

MEMORANDUM

TO: Genesee Transportation Council Members & Alternates
FROM: James Stack, Executive Director JS
DATE: August 19, 2021
SUBJECT: FHWA/FTA Joint Certification Review

Per Title 23 Section 134 and Title 49 Section 5303 of the United States Code, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) must jointly review and evaluate the transportation planning process in each Metropolitan Planning Organization (MPO) with a Transportation Management Area (TMA) no less than once every four years to ensure that the process meets federal requirements.

FHWA – New York Division and FTA – Region 2 have completed their joint certification review of the Genesee Transportation Council (GTC) transportation planning process. FHWA – New York Division served as the lead agency for the joint certification review which included a desk audit of materials produced via the transportation planning process since the last joint certification review and a virtual field visit that was conducted March 9-11, 2021. As part of the process, the Review Team, held individual conversations with Acting Board Chairperson LeFeber and Planning Committee Chairperson Scott Leathersich on March 8. Additionally, there were two roundtable discussions on March 12. The first was open to Board and Planning Committee members and alternates. The second was open to various stakeholder groups we work with and the general public. There are 13 recommendations and 4 commendations for GTC as a result of this review.

FHWA – New York Division and FTA – Region 2 staff will present and discuss the findings and key points of the joint certification review at the August 26, 2021 GTC Board meeting. GTC staff will be prepared to discuss activities being undertaken and planned as a result of the findings of the joint certification review.

The following item is provided for your information:

1. 2021 Federal Certification Letter and Report for GTC



**United States
Department of Transportation**

Federal Transit Administration – Region 2

One Bowling Green, Suite 429
New York, NY 10004-1452

Federal Highway Administration – NY Division

Leo O'Brien Federal Building,
11 A Clinton Avenue, Suite 719
Albany, NY 12207

In Reply Refer To:
TRO-02
HPM-NY

July 21, 2021

The Hon. David LeFeber
Livingston County Board of Supervisor, GTC Chairman
Livingston County Government Center
6 Court Street
Geneseo, New York 14454

RE: 2021 Federal Certification Letter and Report for GTC

Dear Hon. David LeFeber;

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are pleased to submit our 2021 Certification Review Report on the Genesee Transportation Council (GTC) transportation planning process in the Rochester, NY Transportation Management Area (TMA). We find that the overall transportation planning process conducted by GTC meets and/or exceeds the requirements mentioned in 23 CFR Section 450.336 and 49 USC 5303. Therefore, it is our pleasure to inform you that the GTC planning process is hereby certified effective July 21, 2021.

Included in the Certification Review Report are fourteen (14) topic areas related to the federal metropolitan transportation planning process with thirteen (13) recommendations for consideration in furthering program excellence, and four (4) commendations to recognize best practices.

Our report recognizes many noteworthy achievements. They include: 1) GTC's high level of coordination during the planning phase and implementation of Regionally Significant Projects, 2) GTC's significant improvements to the unamended TIP Performance over the past four years, 3) GTC's leadership in the adoption of a Regional TSMO Plan, and 4) GTC's commitment to the transportation planning process during this global pandemic.

The Hon. David LeFeber
July 2021

We would like to discuss our conclusions and recommendations with the GTC Policy Board after GTC has had an opportunity to review our findings. Our goal remains to help GTC carry out the requirements for an effective metropolitan transportation planning process for the good of both the public and the overall transportation system.

This year has been a particularly challenging year with the global pandemic and controversies that have impacted many cities nationally, including the cities of the Rochester and the Genesee Finger-Lake Region. We would like to especially thank James Stack and the GTC staff for their time and assistance in working with us to conduct the virtual certification review and in setting up the virtual meetings for the review. The professionalism of the MPO staff and the products produced are clear examples of what effective metropolitan planning processes can achieve.

We thank you and Scott Leathersich, the Planning Committee Chair, for meeting with FHWA and FTA virtually to discuss GTC's planning process. Additionally, we would like to thank the Policy Board members, the Planning Committee members, and all stakeholders who participated in the roundtables we conducted and for providing comments during the certification review.

If you have any questions concerning this review, please contact Maria Chau (FHWA) at (518) 431-8878 and Uzoma Anukwe (FTA) at (212) 824-2433.

Sincerely,

**RICHARD
JOSEPH
MARQUIS**



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MARQUIS
Date: 2021.07.20
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Richard J. Marquis
Division Administrator
Federal Highway Administration
New York Division

Stephen Goodman
Regional Administrator
Federal Transit Administration
Region II

Enclosure

cc: Walter Mugdan, *Acting Regional Administrator*, Environmental Protection Agency, Region 2
Christopher Reeve, *Acting Regional Director*, NYSDOT Region 4
Joel Kleinberg, *Acting Regional Planning and Program Manager*, NYSDOT Region 4
Ron Epstein, *Executive Deputy Commissioner, Assistant Commissioner, Policy and Planning Division & Chief Financial Officer*, NYSDOT Main Office
Michael T. Flynn, *Acting Director Statewide Planning Bureau*, NYSDOT Main Office
Korie McAlister, *Transportation Analyst, Statewide Planning Bureau*, NYSDOT, Main Office
Bill Carpenter, *CEO*, Rochester-Genesee Regional Transportation Authority
James Stack, *Executive Director*, GTC
Donald Burns, *Director, Planning and Program Development*, FTA Region 2

The Hon. David LeFeber
July 2021

Anna Price, Director, Office of Program Management, FHWA NY Division
Uzoma Anukwe, Community Planner, FTA Region 2
Maria Chau, Senior Community Planner, FHWA NY Division

bcc: *Corbin Davis, Planning Oversight & Stewardship Team, FHWA, Washington, DC*
(HEPP-10) (Room E72-109) (enclosure via email)
Victor Austin, Office of Planning and Environment, FTA, Washington DC
(TPE-10) (Room E43-303)

MPO File: Planning Day File Reading File

Genesee Transportation Council Certification Review Report

July 2021

Overview of Federal Certification Requirements

In accordance with 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are required to review, evaluate, and certify the metropolitan transportation planning process in each Transportation Management Area (TMA), an urbanized area of 200,000 population or more, at least every four years.

As a result, FHWA and FTA have jointly undertaken the review of metropolitan transportation planning process of the Genesee Transportation Council. The intent of the statutory and regulatory requirements is to develop a transportation system that serves the mobility interests of people and freight through a multifaceted metropolitan planning process. The certification review is to assure that the planning process is addressing the major issues facing the area, and that the planning process is being conducted in accordance with:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;*
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;*
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;*
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;*
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;*
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;*
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;*
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;*
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and*
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.*
- (11) Super Circular Reference - 2 CFR Part 200*
- (12) All other applicable provision of Federal law.*

Background on Federal Finding Actions

The Federal certification review evaluates a Metropolitan Planning Organization (MPO's) transportation planning process, identifies strengths and weaknesses (as appropriate), and makes recommendations for improvements. Following the review and evaluation, FHWA and FTA can take one of four certification actions:

- Full certification of the transportation planning process: this allows federally funded programs and projects of any type to be approved in the TIP over the next three years in accordance with the continuing planning process.
- Certification subject to specified corrective actions being taken: this allows all projects to move forward in the process while corrective actions are taken; this option may take the form of a temporary certification for a certain number of months rather than the full three years.
- Limited certification: this allows only certain specified categories of program and project funding to move forward while corrective action are being taken.
- Certification withheld: approval of funding in whole or in part for attributed FHWA and FTA funds that the metropolitan area receives is stopped until the deficiencies in the planning process are corrected.

Within the context of the certification review the following terms may be used: Corrective Actions, Recommendations, and Commendations.

- Corrective Actions includes those items that fail to meet the requirements of the transportation statute and regulations, thus seriously impacting the outcome of the overall process. The expected change and timeline for accomplishing it are clearly defined.
- Recommendations are those items that, while somewhat less substantial and not regulatory, are still significant enough that FHWA and FTA are hopeful that State and local officials will consider taking some action. Typically, recommendations involve the state of the practice or technical improvements instead of regulatory requirements.
- Commendations and noteworthy practices are those elements that demonstrate innovative, highly effective, well-thought-out procedures for implementing the planning requirements. Elements addressing items that have frequently posed problems nationwide could be cited as noteworthy practices.

Overview of the 2021 Certification Review

The 2021 certification review of Genesee Transportation Council (GTC) began September 28th, 2020 with a joint FHWA/FTA letter to the Honorable David LeFeber, GTC Policy Board Chairman, informing the MPO about the upcoming review and identifying the primary topics for the review ([Appendix A](#)). The dates of the site visit were coordinated with Mr. James Stack, the Executive Director of GTC. The New York State Department of Transportation (NYSDOT), the Rochester Great Regional Transit Authority (RGRTA), and the New York State Department of Environmental Conservation (NYSDEC) received individual copies of the letter. The GTC staff notified the GTC member agencies and the public about this review.

In preparation for the certification review, FHWA and FTA conducted an internal desk audit of the GTC materials listed in the accompanying GTC 2021 Desk Reference.

Virtual Face to Face Certification Review

Due to the global pandemic, the Federal Team did not meet in person for a site visit with GTC, but conducted a Virtual Certification Review from March 9th – 11th, 2021. The virtual faces to face review was hosted by GTC and took place on WebEx. The Federal Team consisted of Uzoma Anukwe (FTA, Region 2 Office), Maria Chau, Carlos Gonzalez, Gautam Mani, Tim Crothers, and Tricia Millington (FHWA New York Division Office).

Detailed discussions were primarily with James Stack (GTC Executive Director), members of the GTC staff, and NYSDOT Representatives (NYSDOT Statewide Planning Bureau and Region 4 Planning and Program Management Group). The members of the GTC Policy Board and Planning Committee were invited to join in the review at their discretion to discuss their perspective and observations on the overall transportation planning process in the region as well as their comments on the GTC Central Staff activities. An agenda of the meeting and a list of participants can be found in [Appendix C & D](#).

Members, Stakeholders, and Public Input

As part of the certification review process the Federal Team solicits input from the communities and stakeholders within the region. Stakeholders and members of the public were offered opportunities to participate in a virtual roundtable meeting via WebEx and/or submit written comments via survey monkey, email, or postal mail on GTC's transportation planning process. These opportunities were publicized through the press release service from GTC ([Appendix E](#)).

FHWA and FTA conducted interviews with the Policy Board Chair, the Honorable David LeFeber, and Planning Committee Chair, Scott Leathersich, separately on Monday, March 8th, 2021. These virtual faces to face meetings took place on Microsoft Teams and were scheduled with the Policy Board and Planning Committee Chairs through the assistance from GTC staff.

Additionally, FHWA and FTA met virtually with the Policy Board and Planning Committee and also met with GTC Stakeholders on March 12th, 2021 via WebEx, hosted by GTC. The arrangements for these roundtables were made through the generous assistance of GTC staff. A summary of comments received through these interviews can be found [Appendix F](#).

Generally, comments received on how GTC conducts the planning process were positive which demonstrates that GTC enjoys an excellent working relationship amongst their members and stakeholders.

Summary of Commendations, Recommendations, and Corrective action

This section includes the compiled list of corrective actions, recommendations and commendations from the Federal Team’s review of work products and processes that are the result of the MPO transportation planning process. Each of these comments correlate to the finding for the respective Certification topics in the next section. There 13 recommendations, and 4 commendations for GTC as a result of this review. A status of the findings from the previous Certification Review in 2017 can be found in [Appendix B](#).

Recommendation (13)

GTC’s Metropolitan Planning Area

- (1) The Federal Team recommends that GTC review the terminology used to define their MPO boundaries for consistency with the MPO agreement and where GTC is currently conducting the metropolitan transportation planning process. GTC should update planning documents such as their UPWP, LRTP, TIP, planning studies, and other references once GTC has explored the MPA terminology issues and addressed it in an agreeable manner in concert with the updated 2020 Census information in the spring of 2022.

Unified Planning Work Programs

- (2) GTC has been building up a sizable carryover balance over the last five to seven years. Given that this was also a finding from the 2017 Certification Review, the Federal Team recommends that the GTC Policy Board review the growth of carryover funds and make an effort to drawdown on the funds to further transportation planning opportunities in the Region.

Transit Activities - Human Services Transportation Plan

- (3) The Project Advisory Committee for the Coordinated Human Services Transportation Plan update does not include key demographics and/or groups that are traditionally and directly impacted by the plan such as seniors, people with disabilities, etc. The Federal Team recommends that GTC continue to explore avenues and opportunities to encourage more participation of key demographics and/or groups that are traditionally and directly impacted by the plan such as seniors, people with disabilities in the Project Advisory Committee for the Coordinated Human Services Transportation Plan.
- (4) The Federal Team recommends that GTC continue to explore avenues to engage Yates County in public transit to help strengthen the connectivity of its public transit system.
- (5) The Federal Team recommends that GTC integrate RGRTA’s reported transit safety performance targets either directly or by reference in the Transportation Improvement Program and the Long-Range Transportation Plan, and must comply with this requirement per PTASP guidance which can be found through the following link: <https://www.transit.dot.gov/ptasp-tac>

Freight Planning

- (6) The Federal Team recommends that GTC prioritizes the development of a new Regional Freight Study or Plan in its 2022-2023 UPWP. Beginning a new freight study in a timely manner will allow GTC to help inform the next State Freight Plan update and assess significant changes in freight trends since GTC's last Study in 2012, including some observable impacts from the coronavirus pandemic.
- (7) The Federal Team recommends that GTC explores the formation of a Freight Advisory Committee to provide an ongoing structure for engagement with the private sector, member agencies, and other regional stakeholders on freight issues and ensure that project sponsors address freight issues proactively. This Freight Advisory Committee may also help guide the completion of a Regional Freight Study update.

Intelligent Transportation Systems – Congestion Management Process

- (8) The Federal Review Team recommends the following ITS – CMP activities:
 - Review if changes should be made to the Regional ITS Architecture (RITSA) in lieu of the most recent major update to the National ITS Architecture, ARC-IT 9.0
 - Consider re-inserting Transit Signal Priority (TSP) into the RITSA
 - Explore meaningful opportunities to engage member agencies and subregions in the GTC region to identify potential locations for advancement and implementation of TSP.
 - Identify how the NYSDOT Statewide TSMO Plan correlates with, impacts, or otherwise may be leveraged to support the objectives and strategies of the Regional Plan.
 - Determine if the MPO has a role in ensuring that local transportation agencies are aware of cybersecurity threats and consider the adoption of relevant best practices.

Tribal Nations Consultation

- (9) The Federal Team encourages GTC to work with the Tonawanda Seneca Nation to find an effective means of communication to further the Nation's participation in the transportation planning process and to reach out to the Federal agencies for assistance in methods of communications with them, if needed. Non-response does not necessarily mean the Tonawanda Seneca is not interested in participating in coordinating with the MPO on their planning efforts where the Tribal Nation's interests are concerned. Prior to any large-scale effort or product being initiated GTC should ensure they are using the right contact information for the Tonawanda Seneca.
- (10) GTC should establish Tribal Nation consultation procedures, incorporate methods of Nation consultation in the stakeholder outreach plan along with methods of measurement, and establish regular working meetings with representatives of the Tonawanda Seneca Nation, the MPO, FHWA, FTA, and NYSDOT. It is recommended that GTC consider leveraging those in the Region with existing relationships with the Tonawanda Seneca such as the NYSDOT Engineer who works with Genesee County to assist in communications.

Coordination Cooperation/Public Participation Plan

- (11) The Federal Team encourages GTC to update their *Public Participation Plan* periodically which we recommend as every 4 to 5 years. The PPP is encouraged to include ways to measure meaningful engagement, ways to measure who is being reached by demographics, location, and lifestyle.
- (12) The Federal Team encourages GTC to explore opportunities to encourage equity and diversity in the transportation planning process. GTC should consider including members in their Policy Board, Planning Committee, Working Groups, and subcommittee groups such as an advisory group, that is reflective of the demographics of the Region.

Performance-Based Planning

- (13) The Federal Team recommends that GTC explore opportunities to create and maintain performance management tools such as website dashboards to convey transportation performance management information to the public and other stakeholders. The Federal Team recommends that GTC also post its TPM agreement with NYSDOT and the RGRTA in a prominent place on its website.

Commendation (4)

Transportation Planning Process

Regionally Significant Projects

- (1) The GTC transportation planning process exhibits a strong continuous, cooperative, and comprehensive planning process on Regionally Significant Projects in the Region. Through this 3-C process GTC has successfully completed over 6 Regionally Significant Projects that were reflected in their last two LRTPs, each project that linked back to studies in their UPWP, and were placed timely on the TIP. Additionally, 3 of these projects were awarded National Grants for construction and implementation and were highlighted as Best Practice examples in Federal publications.

TIP Development and Project Selection

- (2) GTC made significant improvements to their TIP Performance managing projects through a very high the level of cooperation in the Region by meeting frequently to monitor projects programmed in the TIP for obligation readiness and moving projects to the year they are likely to be obligated.

Intelligent Transportation Systems – Congestion Management Process

- (3) GTC's adoption of a Regional TSMO Plan, which includes the implementation of key public transit Intelligent Transportation System (ITS) elements, is a milestone activity for MPOs. GTC continues to advance and lead ITS planning for both highway and transit which as an MPO is considered a best practice. The Team found that most of the recommendations in the TSMO Plan relating to public transit have either been implemented or are in the process of being implemented.

Security and Resiliency Planning

- (4) In light of COVID-19, GTC is commended for their swift efforts in adapting to new working conditions and continuing the operations of the MPO transportation planning process with their members and stakeholders.

2021 Certification Review Findings

The Federal Team selected the topics to discuss with the MPO during the certification reviews. These topics relate to the federal regulations MPOs operate under. Topics are typically chosen if it is considered an area of emphasis, a high risk, a new initiative in transportation legislation, or a reoccurring challenge. They can also be selected to highlight a best practice. The following are the findings from our assessment of these activities. Information on the federal regulatory requirements for these topics can be found in [Appendix G](#).

Transportation Planning Process

Regionally Significant Projects

- GTC has many examples of Regionally Significant projects that were well engaged through the 3-C transportation planning process. Of the Regionally Significant projects cited in their last two LRTPs for 2035 and 2040, 6 of them have been funded, constructed, and completed. Each of these projects were listed in their LRTP as illustrative projects and then amended into the LRTP and TIP when funding became available through Federal-aid funding, state solicited grants, or nationally competitive federal grants. Each of these projects were found either in a stand-alone planning study, a corridor study, or a modal study such as the Regional Goods Movement Study which were used in nationally competitive grant applications, such as TIGER, to compete for funding. As a result, these projects were embraced by the public, municipalities, and the Region. The Inner Loop East Infill, the Rochester Intermodal Station - Central Station, and the I-390 & I-490 Interchange are examples projects in the 2035 and 2040 LRTP that received TIGER Grants.
- *Notable:* The GTC Policy Board and Planning Committee takes a proactive role in making decisions on projects selected for funding in the Region. Projects brought to the Policy Board and Planning Committee from either the state or local sponsors are vetted through the values espoused in the LRTP and the selection criteria during their TIP development. In the past, the Policy Board had jointly decided to not move forward on a project coming off the Thruway due to high opposition from the locals and their concerns with potential changes to the character of that part of the Region and land use in that portion of the Metropolitan Planning Area. This demonstrates a commitment from the Region to make policy level decisions jointly at the MPO level through a state and local membered Policy Board to decide what is best for their Regional transportation system and address controversy during the planning process.

GTC's Metropolitan Planning Area

- The Federal Team finds that GTC uses multiple boundaries to define their MPO. One boundary is the nine counties of the *Genesee Finger Lake Region* that signed the agreement with the Governor of New York to form the MPO and the other boundary is the "MPA" which is a smaller area that includes Monroe County and portions of Wayne, Ontario, and Livingston counties which is slightly larger than the 2010 Census defined UZA boundaries for the Region. The area GTC cites as the "MPA" at one time was referred to as the "TMA" in the LRTP and TIP documents from 2004 -2005. This use of the "TMA"

area was found in a planning documents such as the TIP and Conformity Determination as recently as 2013 and was changed to “MPA” in subsequent documents after 2014.

- It is unclear to the Federal Team how the multiple definitions GTC uses to define their MPO boundaries is consistent with how GTC is conducting the metropolitan transportation planning process.
- While GTC defines the “MPA” as the area which is the primary focus of GTC’s transportation planning efforts, the federal definition for the MPA boundaries from 23 CFR 450.104 defines the *MPA boundaries as the geographic area determined by agreement between the MPO for the area and the Governor, in which the metropolitan transportation planning process is carried out.*
- The metropolitan transportation planning process is the process where decisions on federal funds are made to fund planning studies in the UPWP and fund transportation investments and projects through the TIP within the MPA¹.
- In 1975 eight counties in the Region signed an agreement with the Governor of New York to form the GTC MPO. GTC further expanded the MPO in 1986 by updating the agreement and adding Wyoming County.
- Under the federal definition for MPA, GTC is generally fulfilling the agreement between the Governor and local municipalities by carrying out the metropolitan planning process for all nine counties including the development of the LRTP and TIP and various planning studies for individual municipalities within the Region.
- The Federal Team finds GTC’s use of the “MPA” terminology inconsistent with the federal definition and the MPO agreement as GTC would be conducting the metropolitan transportation planning process beyond what they refer to as their “MPA” boundary.
- The Federal Team recommends that GTC review the terminology used to define their MPO boundaries for consistency with the MPO agreement and where GTC is currently conducting the metropolitan transportation planning process and update planning documents such as their LRTP, TIP, planning studies, and other references once GTC has explored the MPA terminology issues in concert with the updated 2020 Census information in the Spring of 2022.

Unified Planning Work Programs

- The GTC Policy Board adopted the 2020 – 2021 UPWP on February 27, 2021. Overall, the UPWP development process and document meets the federal planning requirements. GTC also include a new section which discusses the priorities of the Metropolitan Planning Area which addresses the regulations in 23 CFR 450.308. Additionally, this UPWP also includes a number of Active Transportation Plans and the Rt. 96 over Rt. 14 Strategic Divestment Analysis where applications have been successfully implemented in the Region.
- The Federal Team finds that GTC has a well-integrated transportation planning process, which connects the priorities represented in the regional Long-Range Transportation Plan with the planning studies to activities represented in the UPWP to projects and activities programmed in

¹ 23 CFR 450.326(a)

the TIP. Examples of the LRTP, UPWP, and TIP alignment include: *the RTS Access Study, the TSMO Strategic Plan, Urban Trail Linkages, Rochester East Main Arts and Market District Plan, Rochester Area Bike Share, Health Impact Assessments, and the Pittsford Active Transportation Plan* which are planning studies that have materialized to projects on the TIP.

- GTC staff expressed that UPWP applications that do not align with LRTP goals are not funded. When the Federal Review Team asked if that was explicit to applicants, GTC offered that the UPWP guidance hadn't been updated in a while and that they would work on providing more clarity within the guidance regarding the connection between prioritizing applications that aligns with the LRTP goals.
- *Notable:* Many of the GTC staff are well connected and involved with state and national transportation working groups and research committees with a number of staff members serving in leadership on these levels. GTC members have expressed their gratitude of having such a high level of expertise amongst GTC's staff in working with them on planning activities.
- *Carryover Balance:* GTC has been building up a sizable carryover balance over the last five to seven years and continues to have a large carryover balance which is a finding from the previous certification review in 2017. GTC's latest expenditure report from 2019 showed that the total programmed funding was \$4,881,886 compared to the amount that was expended at \$2,022,399 which is 41% of the funding programmed in the UPWP. The carryover balance in the 2020 - 2021 is \$3,511,336 which is nearly double the allocation GTC received that year at \$1,505,327. For the 2021 - 2022 UPWP GTC had a carryover balance of \$2,971,950. This indicates that GTC is drawing down on their carryover balance however it is still very high. GTC staff indicated that the carryover balance is fully programmed every year, but the expenditure reports show that less than half of what is programmed is expended. It is unclear from the UPWP if the planning activities that are programmed annually reflect the budget for the current UPWP cycle or if it is budgeted over multiple years. This trend has grown the carryover balance by \$300,000 to \$400,000 per year over three years. GTC staff indicate that they expected between \$800,000 and \$1,000,000 would be expended in the fourth quarter, thus reducing the carryover when the budget is reconciled in June. This still leaves a sizable carryover balance. Given the continued growth in this balance the Federal Team recommends that the GTC Policy Board should review the growth of carryover funds and make an effort drawdown on the funds to further transportation planning opportunities in the Region.

TIP Development and Project Selection

- The GTC Policy Board adopted their most recent TIP on June 9, 2019 during the FFY 2020 - 2024 STIP development cycle and included all of NYSDOT's Performance Goals in support of the National Performance Goals which meets the regulations for TIP development.
- *Obligation Rate of Unamended TIP:* Project delivery continues to be an important focus for FHWA and FTA. In 2020, FHWA and NYSDOT signed an updated Stewardship & Oversight Agreement and uses the obligation rate of the unamended S/TIP as a program indicator for the Planning Program. FHWA monitors this S/TIP performance annually. This includes the number of projects programmed for the construction phase for that federal fiscal year compared to the portion that was obligated.

This percentage serves as an indicator that the State and MPO have considered the deliverability of projects during the planning process before it is included in the S/TIP for the year it is programmed.

- For FFY 2017, 2018, 2019, and 2020 the Genesee Transportation Council obligated 88.9%, 87%, 78.3% and 90.9%, respectively, of their unamended TIP. With a strong partnership with NYSDOT Region 4, GTC had made significant changes to the management of the TIP that resulted in increasing the obligation performance of the unamended TIP. GTC meets quarterly with the TIP Development Committee to monitor the progress of all projects. NYSDOT conducts a risk assessment and reviews the status of the design approval, PS&E, and works to maintain a realistic schedule for each project.

Transit Activities - Human Services Transportation Plan

- The Federal Team finds that the Project Advisory Committee for the Coordinated Human Services Transportation Plan update does not include key demographics and/or groups that are traditionally and directly impacted by the plan such as seniors, people with disabilities, etc.
- Out of the nine counties within the Region, Yates County is the only one that is not part of the RTS authority. Hence, Yates County is not engaged with GTC related to its public transit. The Federal Team finds that GTC may be missing an opportunity to further advance and improve public transit services in Yates County and the Region at large.
- RGRTA has reported their transit safety performance targets to GTC (in compliance with the PTASP rule). The Federal Team did not find that GTC referenced RGRTA's reported transit safety performance targets in their Transportation Improvement Program and the Long-Range Transportation Plan, as required by the PTASP rule.
- *Notable:* The Federal Team finds GTC's and member agencies' use of various cutting-edge planning tools/technology in the planning process such as UrbanFoot Print, pedestrian counters and cameras, et cetera noteworthy.

Title VI - Civil Rights

- The most recent revision of the Title VI Plan has been submitted to NYSDOT for review. The plan was also reviewed by FHWA outside of the scope of this review and feedback was provided, which was mainly focused on updating the complaints procedure language.
- The Federal Team supports the decision to have the Title VI Coordinator serve as a separate position, typically also having responsibilities for public engagement efforts. This is an effective way to ensure adequate time and resources are dedicated to Title VI responsibilities and that Title VI is considered during public engagement activities.

Coordination Cooperation/Public Participation Plan

- The GTC Policy Board adopted the GTC Public Engagement Plan in February 2021. This is an update to their last Public Participation Plan from 2007. The Federal Review Team inquired why there was a 14-year gap in updating their plan. GTC staff responded that they hired a new media specialist and was planning to update their PPP but was delayed. They expressed that do not

anticipate that their next update will take as long.

- Compared to the population of the MPO Region, GTC's Policy Board, Planning Committee did not have a representation that reflects the diversity of the demographics in the Region within the structure and composition of GTC's organization.
- *Notable:* GTC hired a staff with a media specialist background to oversee the public engagement, public participation process. The intent is to bring in expertise beyond the planning field to provide the resources the MPO seeks for meaningful public engagement and participation. This GTC staff person provides support on publications and press releases and seeks creative ways to engage with members of the public who would not traditionally participate in the transportation planning process. To ensure equity and diversity in the public involvement process GTC uses resources like the *Minority Reporter* and *La Vos* to reach out to the Latino population. They also reach out to environmental justice populations through some of these contacts.
- *Notable:* Over the last four years, GTC has been exploring and experimenting in different ways to engage the public. After reviewing online tools, they contracted with *PublicInput.com* to serve as a public participation hub for all public engagement opportunities. This online service is single platform that connects the public to any public engagement opportunities including Policy Board and Planning Committee Meetings, Planning Studies, the GTC LRTP development, and public engagement using other services such as WebEx, Microsoft Team, Zoom, survey monkey. GTC also offers this service to their members for public engagement for transportation planning activities. This tool has become even more relevant during the COVID-19 and was used well to quickly assist the MPO to be up and running with very little downtime shortly after the pandemic closed down the country.

Freight Planning

- GTC's freight planning efforts have been multifaceted and multimodal. GTC has played an active role in implementing and monitoring projects and member studies that have impacts on goods movement. GTC staff have worked to raise awareness among member agencies of freight needs and emerging trends in the industry. GTC staff have remained engaged with the statewide freight planning process, the NYSAMPO Freight Working Group, and the AMPO Intermodal Freight Transportation Group.
- *Regional and Statewide Freight Planning:* GTC developed a Goods Movement Study that was completed in 2012. GTC staff proposed updating the Study as part of its 2021-2022 UPWP development; however, the UPWP Development Committee, an ad-hoc committee supporting the Planning Committee, recommended funding of other projects until the full impacts of the coronavirus pandemic on regional goods movement could be analyzed and updated data was available. Two major projects that the 2012 Study recommended were the I-390/I-490/31 (Lyell Ave) Interchange Improvements and Portageville Bridge (now known as the Genesee Arch Bridge) replacement on the NS Southern Tier line. Both projects have been completed and have helped address freight issues on highways and rail, respectively. GTC also actively coordinated with NYSDOT in the development of the initial New York State Freight Plan and continues to monitor obligation and implementation of regional NHFP-funded projects.

- *Local and Corridor Level Freight Planning:* Through its UPWP and active participation of its staff, GTC assists individual member agencies with freight planning efforts. The Ontario County Freight Corridor Development Plan has used PL funding to examine opportunities for growing rail-related businesses along an active rail corridor, including adaptive reuse. Similarly, the Ontario-Midland Short Line Railroad (OMID) Strategic Plan examines challenges along a larger stretch of the rail line. Another study that GTC has assisted with is the Beh Industrial Park Traffic Optimization Study that looks to maximize efficient movement of goods at the industrial park. GTC staff's effort in these studies show a clear awareness of multimodal and land use issues related to freight.
- *Freight Issues in the Region:* GTC staff noted that freight movement in the region benefits from low levels of recurring congestion, the proximity and reliability of the New York State Thruway, and freight rail connectivity. Staff recognizes, however, that access to and from freight distribution centers is an increasing challenge in the region, particularly with low bridge clearance and inaccurate or inefficient routing of trucks. In addition, staff recognizes that while the region may not currently be experiencing much conflict between freight movements and other road users, these issues could increase as e-commerce and demand for last-mile services and just-in-time deliveries continues to grow. GTC staff try to raise awareness of these issues throughout the plan and project development process. GTC staff continue to monitor freight movement data through sources such as INRIX and the Freight Analysis Framework (FAF).

Intelligent Transportation Systems – Congestion Management Process

- GTC maintains that while the physical capacity of highways and bridges throughout the region are adequate to meet the recurring mobility needs in the region, reliability, safety, and accessibility remain crucial. This translates into a strong need to maintain and strengthen existing multi-modal TSMO capabilities while preparing to adapt to emerging transformative technologies despite challenging resource constraints. As such, GTC has taken a lead role in driving coordination and analysis efforts to put the region in position to achieve the regional TSMO vision developed by the TSMO plan steering committee, which states:

Transportation System Management and Operations (TSMO) in the Rochester-Genesee region improves the efficiency, safety, and convenience of the multi-modal transportation system through the use of advanced transportation technologies, free flow of information and data, and partnerships among public agencies and other transportation service providers."

- GTC led the development of the first TSMO strategic plan in New York State, which was formally adopted in September 2018. This plan represents a consensus of key transportation and emergency responder partner agencies on ten focused objectives that address current operational needs and will allow the region to make the most of future opportunities. These objectives each link to strategies, activities, and outcomes that were in part identified and vetted as a result of outreach events that solicited input from less-traditional partners, such as environmental, social equity, and mobility advocacy groups, the private sector, and academia. This effort also included updating the Regional ITS Architecture (RITSA), which GTC continues to maintain and which is used to inform the planning, programming, design, and implementation of ITS projects across the region in accordance with 23 CFR 940.

- Along with their stewardship of the TSMO plan and RITSA, GTC continues to manage or otherwise support various ITS/Operations programs and support new initiatives. One noteworthy effort where GTC has taken a lead role in supporting safe, efficient, and reliable operations in the region is through development of the I-490 Integrated Corridor Management Plan, in which existing capabilities and assets are identified for this facility and the feasibility of deploying various Active Transportation and Demand Management strategies is determined. Additionally, GTC has supported the Regional Traffic Operations Center (RTOC) Strategic Plan and chairs the Transportation Operations Coordination Committee, which fosters collaboration – including for Incident Management and other non-recurring events – between first responder and transportation agencies.
- Finally, it should be noted that GTC has demonstrated itself to be a leader in preparing not just the region but the state as well in planning for TSMO and preparing for emerging technologies. It has done so through its leadership of the NYSAMPO TSMO working group, serving as the lead author of a white paper on how connected and autonomous vehicles may impact the transportation planning process and subsequently delivering presentations on the topic, being an accessible source of information to other state MPOs engaged in TSMO-related efforts such as RITSA updates, and participation in ITS-New York events.

Tribal Nations Consultation Process

- The Tonawanda Seneca Nation territory resides within the Regional boundary of GTC. As such, FHWA and FTA asked a series of questions regarding GTC’s tribal consultation process and methodologies and looked-for evidence of considering the interests of the Tonawanda Seneca Nation during the planning process.
- GTC indicated that they send a notification of availability of planning documents to the Tonawanda Seneca Nation during the public comment period. Documents are sent to the attention of Nation leadership. GTC indicated that the Nation has not responded to planning documents that have been shared.
- GTC has planning board members from each of the 9 counties within the Genesee-Finger Lakes Region, however GTC staff indicated that the Tonawanda Seneca Nation falls outside of their MPA. GTC relies on NYSDOT to coordinate with the Tonawanda Seneca Nation and invited the NYSDOT Genesee County Resident Engineer to participate in the discussion. This resulted in a lengthy discussion about the boundaries of the MPO, and it was determined that the Tonawanda Seneca Nation territory does fall within the area where GTC conducts the metropolitan transportation planning process, and as such GTC should consult with Tonawanda Seneca Nation and consider their interest during the planning process.
- The discussion led to the current draft Long-Range Transportation Plan, which currently has recommendations out for public review. When asked if there were any projects near the Tonawanda Seneca Nation, GTC indicated they were mostly policies under development, but they offered to screen through the projects. It was mentioned that there is a mega-development called the STAMP site planned for the parcels that are contiguous to the Nation’s territory and that the LRTP would support the changes in infrastructure needed to support the new land use. GTC was

informed that the Tonawanda Seneca Nation has inquired about the STAMP projects and if the LRTP indicates support in the changes in infrastructure to the general area where the Tonawanda Seneca Nation territory is located, that they are a key stakeholder in the process.

- GTC indicated that they would like to engage and establish relationships with the Tonawanda Seneca Nation, but will need assistance from the federal agencies. For future planning products, the GTC expressed that they would like to find ways to effectively share information about the program of transportation projects in a pro-active manner, perhaps with tools such as GIS. We also discussed opportunities for there to be planning efforts supporting the Tonawanda Seneca Nation.
- Following the certification review a meeting between GTC, NYSDOT and the Tonawanda Seneca Nation was facilitated by FHWA and FTA. The meeting introduced all parties and GTC and NYSDOT both defined their roles to the Nation. There was a fruitful discussion about the Long-Range Transportation Plan and the STAMP development site and the concerns of the Tonawanda Seneca Nation. The meeting ended with a planned trip for GTC to the Nation territory sometime in the next few months.

Safety

- *Notable:* While transportation safety has always been a priority at GTC, GTC staff revamped the Safety program in the Region to develop a stronger connection between their safety planning efforts and programming safety projects in the TIP using Highway Safety Improvement Programming (HSIP) funding. This was in-part due to GTC's participation in the NYSAMPO HSIP Peer Exchange workshop in 2018 held in Utica, NY. As a result, the share of regional allocation of HSIP funding programmed to local projects has increased and the number of projects is equal between the locals and state from the regional allocation of HSIP funding.
- *Notable:* GTC staff has taken on a statewide leadership role serving as the co-chair of the NYSAMPO Safety Working Group and was one of the representatives for the MPOs during the development of the NYSDOT Statewide Strategic Highway Safety Plan. This iteration of the SHSP is significant as it is the first time that NYSDOT implemented the Pedestrian Safety Action Plan that provided direct funding to focus areas where there were the most pedestrian fatalities, mainly mid-size cities where TMAs are located. It is anticipated that NYSDOT will be implementing the Roadway Departure Safety Action Plans this year.
- Regionally, GTC's framework for the Safety program is holistic and evaluates the transportation safety through a cycle of policy, planning, implementation, and performance measures. This work products and activities associated with this cycle includes the NYS Strategic Highway Safety Plan, Regional Safety Plans, TIP safety projects, and local and national performance measures. It provides opportunities of engagement and feedback loops that informs the progress of the program. The process is well designed to sustain continuous improvement for the safety program.

Resiliency, and Security Planning

- *Notable:* The *Genesee-Finger Lakes Regional Critical Transportation Infrastructure Vulnerability Assessment* was featured as a case study in the FHWA publication HEP-17-002 as a national best practice.

- As part of GTC's continued efforts in resiliency planning, GTC completed the *Genesee-Finger Lakes Regional Local Bridge Vulnerability Assessment* in 2019. This study investigated off-system bridges ranking 712 local bridges and identifying 14 bridges as highly vulnerable and 29 bridges as moderately highly vulnerable. Of those identified, 19 of the local bridges were selected by their highway superintendent to undergo the same assessment as the critical infrastructure from the previous study to be evaluated to prevent or mitigate impacts from potential natural and human-caused hazards.
- *Adjustments to GTC from COVID-19:* At the start of the global pandemic's arrival in the United States, GTC moved to situate their staff to remote work, like many other organizations around the country. These considerations included making available equipment and other technologies to the staff, provide remote access to the Office server, and select and access virtual platform to conduct meetings. In all it took GTC about a week for the MPO staff to be fully operational remotely. GTC quickly subscribed to GoToMeeting and WebEx and expanded their existing Microsoft Office 365 subscription from email only to the full MS Office suite as well as Teams and SharePoint. While GTC had already contracted with PublicInput.com, their contract was not scheduled to commence until April 1, 2020. GTC's vendor worked with them to accelerate implementation in the second half of March. GTC convene their Policy Board, Planning Committee to continue the transportation planning process. Given the rapid changes that took place under this pandemic situation GTC's quick transition speak of their resiliency and commitment to the transportation planning process.

Performance-Based Planning and Programming

- Through its planning process, GTC is currently meeting federal requirements related to Transportation Performance Management (TPM) and Performance Based Planning and Programming (PBPP) through a closely coordinated process with NYSDOT, RGRTA, and local stakeholders. GTC's LRTP and TIP development processes show clear consideration for the impacts that investments have on meeting federally required performance targets.
- *Target Setting and Performance Management Agreement:* As is standard practice among NY's MPOs, GTC adopted a standalone Transportation Performance Management agreement with NYSDOT and the RGRTA in 2018 discussing procedures for target setting, data sharing, and reporting for the federally required measures. This agreement meets the requirement for written procedures regarding performance-based planning. To date, GTC has chosen to support the state targets for all applicable FHWA measures.
- *Transportation Improvement Program Development:* GTC's 2019-2024 TIP includes a description of how, once implemented, the TIP will support the achievement of the State's performance targets and those outlined by the RGRTA. The Performance Measures section links each of the required performance measures and state targets to GTC's LRTP recommendations. The TIP describes how GTC's entire program, and not just specific funding streams, contribute towards achievement of the State's performance targets.
- *LRTP System Performance Report:* GTC chose to meet the federal requirement for an LRTP System Performance Report by adopting a companion document to its LRTP entitled the National

Performance Measures Report. This choice allows GTC the flexibility to keep this document updated on a regular basis without going through the formal LRTP amendment process. The National Performance Measures Report contains the required information, including a description of the federal measures, the state targets that GTC chose to support, and baseline data that was available at the time of adoption. This report will be updated as part of GTC's Long Range Transportation Plan 2045.

- In addition to the National Performance Measures Report, GTC has a Performance Measures chapter in its LRTP that contains additional performance measures, how they relate to GTC's goals and project selection, data on current conditions at the time of plan adoption, and how those data may be interpreted to assess system performance. Performance measures outlined in this chapter range from areas where GTC has direct influence through its TIP and LRTP investments, such as safety, roadway condition, and transit rolling stock age, to areas where the MPO may have more indirect influence, such as passenger rail on-time performance.
- *Notable:* The Federal Team recognizes GTC staff's participation in the FHWA-FTA TPM Workshop in Washington DC in December 2019, and their willingness to share insights, successes, and challenges of PBPP with their peer agencies from throughout the Northeast at this event.

Planning Environmental Linkage

- PEL is an approach to decision-making that considers environmental and community goals early in the planning stage and carries them through project development, design, and construction.
- GTC staff had researched PEL and considered integrating it into the planning process. But given that most projects are Categorical Exclusions (CE) GTC does not currently have a formal PEL process for their planning studies. GTC has adopted some practices that integrate environmental considerations during the planning process. During project development, GTC conducts data analysis from planning sources they've developed such as, the *Regional Critical Infrastructure Vulnerability Assessment*, *Local Bridge Vulnerability Assessment*, or have reviewed as a resource such as *UrbanFootprint* (Scenario Planning) and EPA tools such as *NEPAssist*, *EJ Screen*.
- While currently GTC staff are not aware of any upcoming projects that may benefit from a PEL approach, the Federal Team encourages GTC to explore opportunities to consider PEL practices such as the development of the *Purpose and Need* and evaluation of potential concepts or alternatives for corridor studies and Regionally Significant project studies.

Appendix A: FHWA/FTA Letter



Federal Transit Administration – Region 2
One Bowling Green, Suite 429
New York, NY 10004-1452

Federal Highway Administration – NY Division
Leo O'Brien Federal Building,
11 A Clinton Avenue, Suite 719
Albany, NY 12207

In Reply Refer To:
TRO-02
HPM-NY

September 28, 2020

The Hon. David LeFeber, Chairman
Livingston County Board of Supervisors
Livingston County Government Center
6 Court Street
Geneseo, NY 14454

Dear Mr. LeFeber:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will be conducting a Certification Review of the transportation planning process for your metropolitan area on March 9 to March 11, 2021. These dates were selected in consultation with the staff director of the Genesee Transportation Council (GTC), the Metropolitan Planning Organization (MPO) for the Rochester, NY area.

Titles 23 and 49 of The United States Code require the Secretary of Transportation to designate urbanized areas over 200,000 in population as Transportation Management Areas (TMA). Due to the 2010 Census, the Rochester Urbanized Area continues to be a TMA. Designated TMA's are subject to special planning and programming requirements. In accordance with 23 USC 134(i) (5), the Secretary must certify compliance of the MPO in each TMA with the metropolitan planning regulations not less than once every four years. This is a joint responsibility of the FHWA and FTA. The four-year cycle runs from the date of the previously jointly signed Certification Report, which was July 2017.

The primary purpose of the Certification Review is to ensure that the planning requirements of 23 USC 134 and 49 USC 5303 are being satisfactorily implemented. As in past reviews, we intend to highlight good practices, exchange information, and identify opportunities for improvements. The review in March will include the opportunity for public participation. During the Certification Review we would like the opportunity to talk about the transportation planning process with GTC Policy Board and Planning Committee.

Appendix A: FHWA/FTA Letter (Con't)

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Some of the focal points we are proposing for the Certification Review include:

- MPO Overview
- Regional Issues & Activities
- Status of Corrective Actions and Recommendations from 2017 Certification Review
- Unified Planning Work Program
- Transportation Planning Process
 - Regional Transportation Plan (RTP)
 - TIP Development / TIP Performance
 - Financial Plan (RTP and TIP)
 - List of Obligated Projects
 - Performance Based Planning
 - Freight Activities
 - Bicycle/Pedestrian/ADA
- Transit Activities- Human Services Transportation Plan
- Public Transportation Agency Safety Plan (PTASP) conformity
- Transit Asset Management Plan
- Public Participation (In Person // Virtual)
- Title VI / Environmental Justice
- Tribal Consultation
- ITS / Operations / Architecture – Congestion Management Process
- Planning and Environmental Linkages (PEL)
- Security and Resiliency

By November 20, 2020, please provide us with a description of the status of 2017 Certification Review corrective actions and recommendations and a description of what GTC has done to incorporate those recommendations into the planning process. As well, please provide the backup documentation listed in the Enclosure, which can be electronic.

The final agenda for the March 9 - 11, 2021 Certification Review is under development and we will forward to your staff as soon as possible. For any questions, please contact Carlos A. Gonzalez of FHWA, (518) 431-8869 or Uzoma Anukwe of FTA, (212) 824-2433. We look forward to this Certification Review.

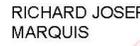
Sincerely,

\Original signed by


Digitally signed by
STEPHEN C GOODMAN
Date: 2020.10.30 17:06:31
-04'00'

Stephen Goodman
Regional Administrator
Federal Transit Administration
Region II

\Original signed by


Digitally signed by RICHARD
JOSEPH MARQUIS
Date: 2020.09.29 11:28:36
-04'00'

Richard J. Marquis
Division Administrator
Federal Highway Administration
New York Division

Appendix A: FHWA/FTA Letter (Con't)

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Enclosure

cc: Mr. James Stack, Director, Genesee Transportation Council
Ms. Lynn Weiskopf, Director, NYSDOT Office of Policy and Performance Coordination
Mr. Michael Flynn, Acting Director, NYSDOT Statewide Planning Bureau
Ms. Korie McAllister, Transportation Analyst, NYSDOT Statewide Planning Bureau
Mr. Christopher Reeve, NYDOT, Regional Planning and Program Manager
Mr. Alexander Cone, Assistant Director, Genesee Transportation Council
Ms. Anna Price, Office of Program Management Director, FHWA
Mr. Donald Burns, Planning & Program Development Director, FTA

Appendix A: FHWA/FTA Letter (Con't)

Enclosure

Backup Documentation

1. Metropolitan Planning Agreements including MOUs, organizational structures and operating procedures.
2. Overview of Regional Transportation Planning (RTP), RTP Development, the RTP guidance, the financial plan addressing fiscal constraint and RTP update schedule.
3. Congestion Management Plan including descriptions of coordination with transportation system management and operations activities.
4. Overview of TIP development process, management procedures, guidance, financial plan addressing fiscal constraint, TIP update schedule, examples of TIP amendments, annual listing of obligated projects, project tracking and rollover issues.
5. Description of the procedures in place with NYSDOT and member agencies to discuss revenue projections for the development of the MTP and TIP.
6. UPWP and summary of major planning products (i.e., corridor studies, technical assistance studies, etc.)
7. Title VI Nondiscrimination Implementation Plan and related materials
8. Public Participation Plan, coordination with resource agencies and interested parties and evaluations of effectiveness.
9. Most recent MPO annual self-certifications.

Appendix B: Status of 2017 Certification Review Findings

GTC provided FHWA/FTA with both the requested materials for the desk audit and an update on the status of the Recommendations from the 2017 Certification Review through their response letter dated November 20, 2020. There were 3 Corrective action and 10 Recommendations which are listed below. FHWA and FTA reviewed the responses and have found them to be satisfactory.

The following is the status of the **Corrective action**²:

Corrective action	Status
<p><i>Unified Planning Work Program</i></p> <p>The UPWP does not meet the program and monitoring requirements as required by 23 CFR 420.117. GTC does not provide a detailed close out on activities and an expenditures report for the end of the annual UPWP cycle. GTC must develop a work plan on meeting these requirements and submit it to FHWA and FTA by January 30th, 2018.</p>	<p>Completed:</p> <p>Since the Certification Review was completed, GTC staff worked with the FHWA NY Division, the New York State Department of Transportation (NYSDOT), and other MPOs via the New York State Association of MPOs (NYSAMPO) to develop a common method for reporting on UPWP expenditures. Consistent with the agreed upon methodology, GTC is using the common expenditure reporting form developed by NYSDOT to report on annual UPWP expenditure activity. This form is included in the October 1 to March 31 Semi-Annual Combined Progress Report to be submitted in June of each year, covering the full fiscal year. Additionally, we more clearly delineate within the UPWP which projects from the prior year are complete versus those that have had significant progress. This is the common approach for all MPOs in New York to address this requirement. On December 12, 2017, GTC sent a memorandum to the review team to serve as the work plan to meet the UPWP monitoring requirements as required by 23 CFR 420.117 per the Corrective Action. GTC has submitted this annual report each June since 2018.</p>
<p><i>Transportation Improvement Program</i></p> <p>The TIP does not meet the requirements of 23 CFR 450.326(j) in demonstrating how the adopted TIP can be implemented. GTC must update the Financial Plan and amend it into the TIP by January 30th, 2018. The Financial Plan should clearly indicate resources from public and private sources that are reasonably expected to be made available to</p>	<p>Completed:</p> <p>On December 14, 2017, the GTC Board (Policy Committee) amended the TIP to update the Financial Plan and fiscal constraint table consistent with requirements. We appreciate the previous review team's efforts to review and provide feedback on both the revised TIP narrative and the fiscal constraint table to ensure they meet those requirements.</p> <p>On January 16, 2018, GTC sent a memorandum to the</p>

² GTC responded to the three Corrective action in letters dated December 21, 2017 and January 16, 2018

Corrective action	Status
<p>carry out the TIP, and recommend any additional financing strategies for needed projects and programs.</p>	<p>review team with a revised Chapter 2 of the TIP attached. The first four pages reflected the revised narrative describing how the TIP is funded and the respective Federal funding programs. Pages 5 and 6 reflected the updated format of the fiscal constraint table with amendments as of December 14, 2017 demonstrating constraint by fund source by year. The remaining pages were unchanged from the TIP as adopted in June of 2016</p> <p>Since then, there have been minor changes to the fiscal constraint table to better distinguish FHWA funds provided from statewide programs and regional planning targets, respectively, as well as FTA funding carryover from one FFY to the next. The current fiscal constraint table will be placed into the online document repository for this review.</p>
<p>The TIP does not meet the requirements of 23 CFR 450.326(k) in demonstrating fiscal constraint by year. GTC must amend the updated TIP Fiscal Constraint table into the TIP by September 30th, 2017.</p>	<p>Complete</p> <ul style="list-style-type: none"> ○ On September 7, 2017, the GTC Board (Policy Committee) amended the TIP and GTC staff provided a fiscal constraint table to FHWA staff. At that time, some fund sources were out of balance. Subsequent TIP action in December 2017 corrected this issue, consistent with requirements. ○ As noted previously, on January 16, 2018, GTC sent a memorandum to the review team that included the updated format of the fiscal constraint table with amendments as of December 14, 2017 demonstrating fiscal constraint by fund source and by year. ○ Since then, there have been minor changes to the fiscal constraint table to better distinguish FHWA funds from statewide programs and regional planning targets and FTA funding carryover from one FFY to the next. The current fiscal constraint table will be placed into the online document repository for this review.

The following is the status of the **Recommendations**:

Recommendations	Status
<p><i>Long Range Transportation Plan</i></p> <p>The Federal Team recommends GTC provides a more detailed discussion in the LRTP Financial Plan on operations and maintenance of the highway and transit system that include definitions of system-level cost estimates and revenue sources. Two resources that may be helpful in the development of LRTP financial plans include:</p> <p>USDOT Transportation Planning Capacity Building website: https://www.planning.dot.gov/default.aspx</p> <p>Fiscal Constraint in Long-Range Transportation Planning: Best Practices Case Studies http://www.planning.dot.gov/documents/fiscalConstraint_rpt.pdf</p>	<p>In Progress:</p> <p>GTC staff is currently developing the Long Range Transportation Plan 2045 to succeed the current LRTP that was subject to the previous Certification Review. It is anticipated that the GTC Board (Policy Committee) will adopt the new LRTP in June 2021. GTC staff is committed to ensuring the next LRTP Financial Plan is more robust.</p>
<p><i>Unified Planning Work Program</i></p> <p>GTC should make an effort to fully utilize their annual allocation of UPWP funds to avoid accumulating backlog funds and draw down their UPWP carry over funds to avoid additional accumulation of backlog funds. Should the MPO be unable to drawdown funds as identified in the approved UPWP, GTC should provide to its members and the public an explanation as to what the reason is for the inability to drawdown funds (staffing, inadequate scope, over budget, etc.)</p>	<p>In Progress</p> <p>GTC staff worked with NYSDOT Main Office to better understand the source and value of the accumulated backlog. Subsequent to the adoption of the <i>2019-20 UPWP</i>, the full amount of the backlog was amended into Task 5200, Long Range Transportation Plan Development and Implementation, to be held in reserve to support a Household Travel Survey (HHTS). The HHTS will be used in conjunction with the results of the 2020 Census to update and recalibrate the regional travel demand model. It is anticipated that the impacts of COVID on travel patterns will be more settled after mass vaccinations have occurred in our area. We are hopeful that the HHTS can be conducted in the fall of 2021. GTC staff is exploring various tools and technologies, used by other MPOs and offered by various vendors, that have emerged since we last conducted a HHTS in 2011 with the expectation that a more robust dataset can be developed in a more cost-effective manner than our previous methodology.</p>

Recommendations	Status
<p>The Federal Team recommends that GTC consider reaching out to their members and stakeholders to leverage connections in implementing the transportation and land use coordination.</p> <p>GTC should update their task sheet schedules to reflect the current program/study schedule.</p>	<p>Complete</p> <p>Since the Certification in 2017, GTC has provided funding for ten studies through the UPWP that support the connections between land use and transportation. These studies have included district master plans, transit-oriented and freight-oriented corridor redevelopment plans, village circulation plans, other land use code revisions.</p> <p>GTC has led the implementation of the Urban Footprint scenario planning platform. The project has included the calibration of a regional land use model with place types and performance indicators. The tool has been provided to all nine counties in the GTC region so that neighboring jurisdiction can work from a common platform to conduct various analyses.</p> <p>Complete</p> <p>GTC staff have modified the presentation of project schedules in the UPWP such that all project tasks are included from start to finish. For projects that rollover into a subsequent UPWP, project tasks are distinguished between those that are complete and those that are not.</p>
<p><i>Transportation Improvement Program</i></p> <p>The Federal Team recommends GTC reviews the performance of their unamended TIP and evaluates the schedule of the projects in the TIP for readiness to be obligated in the year they are programmed. We recommend GTC consider amending the TIP prior to the end of the Federal Fiscal Year to reflect projects whose schedules align with obligations for the corresponding federal fiscal year to increase the performance of the unamended TIP.</p>	<p>Completed:</p> <p>GTC staff worked with NYSDOT Region 4 and the other members of the TIP Development Committee to more closely track project phase obligations to better respond to project schedules and realign the TIP in the fourth quarter of each Federal Fiscal Year. Additionally, the GTC Board has accelerated their typical September meeting to late August to provide additional time for any changes to be propagate through NYSDOT Main Office and Federal approvals prior to the annual “freeze” of the financial systems. Since 2017, GTC and Region 4 have had a persistent and high level of TIP/STIP performance of the unamended TIP each year.</p>
<p><i>Transit Activities – Human Service Transportation Plan</i></p> <p>The Federal Team recommends that RGRTA and GTC consider a mechanism to ensure that the potential impacts of the RGRTA’s capital plan larger scale planning efforts, including but not limited to a potential Regional Transit Service (RTS) transit</p>	<p>Completed:</p> <ul style="list-style-type: none"> ○ GTC staff have been fully engaged in the RTS system redesign effort, <i>Reimagine RTS</i>, including participation on the Community Advisory Committee. RGRTA CEO Bill Carpenter has kept the GTC Board apprised of the status of the findings, recommendations, and implementation of the Reimagine RTS project. We fully agree with the

Recommendations	Status
<p>system redesign, are incorporated directly or by reference into the MPOs traditional planning documents.</p>	<p>decision of RGRTA to delay the original June 2020 launch of the new service plan due to the impacts of COVID-19.</p> <ul style="list-style-type: none"> ○ GTC staff have coordinated with RGRTA regarding efforts to convert to a zero emissions fleet with the design and implementation of electric vehicle charging infrastructure for the first 20 heavy-duty transit buses, 10 of which have been recently delivered. GTC is expecting to work with RGRTA on planning future electric charging infrastructure, including the potential to fund a plan to look at on-route charging in the FY 2021-22 UPWP, currently under development. ○ GTC continues to be engaged in the service and capital planning efforts of RGRTA. The management of the <i>FFYs 2020-2024 TIP</i> is conducted in coordination with the Rochester-Genesee Regional Transportation Authority, the designated recipient of for the Rochester urbanized area. The RGRTA Capital Improvement Program has changed subsequent to the adoption of the Reimagine RTS service plan and is reflected in their annual Program of Projects, amended annually in the TIP.
<p><i>Title VI / Non-Discrimination</i></p> <p>The Federal Team recommends GTC include how it ensures its programs, services, and activities are nondiscriminatory in their revised Title VI Implementation Plan, including how they determine if strategic divestments have an intended or unintended discriminatory effect as well as steps for extensive outreach for potential areas of strategic divestment.</p> <p>GTC must update their Title VI Assurance which was signed in 2011 in accordance with 23 CFR 200.</p>	<p>Completed:</p> <p>The GTC Executive Director will update the Title VI Assurance by December 31, 2020 to match the latest regulations under 23 CFR 200 and with the guidance of the Title VI policies of the Rochester-Genesee Regional Transportation Authority, GTC’s fiscal agent, that were adopted on November 5, 2020.</p>

Recommendations	Status
<p data-bbox="188 243 509 275"><i>Environmental Mitigation</i></p> <p data-bbox="188 285 732 449">The Federal Team recommends that GTC conducts an analysis of environmental considerations in the Region as Environmental Mitigation is one of FHWA's ten planning factors.</p>	<p data-bbox="784 243 943 275">Completed:</p> <p data-bbox="784 296 1422 422">GTC has not conducted a specific analysis of environmental considerations, rather we have supported several activities through the UPWP that support environmental improvements:</p> <ul data-bbox="784 449 1455 1146" style="list-style-type: none"> <li data-bbox="784 449 1455 663">○ Within the LRTP 2040 we incorporated performance metrics of NOX, VOC, and CO2, based upon the MOVES model for the horizon year of the Plan. The GTC LRTP does not require an emissions analysis due to our status as an Orphan Area but we still incorporated these measures; <li data-bbox="784 690 1455 869">○ Multiple active transportation and district-level studies that developed strategies to improve circulation and enhance alternative mode choice that would be a mitigating strategy to reduce air pollution; <li data-bbox="784 896 1455 1146">○ Several transit service/support studies to encourage more transit use, namely the Regional Operational Service Efficiency Study, the Super Transit Zones Development Study, the Rochester Mobility Enhancement Study, Analysis of Mobility Options, and the City of Rochester Comprehensive Access and Mobility Plan; and <p data-bbox="784 1173 1455 1341">GTC has expanded its Bridge Vulnerability Assessment to include local bridges to complement the previous analysis of bridges that carry federal-aid roads. The environmental risks that are highest in the Genesee-Finger Lakes region were emphasized</p> <p data-bbox="784 1369 1455 1635">All of the new projects in the <i>FFYs 2020-2024 TIP</i> were presented to the NYS Air Quality Interagency Consultation Group (ICG) for review and concurrence with the GTC staff recommendation that the projects be classified as Exempt from the Air Quality Conformity process. By their nature, these projects are not expected to have a negative impact on the environment.</p> <p data-bbox="784 1663 1455 1831">GTC staff have already laid the groundwork to screen project applications through the NEPA Assist and other spatial layers to identify potential impacts to water features and other sensitive lands during development of the <i>FFYs 2023-2026 TIP</i>.</p> <p data-bbox="784 1858 1365 1877">Supported RGRTA's efforts to incorporate zero-</p>

Recommendations	Status
	<p>emission vehicles into the heavy-duty transit bus fleet. The GTC UPWP supported analysis of the infrastructure needed to support electric buses. GTC staff supported RGRTA's successful applications for Congestion Mitigation and Air Quality Improvement Program (CMAQ), FTA Low or No Emission Vehicle Program (Section 5339), and Volkswagen Settlement funds to purchase and install electric vehicle charging infrastructure for 20 vehicles and the acquisition of their first 10 electric buses that have recently been put into revenue service</p>
<p><i>Safety and Security</i></p> <p>With the advent of National Performance Measures and statewide safety targets, we encourage GTC to continue working with FHWA and NYSDOT on implementing strategies for locals to compete for Highway Safety Improvement Program (HSIP) funding to address High Accident Locations (HALs).</p>	<p>Completed</p> <ul style="list-style-type: none"> ○ GTC and NYSDOT-Region 4 staffs solicited safety projects as part of the call for projects for the <i>FFYs 2020-2024 TIP</i> in the fall of 2018. Three local jurisdictions have programmed safety projects in the TIP. GTC also provided planning support through the UPWP for jurisdictions to develop project concepts that would address areas that are over-represented by crashes. These concepts have been the basis for TIP applications for implementation. ○ GTC staff has worked with NYSDOT, Monroe County, and the City of Rochester to advance systemic countermeasures at over 1,000 locations to implement the <i>NYS Pedestrian Safety Action Plan</i>, amounting to over \$10 million. ○ GTC staff have supported the development <i>Wyoming County Local Road Safety Plan</i>, a pilot program funded by FHWA. Staff will continue to support the targeted analysis of intersection and roadway departure crashes, two key emphasis areas in the Plan. ○ GTC has supported several projects in the UPWP that support safety analyses: <ul style="list-style-type: none"> ▪ The annual Monroe County High Accident Location Program to perform a detailed analysis of each location identified as a Priority Investigation Location (PIL), identifying and evaluating potential countermeasures as well as developing specific safety recommendations; ▪ The NYSDOT Safety Investigations and Analysis to assist the NYSDOT-Region 4 Traffic Unit with

Recommendations	Status
	<p>highway safety investigations (i.e., standardized engineering procedures for evaluating and recommending countermeasure improvements to correct identified safety deficiencies);</p> <ul style="list-style-type: none"> ▪ The Wayne County High Accident Location Study to analyze the accident data of all the intersections under the jurisdiction of the Wayne County Highway Department and develop a listing of priority intersections based on accident rates; and ▪ The Vulnerable Users Safety Assessment Program to conduct an analysis of crashes and make recommendations involving vulnerable users (e.g., bicyclists, pedestrians, and motorcyclists, horse/buggy) for ten locations using the Roadway Safety Assessment methodology.

Appendix C: Certification Review Agenda

GTC 2021 Certification Review – Agenda

GTC 2021 Virtual Certification Review Schedule – FINAL

Tuesday, March 9th		Session #1 (WebEx)	
		Session Topic	Session Leads
AM:	9:00 – 9:30	Welcome & Introductions Overview of Certification	FHWA: Maria Chau FTA: Uzoma Anukwe GTC: Jim Stack
	9:30 – 10:45	Overview of MPO / MPO Highlights / Regional Issues GTC to provide highlights on transportation planning and activities especially items not listed in Certification Review Topics (LRTP development, Bike/Ped, linkage program, etc.)	GTC: Jim Stack
	10:45 – 11:00	Break	
	11:00 – 12:00	Status of Items from Previous Review	FHWA: Maria Chau FTA: Uzoma Anukwe GTC: Jim Stack
PM:	12:00 to 1:00	Lunch Break	Session #2 (WebEx)
	1:00 – 2:30	Planning Process (UPWP, LRTP, TIP, PBPP)	FHWA: Maria Chau FTA: Uzoma Anukwe GTC: Jim Stack and Jody Binnix
	2:30 – 2:45	Break	
	2:45 – 3:50	Planning Process (UPWP, LRTP, TIP, PBPP)	FHWA: Maria Chau FTA: Uzoma Anukwe GTC: Jim Stack and Alex Kone
	3:50 to 4:00	Close out for the day	FHWA: Maria Chau FTA: Uzoma Anukwe
Wednesday, March 10th		Session #3 (WebEx)	
AM:	9:00 – 10:00	Public Participation Plan / Nondiscrimination (Title VI & Other Statutes)	FHWA: Maria Chau / Brandon Oliver FTA: Uzoma Anukwe GTC: Lori Maher
	10:00 – 10:15	Break	
	10:15 – 12:00	Transit (Human Services Transportation Plan - Public Transportation Agency Safety Plan (PTASP) - Transit Asset Management Plan (TAMP) - Performance Based Planning - Coordination/working with local transit agencies)	FTA: Uzoma Anukwe GTC: Robert Williams
PM:	12:00 to 1:00	Lunch Break	Session #4 (WebEx)
	1:00 – 1:45	Intelligent Transportation System/Congestion Management Process (Operations, Architecture, CMP)	FHWA: Tim Crothers FTA: Uzoma Anukwe GTC: Joseph Bovenzi
	1:45 – 2:45	Tribal Consultation	FHWA: Tricia Millington FTA: Uzoma Anukwe GTC: Jim Stack
	2:45 – 3:00	Break	
	3:00 – 3:50	Planning Environmental Linkage (PEL)	FHWA: Maria Chau / Brandon Oliver FTA: Uzoma Anukwe GTC: Jim Stack and Alex Kone
	3:50 – 4:00	Close out for the day	FHWA: Maria Chau FTA: Uzoma Anukwe
Thursday, March 11th		Session #5 (WebEx)	
AM:	9:00 – 10:00	Freight Planning	FHWA: Gautam Mani GTC: Jodi Binnix
	10:00 – 10:15	Break	
	10:15 – 11:00	Safety, Resiliency	FHWA: Maria Chau FTA: Uzoma Anukwe GTC: Alex Kone and Joseph Bovenzi
	11:00 – 11:30	Close out for the day	FHWA: Maria Chau FTA: Uzoma Anukwe

Appendix C: Certification Review Agenda (Con't)

GTC 2021 Certification Review – Agenda

Monday, March 15	Join Virtual Meeting	
PM: 2:30 to 3:30	Close out	FHWA: Maria Chau FTA: Uzoma Anukwe

Session Topic		Session Leads
Monday, March 8th		
AM: 10:00	Interview #1	
10:00 – 11:00	Policy Board Chair	FHWA: Maria Chau FTA: Uzoma Anukwe GTC: Jim Stack
PM: 2:30	Interview #2	
2:30 – 3:30	Planning Committee Chair	FHWA: Maria Chau FTA: Uzoma Anukwe GTC: Jim Stack

Friday, March 12th		
AM: 10:00	Roundtable #1 (WebEx)	
10:00 - 11:00	Board and Planning Committee Members	FHWA: Maria Chau FTA: Uzoma Anukwe
PM: 1:00	Roundtable #2 (WebEx)	
1:00 – 2:00	Stakeholders and Public	FHWA: Maria Chau FTA: Uzoma Anukwe

Public Input via Survey Monkey: <https://www.surveymonkey.com/r/76D2NH5>

Appendix D: Certification Review Participants

GTC

James Stack	Executive Director
Alex Kone	Assistant Director
Jody Binnix, AICP	Program Manager - Long Range Planning & Performance Measurement
Joseph Bovenzi, AICP	Program Manager - Systems Management & Operations
Lori Maher	Program Manager - Community Engagement
Chris Tortora	Program Manager - Travel Demand Modeling & GIS
Robert Williams	Program Manager - Active Transportation
Eileen Yates	Senior Grants & Contracts Administrator

RGRTA

Eric Farr	Manager of Capital Planning, RGRTA
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NYSDOT

Michael Flynn	Section Head, Statewide Planning Bureau, Main Office
Jonathan Hill	Transportation Planner, Statewide Planning Bureau, Main Office
Kori McAllister	Transportation Planner, Statewide Planning Bureau, Main Office
Christopher Reeve	Regional Planner & Program Manager, Region 4
Joel Kleinberg	Transportation Planner, Region 4

Federal Review Team

FHWA NY Division

Maria Chau	Senior Community Planner – Review Lead
Carlos Gonzalez	Community Planner – Review Lead
Gautam Mani	Community Planner
Maria Chau	Senior Community Planner
Tim Crothers	ITS Operations Engineer
Tricia Millington	Local Programs, Program Manager (Tribal Coordinator)

FTA Region 2

Uzoma Anukwe	Community Planner – Review Lead
James Goveia	Community Planner

FHWA/FTA Participants

Kimberly Singleton	FTA, Community Planner
Emily Maciejak	FTA, Community Planner
Adam Klein	FTA, Community Planner
Brandon Oliver	FHWA, PDP ROW Special

Appendix D: Certification Review Participants (Continued)

Policy Board, Planning Committee, Stakeholder Group Interview Participants

David LeFeber	Acting Chairperson, Livingston County, Board of Supervisors
Scott Leathersich	Chairperson, Monroe County At-Large
Peter Inglasbe	Superintendent, Town of Farmington
Kevin Miller	Superintendent, Wayne County
Eric Farr	Manager of Capital Planning, RGRTA
John Papponetti	Orleans County, Commissioner Department of Public Works
Holly Barrett	City Engineer, Rochester
Jim Pond	Monroe County, Director of Transportation
Rochelle Bell	Planner, Monroe County
Angela Ale	Livingston County
Todd Gadd	Wyoming County, Superintendent Highway Department
Mitchell Rowe	County Manager, Seneca County
Timothy Hens	Highway Superintendent, Genesee County
Maria Rudzinski	Senior Planner, Ontario County, NY
Christine Quinlan	Treasurer, Village of Avon
Renee Stetzer	Reconnect Rochester Pedestrian Safety & Complete Streets
Frank Provo	Mayor, Village of Mount Morris

Appendix E: Public Involvement Notices

Genesee Transportation Council MPO > 2021 Federal Certification Review Public Outreach

GTC

2021 MPO

Federal Certification Review

publicinput.com/GTCCertReview2021

2021 MPO
Federal
Certification Review

2021 Federal Certification Review Public Outreach

Every four years our partners at the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conduct an evaluation of the Genesee Transportation Council as part of their Certification Review of this area. The evaluation includes everything our agency works on from transportation planning to public outreach to the financial health of the agency. Public feedback is an essential part of this review. It's your chance as someone who may live, work, or do business in the Genesee-Finger Lakes Region to provide direct input on the transportation planning process.

You have an opportunity to take a survey that goes directly to the federal highway and transit agencies, send feedback to GTC and attend a virtual public session for stakeholders. Submit comments by March 25.

The primary purpose of the certification review is to ensure that the required planning activities of 23 USC 134 and 49 USC 5303 are being satisfactorily implemented by the GTC.

Appendix E: Public Involvement Notices (Con't)

The primary purpose of the certification review is to ensure that the required planning activities of 23 USC 134 and 49 USC 5303 are being satisfactorily implemented by the GTC. FHWA and FTA are accepting written comments from the public on GTC's implementation of the federal transportation planning process until March 25th, 2021. The following link to the public commenting form is an opportunity to participate in the certification review process. The form includes questions for you to respond to on your perspective of how the MPO Transportation Planning Process is being implemented in the Region:
<https://www.surveymonkey.com/r/76D2NH5>.

If you would like a paper copy of this survey, please call 585-232-6240 or send email to contactgtc@gtcmpo.org

MAR 12 Virtual Public Stakeholder Meeting - 2021 Federal Certification Review Past event

Fri, Mar 12 1:00 PM

Participate by phone: **855-925-2801** Meeting code: 9130 Info

Email GTCertReview2021@PublicInput.com

During this hour-long session, people may share their feedback about how GTC operates and carries out federal transportation planning processes.

People have the opportunity to:

- Type questions or comments into the comment box.
- Access a livefeed of the public meeting with a computer or mobile device.
- Call a toll-free phone number before, during or after the meeting to record a voice mail message to be included in the report.
- Call a toll-free phone number during the meeting time to listen to the audio portion with an option to join the speaker queue and speak in real-time.
- Send comments by text message.
- Send comments by email.
- Mail written comments.

Appendix E: Public Involvement Notices (Con't)

The screenshot shows a web browser window with the URL <https://publicinput.com/16557/>. The page title is "Genesee Transportation Council MPO > 2021 Federal Certification Review Public Outreach".

COMMENTS

- Lori Maher (Genesee Transportation Council MPO)** Good afternoon. We will begin at 1p.m. Feel free to drop your name if you'd like in the comment box below. Type any questions or comments and we will relay them to the presenters.
one month ago [Reply](#)
- Lori Maher (Genesee Transportation Council MPO)** If anybody would like to speak to the group, shortly, please call toll-free 855-925-2801 code 9130 and follow the prompts Star 3 to join the speaker queue.
one month ago [Reply](#)
- Lori Maher (Genesee Transportation Council MPO)** This includes today's public session.

Do you have any comments about Genesee Transportation Council's planning processes? Please note what you think works well and what could be improved.

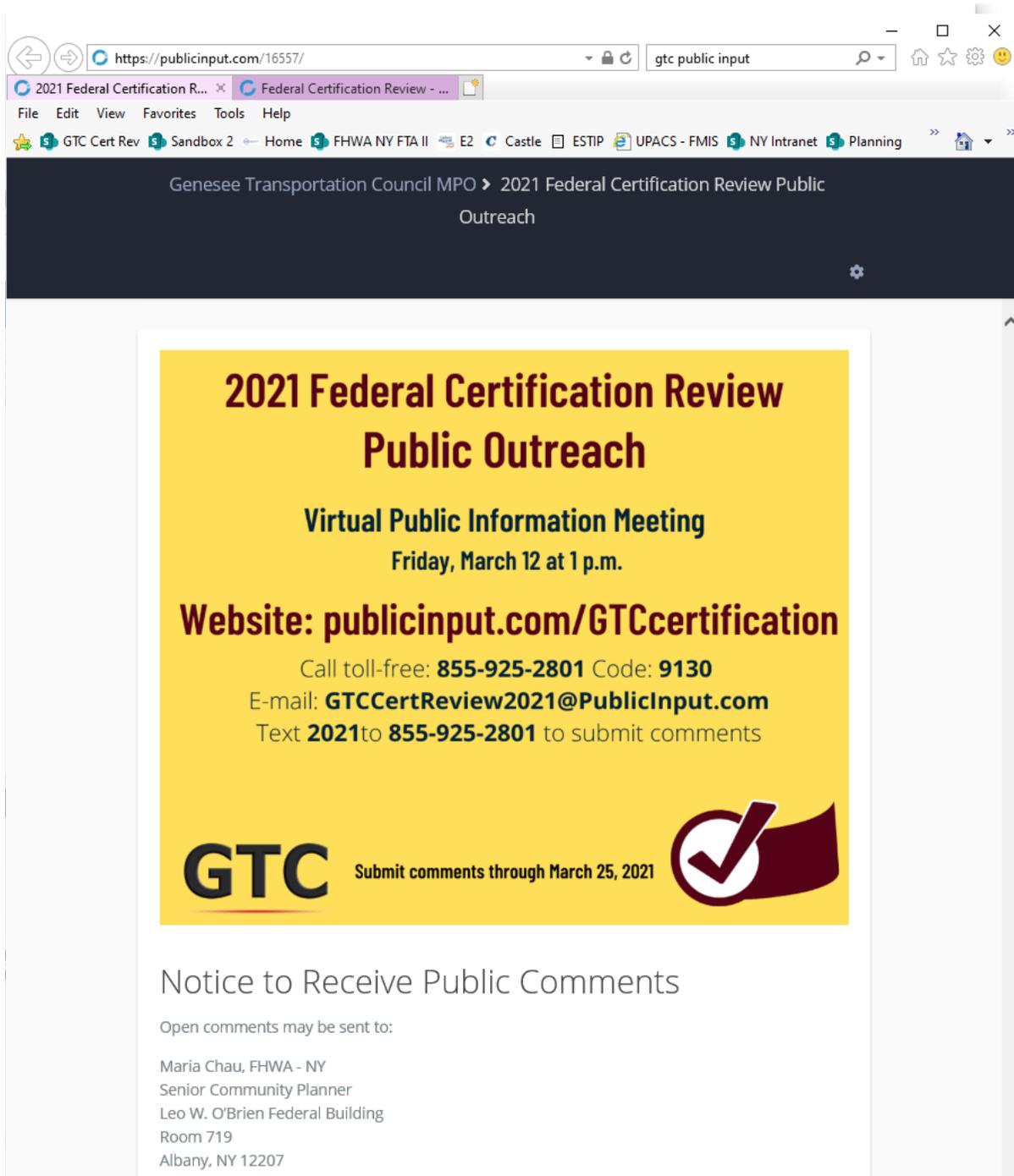
This comment box field is unlimited. You may send a longer message via email to GTCCertReview2021@publicinput.com or call 855-925-2801 code 9130 to leave a voice message.

Closed for Comments

2021 Federal Certification Review Public Outreach

Virtual Public Information Meeting
Friday, March 12 at 1 p.m.

Appendix E: Public Involvement Notices (Con't)



Genesee Transportation Council MPO > 2021 Federal Certification Review Public Outreach

2021 Federal Certification Review Public Outreach

Virtual Public Information Meeting
Friday, March 12 at 1 p.m.

Website: publicinput.com/GTCcertification

Call toll-free: **855-925-2801** Code: **9130**
E-mail: **GTCCertReview2021@PublicInput.com**
Text **2021** to **855-925-2801** to submit comments

GTC Submit comments through March 25, 2021 

Notice to Receive Public Comments

Open comments may be sent to:

Maria Chau, FHWA - NY
Senior Community Planner
Leo W. O'Brien Federal Building
Room 719
Albany, NY 12207

Appendix E: Public Involvement Notices (Con't)

The screenshot shows a web browser window with the URL <https://publicinput.com/16555/>. The browser's address bar shows "gtc public input". The page content includes:

- GENESEE TRANSPORTATION COUNCIL**
The Metropolitan Planning Organization for the Genesee-Finger Lakes Region
- Federal Certification Review** (with a checkmark icon)
- www.publicinput.com/GTCCertification
- Federal Certification Review** (with a checkmark icon)
- Federal Certification Review**
- The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is currently conducting the quadrennial Federal Certification Review of the Genesee Transportation Council (GTC).
- The U.S. Department of Transportation requires every Metropolitan area with a population over 50,000 to have a designated Metropolitan Planning Organization (MPO) to qualify for receipt of federal highway and federal transit funds. Urbanized Areas with a population greater than 200,000 persons are MPOs designated as Transportation Management Area (TMA) and receive additional considerations for Federal-aid transportation funding. GTC is the designated MPO responsible for the Genesee-Finger Lakes Region Metropolitan Area and covers the City of Rochester and the following 9 counties: Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates.
- The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in accordance with 23 USC 134 (k)(5)(A)(i) and 49 USC 5303 (k) (5)(A)(i)(e), must certify that the transportation metropolitan planning process conducted by GTC is being carried out in accordance with applicable provisions of Federal law not less often than once every four years.
- The primary purpose of the certification review is to ensure that the required planning activities of 23 USC 134 and 49 USC 5303 are being satisfactorily implemented by the GTC. FHWA and FTA are accepting written comments from the public on GTC's implementation of the federal transportation planning process until March 25th, 2021.
- 2021 MPO Federal Certification Review** (with a checkmark icon)
- 2021 Federal Certification Review Public Outreach**
- Every four years our partners at the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conduct an evaluation of the Genesee Transportation Council as part of their...
- [View Results](#)
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Appendix F: Public Comments and Interview Summary

Summary of comments from two Roundtables with the GTC Policy Board & Planning Committee Members and the Stakeholders and the Public (March 12, 2021)

1. What are some of the most pressing concerns on transportation for the region?
 - Concern for the future in the region
 - Demographics shifting to seniors
 - There will be need to be responsive to what seniors will need.
 - The need for automated/alternative fuel vehicles
 - Climate change
 - Sustaining the economic vitality of the region
 - Safety and security
 - Keeping up with the existing infrastructure and maintaining and keeping them in a state of good repair.
 - Maintaining the region's roads and bridges
 - Efficient spending of very limited funds
 - Enhancement of tourism
 - Trails system for bicycle
 - Provision of senior routes to provide seniors with opportunities/facilities commodities and services and quality of life for seniors.
 - Urban areas – moving towards electric buses and cutting down on emissions.
 - There is a shift towards public transit
 - How to address the emerging working from home dynamics

2. Do you think the MPO transportation planning process is addressing those concerns adequately? In your tenure as part of the planning process how has the MPO planning process evolved?
 - Yes.
 - UPWP/LRTP - looking at accessibility/looking at ways to accomplish the planning process
 - Part 2- in your tenure- evolution of the planning process
 - 1st couple of years. was learning
 - Seems like a good process

3. Does the LRTP development process provide an opportunity for all Policy Board members to express their vision for the Region?
 - Easy to follow
 - Staff is proactive and professional
 - There are some sessions for the public to call in
 - Staff normally gave overview
 - There's dialogue and opportunity to ask questions
 - Someone from the outside had the opportunity to call in to learn/ask good questions
 - No questions were considered bad
 - Staff encourages the opportunity to explain the planning process

Appendix F: Public Comments and Interview Summary (Con't)

4. How do you represent your constituents in the MPO process and how do you influence the Region in your position as the Policy Board Chair in transportation?
 - GTC Board is made aware of these items-
 - This is in the best interest of the region

5. Over the past 8 years GTC has been quite successful in seeing Regionally significant projects become a reality. What part does the Policy Board at GTC have in the success of these Regionally significant projects? How does the Policy Board set policy and make decisions on how Regionally significant projects are implemented in the Region?

Regionally significant project

- GTC Board is made aware of these items-
 - This is in the best interest of the region
 - Kept the loop
 - Projects identified during investigation
 - Do you discuss it in detail
 - The planning committee does most of the work for the Board and briefs the Board on projects. each Board member has a person at the planning committee who represents them.
 - Policy Board Implementation
 - Based on information provided to the Board
 - Feel it's important based on the future
-
6. How is equity addressed in the GTC MPA with regards to policy, project selection, etc? How is equity represented on GTC's Policy Board, Planning committee, and other parts of the planning process?
 - Planning process is balanced
 - There is opportunity to reach all parts of the region
 - Work is done in all parts of the region
 - FOR EXAMPLE bus routes in Rochester
 - The inter loop project
 - How is equity represented in the Board?
 - There are projects that talk to that including those geared at zero-vehicle households. Walkability, buses, bus station addressing ways folks get around
 - Representing EJ communities is ok
 - The members of the board represent their constituents
 - Any advocacy group represented in the planning process?
 - Some group called in during the meetings

 7. Do you have any questions about the process, requirements, or regulations that you have always wanted to ask but never had the chance?
 - Last question- aware of the federal grants and the grant process?
 - No.

Appendix G: Regulatory Basis of Planning Topics

Continuing, Cooperative, & Comprehensive

23 U.S.C. 134(c)(3) and 23 CFR 350.306(b) states that the metropolitan transportation planning process of developing the plans and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed in the implementation of projects, strategies, and services that will address the [10 planning factors].

Unified Planning Work Program

23 CFR 450.308 and 420 set the requirement that planning activities performed under Titles 23 and 49 U.S.C. be documented in a Unified Planning Work Program (UPWP). The MPO, in cooperation with the State and public transportation operator, shall develop a UPWP that includes a discussion of the planning priorities facing the MPA and the work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate the agency that will perform the work, the schedule for completing the work, the resulting products, the proposed funding, and sources of funds.

Metropolitan Planning Area Boundaries

23 U.S.C. 134(e) and 23 CFR 450.312(a) state the boundaries of a Metropolitan Planning Area (MPA) shall be determined by agreement between the MPO and the Governor. At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the MTP.

TIP Development and Project Selection

23 U.S.C. 134(c), (h) & (j) set forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP). Under 23 CFR 450.326, the TIP must meet the following requirements:

- *Must cover at least a four-year horizon and be updated at least every four years.*
- *Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.*
- *Make progress toward achieving the performance targets.*
- *A description of the anticipated effect of the TIP toward achieving the performance targets (to the maximum extent practicable).*
- *List project description, cost, funding source, and identification of the agency responsible for carrying out each project.*
- *Projects need to be consistent with the adopted MTP.*
- *Must be fiscally constrained.*
- *The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.*

Transit

49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

Appendix G: Regulatory Basis of Planning Topics (Con't)

Freight

MAP-21 established in 23 U.S.C. 167 a policy to improve the condition and performance of the national freight network and achieve goals related to economic competitiveness and efficiency; congestion; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability, while reducing environmental impacts.

In addition, 23 U.S.C. 134 and 23 CFR 450.306 specifically identify the need to address freight movement as part of the metropolitan transportation planning process.

Intelligent Transportation Systems

The FHWA Final Rule and FTA Policy on Intelligent Transportation Systems (ITS) Architecture and Standards, issued on January 8, 2001 and codified under 23 CFR Part 940 ITS Architecture and Standards, requires that all ITS projects funded by the Highway Trust Fund and the Mass Transit Account conform to the national ITS architecture, as well as to U.S. DOT-adopted ITS standards. 23 CFR 940 states that:

- At the issuance date (January 8, 2001) of the Final Rule/Policy, regions and MPOs implementing ITS projects that have not advanced to final design by April 8, 2005, must have a regional ITS architecture in place. All other regions and MPOs not currently implementing ITS projects must develop a regional ITS architecture within four years from the date their first ITS project advances to final design.
- All ITS projects funded by the Highway Trust Fund (including the Mass Transit Account), whether they are stand-alone projects or combined with non-ITS projects, must be consistent with the provisions laid out in 23 CFR 940.
- Major ITS projects should move forward based on a project-level architecture that clearly reflects consistency with the national ITS architecture.
- All projects shall be developed using a systems engineering process.
- Projects must use U.S. DOT-adopted ITS standards as appropriate.
- Compliance with the regional ITS architecture will be in accordance with U.S. DOT oversight and Federal-aid procedures, similar to non-ITS projects.

Congestion Management Process

23 U.S.C. 134(k)(3) and 23 CFR 450.322 set forth requirements for the congestion management process (CMP) in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone must also provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

23 CFR 450.324(f)(5) requires the MTP include Management and Operations (M&O) of the transportation network as an integrated, multimodal approach to optimize the performance of the existing transportation infrastructure. Effective M&O strategies include measurable regional operations goals and objectives and specific performance measures to optimize system performance.

Appendix G: Regulatory Basis of Planning Topics (Con't)

Transportation Safety Planning

23 U.S.C. 134(h)(1)(B) and (h)(2) require MPOs to consider safety as one of ten planning factors. As stated in 23 CFR 450.306(b)(2), the planning process needs to consider and implement projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users. In addition, SAFETEA-LU established a core safety program called the Highway Safety Improvement Program (HSIP) (23 U.S.C. 148), which introduced a mandate for states to have Strategic Highway Safety Plans (SHSPs). 23 CFR 450.306(d) requires the metropolitan transportation planning process to be consistent with the SHSP, and other transit safety and security planning.

Transportation Security Planning

U.S.C. 134(h)(1)(C) requires MPOs to consider security as one of ten planning factors. As stated in 23 CFR 450.306(b)(3), the Metropolitan Transportation Planning process provides for consideration of security of the transportation system.

The regulations state that the degree and consideration of security should be based on the scale and complexity of many different local issues. Under 23 CFR 450.324(h), the MTP may include emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate.

Public Participation

Sections 134(i)(6), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, United States Code, require a Metropolitan Planning Organization (MPO) to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316, which requires the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and periodically reviewing the effectiveness of the participation plan.

Civil Rights (Title VI, EJ, LEP, ADA)

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

Appendix G: Regulatory Basis of Planning Topics (Con't)

Executive Order #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those “traditionally underserved” by existing transportation systems, such as low-income and/or minority households, be sought out and considered.

Executive Order # 13166 (Limited-English-Proficiency) requires agencies to ensure that limited English proficiency persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency.

Performance Based Planning and Programming

23 U.S.C. 150(b) identifies the following national goals for the focus of the Federal-aid highway program: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Delivery Delays. Under 23 U.S.C. 134(h)(2), the metropolitan planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals, including the establishment of performance targets.

23 CFR 450.306(d) states that each MPO shall establish performance targets to support the national goals and track progress towards the attainment of critical outcomes. Each MPO shall coordinate with the relevant State to ensure consistency, to the maximum extent practicable, and establish performance targets not later than 180 days after the State or provider of public transportation establishes its performance targets. The selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d). Additionally, each MPO shall integrate the goals, objectives, performance measures, and targets from other performance-based plans and programs integrated into the metropolitan transportation planning process.

23 CFR 450.314(h) states that the MPO, the State, and the public transportation operator shall jointly develop specific written provisions PBPP, which can either be documented as part of the metropolitan planning agreements or in some other means.

23 CFR 450.324(f) states that MTPs shall include descriptions of the performance measures and performance targets used in assessing the performance of the transportation system, a system performance report evaluating the condition and performance of the transportation system with respect to the performance targets, and progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports.

23 CFR 450.326(d) states that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the programmed investments with respect to the performance targets established in the MTP, the anticipated future performance target achievement of the programmed investments, and a written narrative linking investment priorities to those performance targets and how the other PBPP documents are being implemented to develop the program of projects.

23 CFR 450.340 states that MPOs have two years from the effective dates of the planning and performance measures rule to comply with the requirements.

Appendix G: Regulatory Basis of Planning Topics (Con't)

Planning Environmental Linkage

23 U.S.C. 134(i)(2)(D) and 23 CFR 450.324(f)(10) requires environmental mitigation be set forth in connection with the MTP. The MTP is required to include a discussion of types of potential environmental mitigation activities for the transportation improvements and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.

23 U.S.C. 168 and Appendix A to 23 CFR Part 450 provide for linking the transportation planning and the National Environmental Policy Act (NEPA) processes. A Planning and Environmental Linkages (PEL) study can incorporate the initial phases of NEPA through the consideration of natural, physical, and social effects, coordination with environmental resource agencies, and public involvement. This will allow the analysis in the PEL study to be referenced in the subsequent NEPA document once the project is initiated, saving time and money with project implementation.

Appendix H: Acronyms

3C	The Continuing, Cooperative, and Comprehensive planning process
AADT	Average Annual Daily Traffic
ADA	Americans with Disabilities Act
ATMS	Advanced Traffic Management System (ITS)
ATR	Automatic Traffic Recorder
BPAC	Bicycle and Pedestrian Advisory Committee
BRT	Bus Rapid Transit
CAA	Clean Air Act
CBD	Central Business District
CFR	Code of Federal Regulations – the regulations of federal agencies
CMAQ	Congestion Mitigation/Air Quality Improvement Program
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
CO2	Carbon Dioxide
COOP	Continuity of Operations Plan
CSCMP	Council of Supply Management Professionals
CSS	Context Sensitive Solutions
EJ	Environmental Justice
FAF	Freight Analysis Framework
FAST Act	Fix America Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GE	General Electric
GTC	Genesee Transportation Council
GTSC	Governor’s Traffic Safety Council
HELP	Highway Emergency Local Patrol
HIA	Health Impact Assessments
HSIP	Highway Safety Improvement Program
HSTP	Human Services Transportation Plan
ICM	Integrated Corridor Management
ITS	Intelligent Transportation System
LEP	Language English Proficiency
LEPC	Local Emergency Planning Committees
LRP/LRTP	Long Range Plan or Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 Century
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan (or “Plan”)
NEPA	National Environmental Policy Act
NHS	National Highway System
NPRM	Notice of Proposed Rule Making

Appendix H: Acronyms (Con't)

NYSAMPO	New York State Association of Metropolitan Planning Organizations
NYSDEC	New York State Department of Environmental Conservation
NYSDOT	New York State Department of Transportation
NYSTA	New York State Thruway Authority
O&M	Operations and Maintenance
PPP	Public Private Partnership
RGRTA	Rochester-Genesee Regional Transportation Authority
RITSA	Regional ITS Architecture
RPI	Rensselaer Polytechnic Institute
RRFB	Rectangular Rapid Flashing Beacon
SHRP2	Strategic Highway Research Program
SHSP	State Strategic Highway Safety Plan
SOGR	State of Good Repair
STIP	State Transportation Improvement Program
TIGER	Transportation Investment Generating Economic Recovery
TIM	Traffic Incident Management
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TMC	Traffic Management Center
TSP	Transit Signal Priority
UPWP	Unified Planning Work Program
USC	United States Code – the codified laws of Congress
USDOE	U.S. Department of Energy
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency