest estimate but the Federal funding was not increased to the full eligible Federal share. Funding for this requested increase would come from the available balance of STP-Flex would still be less than the full eligible Federal share.

- (5) Amending the *2017-2020 TIP* by changing the project limits of the NYSDOT Bridge Deck Preventative Maintenance (7 Locations) project / Proposed Council Resolution 18-10 (NYSDOT)

This amendment is requested by NYSDOT. This change replaces one of the bridges to be included in this project.

The Jefferson Road Bridge over West Henrietta Road was included in another NYSDOT project. The Martin Road Bridge over I-390 in the Town of Henrietta is included in a future NYSDOT project and would be accelerated via this project. A replacement bridge for that future project will be provided for consideration as an amendment at a later date.

- (6) Amending the *2017-2020 TIP* by advancing phases of the Route 414 over CSX Bridge Rehabilitation project / Proposed Council Resolution 18-14 (NYSDOT)

This amendment is requested by NYSDOT. Due to the condition of this bridge, NYSDOT wants to accelerate the design phases. NYSDOT has already committed State funds to begin the Scoping phase and is foregoing any Federal funds for this phase. All other design phases would be accelerated by one year. There is no change in the Total cost and offset funding is provided by available balances.

Accelerating the design may also position this bridge to accelerate construction should funding become available. Lastly, there is a correction to the non-Federal share to show it as State funds and not Local funds, consistent with the original intent.

- (7) Amending the *2017-2020 TIP* by adding the Falls Rd Railroad Crossing project / Proposed Council Resolution 18-11 (NYSDOT)

This amendment is requested by NYSDOT. Rail crossing projects are selected by and utilized funding managed by NYSDOT-Main Office. NYSDOT-Region 4 has been notified that this location has been selected for improvements. These funds are not available to any other project.

- (8) Amending the *2017-2020 TIP* by increasing the Total Cost of the Mount Hope Avenue Improvements – Phase 2 project / Proposed Council Resolution 18-12 (City of Rochester)

This amendment is requested by the City of Rochester. This project was selected to receive funds through the Statewide Prioritization Program. The project was required to reach certain milestones before Construction funds would be provided. Now that the City has achieved the necessary milestones, the project has been awarded additional NHPP funds managed by NYSDOT Main Office to proceed to construction.

- (9) Amending the *2017-2020 TIP* by decreasing the Total Cost of the Region 4 Pedestrian Safety Action Plan Phase 2 project / Proposed Council Resolution 18-15 (NYSDOT)

This amendment is requested by NYSDOT. The pedestrian safety improvements intended for the Route 96 corridor are proposed to be incorporated into a larger construction project to avoid further disruption at a later date. This reduction corresponds to the increase in Proposed Resolution 18-8.

Steve Leroy moved to approve proposed Resolutions 18-5 and 18-6, 18-8 through 18-12, 18-14, and 18-15; Kevin Bush and Jim McIntosh seconded the motion. The motion passed unopposed.

- d. Action concerning revisions to the *Transportation Improvement Program Procedures Manual* / Proposed Council Resolution 18-13

James Stack provided the following report:

Proposed Resolution 18-13 was reviewed and recommended for GTC Board approval by the Planning Committee at its February 15, 2018 meeting. The materials for this item start on page 93 of the meeting package.

The GTC TIP Procedures Manual sets specific definitions of TIP amendments in relation to project scope, schedule, or cost and prescribes the actions necessary for approval by GTC. Changes can take the form of TIP Amendments or TIP Administrative Modifications. Amendments are considered significant changes and require GTC Board approval. Administrative Modifications are not considered significant and currently require GTC Planning Committee approval. If any Planning Committee member or alternate objects to approving the Administrative Modification when it is presented, it cannot be approved and must be sent to the GTC Board for approval. The GTC Chairperson also has the discretion to have an Administrative Modification that is approved by the Planning Committee brought before the GTC Board for consideration within a certain time frame after approval.

GTC staff, with input from the TIP Development Committee, have proposed revisions to improve the TIP Management process toward the goals of being responsive to project development while maintaining fiscal constraint. The goal is to streamline some of the actions while reducing the burden on both the GTC Board and the Planning Committee. The changes presented reflect the practice and precedents established by the TIP Development Committee (TDC) for situations not considered under previous versions of the Procedures Manual. Additionally, GTC staff and members agencies identified changes for deliberation by the TDC and consideration by the Planning Committee for recommendation to this Board.

The most significant change is the delegation of authority for GTC staff to make minor changes to projects. Generally speaking, the changes can be made quickly to respond to project changes. Financial increases are limited to \$50,000 or 10 % of the project total, whichever is less. Financial decreases can be made to prevent funds from being unnecessarily encumbered which make them available for use by

other projects through the appropriate amendment process. Lastly, there are editorial changes to the document to clarify projects to meet the original intent when the TIP was adopted or amended.

Any proposed Staff Modification will first be presented to the TDC for expedited review via email. If a TDC member objects, the proposed change will not be made by staff and will be considered through the regular quarterly process. All Staff Modifications will be reported to the GTC Planning Committee and/or Board as indicated in the guidelines table.

Chairman Marren stated that with the new procedures, Board oversight will be maintained but this will allow for minor but beneficial modifications to the TIP.

William Santos, moved to approve Proposed Resolution 18-13; Norman Jones seconded the motion. The motion passed unopposed.

8. New Business

No new business was discussed.

9. Next Meeting

Chairman Marren stated that the next GTC Board meeting is scheduled for June 14, 2018 at the Brighton Town Hall, 2300 Elmwood Avenue in Brighton.

10. Adjournment

The meeting adjourned at 9:27 a.m.