

**GENESEE TRANSPORTATION COUNCIL
PLANNING COMMITTEE MEETING
Wayne County Courthouse
26 Church Street, Lyons**

August 9, 2018

PLANNING COMMITTEE MEMBERS PRESENT

Scott Leathersich, Monroe County – At-Large (Chairperson)
James Bensley, Orleans County
Erik Frisch, City of Rochester – At-Large
Todd Gadd, Wyoming County
Andrea Guzzetta, Rochester City Council
Samuel Priem, Seneca County
Kevin Rooney, Wayne County
James Willer, New York State Department of Transportation (NYSDOT) – Region 4
William Wright, Ontario County
David Zorn, Genesee/Finger Lakes Regional Planning Council

ALTERNATE REPRESENTATIVES PRESENT

Sean Carrington, NYS Thruway Authority, representing Thomas Hurley
Kamal Crues, City of Rochester, representing Norman Jones
Thomas Frys, Monroe County, representing Timothy Frelier
Don Higgins, Livingston County, representing Angela Ellis
Eric Farr, Rochester Genesee Regional Transportation Authority (RGRTA), representing Bill Carpenter

PLANNING COMMITTEE MEMBERS ABSENT AND UNREPRESENTED

Mark Assini, Monroe County Supervisors' Association
Rochelle Bell, Monroe County Planning Board
Maria Chau, Federal Highway Administration (FHWA)
Stephen Golding, Empire State Development Corporation
Timothy Hens, Genesee County
David Hartman, Yates County
Norman Jones, City of Rochester
Dorraine Kirkmire, Rochester City Planning Commission
David Lindsay, Monroe County – At-Large
Steven Urlass, Federal Aviation Administration (FAA)
(Vacant), Federal Transportation Administration (FTA)
(Vacant), NYS Department of Environmental Conservation (NYSDEC)

OTHERS IN ATTENDANCE

Brian Anderson, Village of Honeoye Falls	Joel Kleinberg, NYSDOT-Region 4
Heather Bachman, Genesee Valley BOCES	Alex Kone, GTC staff
Sandi Bastedo, Cornell Cooperative Extension	Richard Perrin, T.Y. Lin International
Joseph Bovenzi, GTC staff	Chris Sichak, Erdman Anthony
Jeff Jamberdino, NYSDOT-Region 4	James Stack, GTC staff
Dennis Judson, Fisher Associates	Chris Tortora, GTC staff

1. Call to Order & Introductions

Scott Leathersich, Planning Committee Chairperson, called the meeting to order at 10:02 a.m. Members, Alternates, and others present introduced themselves.

2. Public Forum

No member of the public spoke during the Public Forum.

3. Approval of Minutes

William Wright moved to approve the minutes from the May 10, 2018 Planning Committee meeting; Thomas Frys 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

Jim Stack reported:

- GTC Strategic Planning: An Agreement to document process for conducting performance measurement among MPOs, transit operators, and NYSDOT has been fully executed.
- Long Range Transportation Plan Update/Implementation: New York State established Performance Measures and specific targets for Pavement and Bridge conditions, as well as, System Performance on May 18. This started the 180-day clock for GTC to establish its own Performance Measures and specific targets or agree to accept the State measures and targets. Additionally, NYSDOT has updated its target for Safety. Staff will be discussing these as well as an alternative approach to documenting the Performance Measures under Item 5.c.
- Genesee-Finger Lakes Scenario Tool: No new activity to report.
- Advancing Health-Informed Transportation Decision Making: GTC staff participated in a media event on the Bikeshare HIA on June 19 and the Genesee Valley Greenway HIA on July 30. Both reports have received a fair bit of media coverage.
- Genesee-Finger Lakes Regional Local Bridge Vulnerability Assessment: The consultant and GTC have already held debriefings with each of the County Highway Departments and received feedback before finalizing the analysis. The consultant has compiled a regionwide ranking for GTC staff review.
- Genesee-Finger Lakes Regional TSMO Strategic Plan: To be presented for closeout under Item 5.b.1.
- Vulnerable Users Safety Assessment Program Phases 1 & 2: The first 3 Roadway Safety Audits were conducted in late June on North Clinton and Monroe Avenues

in the City of Rochester and on Main Street in the city of Batavia. The remaining locations are expected to commence in September after schools are back in session.

- Greater Rochester Regional Commuter Choice Program: A conference call between GTC staff, the project team for NY511, and RGRTA to discuss the future options for mobility services is planned for early September.
- Travel Time Data Collection Program: GTC staff collaborated with other MPOs in the State to test and evaluate a different data vendor than we currently use. StreetLight data offered free access for a trial period as they try to expand their customer base. Our current data vendor, INRIX, is also providing GTC staff with access to some new data tools to test.
- Lake Ontario State Parkway Lane Transportation Alternatives Feasibility Study: The Steering Committee met June 27 and discussed various alternatives and prioritized them relative to previously discussed criteria. The consultant provided an Outline of Future Concepts Workplan in early July for Steering Committee review and feedback.

Jim Bensley noted that the next Steering Committee meeting would be held in September.

- Genesee-Finger Lakes Regional Performance Measurement Monitoring & Evaluation System: An RFQ has been developed will be released on August 10 with Statements of Qualifications due September 14.
- Transportation Impacts on Economic Development in the Greater Rochester International Airport (GRIA) Area: On July 5, GTC staff submitted a Letter of Interest to the Federal Highway Administration for Technical Assistance in Testing the Multimodal Corridor Planning Framework. The Framework provides a structured approach to study corridors from a multimodal perspective. It would complement what we are trying to achieve in the project area. If this is one of the five projects selected for the Technical Assistance, staff would fully integrate the Framework into the Scope of Work for the project.
- Cross Asset Highway and Bridge Evaluation and Prioritization Tool: Staff is finalizing a RFP to be released sometime this month.
- Genesee-Finger Lakes Regional Flood Vulnerability Model: No new activity to report.
- Livingston County Human Services Trip Planning Website: Website is up and running. GTC staff will coordinate with Livingston County on a closeout presentation at a future meeting.

G/FLRPC

David Zorn reported:

- Genesee Finger Lakes Region Local Update of Census Addresses 2020: Staff submitted the updated Master Address File (MAF) to the Census Bureau in July and is awaiting feedback on the MAF.

- Regional Land Use Monitoring Report: Staff is following-up with the final outstanding municipalities. Work is underway on the draft report.

Livingston County

Don Higgins reported:

- Hamlet of Greigsville Transportation Safety & Access Improvement Plan: This project was accepted by the GTC Board at its June 14 meeting.

Monroe County

Scott Leathersich reported:

- Monroe County Land Use Monitoring: All towns have replied except for one. Staff anticipates project close-out in October.

Tom Frys reported:

- Monroe County High Accident Location Program: 11 more priority locations have been completed since the May meeting. 16 out of 49 locations have been completed.

NYS DOT

Jim Willer reported:

- NYS DOT Safety Investigations and Analysis: No new activity to report.

Ontario County

Bill Wright reported:

- County Road 16 Pedestrian & Bicycle Accommodations Feasibility Study: Draft report prepared for Steering Committee review and comment. Final public meeting was held August 8, with over 80 attendees.

City of Rochester

Erik Frisch reported:

- City of Rochester Comprehensive Access & Mobility Plan: The Steering Committee met on May 23. The next Steering Committee meeting will be held on August 22. The Public Engagement period will run from June through August and includes pop-up events and a survey.
- City of Rochester Mobility Enhancement Study: A public open house was held at City Hall on July 26. The draft report was completed and reviewed by the Steering Committee at its final meeting on July 30. Comments were provided to the consultant.

RGRTA

Eric Farr reported:

- RTS Access Ridership and Facility Evaluation: This project is on hold while RTS focuses on finalizing the first phase of the System Redesign project. A space evaluation report was received from the consultant and a meeting to discuss next steps (expansion or relocation of the existing facility) will be held.
- RTS System Redesign: The consultant delivered final recommendations. A companion report has been developed.
- Mobility Management Implementation Study: Proposals were due on August 6. Six proposals were received. An award will be made at the September RGRTA board meeting.

Wayne County

Kevin Rooney reported:

- Ontario Midland Strategic Plan: No new activity to report.

Other Agencies

Jim Stack reported:

- Irondequoit Bay Outlet Bridge Alternatives Analysis Study: Accepted by the GTC Board at its June 14 meeting.
- Route 96 Transformative Corridor Strategic Infrastructure Plan: Accepted by the GTC Board at its June 14 meeting.
- Honeoye Falls Circulation, Accessibility, and Parking (CAP) Study: Scope of Work to be presented under Agenda Item 5.a.1.
- Penn Yan Circulation, Accessibility, and Parking (CAP) Study: GTC staff have worked with Village officials to finalize an RFP. The RFP is scheduled to be released on August 15 with proposals due September 14.
- Uptown Canandaigua Mixed-Use & Transportation Corridor Feasibility Study: A Walking Tour and Public Workshop was held on July 11. The project is progressing.
- Pittsford Active Transportation Plan: The project has been completed. GTC staff discussed finalizing the Study with the Village Mayor. A closeout presentation is anticipated this fall.
- Geneseo Active Transportation Plan: GTC staff worked with Livingston County to finalize an RFP. The RFP was released on July 13 with proposals due August 24.
- Sodus Point Active Transportation Plan: GTC staff has worked with the Village of Sodus Point to draft an RFP. It was agreed that the RFP should be delayed until this fall so that the study is active during the summer of 2019 when the seasonal impact is in full effect.

- Maple Ridge Corridor Study: No activity to report
- Ontario County SR 364/CR 11 Active Transportation Corridor Plan: GTC staff has been coordinating with Ontario County Planning to develop an RFP. A release date has not been finalized.

b. Any Other Old Business or Announcements

Jim Stack provided the following report:

Federal Legislative and Funding Update

On May 15, the House Appropriations Subcommittee on Transportation, Housing and Urban Development released the text of its 2019 funding bill. The bill includes \$27.8 billion in discretionary appropriations for the Department of Transportation for fiscal year 2019. This is \$542 million above the fiscal year 2018 enacted level and \$11.7 billion above the President's request. In total budgetary resources, the bill provides \$87.8 billion for transportation infrastructure.

The bill targets funding to programs and projects that will increase efficiency, safety, reliability, and quality of life for the traveling public, and will help create jobs and spur economic growth. The BUILD program is funded at \$750 million. Language is included to ensure a balanced allocation of funding among rural, suburban, and urban areas, and \$250 million is set aside for rural projects in areas under 200,000 in population. Also, \$250 million is set-aside for projects within the boundaries of seaport facilities and intermodal connectors serving those facilities. The Secretary shall not use the Federal share as a selection criteria in awarding projects funding.

With regard to highways, the bill is consistent with the FAST Act authorizations and allows approximately \$46 billion from the Highway Trust Fund to be spent on the Federal-aid Highways Program, which is \$1 billion above the fiscal year 2018 level. In addition, the bill provides an extra \$4.25 billion in discretionary highway funding from the General Fund of the Treasury. This is a total increase of \$2.76 billion for roads and bridges over fiscal year 2018. The additional funding is subject to the population sub-allocation under current law.

With regard to transit, the bill provides \$13.6 billion in total budgetary resources for the Federal Transit Administration or FTA. This is \$141 million above the fiscal year 2018 enacted level and \$2.5 billion above the Administration's request. Consistent with the FAST Act, transit formula grants total \$9.9 billion to help local communities build, maintain, and ensure the safety of their mass transit systems. The bill provides an additional \$800 million in transit infrastructure grants, which is \$34 million less than the fiscal year 2018 enacted level. This breaks down to include \$350 million to help communities modernize their bus systems, \$250 million in formula grants to assist both rural and urbanized areas invest in transit, and \$200 million for capital assistance to transit systems across the country to maintain a state of good repair.

On the Senate side, the Senate Transportation, Housing Appropriations Subcommittee approved, by voice vote, a draft bill funding the Departments of Transportation and, Housing and Urban Development for FY19 on June 6. The markup session was short with no amendments. The bill would appropriate a total of \$26.6 billion in discretionary funds to USDOT programs (this does not include HTF programs, which are fully funded according to the FAST Act). The Senate bill provides less discretionary resources to transportation than the House bill. According to the Senate Appropriations Committee website, the bill would reduce spending in transportation by \$698 million as compared to last year.

For comparison, the Senate bill fund the BUILD program at \$1 billion versus \$750 million in the House bill. It adds \$3.3 billion from the General Fund versus \$4.2 billion in the House bill. Overall, the Senate bill has about \$100 million less for Transit programs but I haven't seen a detailed breakdown on where the variation lies. The major categories that impact our region appear to have the same values.

Like all legislation, the difference in House and Senate bills will need to be worked out through a Conference Committee process.

Federal Legislative and Funding Update

On May July 23, Representative Bill Shuster, Chairman of the House Transportation and Infrastructure Committee, released a framework for an infrastructure proposal in the hopes of spurring Congressional deliberation leading to new legislation. In his vision statement, Shuster states, "This discussion draft is intended to further the national conversation about the current state of America's infrastructure and highlight some of the major roadblocks to funding and improving our transportation network."

AASHTO has provided a nice summary of the proposal. First, Shuster proposes to increase federal motor fuel taxes on gasoline and diesel by 15 and 20 cents, respectively, then index those taxes for inflation. However, those fuel taxes would then be completely phased out after 10 years and replaced with a new funding mechanism recommended by a commission whose recommendation would receive an automatic vote in Congress

Second, to further address near-term revenue shortfalls in the Highway Trust Fund, Shuster's proposal would create "new levies" on electric vehicles and bicycles – a 10 percent fee on the wholesale price of electric vehicle batteries and a 10 percent user fee on the wholesale price of adult bicycle tires. Also, it would reinstate the 4.3 cent per gallon fuel tax on diesel fuel (indexed to inflation) used by passenger trains eligible for funding under certain federal public transportation programs.

Third, Shuster's discussion draft seeks to extend the FAST Act by one year, which would repeal the \$7.6 billion rescission of unobligated highway contract authority scheduled for July 2020.

Fourth, on the spending side, the plan permanently authorizes the TIGER/BUILD discretionary grant program, authorizes general fund support for surface transportation seen in fiscal year 2018 appropriations, creates additional project-specific grant programs that receive Congressional approval (such as the Infrastructure for Rebuilding America or INFRA program), ensures spending levels are brought up to receipts generated by the Harbor Maintenance Trust Fund, and provides \$10 million in seed money for a national-level vehicle miles traveled/road user charge (VMT/RUC) pilot program.

Fifth, Shuster's proposal seeks to continue improvements in project delivery by speeding up the environmental review and permitting process – enshrining the "One Federal Decision" executive order from the Trump Administration, while expanding categorical exclusion under NEPA to apply to all transportation projects, beyond just highway and multimodal projects.

TIP Staff Modifications

The GTC *TIP Procedures Manual* (revised March 8, 2018) allows for GTC staff to make minor modifications to TIP projects with concurrence from the TIP Development Committee (TDC). The Procedures Manual requires that the changes be reported to the Planning Committee.

On June 20, the TDC raised no objections to the following changes:

- Reduce the Federal funds on the 2018 Region 4 Audible Delineator Project to preserve Obligation Authority
- Add non-Federal funds to the I-390 Interchange Improvements at I490, Stages 3 & 4 project to reflect the latest phase costs
- Correct a typographical error in accordance with GTC Board intent to the NY 286 at Five Mile Line Road Intersection Improvements to properly indicate the source of matching funds.
- Correct a typographical error in accordance with GTC Board intent to the Rehabilitation of Bridges over Erie Canal, Orleans County to properly indicate the source of matching funds.

On June 29, the TDC raised no objections to the following changes:

- Add non-Federal funds to the Mount Read Blvd (Rt. 33 to Rt. 31) Preventive Maintenance project to reflect the full cost including a local betterment.

5. Action Items

a. Action concerning **consideration of a UPWP Project Scope of Work**

1. Task 6812 – **Honeoye Falls Circulation, Access, and Parking (CAP) Study**

Brian Anderson, from the Village of Honeoye Falls, presented the proposed Scope of Work and discussed the project.

William Wright moved to approve the UPWP Project Scope of Work for Task 6812; Kevin Rooney 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**

1. Recommendation to the GTC Board concerning accepting the Genesee-Finger Lakes Regional TSMO Strategic Plan as evidence of completion of UPWP Task 5901 / Proposed Council Resolution 18-54

Joe Bovenzi presented the Executive Summary of the project. He explained that a steering committee was organized to oversee the plan development. Work started out with data collection and inventory preparation. From the inventory, two key regional needs were identified: one, to maintain existing ITS capabilities, and two, to adapt that system to emerging technologies. Ten broad objectives were identified to guide member agency actions to meet those needs. These objectives informed the plan recommendations, including continuing and expanding interagency coordination activities, renewal and targeted expansion of ITS field instrumentation, establishing partnerships with non-traditional stakeholders, and using operations data in planning and investment decision-making. Two public meetings were held to obtain feedback on the project's purpose and recommendations; this was a major departure from previous ITS planning efforts that were primarily focused on agency technical staff. The project also included a review and update of the Regional ITS Architecture, which is a Federal mandate for ITS projects that are deployed with federal-aid resources.

Joel Kleinberg asked if cost estimates were included for the Tier 1 corridors. Joe Bovenzi replied that they were not, but that cost estimates were investigated for individual ITS deployments.

James Willer moved to recommend that the GTC Board adopt proposed Resolution 18-54; Erik Frisch seconded the motion. The motion passed unopposed.

- c. Recommendation to the GTC Board concerning **adopting the National Performance Measures Report for the Genesee-Finger Lakes Region** / Proposed Council Resolution 18-55

Jim Stack reported that 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 FAST Act of 2015 continued the performance management and performance-based planning and programming requirements of MAP-21 with minor changes.

23 U.S.C. § 134 (B)(i)(1) requires 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. These measures will supplement, not replace the regional performance measures adopted in 2016 as part of the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040* (LRTP 2040).

To meet the planning requirement, GTC has already appended LRTP 2040 to incorporate Performance Measures for Transit Asset Management and Safety. Table 1 on the transmittal memo summarizes key dates associated with each Performance Measure.

Under the National Performance Measures requirements, RGRTA and NYSDOT are responsible for establishing targets for specific performance measures. As the designated MPO for the region, GTC has the option of adopting the targets set by RGRTA and/or NYSDOT and programming projects towards achieving those targets or to establish different targets. GTC has elected to adopt the RGRTA and NYSDOT targets as each performance measure area was finalized.

Since RGRTA and NYSDOT have the opportunity, and sometimes obligation, to adjust their performance targets outside of the MPO process, GTC staff is recommending to use a stand-alone document for the National Performance Measures rather than fully integrating them into the LRTP. This is contrary to actions already taken with the Performance Measures for Transit Asset Management and Safety.

This evolution in thinking came about recently when NYSDOT provided MPOs new Safety targets for the next year. A stand-alone document offers greater flexibility for GTC to respond to changes made by the "owner" of a performance target without the need to amend the LRTP. Accordingly, any modifications contained in this stand-alone document will supersede the National Performance Measures and/or Targets already included in LRTP 2040. However, this stand-alone document does not affect the regional Performance Measures in LRTP 2040.

In addition to the Transit and Safety performance measures and targets that have already been incorporated into the LRTP, this stand-alone document includes the

NYS DOT-established performance measures and targets related to Pavement and Bridge condition as well as System Performance.

James Willer asked about how GTC envisions addressing performance targets when considering TIP projects. Jim Stack replied that there will not be any change to the selection criteria since they consider projects based upon the direction provided by LRTP 2040. However, given the focus in this region, it is expected that funding project consistent with LRTP 2040 will make progress in meeting the National Goals. He added that any additional questions on the next TIP application will be designed to obtain information relating to reporting how the proposed project will contribute to meeting targets.

Scott Leathersich asked if this would be a companion document to the Long Range Plan. Jim Stack replied in the affirmative and explained that national performance measures are more specific and are to be reported upon more frequently than the Long Range Transportation Plan cycle. The LRTP must be updated at least every five years.

Todd Gadd asked how often GTC expects to update the report. Jim Stack noted that the Safety targets are updated annually and the others are updated on other cycles based on relevant guidance. GTC's updates will be predicated on RGRTA and/or NYS DOT updates.

James Willer moved to recommend that the GTC Board adopt proposed Resolution 18-55; James Bensley seconded the motion. The motion passed unopposed.

- d. Action and recommendation to the GTC Board concerning **modifying and amending the 2017-2020 Transportation Improvement Program** / Proposed Planning Committee Resolutions 18-12 through 18-36 and Proposed Council Resolutions 18-51 through 18-52 and 18-56 through 18-74

Scott Leathersich suggested that the proposed TIP changes can be considered under two separate actions. The first action would cover the proposed Planning Committee Resolutions and the second action would related to recommending action by the GTC Board for the proposed Council Resolutions. No member or alternate objected. Scott then asked if there were any questions or clarifications on any of the requested changes.

James Stack reported that since the meeting package was mailed, GTC staff had received edits and additional requests. He distributed an addenda including:

- Modifications to proposed Planning Committee Resolutions 18-14, 18-15, and 18-24;
- Addition of proposed Planning Committee Resolutions 18-37 through 18-39; and
- Modifications proposed Council Resolutions 18-57 and 18-71.

1. Action concerning **modifying the 2017-2020 TIP by increasing the Total Cost of the Fairport Rt. 31F West Church St. Resurfacing project** / Proposed Planning Committee Resolution 18-12
2. Action concerning **modifying the 2017-2020 TIP by increasing the Total Cost of the Village of Holley Pavement Preservation, Rt 31 project** / Proposed Planning Committee Resolution 18-13
3. Action concerning **modifying the 2017-2020 TIP by increasing the Total Cost of the Rt 96 Pavement MbC, Mitchell Rd to Garnsey Rd project** / Proposed Planning Committee Resolution 18-14

This proposed action was withdrawn and the changes will be considered under proposed Resolution 18-71.

4. Action concerning **modifying the 2017-2020 TIP by increasing the Total Cost of the Four Canal Bridges Rehabilitation project** / Proposed Planning Committee Resolution 18-15

Alex Kone noted that increase in funds is 75% of the sponsors request to the TDC. The change that was distributed includes the balance of non-federal funds needed to reflect the full estimated cost to make the project whole.

5. Action concerning **modifying the 2017-2020 TIP by advancing phases of the Preventative Bridge Maintenance – East Oak Orchard St project** / Proposed Planning Committee Resolution 18-16
6. Action concerning **modifying the 2017-2020 TIP by deferring phases of the NY 286 at Five Mile Line Rd Intersection Improvements project** / Proposed Planning Committee Resolution 18-17

Alex Kone noted that the source of Federal funding for the Detailed Design phase is changed from the National Highway Performance Program, as presented to the TDC, to the Surface Transportation Program – Flex. The project is not National Highway Performance Program eligible, as previously indicated.

7. Action concerning **modifying the 2017-2020 TIP by increasing the Total Cost of the Rt 941B Pavement MbC, Culver to Helendale Rd project** / Proposed Planning Committee Resolution 18-18
8. Action concerning **modifying the 2017-2020 TIP by increasing Total Cost of the Monroe County Reflective Backplate project** / Proposed Planning Committee Resolution 18-19
9. Action concerning **modifying the 2017-2020 TIP by decreasing the Total Cost of the NY 96 Intersection Improvements at Lynaugh Rd project** / Proposed Planning Committee Resolution 18-20
10. Action concerning **modifying the 2017-2020 TIP by decreasing the Federal Share of the NY 5 Intersection Improvement at South Ave project** / Proposed Planning Committee Resolution 18-21
11. Action concerning **modifying the 2017-2020 TIP by changing phases of the NY 104 Intersection Improvement at Knickerbocker Rd project** / Proposed Planning Committee Resolution 18-22

Alex Kone noted that the source of Federal funding for the Detailed Design phase is changed from the Highway Safety Improvement Program, as presented to the TDC, to the National Highway Performance Program eligible, in order to maintain Fiscal Constraint. He also noted a correction to the Resolution language in which there is no ROW Acquisition phase affected by the action.

12. Action concerning **modifying the 2017-2020 TIP by increasing the Total Cost of the Rt 941B/404 Pavement MbC, Helendale Rd to Gravel Rd project** / Proposed Planning Committee Resolution 18-23
13. Action concerning **modifying the 2017-2020 TIP by decreasing the Total Cost of the Rt 33A Bridge over Black Creek project** / Proposed Planning Committee Resolution 18-24
14. Action concerning **modifying the 2017-2020 TIP by deferring a phase of the NY 104 Pavement MbC, Rt 21 to Rt 88 project** / Proposed Planning Committee Resolution 18-25
15. Action concerning **modifying the 2017-2020 TIP by decreasing the Total Cost of the Rt 20 over Oatka Creek Superstructure Replacement project** / Proposed Planning Committee Resolution 18-26
16. Action concerning **modifying the 2017-2020 TIP by deferring phases of the Rt 252 Pavement MbC, Lowenthal Rd to Marketplace project** / Proposed Planning Committee Resolution 18-27
17. Action concerning **modifying the 2017-2020 TIP by advancing a phase of the NYSDOT Bridge Deck PM (15 Locations) project** / Proposed Planning Committee Resolution 18-28
18. Action concerning **modifying the 2017-2020 TIP by advancing phases of the Rt 204 MbC (Rt 33A to Rochester C/L) project** / Proposed Planning Committee Resolution 18-29

Alex Kone noted a correction to the Resolution. The text should indicate that the Scoping phase cost is \$20,000 (\$16,000 Federal).

19. Action concerning **modifying the 2017-2020 TIP by advancing phases of the Rt 31 over Erie Canal Bridge (East) Minor Rehabilitation project** / Proposed Planning Committee Resolution 18-30
20. Action concerning **modifying the 2017-2020 TIP by advancing phases of the Rt 31 over Erie Canal Bridge (West) Minor Rehabilitation project** / Proposed Planning Committee Resolution 18-31
21. Action concerning **modifying the 2017-2020 TIP by increasing the State Share of the Pratt Rd (CR #32) over Tonawanda Creek project** / Proposed Planning Committee Resolution 18-32
22. Action concerning **modifying the 2017-2020 TIP by deferring a phase of the Rt 19 & Rt 98 Erie Canal Lift Bridge Rehab project** / Proposed Planning Committee Resolution 18-33

23. Action concerning **modifying the 2017-2020 TIP by deferring a phase of the 390 Multi-Use Trail project** / Proposed Planning Committee Resolution 18-34
24. Action concerning **modifying the 2017-2020 TIP by increasing the Federal Share of the Railroad Crossing Improvement Project at Gough Rd project** / Proposed Planning Committee Resolution 18-35
25. Action concerning **modifying the 2017-2020 TIP by deferring a phase of the Mason Road Sidewalks project** / Proposed Planning Committee Resolution 18-36
26. Action concerning **modifying the 2017-2020 TIP by deferring phases of the Main Street Streetscape – Phase 2 project** / Proposed Planning Committee Resolution 18-37
27. Action concerning **modifying the 2017-2020 TIP by deferring a phase of the Ridgeway Segment of the City of Rochester Eastman Trail project** / Proposed Planning Committee Resolution 18-38
28. Action concerning **modifying the 2017-2020 TIP by increasing the Federal Share of the Rehabilitation of the Arcadia Zurich Road Bridge project** / Proposed Planning Committee Resolution 18-39

Erik Frisch moved to recommend that the Planning Committee adopt proposed Resolutions 18-12, 18-13, and 18-15 through 18-39; Kevin Rooney seconded the motion. The motion passed unopposed.

29. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the Section 5311 Block Program project** / Proposed Council Resolution 18-56
30. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by increasing the Total Cost of the Rehabilitation of Arcadia Zurich Road Bridge over Ganargua Creek project** / Proposed Council Resolution 18-57
31. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by increasing the Total Cost of the Rt 941B Pavement MbC, Culver to Helendale Rd project** / Proposed Council Resolution 18-58
32. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the Monroe County Highway Preventive Maintenance #8 project** / Proposed Council Resolution 18-59

Alex Kone noted that an additional segment was added to the proposed project, increasing the Total Cost by \$100,000 (\$80,000 Federal). This change is consistent with the discussion at the TDC meeting.
33. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the Highway Lighting Rehabilitation – North project** / Proposed Council Resolution 18-60

34. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the Schoellkopf Road Bridge Rehabilitation project** / Proposed Council Resolution 18-61
35. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the Hillside Road Bridge Replacement project** / Proposed Council Resolution 18-62
36. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the Northwest, Group 12 project** / Proposed Council Resolution 18-63
37. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by increasing the Total Cost of the Northeast, Group 1 project** / Proposed Council Resolution 18-64
38. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the Pedestrian Safety Action Plan Implementation Phase III (Monroe County) project** / Proposed Council Resolution 18-51
39. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the Pedestrian Safety Action Plan Implementation Phase III (City of Rochester) project** / Proposed Council Resolution 18-52
40. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the County Road 46 & Smith Road Intersection Improvement project** / Proposed Council Resolution 18-65
41. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the Rt 15 from Rt 252 to I-390 Corridor Improvements project** / Proposed Council Resolution 18-66

Alex Kone noted that the request was reduced from \$250,000 (\$225,000 Federal) to \$150,000 (\$135,000 Federal).
42. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by increasing the Total Cost of the Rt 252 Pavement MbC, Lowenthal Rd to Marketplace project** / Proposed Council Resolution 18-67
43. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by increasing the Total Cost of the Rt 104 Pavement MbC, Rt 259 to Rt 261 project** / Proposed Council Resolution 18-68
44. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by advancing phases of the Highway Lighting Rehabilitation - Northeast 2 project** / Proposed Council Resolution 18-69

Alex Kone noted that this project was discussed but not presented at the TDC meeting. The Construction and Construction Inspection phases will advance from FFY 20 to FFY 19. The source of funds will change from the Surface Transportation Program-Flex to the National Highway Performance Program. This will maintain Fiscal Constraint and utilize Available Balances.

45. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by changing the limits of the Joint Repair at 24 Locations project /** Proposed Council Resolution 18-70

46. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by changing the scope of the Park Road over Irondequoit Bridge project /** Proposed Council Resolution 18-71

Subsequent to the mailing, GTC staff realized that changes for this project were authorized as part of the original Resolution adding BRIDGE NY projects and, therefore, this proposed action was removed from consideration.

To avoid a gap in the Council Resolution numbering, 18-71 was reused for the Rt 96 Pavement MbC, Mitchell Rd to Garnsey Rd project as noted earlier in the meeting.

Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by increasing the Total Cost of the Rt 96 Pavement MbC, Mitchell Rd to Garnsey Rd project /** Proposed Council Resolution 18-71 (NYSDOT)

This project was originally on the agenda under Planning Committee Resolution 18-14 but, due to value of the cost change, must be considered as a TIP Amendment. Alex Kone noted that increase in funds is 75% of the sponsors request to the TDC. The change that was distributed includes the balance of non-federal funds needed to reflect the full estimated cost to make the project whole.

47. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by deferring phases of the Ridge Road Multi-Modal Corridor project /** Proposed Council Resolution 18-72

48. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by increasing the Total Cost of the I-390 Interchange Improvements @ 490 (Stage 2) project /** Proposed Council Resolution 18-73

49. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the Empire State Trail - Quaker/O'Neil Road Bridge Rehabilitation project /** Proposed Council Resolution 18-74

William Wright moved to recommend that the GTC Board adopt proposed Resolutions 18-56 through 74; Todd Gadd seconded the motion. The motion passed unopposed.

Todd Gadd noted that the Wyoming County Bridge Preventive Maintenance project was going to require additional construction funding based on the latest estimate. He requested additional time to provide an accurate estimate but he expects an approximately \$211,000 increase.

Jim Stack suggested that the Planning Committee could delegate the review of the request to the TIP Development Committee (TDC). The final figure would be provided to the TDC for review via email and, if agreed upon, recommend approval to the GTC Board. And, if recommended, GTC staff would prepare a Resolution reflecting the proposed change for GTC Board consideration.

Scott Leathersich asked for consensus to delegate review of this request to the TIP Development Committee; no member or alternate objected.

6. New Business

a. Development of *FFYs 2020-2023 Transportation Improvement Program* (GTC staff)

Alex Kone reported that the 2020-2023 TIP Call for Projects would be released on August 27. The due date for project proposals will be in early November.

Bill Wright asked if culverts would be eligible for federal-aid funding in this TIP cycle. Jim Stack replied that they would if they were a component of Federal-aid eligible road. He noted that, since culvert do not typically respond well to the TIP criteria, a ranked list of candidate culvert projects could be established by the TDC.

Todd Gadd asked about how culverts would be evaluated against more traditional infrastructure projects. Jim Willer explained that culverts could be evaluated using a similar process to overhead sign structures.

b. Other Business

Erik Frisch asked about the schedule for the next UPWP. Jim Stack replied that the UPWP development schedule would be very similar to as last year.

Jim Stack reported that he would be presenting the Inner Loop East reconstruction project as part of a panel on "right-sizing" at the AMPO National Conference in September.

Jim Willer reported that an announcement from NYSDOT Main Office regarding BRIDGE NY awards is expected this fall.

7. Public Forum

No member of the public spoke during the Public Forum.

9. Next Meeting:

Jim Stack noted that the next meeting is scheduled for October 11, 2018 at NYSDOT – Region 4, 1530 Jefferson Road in Henrietta.

All materials for items to be considered at this meeting should be submitted to GTC staff no later than Friday, September 28, 2018.

9. Adjournment

The meeting adjourned at 12:01 p.m.