

**GENESEE TRANSPORTATION COUNCIL
PLANNING COMMITTEE MEETING
Livingston County Highway Department
4389 Gypsy Lane, Groveland**

February 9, 2017

PLANNING COMMITTEE MEMBERS PRESENT

Angela Ellis, Livingston County (Vice Chairperson)
Erik Frisch, City of Rochester – At-Large
Todd Gadd, Wyoming County
Thomas Goodwin, Monroe County Planning Board
Andrea Guzzetta, Rochester City Council
Timothy Hens, Genesee County
Scott Leathersich, Monroe County – At-Large (Chairperson)
Terry Rice, Monroe County
Kevin Rooney, Wayne County
James Willer, New York State Department of Transportation (NYSDOT)
William Wright, Ontario County

ALTERNATE REPRESENTATIVES PRESENT

Douglas Benson, Rochester City Planning Commission representing Zina Lagonegro
Gerald Gray, Orleans County, representing Charles H Nesbitt Jr
David Lindsay, Monroe County – At-Large, representing Thomas Beck
Jim McIntosh, City of Rochester, representing Norman Jones

PLANNING COMMITTEE MEMBERS ABSENT AND UNREPRESENTED

Mark Assini, Monroe County Supervisors' Association
Bill Carpenter, Rochester Genesee Regional Transportation Authority (RGRTA)
Maria Chau, Federal Highway Administration (FHWA)
Roy Gates, Seneca County
David Hartman, Yates County
Thomas Hurley, NYS Thruway Authority
Edward Muszynski, Empire State Development Corporation
Steven Urlass, Federal Aviation Administration (FAA)
David Zorn, Genesee/Finger Lakes Regional Planning Council (G/FLRPC)
(Vacant), Federal Transportation Administration (FTA)
(Vacant), NYS Department of Environmental Conservation (NYSDEC)

OTHERS IN ATTENDANCE

Josh Artuso, City of Rochester	Alex Kone, GTC staff
Rick Bennett, Fisher Associates	Sharon Lilla, Barton & Loguidice
Jody Binnix, GTC staff	Bill Price, Fisher Associates
Eric Farr, RGRTA	Chris Reeve, NYSDOT-Region 4
Don Higgins, Livingston County	Chris Sichak, Erdman Anthony
Sarah Hogan, Fisher Associates	Julie Tolar, RGRTA
Joel Kleinberg, NYSDOT-Region 4	James Stack, GTC staff

1. Call to Order & Introductions

Scott Leathersich, Planning Committee Chairperson, called the meeting to order at 10:04 a.m. Members, Alternates, and others present introduced themselves.

2. Public Forum

No member of the public spoke during the Public Forum.

3. Correction of Minutes

James Stacked stated, as noted in the transmittal memo, subsequent to the January 5, 2017 Planning Committee meeting that he was informed of a request to correct the minutes of the November 10, 2016 Planning Committee meeting. He had previously reported, "Bob Torzynski has retired from GTC effective September 30." He noted that GTC has been asked to restate the nature of Bob's departure from GTC.

Bob's last day in the office was Friday, September 30 but the pay period did not end until Sunday, October 2. Therefore, Bob's effective date of separation should have been identified as October 2. Also, in conversation with Bob prior to his departure, Jim stated that he was given the impression that Bob wanted to characterize his status as retired.

Jim stated that while Bob reached out to some Planning Committee and Board members on this issue, he never reached out to him. This was the first opportunity to provide a correction.

Terry Rice moved for the correction of the minutes from the November 10, 2016 Planning Committee meeting; Erik Frisch seconded the motion. The motion passed unopposed.

4. Approval of Minutes

Angela Ellis moved for approval of the minutes from the January 5, 2017 Planning Committee meeting; Tom Goodwin seconded the motion. The minutes were approved as presented.

5. Reports and Action on Old Business

a. Reports on UPWP Projects and Other Activities

GTC

James Stack reported:

- GTC Strategic Planning: Staff is monitoring the performance measures rulemaking. We are also monitoring various proposals to enact a large infrastructure investment package.

- Regional Traffic Count Collection: Contract was executed on December 28. Coordination with Monroe County is underway, counts can begin as soon as the weather permits. A project kick-off meeting has been scheduled.
- LRTP Update/Implementation: The *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040* (LRTP 2040) was adopted by the GTC Board on June 9. Printed copies were delivered on August 3. The GTC website will be the primary platform for making LRTP 2040 available. GTC staff will print copies on demand.
- Advancing Health-Informed Transportation Decision Making: The first Steering Committee meeting was held January 19.
- Genesee-Finger Lakes Regional Critical Transportation Infrastructure Vulnerability Assessment: The project was accepted by the GTC Board at its June 9 meeting.
- Genesee-Finger Lakes Regional TSMO Strategic Plan: The Steering Committee met January 26 where members reviewed draft objectives and initiatives. The next Steering Committee meeting is expected in March.
- Vulnerable Users Safety Assessment Program Phase 1: This project is on hold until a new Active Transportation Program Manager is brought on board at GTC.
- Congestion Management Process (CMP): GTC staff have integrated the CMP toolbox into LRTP 2040.
- Greater Rochester Regional Commuter Choice Program: This project is on hold until a new Active Transportation Program Manager is brought on board at GTC.
- Travel Time Data Collection Program: GTC staff continue to review the data to conduct brief assessments of major incidents and other events as applicable.
- Cross Asset Highway and Bridge Evaluation and Prioritization Tool: A draft Scope of Work is under development and is expected to be presented at the April meeting.

Angela Ellis reported:

- Livingston County Human Services Trip Planning Website: An intern was recently hired and will be integrating data into the website to generate trip results and assist with the development of a marketing strategy. The consultant is redesigning the website to make it more user friendly, utilizing its "one-click" application.

G/FLRPC

James Stack reported:

- Regional Land Use Monitoring Report: The surveys have been distributed and data entry is underway.
- Regional Transportation and Food Systems Analysis: The project was accepted by the GTC Board at its June 9 meeting.

Livingston County

Angela Ellis reported:

- Hamlet of Greigsville Transportation Safety & Access Improvement Plan: The contract has been executed and the first Steering Committee meeting is likely to be scheduled the week of February 27.

Monroe County

Tom Goodwin reported:

- Monroe County Land Use Monitoring: The County hired a new staff member to help administer the program. The surveys will be sent out next week.

Terry Rice reported:

- Monroe County Guiderail Inventory Program: A draft report is being developed and the consultant is reviewing GIS data.
- Monroe County High Accident Location Program: No progress to report.

Ontario County

Jody Binnix reported:

- Ontario County Freight Corridor Development Plan: A draft report was received by GTC and comments were given to the County. The draft report will be distributed to the Steering Committee shortly for comments.

Orleans County

Jerry Gray reported:

- Orleans County Sign Inventory Program: The project kickoff meeting was held February 7. Data collection will begin as weather permits.
- Orleans County Guiderail Inventory Program: See the Orleans County Sign Inventory Program above.

James Stack reported:

- Lake Ontario State Parkway Transportation Alternatives Feasibility Study: The contract is being finalized.

City of Rochester

Josh Artuso reported:

- City of Rochester Monroe Avenue Parking Study: The study is completed and will be presented later in the meeting.

Erik Frisch reported:

- City of Rochester Comprehensive Access & Mobility Plan: The Scope of Work will

be presented later in the meeting.

Doug Benson reported:

- City of Rochester Mobility Enhancement Study: The contract is in the process of being signed by the Mayor's office. The Project Advisory Committee will meet in late February or early March to kick off the study.

RGRTA

Eric Farr reported:

- RGRTA Regional Operational Service Audit: The final report is complete. Recommendations are being reviewed for each individual location.
- RTS Route Overhaul and Refinement Analysis: The Routes in the one hundred series were traditionally referred to as "Limited" however, they have been rebranded as "ROC-it" to better reflect the limited stop service that complete a route in less time. Planned changes are expected to go live in June.
- Super Transit Zones Development Study: The draft report is being developed. The customer survey was held January 9 through February 2. Results from the customer surveys are being compiled by RTS staff and will be released soon.

Wyoming County

Todd Gadd reported:

- Wyoming County Guide Rail Installation Assessment: The field data collection is complete. The consultant is processing the data.

Other Agencies

James Stack reported:

- Hojack Trail Feasibility Study: Project was presented for closeout at the January meeting and recommended for acceptance by the GTC Board in March.
- Silver Lake Trail Feasibility Study: No progress to report.
- Irondequoit Bay Outlet Bridge Alternatives Analysis Study: The first Steering Committee was held January 26. The consultant provided an overview of the study and the major alternatives that will need to be analyzed.
- Route 96 Transformative Corridor Strategic Infrastructure Plan: No progress to report.

Terry Rice stated if facilities along Route 96 are to be connected to the Regional Traffic Operations Center, Monroe County needs to be involved in the project.

Bill Wright stated the Route 96 Transformative Corridor Strategic Infrastructure Plan was just getting started and Monroe County will be involved if needed.

James Stack noted the kick off meeting for Route 96 has not yet been held.

- Pittsford Active Transportation Plan: The second public meeting was held January 12. The project is expected to be presented for closeout at the April 13 meeting.
- Geneva Active Transportation Plan: No progress to report.
- Town of Irondequoit Active Transportation Plan: The project is complete and will be presented to the Planning Committee for close out soon.

Terry Rice stated that Monroe County has yet to see a draft for the Town of Pittsford Active Transportation Plan. Additionally, comments were provided to the Town of Irondequoit but feedback has not yet been received.

James Stack noted that he would reach out and follow up with the project sponsors.

- Town of Perinton Active Transportation Plan: The project was accepted by the GTC Board at its September 1 meeting.

b. Any Other Old Business or Announcements

1. Joint FHWA/FTA Certification Review

James Stack reported every four years, GTC must go through a Certification Review conducted by FHWA and FTA. The primary purpose of the review is to that the planning requirements that govern Transportation Management Areas are being satisfactorily implemented. On January 24, FHWA and FTA notified Jack Marren, GTC Chairperson, that they have begun the review process. A field visit has been scheduled for March 22 through March 24. FHWA and FTA are interested in meeting with Board members near the beginning of the visit but an agenda has not yet been finalized.

Terry Rice noted that advanced notice to Board members is preferred if FHWA would like to meet with members in person. Additionally, the subsequent Planning Committee member should also be notified if their Board representative will be meeting with FHWA.

James noted that GTC will be seeking additional clarification from FHWA regarding their desire to hold in person meetings with Board members.

2. New Secretary of Transportation

James Stack reported on January 31, the US Senate confirmed Elaine Chao as the Secretary of Transportation by a vote of 93 to 6. Secretary Chao's husband, Senate Majority Leader Mitch McConnell of Kentucky, voted "present" to avoid any conflict. Both New York Senators voted against Ms. Chao. She has previously served as Labor Secretary under George W. Bush and as Deputy Transportation Secretary under George H.W. Bush. During her nomination hearing, Chao emphasized the need for sustained funding for transportation projects with the potential to use private funding for some support.

3. Performance Based Planning

James Stack reported on January 9, FHWA released the Final Rules to implement the Bridge and Pavement Measures and the System Performances Measures. As part of the rollout, FHWA scheduled webinars to provide overviews of these final rules on January 25 and January 26, respectively. On the morning of January 25 these webinars were cancelled. Implementation of the Final Rule has been postponed indefinitely. Staff from both the Association of Metropolitan Planning Organizations (AMPO) and American Association of State Highway and Transportation Officials (AASHTO) have indicated that putting rules on hold is fairly routine during transitioning to a new Administration. With the confirmation of Elaine Chao, the expectation is that the rulemaking process will get moving again fairly soon.

4. Infrastructure Plans

James Stack stated that, at this time, there is broad consensus on the Hill that a new infrastructure package will not be delivered within the first 100 days of the Trump administration. House Transportation Committee Chairman Bill Shuster of Pennsylvania has indicate he expects that Congress will look for ways to pay for infrastructure spending in the first 100 days. Once the funding is identified, Congress can focus on a big infrastructure package during the second 100 days.

Another consideration yet to be settled is the size of the package. During the campaign, proposals ranged from \$500 million to \$1 trillion but Congress has not come to agreement on what they feel can be supported. At this point, there is no way to know what the final proposal will amount to. However, there is broad consensus that any proposal should broadly cover infrastructure and not be limited to roads and bridges.

President Trump has shown a preference for incorporating private funding into the mix. If the public-private partnership model is pursued, then there is an expectation of a return on investment. This will likely come in the form of tolls but can also be in the form of set payments as you might see with a bond. Since our needs are on the existing system and we don't have significant congestion in the region, I don't see much potential for new toll facilities. There would be many other options people can use to avoid the tolls. During her confirmation hearing, the Secretary did indicate there may be a willingness for direct federal spending on transportation.

There is also a desire to reduce the red tape that can slow a project. A chief complaint of the "shovel-ready" projects funded via American Recovery and Reinvestment Act of 2009 (ARRA) was they took too long to get off the ground. Secretary Chao expressed the need to increase the pipeline of available projects. Whatever we can do in this region to accelerate the design of projects may position us well to take advantage of any discretionary funding that results from an infrastructure package.

On January 21, Senate Democrats announced a plan for a \$1 trillion infrastructure package covering a broad range of facilities. Of note, the proposal includes \$210 billion to repair roads and bridges and \$180 billion for rail and bus transit. Republicans have warned that they will not support a plan that would require a large allocation of federal funds. Senate Majority Leader Mitch McConnell has indicated that any package considered by Congress needs to be paid for and not add to the deficit. While this plan is not likely to pass, it does establish a footing from which the Democrats can begin to negotiate.

On February 2, Senator Deb Fischer of Nebraska, chairwoman of the Surface Transportation Subcommittee, announced a new idea to pay for federal highway aid. The legislation would temporarily divert freight cargo and passenger revenue from Customs and Border Patrol to the Highway Trust Fund (HTF). The Build USA Infrastructure Act would divert \$21.4 billion annually for five years to cover the projected shortfall in the HTF. There is concern in rural areas that President Trumps plan for private investments would likely favor urban and high-traffic areas that can generate a revenue stream.

Jim continued, on February 7, Peter DeFazio, the Ranking Member (or top Democrat) of the House Transportation & Infrastructure sent President Trump a letter outlining three potential solutions for increased revenue that can be used to improve infrastructure. The first solution is the *A Penny for Progress* proposal which provides more than \$500 billion in infrastructure investment to improve the conditions of our Nation's highways, bridges, and public transit systems, address the Federal underinvestment which has caused the current state-of-good-repair backlog, and address future highway and transit needs through federal fiscal year 2030. To finance the additional investment, the *A Penny for Progress* proposal authorizes the U.S. Department of Treasury to issue 30-year Invest in America Bonds annually, through 2030. Each bond will be repaid at the end of its 30-year term, using revenues from indexing the gasoline and diesel user fees beginning in 2017. Indexing will likely increase the gas and diesel user fees by approximately 1 cent per year, and the increase will be capped at no more than 1.5 cents annually. This proposal is estimated to generate \$20.3 billion per year in additional federal funding.

The second solution deals with ports and harbors. The proposal unlocks \$9 billion that has already been deposited in the Harbor Maintenance Trust Fund. The third solution generates additional revenue for airport improvements by raising the cap on the Passenger Facility Charge.

On February 1, a broad coalition of organizations with an interest in national transportation policy and funding sent a letter to President Trump encouraging him to work with Congress to find a way to make sustainable funding for transportation projects a reality. They note that any proposal needs to cover all types of infrastructure across the country but transportation is the main focus of the letter. The organizations that have signed for which GTC is closest to are:

- the American Association of State Highway and Transportation Officials;
- the American Council of Engineering Companies – New York;

- the American Highway Users Alliance;
- the American Public Transportation Association;
- the American Road & Transportation Builders Association;
- Associated General Contractors – New York State;
- Capital District Transportation Authority;
- National Association of Regional Councils; and
- Rochester-Genesee Regional Transportation Council.

Jim noted if anyone wanted a copy of the letter, to send him an email.

6. Action Items

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

1. Task 7702 – Rochester Comprehensive Access & Mobility Plan (City of Rochester)

Erik Frisch presented the Scope of Work for Task 7702. The Comprehensive Access & Mobility Plan or CAMP project will develop the multi-modal transportation component of the City's ongoing Comprehensive Plan Update (Rochester 4.0 – Our Neighborhoods, Our Future). The CAMP will further develop the initial findings of Rochester 4.0 as they relate to transportation. The CAMP will result in a coordinated multi-modal transportation plan comprising of six Focus Area Reports – Bikeable City Plan, Walkable City Plan, Transit Ready City Plan, Goods Movement Plan, Smart City Vision Plan, and Street Design Manual. Erik noted the timing of other on-going City planning initiatives, stating that the CAMP project will coordinate with the Mobility Enhancement Study. The project will kick off this summer and is scheduled to be completed within 18 months.

Jim Willer asked about the Street Design Manual Focus Area Report, stating that street design guidance is typically presented as an official manual, not a plan.

Erik responded that the Focus Area Report will layout expectations on design guidelines that the City will be looking to implement in an easy to understand format verses engineering level design standards.

Terry Rice asked if shoulder and lane widths would be included.

Erik stated in the affirmative, general streetscape standards will be incorporated.

Jim Stack stated that perhaps the word manual is too official and that the Focus Area Report may need to be reframed as a guide or vision.

Erik replied that the Street Design Focus Area Report can be referred to as a guide.

Bill Wright moved to approve the UPWP Project Scope of Work for Task 7702; Kevin Rooney seconded the motion. The motion passed unopposed.

- b. Action concerning **Classification of FY 2017-2018 Unified Planning Work Program tasks in accordance with the GTC Public Participation Plan** and Recommendation to the GTC Board concerning **approving the FY 2017-2018 Unified Planning Work Program** / Proposed Council Resolution 17-1

Jim Stack reported that the Planning Committee approved the Draft FY 2017-2018 UPWP Project List for public review. The list was made available for public review from January 9 through February 7. The document was available at GTC, NYSDOT-Region 4; the County Planning offices in Genesee, Livingston, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates counties; and the reference desks of the Rochester Central Library, the Lyons Public Library, the Wadsworth Library in Geneseo, and the Wood Library in Canandaigua. GTC did not receive any comments.

In accordance with the GTC Public Participation Plan, GTC staff must recommend to the Planning Committee a classification for each UPWP-funded task. The Plan requires UPWP-funded tasks to establish public input opportunities based on the project's classification. Consistent with past efforts, the classification is being integrated into the recommended UPWP. The GTC staff recommended classification of each new task with justification can be found on pages 20 and 21 of the meeting package. Classifying projects as part of the UPWP adoption allows sponsors of new projects to be able to present scopes of work for Planning Committee consideration as early as April.

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

Jim noted that staff, after producing copies of the draft, realized that they did not update task 8170 to reflect the change from a regional mobility management project to one based solely in Livingston County. A revision to page 77 of the draft was distributed. This is the project that Livingston County has been reporting on regularly this fiscal year.

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

Tom Goodwin moved to approve the Classification of FY 2017-2018 Unified Planning Work Program tasks in accordance with the GTC Public Participation Plan and recommend that the GTC Board adopt Proposed Council Resolution 17-1; Jim Willer seconded the motion. The motion passed unopposed.

- c. Recommendation to the GTC Board concerning **accepting a report as evidence of completion of a UPWP Task** / Proposed Council Resolution 17-3
 1. Recommendation to the GTC Board concerning **accepting the *Monroe Avenue Parking and Mobility Study* as evidence of completion of UPWP Task 6361** / Proposed Council Resolution 17-3 (City of Rochester)

Bill Price, from Fishers Associates, presented Task 6361. The Study was initiated to provide a comprehensive assessment of existing parking and mobility conditions along the Monroe Avenue corridor from the former Inner Loop to Culver Road in the City of Rochester in order to improve and enhance the overall mobility options, parking availability, walkability and transportation choices available to the public within the study area. While there were many complaints that lack of parking along the corridor was an issue, it was found to be a perception problem, not a supply issue. Overall, an excess parking exists along the corridor. There are "hot spots" where parking demand is high and willingness to walk is low. From a user perspective current parking restrictions are confusing and inconsistent, which in turn make finding parking difficult, leading to the perception problem. Recommendations include creating an implementation committee and a parking district.

Angela Ellis asked if the analysis included evaluating the availability of handicapped parking, noting the lack of such parking may contribute to the boomer generation perceiving a lack of parking at a higher rate. Bill replied yes, there is an under supply of handicapped parking although this issue was not brought to light in public comments.

Terry Rice asked about parking enforcement as it related to parking signs. Bill noted that while the signs are correct, the plethora of parking signs and requirements are challenging for those seeking parking. Enforcement would be easier with streamlined regulations.

Terry further noted that all proposed signage, such as the pictorial sign in the executive summary, need to meet regulatory requirements. Bill noted that the sign shown in the report are for illustrative purposes.

Andrea Guzzetta asked if the parking enforcement was struggling with the regulations or were the residents perceiving that the regulations were not being enforced. Bill noted that during high demand parking times, such as Friday and Saturday nights, the police are generally dealing with more pressing issues than enforcing parking regulations. The police and parking enforcement are not confused over the regulations, it's the users of the system that are confused.

James Stack noted that streamlined parking policies may solve users' frustrations. Bill replied in the affirmative noting that was a short term recommendation.

Erik Frisch moved to recommend that the GTC Board adopt Proposed Council Resolution 17-3; Terry Rice seconded the motion. The motion passed unopposed.

- d. Action and recommendation to the GTC Board concerning **modifying and amending the 2017-2020 Transportation Improvement Program** / Proposed Planning Committee Resolutions 17-2 through 17-11 and Proposed Council Resolutions 17-4 through 17-16

Scott Leathersich stated that proposed Planning Committee Resolution 17-4 would be taken under consideration as a Council Resolution due to the scale of project cost changes. Scott suggested that Proposed Planning Committee Resolutions 17-2 and 17-3, and 17-5 through 17-11 be grouped together under a single action following the discussion of the items. No member or alternate objected.

1. Action concerning **modifying the 2017-2020 TIP by modifying phase costs of the LOSP from Rt 237 to Rt 19 Pavement Restoration project** / Proposed Planning Committee Resolution 17-2 (NYSDOT)

Chris Reeve stated that the LOSP project would proceed from IPP to the Detailed Design phase. The Preliminary Engineering funds would be transferred to the Construction phase.

2. Action concerning **modifying the 2017-2020 TIP by reducing the Federal share of the NYSDOT Bridge Preventative Maintenance (FFY 2017) project** / Proposed Planning Committee Resolution 17-3 (NYSDOT)

Chris Reeve stated that the bridge locations were modified per GTC Resolution 16-64; however, not all locations were eligible for 90% Federal share available to Interstate projects. The reduction increases the FFY 17 available balances by \$319,444.

3. Action concerning **modifying the 2017-2020 TIP by decreasing the costs of the Bridge Painting in Ontario & Wayne Counties (FFY 2017) project** / Proposed Council Resolution 17-4 (NYSDOT on behalf of Ontario County)

James Stack stated that the Total Cost change exceeded the Administrative Modification threshold and the recommendation would be considered under a proposed Council Resolution.

4. Action concerning **modifying the 2017-2020 TIP by decreasing the costs of the Group 1 Bridge Preventive Maintenance project** / Proposed Planning Committee Resolution 17-5 (NYSDOT on behalf of Ontario County)

Chris Reeve noted that the Construction phase cost was reduced based upon PS&E amount. The reduction increases the FFY 17 available balances by \$39,576.

5. Action concerning **modifying the 2017-2020 TIP by modifying the Project Description and Notes of the I-390 Interchange Improvements @ 490 (Stage 2) project** / Proposed Planning Committee Resolution 17-6 (NYSDOT)

Chris Reeve stated that the project description was revised to reflect the construction activities and that the BINs were added to the project notes.

6. Action concerning **modifying the 2017-2020 TIP by renaming and changing the project limits of the Route 252 Pavement MbC, Village of Pittsford to Commons Way project** / Proposed Planning Committee Resolution 17-7 (NYSDOT)

7. Action concerning **modifying the 2017-2020 TIP by renaming and changing the project limits of the Route 96 Pavement MbC, Pittsford VL to Garnsey Rd project** / Proposed Planning Committee Resolution 17-8 (NYSDOT)

Chris Reeve explained that NYSDOT has two abutting projects on Routes 252 and 96. Due to anticipated pavement treatment types, NYSDOT requested to change the limits of these projects a short distance to the east of the current limit. There were no changes to Total Cost.

8. Action concerning **modifying the 2017-2020 TIP by changing select phases of the Auburn Trail Connector project** / Proposed Planning Committee Resolution 17-9 (Town of Farmington)

Chris Reeve noted that the ROW Acquisition phase was reduced due to estimates received. The remaining phases were adjusted so that the Federal share was increased to 80%. There was no change to the total cost of the project. The source of Federal funds is the Transportation Alternatives Program and they are not available for any other project.

9. Action concerning **modifying the 2017-2020 TIP by increasing a phase cost of the CR 59 – Bixby Hill Rd – Mill and Fill project** / Proposed Planning Committee Resolution 17-10 (Wyoming County)

Todd Gadd noted that the requested funds were to cover the higher than estimated cost of the Detailed Design phase. The offset of Federal funds is provided by available balances.

10. Action concerning **modifying the 2017-2020 TIP by changing the Project Type and Description of the Clarkson Parma Townline Road/Otis Creek project** / Proposed Planning Committee Resolution 17-11 (Monroe County)

Terry Rice noted that the replacement of a bridge deck is considered "Rehabilitation" and that this was the work that was contemplated in the original TIP application. NYSDOT Main Office has requested the change in the project type to correspond with the planned work.

Terry Rice moved to adopt Proposed Planning Committee Resolutions 17-2 and 17-3, and 17-5 through 17-11; Bill Wright seconded the motion. The motion passed unopposed.

11. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by changing select phases of the East Main Street Reconstruction Project** / Proposed Council Resolution 17-4 (City of Rochester)

Erik Frisch stated that the increase in State funds is from a Regional Economic Development Council award of \$1,500,000. He noted that the reduction in the Construction phase was due to a refinement of the estimates for the bicycle and pedestrian facilities included as part of the project. There is no change in the Federal share of the project.

12. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by increasing the cost of the Marsh Road Over the Erie Canal Bridge Minor Rehabilitation project** / Proposed Council Resolution 17-5 (NYSDOT)

Chris Reeve explained that the Detailed Design phase would be State-funded and a reduction in the cost of the Construction Inspection phase would offset the increase in the cost of the Construction phase. He noted that there is no change in Federal share of the project.

13. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding select phases of the Fairport Rt. 31F West Church St. Resurfacing project** / Proposed Council Resolution 17-6 (Village of Fairport)

James Stack stated that the Village of Fairport requested funding for the Scoping and Preliminary Engineering phases. The Village had originally planned to fund these phases but had unexpected expenditures on other projects. He noted that the funds would be provided by available balances.

14. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by increasing the cost of the Region 4 Pavement Marking Contract (2018) project** / Proposed Council Resolution 17-7 (NYSDOT)

Chris Reeve explained that the State-funded 2017 project for pavement markings would be merged into the 2018 project. This would create a two-year project covering the entire region that will be more efficient to manage and more flexible to implement. There is no change in the Federal amount on the project.

15. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by increasing the cost of the Rt 88 (Main Street) Reconstruction, Village of Newark project** / Proposed Council Resolution 17-8 (NYSDOT)

Chris Reeve noted that this project was previously added to the TIP using funding from the SFY 2015-16/2019-20 Transportation Capital Program (MOU).

The increase in the Total Cost is within the overall the total Cost included in the MOU.

16. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the Rt 63 Pavement Preservation from Rt 20 to Batavia City Line project** / Proposed Council Resolution 17-9 (NYSDOT)

Chris Reeve noted this is a new project with funding from the MOU and requires no offset.

17. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the Village of Holley Pavement Preservation project** / Proposed Council Resolution 17-10 (NYSDOT)

Chris Reeve noted this is a new project with funding from the MOU and requires no offset.

18. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the Ridgeway Segment of the City of Rochester Eastman Trail project** / Proposed Council Resolution 17-11 (NYSDOT on behalf of the City of Rochester)

Erik Frisch introduced the new project funded through Earmark Repurposing and noted that the total Federal share was \$1,400,000, not \$1,640,800 as shown in the memo. Jim Stack indicated this would be corrected for the Board mailing.

19. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the Railroad Crossing Improvement Project at Quaker Rd and Canandaigua Rd project** / Proposed Council Resolution 17-12 (NYSDOT on behalf of the Town of Macedon)

Chris Reeve introduced this new project funded through Earmark Repurposing.

20. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the 390 Multi-Use Trail project** / Proposed Council Resolution 17-13 (NYSDOT)

Chris Reeve introduced this new project funded through Earmark Repurposing. He noted that this is the last segment to be completed on the 390 Trail and would connect to the Erie Canalway Trail.

21. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by advancing select phases of the Four Canal Bridges Rehabilitation project** / Proposed Council Resolution 17-14 (NYSDOT)

Chris Reeve explained that the Preliminary Engineering phases are being split across FFY's 2017 and 2018 to allow the design to begin sooner and provide an

offset for the Route 941B/404 Pavement MbC, Rochester CL to Gravel Road project. Design Approval is not expected until 2018.

22. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by deferring select phases of the Route 941B/404 Pavement MbC, Rochester CL to Gravel Road project** / Proposed Council Resolution 17-15 (NYSDOT)

Chris Reeve noted that the offset of FFY 17 funds is provided by the "Four Canal Bridges Rehabilitation" project (TIP # H17-13-MN1, PIN 440418). There is a concern the Design Approval will not occur in the current FFY and this change allows the engineering activity to progress on a steady pace.

23. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the Region 4 Pedestrian Safety Action Plan Implementation Phase I project** / Proposed Council Resolution 17-16 (NYSDOT)

Jim Willer provided the following revisions to Proposed Council Resolution 17-16:

- *Add* a new project to the FFY 2017-2020 TIP with a total cost of \$8,240,000 (\$8,240,000 Federal);
- *Add* a FFY 17 Detailed Design phase of \$100,000 (\$100,000 Federal);
- *Add* a FFY 17 Construction phase of \$7,400,000 (\$7,400,000 Federal);
- *Add* a FFY 17 Construction Inspection phase of \$740,000 (\$740,000 Federal).

Jim explained that the Phase I project would fund safety improvements to uncontrolled and signalized intersections on the State system in Large and Small Urban areas, as designated by the US Census Bureau. These improvements are categorized into three packages of treatments that will be implemented based upon site reviews by NYSDOT staff and consultants. He added that State touring routes were eligible to be funded during this Phase.

He noted that a statewide solicitation for local, or Phase II, projects to fund systemic pedestrian improvements would be issued later in 2017.

Bill Wright moved to recommend that the GTC Board adopt Proposed Council Resolutions 17-4 through 17-16; Jim Willer seconded the motion. The motion passed unopposed.

Erik Frisch requested that the Planning Committee consider one additional Administrative Modification and two additional Amendments. No member or alternate objected.

24. Action concerning **modifying the 2017-2020 TIP by reducing the Total Cost of the City of Rochester Highway Preventive Maintenance Group #4 project**/ Proposed Planning Committee Resolution 17-12 (City of Rochester)

Erik Frisch stated that the Construction phase was reduced based upon PS&E amount. The offsets are requested to be provided to the City of Rochester

Highway Preventive Maintenance Group #3 and the Ames St., Buffalo Rd., Main St., and West Ave. Preventive Maint. projects.

Erik Frisch moved to adopt Proposed Planning Committee Resolution 17-12; Bill Wright seconded the motion. The motion passed unopposed.

25. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by reinstating the City of Rochester Highway Preventive Maintenance Group #3 project** / Proposed Council Resolution 17-23 (City of Rochester)

Erik Frisch requested that the project be reinstated and that a supplemental Detailed Design phase be added to cover greater than estimated costs.

26. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by reinstating the Ames St., Buffalo Rd., Main St., and West Ave. Preventive Maint. project** / Proposed Council Resolution 17-24 (City of Rochester)

Erik Frisch requested that the project be reinstated and that a supplemental Detailed Design phase be added to cover greater than estimated costs. He attributed these increased costs to multiple alternatives to pedestrian and ADA designs.

Terry Rice asked if the City had known about these shortfalls in these Detailed Design phases previously. Erik replied in the affirmative and noted that this Federal funding would supplant local funds.

Erik Frisch moved to recommend that the GTC Board adopt Proposed Council Resolutions 17-23 through 17-24; Kevin Rooney seconded the motion. The motion passed unopposed.

- e. Recommendation to the GTC Board concerning **amending the 2017-2020 Transportation Improvement Program by changing the funding sources of Pratt Road (CR #32) over Tonawanda Creek (TIP # B17-34-GN2, PIN 475543) and the Papermill Road Bridge Replacement (TIP # B17-21-LV1, PIN 4LV001) and adding twelve projects awarded funding through the BRIDGE NY Program** / Proposed Council Resolution 17-18

James Stack provided an update that, as of the date of the meeting, NYSDOT Main Office had not indicated specific funding details for the list of projects that would be necessary for inclusion in the TIP. As a result, he requested that the Planning Committee recommend that the GTC Board authorize the GTC Executive Director to make any necessary changes to the *FYs 2017-2020 Transportation Improvement Program* and associated changes to the *2017-2020 Statewide Transportation Improvement Program* to add twelve new projects and amend two existing projects by supplanting the regional funding, as described in Table 1, without any further action by the GTC Board.

James noted that this authorization for GTC staff to act on behalf of the Council is requested in order to give local project sponsors the best opportunity to proceed to construction letting within eighteen months of completion of the State-Local Agreements, as required by the BRIDGE NY program, without further delay to accommodate the quarterly TIP amendment cycle. He added that any action taken by the GTC Executive Director in furtherance of this authorization will be reported at the next GTC Board meeting.

Don Higgins raised concerns that the Papermill Road Bridge Replacement may be classified as a historic structure which would impact the 18 month timeline for the BRIDGE NY Program. He noted that he expects a determination to be made within six weeks.

James Stack stated that GTC staff will work with Livingston County to ensure that available funds for STP-Flex are left in place until it is determined that the project can proceed under the BRIDGE NY Program.

Jim Willer noted that the Scoping and Preliminary Engineering phases have been authorized already.

Timothy Hens noted that Killian Road should be referred to as Pratt Road to correspond to the National Bridge Inventory (NBI). Jim Stack noted that the County can pursue a correction to the NBI after the project has been complete to avoid any confusion in the future.

Terry Rice moved to recommend that the GTC Board adopt Proposed Council Resolution 17-18; Kevin Rooney seconded the motion. The motion passed unopposed.

- f. Recommendation to the GTC Board concerning **amending the 2017-2020 Transportation Improvement Program** / Proposed Council Resolutions 17-17 and 17-19 through 17-22

James Stack stated that, as mentioned at the January meeting, when the *FFY 2017-2020 TIP* was adopted, there were significant balances of Highway Safety Improvement Program funds still available. This was due to the limited number of eligible projects submitted in response to the TIP project solicitation. On October 21, GTC and NYSDOT-Region 4 solicited safety projects to be considered for HSIP funds from the regional balance. Applications were due December 9 and we received five project proposals.

Subsequent to mailing the meeting package, a final determination was made by GTC and NYSDOT staff that the project proposed by the Town of Henrietta, installing a sidewalk on Hylan Drive, does not meet the requirements to identify data-driven countermeasures that would make it eligible for HSIP funds. The crashes identified in the project limits do not establish a pattern by which a sidewalk is an effective countermeasure. A letter was sent to the Town informing them of this

determination. Accordingly, proposed Council Resolution 17-17 is being withdrawn from consideration.

After further discussion with Monroe County, it has been determined that construction of the Ridgeway Avenue project (#4) should be programmed in FFY 2020. The schedule in the transmittal memo was very aggressive and was driven by the availability of funding within each year. There is not capacity to fund construction in FFY 2019 given the need to coordinate the Route 63 at Court Street Intersection project with the nearby Route 63 Bridge project.

2. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the NY 63 at Court Street Intersection Improvements project** / Proposed Council Resolution 17-19 (NYSDOT)
3. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the NY 286 at Five Mile Line Intersection Improvements project** / Proposed Council Resolution 17-20 (NYSDOT)
4. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the Ridgeway Avenue Safety Improvements project** / Proposed Council Resolution 17-21 (Monroe County)
5. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the Monroe County Reflective Backplate project** / Proposed Council Resolution 17-22 (Monroe County)

Bill Wright moved to recommend that the GTC Board adopt Proposed Council Resolution 17-19 through 17-22; Jim Willer seconded the motion. The motion passed unopposed.

7. New Business

Tim Hens requested that the Planning Committee consider an additional TIP modification. No member or alternate objected.

Proposed Planning Committee Resolution 17-13 (Modifying the *2017-2020 TIP* by reducing the Total Cost of the River Street over Tonawanda Creek Minor Rehabilitation project

(TIP # B14-08-GN2, PIN 476062) – Genesee County

- *Reduce* the Total Cost from \$1,964,388 (\$1,571,510 Federal) to \$1,740,000 (\$1,392,000 Federal);
- *Reduce* a FFY 17 Construction phase from \$1,723,148 (\$1,378,518) to \$1,550,000 (\$1,240,000 Federal);
- *Reduce* a FFY 17 Construction Inspection phase from \$241,240 (\$192,992) to \$190,000 (\$152,000 Federal).

The source of Federal funds is the Surface Transportation Program – Flex. This action increase the available balances by \$179,510.

Kevin Rooney moved to adopt Proposed Planning Committee Resolution 17-13; Bill Wright seconded the motion. The motion passed unopposed.

8. Public Forum

No member of the public spoke during the Public Forum.

- 9. Next Meeting:** April 13, 2017 at Rochester City Council Chambers
30 Church Street
Rochester, NY 14614

All materials for items to be considered at this meeting should be submitted to GTC staff no later than Friday, March 31, 2017.

10. Adjournment

The meeting adjourned at 12:36 p.m.