

**GENESEE TRANSPORTATION COUNCIL
PLANNING COMMITTEE MEETING
Rochester City Council Chambers
30 Church Street, Rochester**

May 12, 2016

PLANNING COMMITTEE MEMBERS PRESENT

Mark Assini, Monroe County Supervisors Association
Thomas Beck, Monroe County – At-Large
Angela Ellis, Livingston County (Vice Chairperson)
Erik Frisch, City of Rochester – At-Large
Todd Gadd, Wyoming County
Thomas Goodwin, Monroe County Planning Board
David Hartman, Yates County
Andrea Guzzetta, Rochester City Council
Zina Lagonegro, Rochester City Planning Commission
Scott Leathersich, Monroe County – At-Large (Chairperson)
Charles Nesbitt, Orleans County, Orleans County
Terrence Rice, Monroe County
Kevin Rooney, Wayne County
James Willer, New York State Department of Transportation (NYSDOT)
William Wright, Ontario County
David Zorn, Genesee/Finger Lakes Regional Planning Council (G/FLRPC)

ALTERNATE REPRESENTATIVES PRESENT

David Cook, Rochester Genesee Regional Transportation Authority (RGRTA), representing Bill Carpenter

PLANNING COMMITTEE MEMBERS ABSENT AND UNREPRESENTED

Maria Chau, Federal Highway Administration (FHWA)
Roy Gates, Seneca County
Timothy Hens, Genesee County
Thomas Hurley, NYS Thruway Authority
Norman Jones, City of Rochester
Edward Muszynski, Empire State Development Corporation
Steven Ulass, Federal Aviation Administration (FAA)
(Vacant), Federal Transportation Administration (FTA)
(Vacant), NYS Department of Environmental Conservation (NYSDEC)

OTHERS IN ATTENDANCE

Irene Aiztrauts, Oak Orchard Neighborhood Association (OONA)	Don Higgins, Livingston County
Christine Bianchi, T.Y. Lin International	Joel Kleinberg, NYSDOT Region-4
Joseph Bovenzi, GTC Staff	Jeanne Lauterbach, OONA
Jody Binnix, GTC Staff	Joe Leathersich, Batavia Daily News
Jim Buckley, OONA	Frank Panczyszyn, OONA
Bill Camann, OONA	Rick Papaj, NYSDOT Region-4
Eric Farr, RGRTA	Chris Sichak, Erdman Anthony
Fred Frank, Parsons Brinckerhoff	James Stack, GTC staff
Gerald Gray, Orleans County	Eileen Wuethrich, OONA

1. Call to Order & Introductions

Scott Leathersich, Planning Committee Chairperson, called the meeting to order at 10:05 a.m. Members, Alternates, and others present introduced themselves.

2. Public Forum

Frank Panczyszyn from the Oak Orchard Neighborhood Association (OONA) introduced himself and stated that he was attending the meeting to speak on the Association's concerns about the condition of the Lake Ontario State Parkway (LOSP). He explained that the OONA represents over 100 residents and businesses in the vicinity of the Oak Orchard Creek along the south shore of Lake Ontario in Orleans County. He commented on the poor condition of the LOSP, noting that the pavement condition has deteriorated to the point where the road is nearly unusable in places. He referenced items 190 and 191 on the *2017-2020 Transportation Improvement Program* Public Review List (projects proposed by NYSDOT for repaving sections of the LOSP) and stated that he would like to see these projects implemented. He expressed a concern that the proposed LOSP Lane Reduction Feasibility Study would delay repair work to the parkway and that other solutions than reducing lanes need to be investigated. He discussed the parkway's importance as a scenic byway for tourism, and noted that tourism-dependent businesses as well as property values near the western end of the LOSP are negatively impacted by the continued deterioration of the parkway. In addition, emergency response capabilities are negatively impacted by the parkway's poor condition.

Mark Assini stated that the fundamental issue is the lack of state and federal funding for road and bridge projects for the region. This is an issue that is broader than GTC or NYSDOT-Region 4. On a statewide basis, funds are not available to repair roads and bridges as they have been in the past. Only one-fourth of the state funds that are supposed to be used for road and bridge construction is being spent on construction, the remaining three-fourths are being used largely for debt service payments and transfers to the State's general fund. In addition, the Governor's office has held back about 30 percent of federal aid funds that should be available to NYSDOT-Region 4 to program on regional projects. The lack of resources for transportation infrastructure projects is a major issue that will not go away anytime soon.

Scott Leathersich clarified that items 190 and 191 on the *2017-2020 Transportation Improvement Program* Public Review List are projects that are currently *not* included on the funded portion of the proposed TIP project list.

3. Approval of Minutes

Angela Ellis moved for approval of the minutes from the April 7, 2016 Planning Committee meeting; David Hartman seconded the motion. The minutes were approved as presented.

4. Reports and Action on Old Business

a. Reports on UPWP Projects and Other Activities

GTC

James Stack reported:

- GTC Strategic Planning: GTC staff continued monitoring the roll out of the Fixing America's Surface Transportation (FAST) Act and are participating in conference calls and webinars regarding various rulemakings and guidance on implementation. The anticipated release date for the Metropolitan Planning Final Rule has been moved up from July to May. This and other rules related to Performance Based Planning and Programming will likely require new capacities from GTC staff and member agencies over the next 6 to 12 months. The UPWP has been carrying Task 3106 for this very reason. GTC has the financial resources to help build any new capacities, including for member agencies.
- Regional Traffic Count Collection: GTC staff is coordinating with Monroe County on the next cycle of traffic count collection. GTC staff is preparing the Request for Qualifications with the expectation of having a vendor under contract to begin counts after the Labor Day holiday.
- LRTP Update/Implementation: The Draft *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040 (LRTP 2040)* was mailed to all Planning Committee member offices on April 14. The draft will be considered under agenda item 5.e.
- Advancing Health-Informed Transportation Decision Making: Finger Lakes Health Systems Agency (FLHSA) is in the process of hiring someone for this project. A meeting between FLHSA, the City of Rochester, and GTC has been scheduled for May 24 to get the project moving again.
- Genesee-Finger Lakes Regional Critical Transportation Infrastructure Vulnerability Assessment: The project has been completed and will be presented for closeout under agenda item 5.c.
- Genesee-Finger Lakes Regional Transportation System Management and Operations (TSMO) Strategic Plan: A project kick-off meeting between GTC and the consultant team was held on May 3. The first Steering Committee meeting was held on May 4.
- Vulnerable Users Safety Assessment Program Phase 1: GTC staff is developing a Scope of Work for presentation at a future meeting.
- Congestion Management Process (CMP): GTC staff have integrated the CMP toolbox into the *LRTP 2040*.
- Greater Rochester Regional Commuter Choice Program: No progress to report.
- Travel Time Data Collection Program: The second year of INRIX Analytics access has begun. GTC staff review the data to conduct brief assessments of major incidents and other events as applicable.

- Cross Asset Highway and Bridge Evaluation and Prioritization Tool: No progress to report
- Regional Mobility Management Business Planning: Authorization to execute a Professional Services agreement with Cambridge Systematics was approved on May 5.

G/FLRPC

David Zorn reported:

- Regional Land Use Monitoring Report: G/FLRPC staff are following-up with the last few municipalities that have not returned surveys; draft sections of the report are being prepared.
- Regional Transportation and Food Systems Analysis: The project has been completed and was presented for closeout at the April 7 meeting.

Livingston County

Angela Ellis reported:

- Hamlet of Greigsville Transportation Safety & Access Improvement Plan: The project Steering Committee is meeting within the next several weeks to prepare a Scope of Work, which will be presented to the Planning Committee at its July meeting.

Monroe County

Tom Goodwin reported:

- Monroe County Land Use Monitoring: All survey responses have been received. Data entry and mapping are underway, along with coordination with G/FLRPC regarding building permits issued in Monroe County.

Terry Rice reported:

- Monroe County Guiderail Inventory Program: The County entered into a contract with Barton & Loguidice to conduct the project. The project kick-off will be held in June.
- Monroe County High Accident Location Program: No progress to report.

Ontario County

James Stack reported:

- Ontario County Freight Corridor Development Plan: No progress to report.

Orleans County

James Stack reported:

- Orleans County Sign Inventory Program: A Scope of Work has been prepared and will be presented to the Planning Committee under agenda item 5.a.1.
- Orleans County Guiderail Inventory Program: A Scope of Work has been prepared and will be presented to the Planning Committee under agenda item 5.a.3.
- Lake Ontario State Parkway Lane Reduction Feasibility Study: A Scope of Work has been prepared and will be presented to the Planning Committee under agenda item 5.a.4.

City of Rochester

Zina Lagonegro reported:

- City of Rochester Monroe Avenue Parking Study: A public meeting held on April 14. The public survey was closed on May 1 and the results are currently being compiled. The needs and opportunities assessment is underway. The next project advisory committee meeting is scheduled for June 14. The consultants plan to attend Monroe Avenue festival event on June 4 to gather further public input and comments.
- City of Rochester Zoning for Transportation Choice: The Draft Request for Proposals (RFP) was sent to GTC for review and comment and city planning staff are addressing GTC comments and updating the RFP. A final draft RFP will be sent to GTC for review and approval by May 18. The RFP will be issued by the end of May via the City's website and the NYS Contract Reporter website. Consultant selection is anticipated in July with a contract hired anticipated in August.

Erick Frisch reported:

- Rochester Comprehensive Access & Mobility Plan: This project is currently on hold pending staff reorganization.

RGRTA

David Cook reported:

- RGRTA Regional Operational Service Audit: Working drafts have been prepared. The second round of public outreach meetings is scheduled for June 6-10 in each county.
- RTS Route Overhaul and Refinement Analysis: Route 47 (Monroe Ave.) changes are scheduled for implementation on June 4. Limited service to Greece Ridge Mall will be provided as part of changes to Route 3 (Lyell).

- Super Transit Zones Development Study: A Scope of Work will be presented to the Planning Committee at its July meeting.

Wyoming County

Scott Leathersich reported:

- Wyoming County Guide Rail Installation Assessment: A Scope of Work has been prepared and will be presented to the Planning Committee under agenda item 5.a.2.

Other Agencies

James Stack reported:

- Hojack Trail Feasibility Study: No progress to report.
- Silver Lake Trail Feasibility Study: No progress to report.
- Irondequoit Bay Outlet Bridge Alternatives Analysis Study: GTC staff is coordinating with the Town of Irondequoit on developing a Scope of Work for presentation at a future meeting.
- Route 96 Transformative Corridor Strategic Infrastructure Plan: GTC staff is coordinating with the Town of Victor on developing a Scope of Work for presentation at a future meeting. The Town was also awarded funding from Empire State Development to study certain aspects of the corridor. The hope is to combine all funds into a single project.
- Pittsford Active Transportation Plan: The Steering Committee meeting scheduled for April 28 was postponed; a new date has not been set yet.
- Geneva Active Transportation Plan: No progress to report.
- Town of Irondequoit Active Transportation Plan: The project is nearly complete and will be presented for closeout at a future meeting.
- Town of Perinton Active Transportation Plan: The consultant is finalizing the report. Closeout is expected at the Planning Committee meeting in July.

b. Any Other Old Business or Announcements

1. Federal Legislative and Funding Update

James Stack reported that on April 21, 2016, the U.S. Senate Appropriations Committee approved the Federal Fiscal Year (FFY) 2017 Transportation, Housing and Urban Development (or T-HUD), and Related Agencies Appropriations Bill. The FFY 2017 T-HUD Appropriations Act provides \$56.5 billion to fund the U.S. Department of Transportation (USDOT), U.S. Department of Housing and Urban Development, and related agencies. The bill represents an \$827 million decrease from FY 2016 enacted levels and \$2.9 billion below the President's budget request. The bill was approved 30-0.

The Senate bill prioritizes funding for transportation projects and programs to encourage economic growth. It provides \$16.9 billion in discretionary appropriations for USDOT, \$1.7 billion below the FY 2016 enacted level and \$2.5 billion below the President's request. Within this amount, funding is also prioritized on programs to make transportation systems safe, efficient, and reliable. The bill would also rescind \$2.2 billion for the coming year in state DOTs' unobligated highway contract authority, and require that the cuts be applied in some federal highway programs that are most widely used by the states. The bill ignores the budget request to shift certain programs from discretionary to mandatory spending.

For highways, the bill provides \$44 billion from the Highway Trust Fund to be spent on the Federal-aid Highways Program, consistent with the FAST Act. The bill continues to allow state DOTs to repurpose old, unused earmarks for other infrastructure projects.

For transit, the bill provides \$12.3 billion for the Federal Transit Administration, \$575 million above FY 2016 enacted level. The bill provides \$9.7 billion for transit formula grants, consistent with the FAST Act.

With regard to the Transportation Investments Generating Economic Recovery (TIGER) grants (also known as National Infrastructure Investments), the bill provides \$525 million, \$25 million above the FY 2016 enacted level. It would increase TIGER's rural projects set-aside from 20 percent now to 30 percent, and cut the maximum share that can go to any state from 20 percent now to 10 percent.

5. Action Items

a. Action concerning consideration of UPWP Project Scopes of Work

Scott Leathersich suggested grouping items 5.a.1. through 5.a.4. into a single action. No Member or Alternate objected.

1. Task 6213 – Orleans County Sign Inventory Program

Jerry Gray presented the Scope of Work for Task 6213. This project will collect field information on all road signs owned by Orleans County, review the inventory to see if the signs meet current design and safety standards, and develop a prioritized order for sign replacement.

Terry Rice noted that the county should be cautious of developing a prioritized order for replacing signage as this will essentially commit the county to fund sign repairs. He commented that older signs would likely not be in compliance with the most recent requirements for retroreflectivity and that those older signs should be replaced therefore negating the need to assess the retroreflectivity of such signs. Jerry explained that only stop signs are currently inventoried and some of those signs are only two years old; an inventory is needed of other signs in the county.

3. **Task 6215 – Orleans County Guide Rail Inventory Program**

Jerry Gray presented the Scope of Work for Task 6215. This project will collect field information on all guide rail systems owned by Orleans County, review the inventory to see if it meets current design and safety standards, then organize and categorize the inventory in a prioritized order for improvements. The collected field information is intended to be used to prepare a report on the condition of the County's guide rail system and to provide a systematic programming tool for replacing or upgrading the inventory to meet the latest standards. All information will be uploaded and tracked using the County's Cartegraph management system and mobile web based GPS unit.

2. **Task 6214 – Wyoming County Guide Rail Installation Assessment**

Todd Gadd presented the Scope of Work for Task 6214. This project will collect field information on all guide rail systems on county roads, large diameter culverts and bridges owned by Wyoming County and inventory the physical condition, compliance with current standards, recommended remedial actions and prioritize improvements.

4. **Task 7212 – Lake Ontario State Parkway Lane Reduction Feasibility Study**

James Stack presented the Scope of Work for Task 7212. He explained that Orleans County proposed the Lake Ontario State Parkway (LOSP) Lane Reduction Feasibility Study to determine the feasibility of repurposing the eastbound or westbound lanes of approximately 12.7 miles of LOSP. This study is consistent with the *LRTP 2040* recommendation to Design responsively to facility users, their needs, and the facility's current and future context. The study will investigate whether it is financially feasible to repurpose or decommission the eastbound or westbound lanes of LOSP, or portions thereof, while still providing a continuous parkway in Orleans County.

The study will be overseen by an Advisory Committee that is representative of project stakeholders, including the State, the County, the Towns of Carlton and Kendall, and non-governmental and community based organizations.

The study will follow a typical process. The Consultant will conduct an inventory and analysis of the transportation assets and the existing conditions in the corridor. The public will be given an opportunity to provide input on the findings as well as any issues or opportunities in the study area. Alternatives will be developed for consideration by the Advisory Committee. The Advisory Committee will select a preferred alternative for the future of the corridor. The Consultant further analyze the preferred alternative and identify the necessary steps and potential funding mechanisms to realize the preferred alternative. The public will be given an opportunity to provide feedback on the preferred alternative before the study report is finalized.

GTC staff will provide support to the County by administering the project, including the RFP and contracting processes. The process is expected to take 15 to 18 months. Any recommendation to reconfigure LOSP will require an extensive design process before construction can begin. At this time, there is no funding in place to design or construct such a project.

Scott Leathersich asked if the potential alternatives would include maintaining the existing configuration of four travel lanes. James Stack replied in the affirmative.

Bill Wright asked if this project was truly a feasibility study or if, given the title of the project, there were preconceived solutions as to what course of action would be taken. Jerry Gray stated that he was under the assumption that lane reductions would be proposed.

James Stack replied that there were no preconceived solutions about what course of action should be taken. The project's title was submitted by the project sponsor as part of the UWPP application process. The project's title could be changed if the attendees think it should be. He stressed that the project is a concept-level planning study that seeks to investigate all potential opportunities, including lane reductions, for how the parkway should be managed in the future. It will not include funds to redesign the parkway.

Todd Gadd suggested that the phrase "Lane Reduction" should be removed from the project's title to eliminate the possibility of anyone thinking that lane reduction was the preferred course of action. Charles Nesbitt agreed and stated that changing the title would be acceptable to Orleans County; he suggested changing "Lane Reduction" to "Transportation Alternatives".

Bill Wright asked if NYSDOT has already made a decision to close the parkway. He noted that the lack of investment in the parkway over the years can easily lead to a decision to close it as the road decays.

James Willer explained that NYSDOT is maintaining the road to the best of its ability given available resources and the need to prioritize project locations. NYSDOT submitted two projects for repaving sections of the parkway but those projects did not score well when compared with other needs around the region. In lieu of a major reconstruction, NYSDOT's focus has been on carrying out routine maintenance activities.

Terry Rice explained that while not all road projects score well in the TIP development process, the roads still need to be maintained. Federal funds are not always the answer and local funds may have to be used to pay for projects. If funding continues to be unavailable then consideration could also be given to closing a facility.

Mark Assini noted that the real issue is the lack of funding from Albany for transportation infrastructure projects. He stated that NYSDOT had recently told

him that a bridge in the Town of Gates was supposedly in good condition, but town workers were nearly hit by pieces of concrete falling off the bridge. This also posed a danger to the traveling public, which is why he elevated the issue to the news media. The withholding of 30 percent of federal aid funds by Albany that should be available to the region to use is an additional problem.

Charles Nesbitt discussed his previous attempts to raise the issue of funding for repairs to the LOSP with state lawmakers and agency officials. However, he has not made any progress on this issue. He does not want to close the LOSP but he needs to identify potential options for how to manage the facility so he has viable alternatives to advocate for. He stated this project is the means to obtain those alternatives.

Bill Wright stated that this project should have been done about a decade previously. He noted that the project boundaries were limited to Orleans County and asked if there was a need to expand the project beyond this jurisdiction. James Stack replied that this was possible and a transition zone could be identified that might extend into Monroe County.

Bill Wright asked if a complementary study was planned for the section of the parkway in Monroe County. James Stack replied that no such project has been proposed but that it was possible for another jurisdiction to propose such a project.

Charles Nesbitt discussed a similar issue with the Erie Canal bridges in Orleans County. He explained that there are 28 bridges over the Erie Canal in Orleans County, and that some of them are closed and others require maintenance and repairs. The county will only invest in the roads leading to those bridges if NYSDOT will invest in keeping the bridge open. The lack of state funding commitment for the Erie Canal bridges is holding up county road projects.

Scott Leathersich confirmed that the project name would be changed to the Lake Ontario State Parkway Transportation Alternatives Study. James Stack replied in the affirmative and noted that no action was needed from the Planning Committee to alter the name.

Bill Wright moved to approve the UPWP Project Scopes of Work for Tasks 6213, 6214, 6215, and 7212 as presented; Terry Rice seconded the motion. The motion passed unopposed.

- b. Recommendation to the GTC Board concerning **amending the *FY 2016-2017 UPWP* to reflect the contribution of actual FY 2015-2016 rollover amounts** / Proposed Council Resolution 16-43 (GTC staff)

James Stack reported that the adopted *FY 2016-2017 Unified Planning Work Program* included estimated rollover amounts for several projects that were not expected to be complete by March 31, 2016, which was the end of FFY 2015-2016. These estimated rollover amounts were based on actual expenses through the third

quarter of FY 2015-2016. Now that the accounting for FY 2015-2016 has been closed out, the budgets for these projects for FY 2016-2017 can be adjusted to reflect actual rollover amounts.

This action is the routine budget amendment that GTC does the first quarter of each fiscal year. It demonstrates GTC's fiscal responsibility in continuing to advance projects in the fourth quarter. James noted one distinction in that Task 1600 – Program Reserve, under GTC, is actually increasing rather than decreasing. This reflects the budget savings at the staff level last year.

Bill Wright moved to recommend that the GTC Board adopt Proposed Council Resolution 16-43; Kevin Rooney seconded the motion. The motion passed unopposed.

- c. Recommendation to the GTC Board concerning **accepting the *Genesee-Finger Lakes Regional Critical Transportation Infrastructure Vulnerability Assessment* as evidence of completion of UPWP Task 5750** / Proposed Council Resolution 16-44 (GTC staff)

Joseph Bovenzi discussed Task 5750. He introduced Fred Frank from Parsons Brinckerhoff, who led the consultant team that developed the *Vulnerability Assessment* report. The purpose of this project was to evaluate vulnerable transportation infrastructure and identify strategies to mitigate hazard impacts. He discussed the process used to research and prepare the report and noted select key findings. He explained that the process used to evaluate and score infrastructure assets was scalable to various geographies, and that he would provide the data management tools to the project steering committee members so that they could conduct assessments on other infrastructure.

Todd Gadd stated that the report was very thorough and took a comprehensive look at the regional transportation system, which allows local officials to understand their network in the context of the broader regional system.

Todd Gadd moved to recommend that the GTC Board adopt Proposed Council Resolution 16-44; David Cook seconded the motion. The motion passed unopposed.

- d. Action and recommendation to the GTC Board **concerning modifying and amending the *2014-2017 Transportation Improvement Program*** / Proposed Planning Committee Resolutions 16-5 through 16-8, and Proposed Council Resolutions 16-45 and 16-46

Scott Leathersich suggested grouping items 5.d.1. through 5.d.4. into a single action and grouping items 5.d.5. and 5.d.6. into a single action. No Member or Alternate objected.

1. Action concerning **modifying the 2014-2017 TIP by modifying the costs of select phases of the Ellicott Trail project** / Proposed Planning Committee Resolution 16-5

James Willer explained that this modification will add a Right-of-Way Incidentals phase and shift funds within phases. There is no change to the total cost or federal share of the project.

2. Action concerning **modifying the 2014-2017 TIP by modifying the costs of select phases of the City of Batavia Healthy Schools Corridor project** / Proposed Planning Committee Resolution 16-6

James Willer explained that this modification would add several new phases associated with unexpected right-of-way to the project and shift funds within phases. There is no change to the total cost or federal share of the project.

3. Action concerning **modifying the 2014-2017 TIP by modifying the costs of select phases of the Lakeshore Drive & Moran Road Sidewalk Improvement Project** / Proposed Planning Committee Resolution 16-7

Bill Wright explained that the project cost is being increased to reflect a local betterment. While the total project cost is increasing, there is no change to the federal share of the project.

Joel Kleinberg commented that including locally-funded betterments in the TIP is a new requirement from NYSDOT-Main Office. He asked project sponsors to let him know if any locally-funded betterments should be included on their projects.

Todd Gadd asked if this means the TIP is showing a higher amounts than are actually programmed to a project. Joel replied that the TIP shows federal-aid values and because betterments are locally funded they are not always included in the TIP.

James Stack commented that including locally-funded betterments in the TIP will increase the recognition of local agencies contributing additional funds for their projects.

4. Action concerning **modifying the 2014-2017 TIP by modifying the costs of select phases of the Main St. Streetscape & Pedestrian Wayfinding Enhancement Project** / Proposed Planning Committee Resolution 16-8 (City of Rochester)

Erik Frisch explained that the source of additional funds for this project is non-Federal and reflects a local betterment. There is no change to the federal share of the project.

David Cook stated that RGRTA had several concerns relating to the design of this project and therefore could not support it at this time. He noted that RGRTA CEO Bill Carpenter was meeting with City Department of Environmental Services Commissioner Norman Jones to discuss RGRTA's concerns about this project. Erik Frisch replied that it would be inappropriate for any agency to oppose the use of City funds on City projects and asked why RGRTA was not supportive of the design. David stated that RGRTA could not support the design as presented due to concerns about how it would impact bus operations.

Terry Rice noted that Monroe County DOT had comments that had not yet been addressed and asked Erik if the project had any unusual design proposals. Erik replied that the project included fairly standard designs for streetscape improvements. Federal funds were going to sidewalk improvements and City funds were going to streetscape enhancements.

Scott Leathersich clarified that this action is to reflect local funds for additional work on the project. David Cook reiterated that RGRTA could not support the project at this time. Scott Leathersich explained that the Planning Committee does not approve the project design, only funding.

James Stack stated that if the Planning Committee does not unanimously approve a proposed Planning Committee resolution, that proposal will be sent to the GTC Board for action as a Board Resolution.

Given RGRTA's objections to item 5.d.4., Scott Leathersich suggested separating this item from items 5.d.1. through 5.d.3. and acting on them independently.

Kevin Rooney moved to recommend that the Planning Committee adopt Proposed Planning Committee Resolutions 16-5 through 16-7; David Hartman seconded the motion. The motion passed unopposed.

Scott Leathersich asked for a motion that reflects the action in Proposed Planning Committee Resolution 16-8. James Stack noted that GTC staff can prepare Proposed Council Resolution 16-50 reflecting the Committee's recommendation.

Erik Frisch moved to recommend that the GTC Board adopt Proposed Council Resolution 16-50; Kevin Rooney seconded the motion. The motion passed with one opposed.

5. Recommendation to the GTC Board concerning **amending the 2014-2017 TIP by decreasing the cost of the Ames St., Buffalo Rd., Main St., and West Ave. Preventive Maint. project** / Proposed Council Resolution 16-45
6. Recommendation to the GTC Board concerning **amending the 2014-2017 TIP by increasing the cost of the STP-Urban Block Program project** / Proposed Council Resolution 16-46

James Stack explained that items 5.d.5. and 5.d.6. were interrelated with funds being removed from the City's Preventive Maintenance project being placed into the STP-Urban Block program for use on other projects.

Terry Rice moved to recommend that the GTC Board adopt Proposed Council Resolutions 16-45 and 16-46; James Willer seconded the motion. The motion passed unopposed.

- e. Recommendation to the GTC Board concerning **adopting the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040*** / Proposed Council Resolution 16-47

James Stack reported that, as indicated in the transmittal memo, the Draft *LRTP 2040* was mailed to the office of each member of the Planning Committee on April 14, ahead of the mailing for this meeting in order to provide a longer opportunity for review by members and alternates. In addition, the full document has been available on the GTC website.

As previously reported, the Planning Committee approved a public review document at the February 11 meeting. That document was made available for public review from February 16 through March 18. GTC staff held meetings in Batavia (Genesee County), Hopewell (Ontario County), and at Rochester City Hall.

GTC staff received a significant number of comments that have been summarized for the final LRTP, which will also include in an Appendix of the final draft. The summary begins on page 70 of the meeting package. The comments were beneficial and caused GTC staff to clarify some of the recommendations and add two recommendations to the final draft.

Since the distribution of the Draft *LRTP 2040* several member agencies have reached out to GTC and requested revisions. Based on those requests, GTC staff modified the final draft that will be provided to the GTC Board as noted on pages 66 and 67 of your meeting package. These changes would modify the draft document that was mailed out and be included in the recommendation to the GTC Board. GTC staff will also conduct additional QA/QC to look for editorial changes that do not affect the content of the draft document before mailing to the GTC Board.

The LRTP provides a strategic framework for policy, planning, and investment decision making to ensure that the multiple agencies that own, maintain, and operate transportation infrastructure and services are working towards the "3C" process continuously, cooperatively, and comprehensively in a coordinated fashion. Above all else GTC wants *LRTP 2040* to be approachable and readable to all the region's residents, businesses, and government agencies no matter one's level of transportation expertise. We think we have accomplished this.

Although the LRTP is only required for the Rochester Metropolitan Planning Area, which is all of Monroe County plus the adjacent developed areas of Livingston, Ontario, and Wayne counties, GTC continues to plan for the entire nine-county

region. This recognizes the fact that transportation concerns do not stop at a boundary on a map.

The LRTP contains 7 Goals and 21 Objectives that are consistent with those established in the Moving Ahead for Progress in the 21st Century, or MAP-21, and continued in the Fixing America's Surface Transportation, or FAST Act. The LRTP also has four guiding principles:

- Plan for People: people are the customers, not transportation infrastructure;
- Place Matters: where people live, work, and play will determine the appropriate solutions to their transportation needs;
- Transition to Tomorrow: adequate transportation funding for the foreseeable future is significantly less than the amount required to maintain a state of good repair; and
- Accept Uncertainty: Even though the FAST Act provides certainty over the next five years, how transportation investments will be funded over the long-term remains uncertain.

Development of the *LRTP 2040* had more public engagement than ever before. We made a concerted effort to go where the people are and utilized online tools to gain their input early in the process. We did so again when it was time to get feedback on the recommendations.

The additional recommendation noted on page 67 of your package is in direct response to a public comment. With this addition, the LRTP has 63 recommendations covering a broad range of transportation modes, needs, and opportunities. There are also five Illustrative Projects for which the region does not have the financial resources to implement. GTC staff is confident that if additional funding is brought to the region for any of these projects, GTC will take the necessary steps to ensure that funding can be used for implementation.

James noted that the final draft plan is the result of about two years of work by GTC staff. He acknowledged the work of Jody Binnix in leading the effort to put together the draft LRTP 2040. She has been involved from the beginning of the process and was instrumental in creating the final draft of the plan.

Erik Frisch asked if the City's recent comments on the draft had been incorporated into the document. James Stack replied that they would be included in the version of the draft that is provided to the Board.

Terry Rice noted that he had one editorial suggestion, which was to remove the word "negative" from the project description of the Inner Loop North Transformation project (page 66 of the meeting package). The attendees agreed to remove the word "negative" from the project description.

Erik Frisch moved to recommend that the GTC Board adopt Proposed Council Resolution 16-47; Bill Wright seconded the motion. The motion passed unopposed.

- f. Recommendation to the GTC Board concerning **certifying that all Federal planning requirements are met** / Proposed Council Resolution 16-48 (GTC staff)

James Stack reported that every four years, the FHWA and the FTA perform a comprehensive certification review of the transportation planning processes conducted by GTC in its role as the designated Metropolitan Planning Organization for the Genesee-Finger Lakes Region. The last FHWA/FTA certification of GTC was made in February 2014.

In the intervening years, concurrent with the submittal of the entire proposed Transportation Improvement Program (TIP) to the FHWA and the FTA as part of the Statewide TIP approval, GTC is required to "self-certify" that its policy, planning, and programming processes are consistent with applicable federal and state laws as well as regional and local priorities. This certification takes the form of a Self-Certification Document, the content of which is specified by NYSDOT.

GTC staff have compiled the Self-Certification Document to give a comprehensive overview of the GTC planning process.

Terry Rice commented that GTC sets the standard statewide for MPO activities, especially given the budget and resources available to it.

Terry Rice moved to recommend that the GTC Board adopt Proposed Council Resolution 16-48; Charles Nesbitt seconded the motion. The motion passed unopposed.

- g. Recommendation to the GTC Board concerning **adopting the 2017-2020 Transportation Improvement Program** / Proposed Council Resolution 16-49

James Stack reported that at the April 7 meeting, this committee approved the "DRAFT 2017-2020 TIP Update Project List for Public Review". The draft list was made available for public review from April 11 through May 10.

The Draft 2017-2020 TIP Update Project List was developed using a performance-based approach that included the quantitative evaluation of 180 projects, covering more than 350 locations, requesting approximately \$478 million. This evaluation was supplemented with the professional judgment of staff from transportation agencies across the region. Given the federal revenues that are reasonably expected to be available to the seven counties in the Greater Rochester Area, more than 90 necessary projects will not be able to be advanced in the four-year period covered by the 2017-2020 TIP Update.

The project list is a culmination of effort that started last August. GTC and NYSDOT-Region 4 jointly solicited project applications from the seven-county area that

corresponds with NYSDOT-Region 4. During the application development process, a workshop was held for potential applicants where they could get a better understanding of the TIP process and have their questions answered.

After applications were submitted, GTC and NYSDOT-Region 4 staffs separately evaluated each project against nearly 20 objective criteria. Afterward, GTC and NYSDOT-Region 4 staffs met to agree on a common score for each criterion for each application. This common score was used to develop Tiered Lists of projects within category that had similar scores. The Tiered Lists were a starting point for discussion by the TIP Development Committee or TDC.

The TDC met on several occasions to develop a program of projects that balanced system preservation needs across the region within the limits of each federal funding source. James expressed his appreciation for the work of the TDC. They are partners in the process and truly have the interest of the region in mind when selecting projects.

Subsequent to the selection of project by the TDC, GTC conducted analyses related to emissions, energy use, and impacts on people not usually well represented in the transportation planning process, also known as Environmental Justice areas. We found that implementation of the projects in the TIP will result in reductions in the regional emissions of:

- Carbon Monoxide;
- Nitrogen Oxides;
- Volatile Organic Compounds;
- Total Hydrocarbons;
- Non-methane Hydrocarbons;
- Carbon Dioxide; and
- Direct Energy Use.

With regard to Environmental Justice, the results of our analysis suggest that minority, low-income, and LEP populations in the region should receive equitable shares of the benefits arising from the transportation projects in the 2017-2020 TIP while not being subjected to inequitable shares of any of the burdens.

GTC and NYSDOT-Region 4 staffs are putting the project information into databases and GTC staff is developing the TIP document that will be provided to the GTC Board for consideration at its June 9 meeting.

This regional TIP will be combined with other regional TIPs from across New York to establish a Statewide TIP, or STIP, for consideration and approval by the FHWA and the FTA. The new TIP and STIP will go into effect on October 1 to coincide with the FFY.

Projects recommended for funding via the draft project list are proposed to be advanced in FFYs 2017 through 2020.

As noted in the transmittal memo, this draft project list represents a significant achievement given the considerable funding constraints placed on GTC resulting from limited federal revenues relative to needs and decisions made by NYSDOT-Main Office, including:

- Withholding approximately 30 percent of FHWA revenues for projects to be selected by NYSDOT-Main Office;
- Requiring metropolitan planning organizations and NYSDOT regional offices to develop their project lists without knowing which projects will be selected to receive funds from the NYSDOT-Main Office allocation; and
- Setting "Preventive/Corrective Maintenance Targets" for each NYSDOT region based on statewide models that GTC staff do not believe adequately account for actual use of highways and bridges.

Given this uncertainty, the TDC has developed a draft project list that balances cost-effective preservation projects with limited necessary reconstructions/replacements and major rehabilitations. While the TDC recognizes the need for more reconstructions/replacements and major rehabilitations, there simply is not enough revenue to address these needs.

The draft project list presents:

- Projects Recommended for Funding from the Regional Allocation (Green Component)

Projects included in this component of the list represent the set of projects to be advanced in FFYs 2017 through 2020 based on the reasonably expected FHWA and FTA revenues. If no projects in the GTC TIP area are selected by NYSDOT-Main Office to receive FHWA revenues from the statewide allocation, these projects would represent the fiscally-constrained portion of the *2017-2020 TIP*.

These projects are those that ranked the highest based on evaluations by GTC and NYSDOT-Region 4 staffs using criteria directly linked to the performance measures of the LRTP 2035 and supplemented with the required professional judgment of the TIP Development Committee. The Federal Funds Recommended reflects the Year of Expenditure costs for each project phase.

- Projects Not Able to be Funded in the *2017-2020 TIP* (Red Component)

Projects included in this component of the list represent the set of projects that cannot be advanced in FFYs 2017 through 2020 based on the reasonably expected FHWA and FTA revenues.

Projects included in this component should not be viewed as being projects that are unworthy of advancement. With very few exceptions, the only reason these projects are not being advanced is lack of revenues. The Red Component represents not what we *won't* do but rather what we *can't* do given fiscal constraints.

In year of expenditure dollars, there is approximately \$321 million programmed to various projects. One of the projects programmed is the I-390 Interchange Improvements @ Exit 16. This is not a new project but represents a past commitment that needs to be accounted for. This project received statewide funds in FFY 2015 but, in order to fund it as a design-build project, the regional funds to complete the project needed to be in the same year. Since we did not have the capacity in 2015, NYSDOT-Main Office allowed the FFY 2017 funds that were programmed to the project to be accelerated to FFY 2015 with the understanding that they would, in essence, be "paid back" in the new TIP.

Based on the recommendation of this group at the February 11 meeting, several projects were able to be accelerated to FFY 2016 and, therefore, did not need to compete for new funding.

Due to the limited funding available to the region, approximately \$222 million in requests was not able to be funded. This value represents the 2015 cost and is not inflated. Prior to developing the draft program, GTC staff anticipated that less than half of the requested funds would be programmed. However, in 2015 dollars, the funded project phases are valued at approximately \$296 million. This figure indicates that 57 percent of the requests were funded, a much better result than anticipated but still significantly less than needed.

Following his discussion of the proposed *2017-2020 TIP* project list, James Stack distributed a copy of the OONA's comments regarding the condition of the LOSP that were submitted during the 30-day Public Review. These are the concerns Frank Panczysyn presented to the committee during the public forum at the start of the meeting. James Stack reported that these comments were received after the Planning Committee mailing was distributed. Given the thoroughness of the TIP project review and evaluation process, he stated that the GTC staff recommendation would be to retain the list of funded projects (Green Component) as it is. He noted that the only project within the same Tier that received funding is using a source that cannot be used for the LOSP projects. Additionally, there are 15 projects that rated higher than the LOSP project but are also not funded.

Terry Rice commented that developing the *2017-2020 TIP* was a very difficult process that required the TDC to make tough decisions about which projects to fund. The withholding of 30 percent of potentially available federal funds by the Governor's office made the process even more difficult, and the TDC did the best job it could given the circumstances it was working under.

Kevin Rooney noted that the proposed TIP does not include a number of needed reconstruction projects, while other reconstruction projects have been delayed. James Stack explained that only one new reconstruction project is included in the TIP, a City of Rochester project that has a larger than usual non-federal funding share.

Bill Wright stated that the projects selected for the proposed TIP reflects the state's disinvestment in transportation infrastructure in the region and noted that the funds held back by the Governor's office could be spent anywhere in the state, not necessarily in the region.

Angela Ellis asked if the frustrations shared by the TDC and Planning Committee members over the lack of funding for needed projects could be shared with the GTC Board. James Stack responded in the affirmative and noted that the meeting minutes would also reflect this concern.

Scott Leathersich explained that the Planning Committee members could communicate their concerns over the funding issue to their respective Board Member.

Angela Ellis commented that a message needs to be sent to Albany about the lack of funding for transportation infrastructure projects in the region, and repeating this message on a regular basis might bring action on this issue.

Bill Wright moved to recommend that the GTC Board adopt Proposed Council Resolution 16-49; Terry Rice seconded the motion. The motion passed unopposed.

6. New Business

Scott Leathersich reported that the Planning Committee meeting scheduled for Thursday, August 11 would conflict with a New York State County Highway Superintendent's Association event scheduled for that day. Accordingly, the Planning Committee meeting could be moved a week ahead to accommodate the highway superintendents who would otherwise be unable to attend. The attendees agreed with this scheduling change; the meeting will be held on Thursday, August 4 at 10:00 a.m. at the Monroe County Fleet Center. James Stack indicated that GTC staff will communicate the change well in advance of the August meeting.

7. Public Forum

Jeanne Lauterbach from the OONA spoke briefly to thank the Committee for the opportunity to present the Association's concerns regarding the condition of the LOSP to the committee.

8. Next Meeting

James Stack noted that the next meeting is scheduled for July 14, 2016 at the Wayne County Courthouse at:

26 Lyons Street
Lyons, NY

All materials for items to be considered at this meeting should be submitted to GTC staff no later than Friday, July 1, 2016.

9. Adjournment

The meeting adjourned at 12:03 p.m.