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

September 5, 2019

GTC BOARD MEMBERS PRESENT

John F. Marren, Ontario County (Chairperson)
Robert Bausch, Genesee County and Genesee/Finger Lakes Regional Planning Council (G/FLRPC)
David LeFeber, Livingston County
Steve LeRoy, Wayne County
James McIntosh, City of Rochester At-Large
Douglas Paddock, Yates County
David Seeley, Monroe County Supervisors Association
William Santos, Monroe County Planning Board

ALTERNATE REPRESENTATIVES PRESENT

Chris Bollin, Monroe County – At Large representing Daniel Hogan
Kevin Bush, New York State Department of Transportation (NYSDOT), representing Marie Therese Dominguez
Sean Carrington, NYS Thruway Authority (NYSTA), representing Matthew Driscoll
Bill Carpenter, Rochester Genesee Regional Transportation Authority (RGRTA), representing Donald E. Jeffries
Jerry Davis, Wyoming County, representing A. Douglas Berwanger
Tim Frelier, Monroe County, representing Cheryl Dinolfo
Stephen Golding, Empire State Development Corporation, representing Howard Zemsky
Andrea Guzzetta, Rochester City Council, representing Loretta Scott
Scott Leathersich, Monroe County At-Large, representing William Napier
Mitch Rowe, Seneca County, representing Robert Shipley

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Richard Marquis, Federal Highway Administration (FHWA)
Dr. Joseph Carbone, Monroe County Legislature
Stephen Goodman, Federal Transit Administration (FTA)
Lynne Johnson, Orleans County
Basil Seggos, New York State Department of Environmental Conservation
Steven Urlass, Federal Aviation Administration (FAA)
Lovely Warren, City of Rochester
David L. Watson, Rochester City Planning Commission

OTHERS IN ATTENDANCE

Rochelle Bell, Monroe County	Ken Miller, Wayne County
Joe Bovenzi, GTC staff	Chris Reeve, NYSDOT
Angela Ellis, Livingston County	James Stack, GTC staff
Joel Kleinberg, NYSDOT	John Thomas
Alex Kone, GTC staff	David Zorn, G/FLRPC

1. Call to Order and Roll Call

Chairperson Marren called the meeting to order at 8:34 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. Approval of Minutes

Chairman Marren noted that draft minutes from the June 13, 2019, GTC Board meeting were included in the meeting package.

William Santos moved to approve the minutes from the June 13, 2019, Quarterly Meeting; Steve LeRoy seconded the motion. The motion passed unopposed.

Chairman Marren added that draft minutes from the July 11, 2019 and August 8, 2019 Planning Committee meetings were provided for informational purposes.

4. Communications and Announcements

James Stack made the following announcements:

- At the June 13, 2019 meeting, this Board adopted an Air Quality Conformity Statement for submission to the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the US Environmental Protection Agency (EPA). On August 22, 2019, FHWA and FTA concurred with the EPA's conclusion that GTC has demonstrated conformity with the 1997 8-hour ozone standard with regard to the *FFY 2020-24 Transportation Improvement Program* and the *Long-Range Transportation Plan 2040*.
- Sean Carrington has been designated to serve as the alternate to Matthew Driscoll, representing the New York State Thruway Authority on the GTC Board.
- Jody Binnix had a baby boy on August 13. Mom and baby and the whole family are doing well.

5. Reports and Action on Old Business

a. Planning Committee Report

Scott Leathersich provided the following report:

The Planning Committee met on July 11th and August 8th and recommends that the GTC Board:

- Accept reports as evidence of completion of two Unified Planning Work Program tasks:

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- *Regional Land Use Monitoring Report (2018)* (UPWP Task 4220);
- *RTS Access Ridership and Facility Evaluation* (UPWP Task 8426);
- *Analysis of Mobility Options* (UPWP Task 8541); and
- *Monroe County Land Use Monitoring Report* (UPWP Task 4210);
- Amend the 2017-2020 Transportation Improvement Program as requested by NYSDOT; and
- Amend the 2020-2024 Transportation Improvement Program as requested by the Town of Batavia, City of Rochester and NYSDOT.

Additionally, the Planning Committee took the following actions:

- Approved five administrative modifications to the *2017-2020 Transportation Improvement Program* as requested by the Town of Webster, Orleans County, and NYSDOT:
 - *Increasing the Total Cost of the NY 96 Intersection Improvements at Lynaugh Road project;*
 - *Deferring a phase of the NYSDOT Bridge Deck Preventative Maintenance (15 Locations) project;*
 - *Advancing a phase of the Preventive Bridge Maintenance - East Oak Orchard Street project;*
 - *Increasing the Total Cost of the Rt 390 Multi-Use Trail project;* and
 - *Modifying the Ridge Road Multi-Modal Corridor project;*
- Approved eight administrative modifications to the *2020-2024 Transportation Improvement Program* as requested by the Town of Webster, Orleans County, and NYSDOT:
 - *Decreasing the Total Cost of the Rt 96, Mitchell Rd to Garnsey Rd project;*
 - *Increasing the Total Cost of the Rt 941B (Empire Blvd) Preventive maintenance project;*
 - *Advancing a phase of the phase of the Preventive Bridge Maintenance - East Oak Orchard Street project;*
 - *Increasing the Total Cost of the Rt 104, from Monroe CL to Furnace Rd project;*
 - *Advancing phases of the Rt 250 over Thomas Creek Bridge Replacement project;*
 - *Increasing the Total Cost of the NYSDOT Bridge Deck Preventative Maintenance (9 Locations) project;*
 - *Advancing phases of the Pavement Markings projects;* and
 - *Modifying the Ridge Road Multi-Modal Corridor project;*
- Approved the Scopes of Work for seven Unified Planning Work Program tasks:
 - *Wayne County High Accident Location Study (UPWP Task 6233)*
 - *Mt. Morris-Leicester Route 36 Corridor Study (UPWP Task 7577)*
 - *Gananda Parkway Active Transportation Plan (UPWP Task 8778)*

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- *Greater Rochester Transportation Management Association Feasibility Study (UPWP Task 8778)*
- *I-490 Integrated Corridor Management (ICM) Plan (UPWP Task 5902)*
- *Transportation Impacts on Economic Development in the Greater Rochester International Airport (GRIA) Area (UPWP Task 7703)*
- *O'Rorke Bridge Operations and Maintenance Analysis and Strategy (UPWP Task 7951)*

b. GTC Staff Report

James Stack provided the following report:

- Staff has been very busy working with municipal partners to advance projects in the Unified Planning Work Program, or UPWP, that the Board approved on March 7 and went into effect on April 1. As noted in Scott Leathersich's report in June and today, the Planning Committee has approved scopes of work for all but one UPWP project, which has already been submitted to GTC staff and is expected to be presented at the October meeting.
- GTC staff have received responses for seven different Request for Proposals that are in various stages of consultant evaluation and selection or contract development. They have met with project partners to work on development of RFPs for another six studies.

c. Old Business

1. Federal Legislative and Funding Update

James Stack provided the following report:

Surface Transportation Reauthorization

On July 10, the Senate Environment and Public Works, or EPW, Committee held a hearing entitled, "Investing in America's Surface Transportation Infrastructure: The Need for a Multi-Year Reauthorization Bill". In their opening remarks, Committee Chairman John Barrasso and Ranking Member Tom Carper pointed to the bipartisan efforts of the entire Committee to work on a five-year Surface Transportation Authorization. They planned to conclude their efforts in early August, prior to the scheduled recess and they met that goal.

America's Transportation Infrastructure Act, or ATIA, of 2019 was released on July 29. The bill passed unanimously on July 30 and was reported out of Committee. The Association of MPOs has provided a brief analysis. Highlights include:

- The bill would repeal the \$7.6 billion FAST Act rescission scheduled for July 1, 2020;

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- Provides \$287 billion in contract authority for highway programs which is 27 percent higher than the FAST Act;
- Maintains the formula for distributing funds to states and guarantees a return of at least 95 percent of what each state paid into the Highway Trust Fund;
- Provides for revenue escalation of at least 2 percent above FAST Act levels in FFY 2020 and 1 percent above the prior year of ATIA;
- Increases funding for the National Highway Performance Program or NHPP from \$24.2 billion in FFY 2020 (FAST Act) to \$27.2 billion in FFY 2021 (ATIA) growing to \$29.5 billion in FFY 2025 with flexibility to use up to 15 percent of funds to address resiliency;
- Increases funding for the Surface Transportation Block Grant Program or STPBG from \$11.3 billion in FFY 2020 (FAST Act) to \$12 Billion in FFY 2021 (ATIA) growing to \$13 billion in FFY 2025;
- Establishes a new Bridge Investment Program to rehabilitate or replace structurally deficient bridges. The ATIA authorizes \$600 million in FFY 2021 rising to \$700 million in FFY 2025. The funding would come from the General Fund and is, therefore, subject to the annual appropriations process;
- Establishes a competitive grant program to support Charging and Fueling infrastructure to support the use of alternative fuels. The ATIA provides \$100 million in FFY 2021 rising to \$300 million in FFY 2025;
- Establishes the Carbon Reduction Performance Program to encourage reduced carbon emissions. The program will average \$600 million per year distributed to states proportional to total apportionments for each year;
- Establishes the PROTECT Grants program to provide both formula and competitive grants to help improve the resiliency of transportation infrastructure. The formula program is \$786 million per year while the competitive grant program is \$200 million per year. The program is available for highway, transit, and planning projects; and
- Establishes the Formula Safety Incentive Program to expand and incentivize investments in transportation safety projects. The program provides both formula and competitive grants. The formula program is \$500 million per year while the competitive grant program is \$100 million per year.

Jim noted that the EPW Committee only has purview over highway and highway safety provisions. Another Senate committee is responsible for public transportation. The Senate Finance Committee is responsible for identifying the funding to pay for what these committees develop.

The House Transportation & Infrastructure Committee is expected to release their own transportation bill sometime next year. Any differences between the Senate and House bills will need to be reconciled through a conference committee.

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FFY 2020 Appropriations

On June 25, the House of Representatives passed the Fiscal Year 2020 appropriations for Transportation-Housing and Urban Development, or THUD. The appropriation includes full funding for Highway Trust Fund programs. The appropriation provides \$46.4 billion for Federal-aid Highways and \$10.9 billion for transit formula programs.

Since the Highway Trust Fund does not have sufficient resources to support the approved levels, the funding bill includes General Fund transfers in the amount of \$1.75 billion for highways and \$750 million for transit formula programs. The appropriation includes \$2.3 billion for the Federal Transit Administration's Capital Investments Grants and \$1 billion for U.S. Department of Transportation BUILD discretionary grants. The Senate has not yet taken up its FFY 2020 appropriations and was awaiting agreement between the White House and Congress on overall spending levels.

On July 30, Congress and the Administration announced a budget agreement which means the FFY 2020 Appropriations can move forward. Given the need to pass twelve different Appropriations, it is not likely the reauthorization will be finalized before the end of the year.

2. TIP Staff Modifications Report

Chairman Marren informed the Board that the following report was included in the meeting package and is being provided for informational purposes.

On July 3, the TDC raised no objections to the following changes:

- **Reduce phase costs** for the Route 252 Pavement MbC, Lowenthal Rd to Marketplace Dr project prior to STIP obligation to preserve obligation authority.

On July 18, the TDC raised no objections to the following changes:

- **Reduce phase costs** for the Route 104 Pavement MbC, Route 259 to Route 261 project prior to STIP obligation to preserve obligation authority.

On August 13, the TDC raised no objections to the following changes:

- **Add non-Federal funds** to the Northwest, Group 5 (City of Rochester) project to reflect the latest cost estimate

On August 21, the TDC raised no objections to the following changes:

- **Add non-Federal funds** to the Village of Holley Sidewalk Reconstruction project to reflect the latest cost estimate

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On August 22, the TDC raised no objections to the following changes:

- **Add non-Federal funds** to the Rix Hill Road Bridge Replacement (Livingston County) project to reflect the latest cost estimate

On August 23, the TDC raised no objections to the following changes:

- **Modify phases** to the Route 941B Pavement MbC, Culver Rd to Helendale Rd project resulting in no change in Total Cost or Federal Share

6. Action Items

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

Chairman Marren suggested grouping proposed Resolutions 19-59 through 19-62 into a single action; no Member or Alternate objected.

James Stack noted that Proposed Resolutions 19-59 through 19-61 were reviewed and recommended for GTC Board approval by the Planning Committee at its July 11, 2019 meeting. Proposed Resolution 19-62 was reviewed and recommended for GTC Board approval by the Planning Committee at its August 8, 2019 meeting.

- (1) Accepting the *Regional Land Use Monitoring Report* (2018) as evidence of completion of UPWP Task 4220 / Proposed Council Resolution 19-59

James Stack reported that this project was conducted by G/FLRPC staff. The Executive Summary of the project starts on page 43 of the meeting package. The purpose of the project was to document land use and development trends in the Genesee-Finger Lakes Region for use by GTC, member agencies, and others.

The project included inventorying and analyzing the number of new building permits issued in 2018 for residential, industrial, commercial, and community service developments, total square footage, and total value of new buildings for each municipality within the Genesee-Finger Lakes Region. The project was conducted in full coordination with Monroe County's land use monitoring report.

- (2) Accepting the *RTS Access Ridership and Facility Evaluation* presentation as evidence of completion of UPWP Task 8426 / Proposed Council Resolution 19-60

James Stack reported that this study was conducted by RGRTA. The Executive Summary of the project starts on page 46 of the meeting package. The purpose of the project was to project future ridership for RTS Access and provide recommendations to sustain future growth.

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The project included:

- projections of future ridership for RTS Access;
- analysis of rolling stock and facility needs to accommodate the growth; and
- identification of potential sites for relocating the RTS Access facilities.

Bill Carpenter noted that due to changes in eligible activities under Medicaid, RTS Access is providing more trips. He stated that the number of clients are unchanged from past years but the number of trips has increased. He added that the estimate for the new facility is approximately \$15M. This estimate exceeds current formula funds and discretionary sources will be sought.

- (3) Accepting the *Analysis of Mobility Options* presentation as evidence of completion of UPWP Task 8541 / Proposed Council Resolution 19-61

James Stack reported that this study was conducted by RGRTA. The Executive Summary of the project starts on page 53 of the meeting package. The purpose of the project was to determine the need to implement a holistic mobility management program for greater Rochester, given increasing transportation options.

The project included:

- assessing potential service options in Community Mobility Zones or CMZs as part of Reimagine RTS;
- alignment with the fixed-route service recommendations; and
- stakeholder and community outreach to transit users in the CMZs.

- (4) Accepting the *Monroe County Land Use Monitoring Report Executive Summary* as evidence of completion of UPWP Task 4210 / Proposed Council Resolution 19-62

James Stack reported that this project was conducted by Monroe County. The Executive Summary of the project starts on page 63 of the meeting package. The purpose of the project was to document land use and development trends in Monroe County for use in updating the GTC Travel Demand Model.

The project included inventorying and analyzing residential and non-residential building permits, proposed major development projects, and the status of approved major development projects that could have significant traffic impacts in Monroe County. The project was conducted in full coordination with G/FLRPC's land use monitoring report.

Bill Carpenter moved to approve proposed Resolutions 19-59 through 19-62; Kevin Bush seconded the motion. The motion passed unopposed.

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- b. Amending the *2017-2020 Transportation Improvement Program* / Proposed Resolutions 19-63 through 19-66, 19-72, and 19-74

James Stack distributed a new Resolution and explained that while resolutions are not typically brought to the Board without Planning Committee review, the timing of this amendment necessitated introducing Proposed Resolution 19-74 at this meeting. He reported that proposed Resolutions 19-63 through 19-66 and 19-72 were reviewed and recommended for GTC Board approval by the Planning Committee at its August 8 meeting.

Chairman Marren suggested grouping proposed Resolutions 19-63 through 19-66, 19-72, and 19-74 into a single action; no Member or Alternate objected.

- (1) Amending the *2017-2020 TIP* by deleting the Rt 31 over Erie Canal Bridge (West) Rehabilitation project / Proposed Council Resolution 19-63

This amendment is requested by NYSDOT. This project was programmed with funds for early engineering phases only. The remaining phases were submitted for funding under the 2020-2024 TIP but were not funded. This change will free up the funding for use on other projects.

- (2) Amending the *2017-2020 TIP* by increasing the Total Cost of the Route 252 Pavement MbC, Lowenthal Rd to Marketplace Dr project / Proposed Council Resolution 19-64

This amendment is requested by NYSDOT. At the June 13 meeting, the Board approved an increase in the Construction cost of this project related to ADA work, night work, signal work, and median repairs. However, at that time, NYSDOT did not fully account for increased design costs of the additional work. This change adds supplemental engineering phases related to the Construction changes.

- (3) Amending the *2017-2020 TIP* by increasing the Total Cost of the Regional Traffic Operation Center Operations Staffing (2019) project / Proposed Council Resolution 19-65

This amendment is requested by NYSDOT. At the June 13 meeting, the Board approved an increase in the federal fiscal year 2020 cost of contract staffing of the regional traffic operations center related to the anticipated cost of the next contract. However, the contract that was awarded also has an impact on the current year budget. In recognition of the late change and the lack of available balances from the regional funding, NYSDOT – Main Office has committed statewide funding for the current year. These funds are not available to any other project.

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- (4) Amending the *2017-2020 TIP* by deferring phases of the Railroad Crossing Improvement Project at Quaker Rd and Canandaigua Rd project / Proposed Council Resolution 19-66

This amendment is requested by NYSDOT. Design Approval will not be achieved in the current fiscal year so the Detailed Design and ROW Acquisition phases cannot be authorized. Deferring the Construction and Inspection phases allows for a more traditional project schedule. The project is programmed with statewide funds that are not available to any other project.

- (5) Amending the *2017-2020 TIP* by adding the I-490 Bridges over Erie Canal and Kreg Rd project / Proposed Council Resolution 19-72

This amendment is requested by NYSDOT. On August 2, Governor Cuomo announced that the I-490 Bridge Replacement over the Erie Canal project was selected to receive funding through the National Highway Freight Program (NHFP) as part of the implementation of the NYSDOT Freight Transportation Plan.

In addition, the I-490 Bridge over Kreg Road will be replaced as part of the project to provide minimal driver impact while conducting work on I-490 over the Erie Canal. The structures are within .15 miles of each other. They will utilize a shared work zone traffic control, similar to a rehabilitation project for both bridges in 2010.

This action will add a Scoping phase to FFY 2019. This project can progress with National Highway Performance Program funds, managed by NYSDOT Main Office. The award of the additional NHFP funds will be reflected in a future amendment request that will include the remaining phases once cost estimates are developed. The project is programmed with statewide funds that are not available to any other project. A related change to FFY 2020 will be handled under the next agenda item.

- (6) Amending the *2017-2020 TIP* by increasing the Federal Share of the NY 96 Intersection Improvements at Lynaugh Road project / Proposed Council Resolution 19-74

Chris Reeve discussed this amendment. He noted that the project would utilize available Highway Safety Improvement Program funds, managed by NYSDOT Main Office, that are being relinquished on the Route 77 at Ledge Road Intersection Improvements project. He added that this action will free National Highway Performance Program funds currently programmed on this project to available balances.

James McIntosh moved to approve proposed Resolutions 19-63 through 19-66, 19-72, and 19-74; Steve LeRoy seconded the motion. The motion passed unopposed.

- c. Amending the *2020-2024 Transportation Improvement Program* / Proposed Resolutions 19-67 through 19-71 and 19-73

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Chairman Marren suggested grouping proposed Resolutions 19-67 through 19-71 and 19-73 into a single action; no Member or Alternate objected.

James Stack provided the following report:

- (1) Amending the *2020-2024 TIP* by advancing phases of the Park Rd Preventive Maintenance project / Proposed Council Resolution 19-67

This amendment is requested by NYSDOT on behalf of the Town of Batavia. Early engineering phases have already been completed and this project is ready to advance to Detailed Design. Due to funding constraints, the Detailed Design phase was programmed for FFY 2021. There is funding capacity to accelerate all phases one year to complete the project sooner than scheduled. This action will free up funds in FFY 2022 that can be used for other projects.

- (2) Amending the *2020-2024 TIP* by increasing the Federal Share of the I-390, from Rt 251 (Exit 11 - Rush) to I-90 (Exit 12 - Thruway) project / Proposed Council Resolution 19-68

This amendment is requested by NYSDOT. This project is funded through the National Highway Performance Program, or NHPP, which is meant for major roads and bridges. Unlike all other funding programs, the Federal share of NHPP is determined by the type of facility the project is on. To avoid over programming these funds, we set the default Federal share at 80 percent. However, on an Interstate facility, the eligible Federal share is 90 percent. Since there is sufficient available balances, NYSDOT has requested an increase to the full Federal allowance.

- (3) Amending the *2020-2024 TIP* by increasing the Total Cost of the Regional Traffic Operation Center Operations Staffing (2020-2024) projects / Proposed Council Resolution 19-69

This amendment is requested by NYSDOT. Similar to the action taken via Resolution 19-65, this request is related to the annual funding for contract staffing of the regional traffic operations center. When NYSDOT submitted their application for TIP funding, they knew the cost for a pending contract would be higher than the expiring contract. While the new TIP includes higher funding than the previous TIP, the contract was awarded for a higher amount than programmed. This action provides for an incremental cost increase based on the awarded contract.

- (4) Amending the *2020-2024 TIP* by increasing the Total Cost of the Mount Hope Avenue Improvements – Phase 2 project / Proposed Council Resolution 19-70

This amendment is requested by NYSDOT on behalf of the City of Rochester. This project was awarded funding via the Statewide Prioritization Program managed by NYSDOT – Main Office. The latest cost estimates are higher than

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what is currently programmed for the project. NYSDOT – Main Office is providing additional statewide funds that are not available to any other project.

- (5) Amending the *2020-2024 TIP* by adding the Railroad Crossing Improvement Project at Quaker Rd and Canandaigua Rd project / Proposed Council Resolution 19-71

This amendment is requested by NYSDOT. This is the corresponding action to Resolution 19-66. Adding this project to the new TIP allows for the remaining project phases to be programmed. As noted previously, deferring the Construction and Inspection phases allows for a more traditional project schedule. The project is programmed with statewide funds that are not available to any other project.

- (6) Amending the *2020-2024 TIP* by adding the I-490 Bridges over Erie Canal and Kreag Rd project / Proposed Council Resolution 19-73

This amendment is requested by NYSDOT. This is the corresponding action to Resolution 19-72. Adding this project to the new TIP allows for the remaining project phases to be programmed. The project is programmed with statewide funds that are not available to any other project.

William Carpenter moved to approve proposed Resolutions 19-67 through 19-71 and 19-73; Jerry Davis seconded the motion. The motion passed unopposed.

7. New Business

James Stack reported that he and Dave Zorn have been coordinating the 2020 meetings of their respective Councils as they both see a mutual benefit of meeting back-to-back. He noted the adjustments to the March 2019 meeting to try to meet the new requirement of NYSDOT – Main Office and federal partners to submit an adopted UPWP by March 1, in advance of the start of the fiscal year on April 1. He also noted adjustments to the September meeting for several years in order to make TIP amendments at the end of the federal fiscal year before the financial systems are locked out to allow time to process all pending transactions. In order to better meet these deadlines, GTC and G/FL staff will likely look to move the March meeting to late February and the September meeting to late August. Due to key meeting for G/FLRPC related to presentation of their annual audit and their annual budget, it is expected to leave the June and December meetings in their traditional time frames. Another consideration will be ensuring the GTC meetings are accessible via public transportation after the RTS system changes are made next summer. Details on meeting dates and venues will be provided at the December meeting.

8. Next Meeting

Chairman Marren stated that the next GTC Board meeting is scheduled for December 12, 2019 – Brighton Town Hall, 2300 Elmwood Avenue in Brighton.

9. Adjournment

The meeting adjourned at 9:18 a.m.