

**GENESEE TRANSPORTATION COUNCIL
PLANNING COMMITTEE MEETING**

**May 14, 2020
10:00 a.m.**

Due to physical distance requirements during the COVID-19 outbreak, this meeting was conducted online rather than in-person.

PLANNING COMMITTEE MEMBERS PRESENT

Scott Leathersich, Monroe County - At Large (Chairperson)
Rochelle Bell, Monroe County Planning Board
Timothy Frelier, Monroe County
Erik Frisch, Rochester - At Large
Todd Gadd, Wyoming County
Carlos Gonzalez, FHWA
Timothy Hens, Genesee County Highway Department
Bob Kiley, Monroe County Supervisors' Association
Dorraine Kirkmire, City of Rochester Planning Commission
David Lindsay, Monroe County - At Large
John Papponetti, Orleans County
Christopher Reeve, New York State Department of Transportation – Region 4
Kevin Rooney, Wayne County
Mitch Rowe, Seneca County
Robert Scanlon, Rochester City Council
Bill Wright, Ontario County
David Zorn, Genesee/Finger Lakes Regional Planning Council (G/FLRPC)

ALTERNATE REPRESENTATIVES PRESENT

Eric Farr, Rochester Genesee Regional Transportation Authority (RGRTA), representing Bill Carpenter
Don Higgins, Livingston County representing Angela Ellis

PLANNING COMMITTEE MEMBERS ABSENT AND UNREPRESENTED

Stephen Golding, Empire State Development Corporation
Norman Jones, City of Rochester
Mike Rockow, Monroe County Legislature
Steven Urlass, Federal Aviation Administration (FAA)
(Vacant), Yates County
(Vacant), NYS Thruway Authority
(Vacant), Federal Transportation Administration (FTA)
(Vacant), NYS Department of Environmental Conservation (NYSDEC)

OTHERS IN ATTENDANCE

Brian Anderson, Village of Honeoye Falls	Jeff Jamberdino, NYSDOT
Kimberly Baptiste, Bergmann PC	Matthew Jensen, Village of Perry
Jody Binnix, GTC staff	Dennis Judson, Fisher Associates
Laura Byer, Alta Planning + Design	Joel Kleinberg, NYSDOT
Zac Cracknell, Livingston County	Alex Kone, GTC staff
Adam Cummings, Town of Ontario	Lori Maher, GTC staff
Madhura Deshpande, PublicInput.com	Katie Olbrich, Barton and Loguidice
Tom Frys, Monroe County	Darin Ramsay, City of Rochester
Scott Helser, NYS Thruway Authority	James Reynolds, in.site:architecture

OTHERS IN ATTENDANCE (Continued)

Rob Richardson, City of Canandaigua
Emily Royce, Genesee/Finger Lakes Regional
Planning Council (G/FLRPC)
Chris Sichak, Erdman Anthony
James Stack, GTC staff

John Steinmetz, Barton & Loguidice
Chris Tortora, GTC staff
Bob Williams, GTC staff
Jason Wolfanger, Livingston County
Tanya Zwahlen, Highland Planning

1. Call to Order & Introductions

Scott Leathersich, Planning Committee Chairperson, called the meeting to order at 10:05 a.m. Alex Kone conducted a roll call of Committee members and alternates. The names of other attendees were captured from meeting log in information.

2. Public Forum

Nobody from the public spoke during the Public Forum.

3. Approval of Minutes

James Stack noted the following corrections to the February minutes:

- Page 7, in the second to last paragraph – his comments should read, “I realize this ***does not*** add up to \$200 billion...” Does not was omitted.
- Page 8, item 2 – the RideLivINGston.com website name is missing a “g”

BJ Scanlon moved to approve the minutes as corrected from the February 13, 2020 Planning Committee meeting; Chris Reeve seconded the motion. The motion passed unopposed.

4. Reports and Action on Old Business

a. Reports on UPWP Projects and Other Activities

GTC

Jim Stack reported:

- GTC Strategic Planning: No new activity to report.
- Long Range Transportation Plan Update/Implementation: The LRTP will be discussed under Item 4.c. An LRTP status update will be a standing item until a new LRTP is adopted.
- Genesee-Finger Lakes Scenario Tool: We were planning to have in-person training on the Urban Footprint platform several weeks ago. Due to COVID-19, we had to postpone. Given the expected duration of physical distancing and travel restrictions, we are now working to set up the training in a webinar format. I want to thank Monroe County Planning, particularly Pat Gooch, for making preparation to use their Training Room and provide laptops for the planned training.
- I-490 Integrated Corridor Management (ICM) Plan: The RFP was released February 7 and we received three Proposals by the March 20 deadline. COVID-19 affected our typical process but Joe Bovenzi and our partners adapted. The consultant evaluation and selection team identified a preferred consultant. We anticipate a contract to be executed before the end of this month.

- Vulnerable Users Safety Assessment Program Phases 1 & 2: The consultant held meetings with facility owners on March 10 & 11. Any additional comments will be incorporated into the final reports. Alex has been working with the consultant to wrap up the project. The project is expected to be presented for closeout this summer.
- Congestion Management Process (CMP): No activity to report.
- Travel Time Data Collection Program: Staff was planning to piggyback on the NYSDOT contract to extend our access to INRIX data as anticipated to be allowed in that contract. Unfortunately, NYSDOT has not yet formally awarded the contract. In order to maintain our access to the data and tools, staff has been working on a Sole Source procurement.
- Lake Ontario State Parkway Lane Transportation Alternatives Feasibility Study: NYSDOT, State Parks, and the consultant held a conference call on February 4 to better understand the transition from the Parkway to the entrance to Lakeside Beach State Park. It has been determined that it will not work out to move the park entrance to the east side of Oak Orchard Creek. NYSDOT is adjusting cost projections to reflect this. We plan to hold the final public meeting and wrap up the project fairly soon but COVID-19 will have an impact on timing.
- Genesee-Finger Lakes Regional Performance Measurement Monitoring & Evaluation System: Staff has been working with NYSDOT and MCDOT on next steps. Unfortunately, key staff have been heavily involved in COVID-19 activities and this project has not been able to progress.
- Transportation Impacts on Economic Development in the Greater Rochester International Airport (GRIA) Area: Joe Bovenzi developed a draft RFP for key partners to comment on. Meetings were conducted with several key partners. However, COVID-19 got in the way of finishing those meetings and many key staff have had to focus on the response. This project has not been able to progress.
- Cross Asset Highway and Bridge Evaluation and Prioritization Tool: You may recall, we have discussed using the Decision Lens platform and were planning a Proof of Concept approach last fall. We learned that NYSDOT Main Office was also looking at using Decision Lens for statewide asset decisions. We decided to hold off and see if the statewide approach would cover our needs. A decision was made to hold off on launching Decision Lens on a statewide basis and to work with MPOs on a Proof of Concept approach to evaluate the platform. I volunteered GTC to partner and we will likely join with NYSDOT Main Office and our counterpart in New York City on this project.
- Livingston County Human Services Trip Planning Website: The project was accepted by the GTC Board at its February 27 meeting.
- Greater Rochester Transportation Management Association Feasibility Plan: This project has stalled due to COVID-19. Ridership on the existing vanpools has been impacted by layoffs and furloughs. I don't want to get ahead of RGRTA but the announced delay of launching Reimagine RTS has delayed this project as well. We had paused the project until at least April 1 to have a better sense of the existing conditions with a new transit system. Now we need to wait for the

economy to reopen and gain an understanding of how people will choose to commute when it does. A contract has not been awarded and we will have to consider our options going forward.

G/FLRPC

Dave Zorn reported:

- Genesee Finger Lakes Region Local Update of Census Addresses 2020: The project is being presented for closeout under agenda item 5.b.
- Regional Land Use Monitoring Report: Due to the disruptions caused by COVID-19 staff has had difficulty in collecting data; however, progress continues to be made. So far, there is a 73% response rate.
- Implementing Complete Streets in the G-FL Region: A Guidebook: G/FLRPC Staff are continuing work on the draft guidebook and model policies. Outreach to municipal partners is ongoing.
- Regional Fleet Electrification Study: The scope of work is being presented for approval under agenda item 5.a.

Livingston County

Jim Stack reported:

- Livingston County Downtown Wayfinding Master Plan: GTC staff are working with the project sponsor on stakeholder outreach activities.
- Livingston County Mobility Management Strategy: The scope of work will be presented at a future meeting.

Monroe County

Rochelle Bell reported:

- Monroe County Land Use Monitoring: A few submissions have been received but the process is going slow. Another round of outreach will begin next week.

Tim Frelier reported:

- Monroe County High Accident Location Program: All of the 2019-2020 locations have been completed. Two of the 2020-2021 locations have been completed.
- Monroe County Traffic-Signal/Sign Pole Asset Management: A contract will be issued by the end of July.

NYS DOT

Chris Reeve reported:

- NYS DOT Safety Investigations and Analysis: The consultant is working on the crash analysis.
- O'Rourke Bridge Operations and Maintenance Analysis and Strategy: The RFP was released December 11 and we received two Proposals by the January 24 deadline. GTC staff requested some follow-up information for the consultant

evaluation and selection committee. The evaluation process stalled due to key participants being bogged down in the COVID-19 response. The project is back on track with interviews scheduled for May 19.

- Ramp Reconfiguration Study: No activity to report.

Ontario County

Jim Stack reported:

- State Route 332 & Route 96 Sub-Area Study: The original project kick-off meeting had to be postponed due to COVID-19. A virtual project kick-off meeting held was held May 11 and the project is now moving forward.
- Honeoye Hamlet Active Transportation Study: GTC staff received the Existing Conditions and Needs Assessment reports on March 20. After internal review, the documents were distributed to the project Steering Committee on April 1. The ability to hold a Steering Committee meeting was impacted by COVID-19 but the Committee is scheduled to meet via Zoom this afternoon (May 14).
- Ontario County SR 364/CR 11 Active Transportation Corridor Plan: The consultant provided a draft report on February 21 with comments due by March 20. Steering Committee comments were delayed due to COVID-19. The final Steering Committee meeting was held remotely on May 7. Edits to the Final Report are underway.

City of Rochester

Erik Frisch reported:

- West Main Street Multimodal Transportation and Placemaking Study: The scope of work is being presented for approval under agenda item 5.a.
- City of Rochester Comprehensive Access & Mobility Plan: The project is being presented for closeout under agenda item 5.b.

RGRTA

Eric Farr reported:

- RTS System Redesign: Due to the impacts of COVID-19, June 29 rollout of the RTS system redesign has been deferred. A new launch date has not yet been determined and the decision will be driven by future guidance with respect to managing COVID-19. Another consideration is the potential for the Rochester City School District students to return to schools and require busing, which impacts the complexity of implementing new routes. Other elements of the system redesign, such as construction of connection hubs, is progressing.

Seneca County

Mitch Rowe reported:

- Phase II - Cayuga-Seneca Trail: The project Steering Committee met on March 4 and decided on a preferred alternative and various alternate alignments to present at a public meeting. Trail alignment maps were revised based on

Steering Committee decision. Due to COVID-19, the public meeting was held online on April 15.

Wayne County

Jim Stack reported:

- Wayne County High Accident Location Study: GTC staff provided crash data and node data to the consultant. The consultant has been working with the data to develop a tool the County can use to identify locations of higher than expected crashes and to prioritize locations for crash mitigation.
- Ontario Midland Strategic Plan: This project has taken longer than expected and was slowed by COVID-19. A Business Opportunity Analysis is being finalized for distribution to the Steering Committee review by the end of this month.
- Gananda Parkway Pedestrian & Bicycle Active Transportation Plan: A Public participation and project work plans were prepared for review. The project was held up a bit by COVID-19. GTC met with consultant and sponsor on April 30 regarding the schedule going forward.

Other Agencies

Jim Stack reported:

- Route 390 Multi-Use Trail Restoration and Safety Improvement Study: GTC staff reached out to the Town of Greece in early March regarding consultant evaluation scores. In mid-March, the consultant selection committee identified firms to be interviewed. Scheduling was disrupted by COVID-19 but interviews were held via teleconference on April 16. A preferred consultant was identified and a contract is being developed.
- Honeoye Falls Circulation, Accessibility, and Parking (CAP) Study: The project is being presented for closeout under agenda item 5.b.
- Village of Avon Circulation, Accessibility & Parking: The consultant reached out to GTC with the need to reorganize the project staffing. GTC staff worked with Village and County representatives to gain comfort with the change and the path forward, which caused a delay in the project. The consultant provided a draft Inventory and Needs Assessment on March 18. The project Advisory committee met via teleconference March 31.
- Village of Waterloo Circulation, Accessibility and Parking (CAP) Study: The scope of work is being presented for approval under agenda item 5.a.
- Village of Perry Transportation Safety and Access Study: The scope of work is being presented for approval under agenda item 5.a.
- Mt. Morris-Leicester Route 36 Corridor Study: Due to COVID-19, GTC staff held coordinating calls with the consultant team on March 20 and Mayor Frank Provo on March 23 regarding next steps and changes to project schedule & activities. A coordination meeting was held with NYSDOT Traffic and Safety on April 2. A similar meeting was held with Town and Village staff on April 14. Data collection and existing condition research is underway. A project Coordination Call has

been scheduled for May 15.

- Beh Industrial Park Traffic Optimization Study: The scope of work is being presented for approval under agenda item 5.a.
- Canandaigua Waterfront Active Transportation Plan: The scope of work is being presented for approval under agenda item 5.a.
- Geneseo Active Transportation Plan: The project is being presented for closeout under agenda item 5.b.
- Sodus Point Active Transportation Plan: The project is being presented for closeout under agenda item 5.b.
- Maple Ridge Corridor Study: The project is being presented for closeout under agenda item 5.b.
- Middle Cheshire Road & Health Care Services Corridor Active Transportation Plan: Due to COVID-19, the advisory committee meeting scheduled for March 18 and the public meeting scheduled for March 30 were postponed. The consultant provided a draft Existing Conditions report on to the advisory committee on April 20 for review and comment. An advisory committee meeting was held on April 29. An existing conditions document was distributed to the advisory committee on May 4 for review and comment.

b. Any Other Old Business or Announcements

James Stack provided the following report:

COVID-19 Impact on GTC operations

Like all of you, COVID-19 has impacted how GTC is operating. The most obvious impact is that, as non-essential workers, all staff is working from home. As you know, RGRTA is our Host Agency and functions as our human resources department. The work from home arrangement began on March 17 and, based on guidance from the RGRTA People Department yesterday, this will continue until at least July 6.

Even before we closed the office, New York State gave indications that we would need to reduce staffing to 50 percent and there would be widespread impacts. Around March 12, State procurement rules were relaxed which allowed us to rapidly acquire equipment to work remotely. For the six staff that did not already have laptops, we were able to order them on March 13 for delivery on March 18. I want to acknowledge Chris Tortora's efforts to quickly get the equipment setup and configured to allow for all staff to work from home.

We also accelerated our efforts to pursue tools that would allow for remote meetings, both among staff and with staff from our partners. In addition to Chris' efforts, Alex Kone and Bob Williams were instrumental in getting our Microsoft Office 365 package upgraded and reconfigured for working on a shared cloud platform rather than needing to remotely connect to our desktops in the office.

The need for physical distance forced us to cancel the Planning Committee meeting scheduled for April 16. Given the circumstances, we had excellent communication with BJ Scanlon and Erik Frisch to make the adjustments. Thank you to the City of Rochester for your willingness to host the April meeting.

Staff continued to pursue ways to work more effectively and Lori Maher worked hard to establish the mechanism we are using today to hold this meeting. Although Governor Cuomo relaxed some aspects of the Public Meetings Law, he rightly added requirements to ensure the public still has an opportunity to observe and participate in the meeting, as they would have if the meeting were held in-person. We have been able to leverage our PublicInput.com subscription that took effect April 1 to meet and exceed the public interaction requirements of the Executive Order. The staff at PublicInput.com has been extremely flexible and adaptable and fully engaged with us even before the contract took effect.

Lastly, all of our UPWP partners have been adapting to a new way of working and finding ways to get the projects back on track with various tools and techniques. We appreciate everyone's efforts and recognize that all schedules have been impacted and will need time to be completed in manner that provides a product each community can embrace.

Federal Legislative and Funding Update

Progress on a reauthorization of the surface transportation legislation has stalled as Congress and the Administration continue to focus on the COVID-19 crisis. On Tuesday, May 12, the Speaker of the House released the text of the Health and Economic Recovery Omnibus Emergency Solutions Act" or the "HEROES Act". While the media has focused on more visible items such as additional direct payments to individuals, the bill includes some provisions that benefit transportation projects. The Association of MPOs has shared some initial analysis on these provisions. They note that the bill includes \$14.775 billion apportioned to states using a part of the formula in the 2020 appropriations bill for distribution of obligation limitation. This amount is sub-allocated to metropolitan areas based on the sub-allocation ratio in 2020 for funds apportioned to a state under the FAST Act. We don't yet have the actual amounts for individual MPOs. If enacted, States will have the option that the federal share of costs for funding that was made available in the 2020 appropriations bill that are obligated after the date of enactment, as well as funds in the HEROES Act, shall be up to 100 percent federal. There would be no August redistribution of obligation limitation in 2020, and states can keep it until September 30, 2021 or a 12-month extension. The bill also includes another \$15.75 billion for public transportation. Specifically, \$11.75 billion in areas with population over 3 million, for which we do not qualify, and \$4 billion for grants to transit agencies that, as a result of coronavirus, require significant additional assistance to maintain basic transit services.

On a related issue, AMPO has partnered with the National Association of Regional Councils, or NARC, and the National Association of Development Organizations, or NADO, to prepare two letters to Congressional Leadership. The first letter

collectively requests that significant additional funding, specifically for local governments, be included in the next coronavirus response package.

Among the requests in the second letter are the following:

- Appropriate at least \$20 billion in flexible transportation funds through the Surface Transportation Block Grant Program (STBGP) in the next bill;
- Sub-allocate these additional funds in the same manner as funds that were apportioned in 2020 for urbanized and non-urbanized areas under the Surface Transportation Block Grant Program in the FAST Act. Eligible uses of these funds should be expanded to include serving as the non-federal match attributable to MPO and state planning activities and serving as the non-federal match for any program or programs under Title 23 (Highways) or Chapter 53 of Title 49 (Public Transportation). Further, any eligible uses for these funds should be allowed a 100% federal share;
- Support the passage of a long-term surface transportation bill before the FAST Act expires on September 30;
- Grant extensions to MPOs for requirements such as long-range transportation plan (LRTP) and Transportation Improvement Program update and approvals, Unified Planning Work Program (UPWP) updates, FTA triennial reviews, quadrennial certifications, invoice processing, and other relevant deadlines that occur during fiscal year's 2020 and 2021;
- Extend deadlines for discretionary grant programs, including obligation deadlines, so recipients are not penalized with the loss of their grant due to an extended period of slowdown or stoppage of required work;
- Ease lapsing requirements if a State can demonstrate that an impact of the national emergency declaration is the proximate cause of the funding lapse; and
- Provide flexibility to states and MPOs to update required performance targets and set new targets as appropriate to adequately reflect the anticipated conditions. Further, allow for or automatically grant extensions of performance target setting deadlines as appropriate, including the MPO CMAQ Performance Plan which is currently due on October 1, 2020.

While I think the requests in the letters are worth pursuing, I am precluded by the Hatch Act from any effort to influence members of Congress. Most of you and those you represent are not subject to these same restrictions. AMPO, NARC, and NADO are requesting that their members and affiliates express support for the letters with their respective Congressional delegation. Following this meeting, I will share the AMPO request with Committee members for consideration of supporting the effort.

c. *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045*

Jody Binnix provided the following report:

Staff has been working on the public engagement component of the Long Range Transportation Plan (LRTP) and initial document preparation. An internal public participation plan has been developed and access to PublicInput.com has been secured.

PublicInput.com is an online platform that is used to manage the complete public engagement process. The platform will allow GTC to develop engagement activities, promote opportunities to participate, aggregate offline feedback, and analyze data from a single dashboard.

Example capabilities include:

- Live polling at public meetings
- Dynamic surveys and discussion forums
- Integration with social and traditional media
- Automatically aggregating feedback from social media, surveys, websites and offline engagement into one dataset
- Text message-based surveys
- Email communications hub

As part of this process, GTC is now on Facebook.

Staff has completed an outline of the LRTP document, started the process of inventorying the existing transportation system and profiling the region including procuring demographic/transportation system level data (e.g., IHS Global Insight employment and population projections from NYSDOT-MO), and drafted a document template.

The LRTP was originally scheduled to be adopted in June of 2021. Staff was preparing to kick off the first round of public engagement, focusing on the issues and needs, starting in May and continuing through August. The internal LRTP public participation plan called for staff to hold in-person events and go to the public where they are, such as farmer's markets and festivals. The use of PublicInput.com was going to enhance GTC's outreach plan.

However, COVID-19 and physical distancing guidelines have prohibited sizable in-person gatherings, therefore staff is now planning to conduct all public engagement virtually and relying heavily on the capabilities of PublicInput.com. Staff has concerns that conducting virtual public engagement alone is not enough. As a staff, we are hesitant on relying exclusively on virtual outreach methods. Our main goal is to provide meaningful opportunities for the public to participate. Conversations with our federal partners have already begun regarding extending deadlines on major work products, such as the LRTP, due to these concerns. The initial feedback is that the federal agencies will be taking hardships due to COVID-19 into account. However, formal guidance has not yet been received. Staff will be moving forward with virtual engagement and looking to our fellow MPOs for best practices during these challenging times until clear federal guidance is provided.

5. Action Items

a. Action concerning consideration of UPWP Project Scope of Work

Scott Leathersich suggested grouping Items 5.a.1 through 5.a.6 into a single action. No Member or Alternate objected.

1. Task 6815 – Village of Waterloo Circulation, Accessibility & Parking (CAP) Study
James Reynolds presented the Scope of Work for the project. He noted that the purpose of this project is to develop a strategy for implementing safe multi-modal routes between schools, businesses, and key destinations within the Village of Waterloo. Specific issues to be investigated include a lack of mid-block crossings in the business district, safety improvements on routes to schools, lack of sidewalk continuity, and poor pavement conditions. The project will be overseen by a steering committee consisting of local officials and stakeholders. Two public meetings, two in-house meetings, and one final public meeting will be held for the project. The final report will include a prioritized list of projects.
2. Task 6816 – West Main Street Multimodal Transportation and Placemaking Study
Darin Ramsay presented the Scope of Work for the project. He noted that the project is focused on improving economic development opportunities for the West Main Street corridor from West Broad Street to Chili Avenue. The project will integrate multimodal and active transportation considerations and emphasize development of a sense of place for the corridor. The project will include a substantial community engagement process to ensure that it meets local interests and concerns.
3. Task 6817 – Village of Perry Transportation Safety and Access Study
Matt Jensen presented the Scope of Work for the project. He noted that the purpose of the project is to study and improve safety and operations along NYS Route 246 (Center Street) through the village. Specifically, the project will consider pedestrian and bicyclist safety. The project will also look at improving links to the Silver Lake Outlet Trail and enhancing connections among the trail, school, and downtown business district.
4. Task 7705 – Beh Industrial Park Traffic Optimization Study
Adam Cummings presented the Scope of Work for the project. He noted that there is a need to expand transportation infrastructure within the industrial park to better serve both existing and new businesses. Currently, there is only one location to access the park and there is a corresponding need to expand ingress and egress options. One specific issue is to plan for truck access and circulation within the park. Another issue to consider is the impact of the Ontario-Midland railroad line that runs parallel to NYS Route 104 on the park's south side and the need for a centralized access point to the park.
5. Task 8552 – Regional Fleet Electrification Study
Haylee Ferington presented the Scope of Work for the project. She explained that the project will result in a strategy for advancing fleet electrification opportunities across the region. It will focus on medium- to heavy-duty fleets. It will produce a guidebook with information about infrastructure, workforce, and supply chain changes and improvements needed to support fleet electrification. It may include a case study about the Regional Transit Service's electric bus deployment project, but since there is already a plan in place for that project, it will not include specific recommendations for the transit authority.

6. Task 8751 – Canandaigua Waterfront Active Transportation Plan

Rob Richardson presented the Scope of Work for the project. He noted that the project will focus in improving access between downtown Canandaigua and the waterfront district. It will focus on improvements to the NYS Route 332/Routes 5 & 20 intersection as well as the transportation system in the waterfront area. The project will consider means of enhancing multimodal circulation, safety, efficiency, and accessibility for all road users. This project has strong public support as a community survey showed 96% of respondents would support efforts to unite the downtown and waterfront districts.

Erik Frisch motioned to approve the UPWP Project Scopes of Work for Tasks 6815, 6816, 6817, 7705, 8552, and 8751; Todd Gadd seconded the motion. The motion passed unopposed.

b. Recommendation to the GTC Board concerning accepting reports as evidence of completion of a UPWP Task

Scott Leathersich suggested grouping Items 5.b.1 through 5.b.6 into a single action. No Member or Alternate objected.

1. Recommendation to the GTC Board concerning **accepting the *Genesee-Finger Lakes Region Local Update of Census Addresses Executive Summary as evidence of completion of UPWP Task 4103*** / Proposed Council Resolution 20-12 (G/FLRPC)

David Zorn and Emily Royce presented the Executive Summary of the project. The purpose of the project was to update the Local Census Master Address File. The project was completed in two phases over two years. A total of 124,139 addresses were provided to the Census Bureau for review, and 113,066 addresses were added to the Master Address File, which is about a 91% acceptance rate.

Jim Stack noted that the entire State added a little over 300,000 addresses and that efforts of G/FLRPC staff accounted for about one-third of the statewide total. This is a significant benefit to our region and provides the greatest opportunity for an accurate Census count.

2. Recommendation to the GTC Board concerning **accepting the *Honeoye Falls Circulation, Access, and Parking (CAP) Study as evidence of completion of UPWP Task 6812*** / Proposed Council Resolution 20-13 (Village of Honeoye Falls)

Brian Anderson introduced John Steinmetz from Barton & Loguidice, the lead consultant for the project, who presented the Executive Summary. John reported that the purpose of this project was to develop a strategy of interconnected projects that fosters a cohesive transportation network for the Village. The project tied together several conceptual planning activities previously completed for the Village. The project included a detailed analysis of the challenges facing the Village, including bicycle and pedestrian circulation; traffic calming and safety; and land use, access management, and streetscape

improvements. The project included a detailed analysis of these problems and associated recommendations for addressing them.

3. Recommendation to the GTC Board concerning **accepting the *Rochester Comprehensive Access and Mobility Plan as evidence of completion of UPWP Task 7702*** / Proposed Council Resolution 20-14 (City of Rochester)

Erik Frisch presented the Executive Summary of the project. He explained that this project was coordinated with the City's comprehensive plan update, Plan 2034, and was intended to be the transportation component of that plan. The lead consultant was Nelson/Nygaard. The project resulted in five Focus Area reports. The first major product was a factbook of City transportation statistics. The project identified priority actions with alternatives and included a street typology and design guide. The final report summarized findings and actions and included performance metrics to guide implementation.

Scott Leathersich asked for clarification on how the street typology design is related to the Federal functional classification system. Erik explained that it does not replace the functional classification system but is a way for the City to align the function of the street with the character and context of the neighborhood or corridor.

4. Recommendation to the GTC Board concerning **accepting the *Geneseo Active Transportation Plan as evidence of completion of UPWP Task 8774*** / Proposed Council Resolution 20-15 (Livingston County)

Don Higgins described the project purpose and background and introduced Bob Williams, who presented the Executive Summary of the project. Bob explained that Livingston County was the lead agency for the project, which was developed in coordination with the Town and Village of Geneseo and other local stakeholders. There was extensive stakeholder outreach throughout the planning process. The plan identified seven priority intersections, an increase in the original five identified at the start of the project, and included both regulatory and programmatic recommendations.

5. Recommendation to the GTC Board concerning **accepting the *Sodus Point Active Transportation Plan as evidence of completion of UPWP Task 8775*** / Proposed Council Resolution 20-16 (Village of Sodus Point)

Bob Williams presented the Executive Summary of the project. The project produced a strategic plan for a cohesive multimodal network in and around the Village. Extensive public outreach was undertaken to identify potential implementation barriers and opportunities. Key locations for improvements were identified and design guidance prepared to facilitate the implementation of alternatives.

6. Recommendation to the GTC Board concerning **accepting the *Maple Ridge Road Corridor Pedestrian and Bicycle Accommodations Feasibility Study as evidence of completion of UPWP Task 8776*** / Proposed Council Resolution 20-17 (Village of Medina)

Laura Byer presented the Executive Summary of the project. She explained that the project was focused on improving safety conditions along the corridor,

especially for vulnerable users. The project included a needs analysis which led to the development of three alternate concepts. The concepts focused on improving transportation linkages within the project area. Public outreach was conducted to solicit input on the needs assessment and concepts. The plan included a strategy to guide implementation actions.

BJ Scanlon moved to recommend that the GTC Board adopt proposed Resolutions 20-12 through 20-17; Mitch Rowe seconded the motion. The motion passed unopposed.

- c. Recommendation to the GTC Board concerning amending the *FY 2020-2021 Unified Planning Work Program* to reflect the contribution of actual FY 2019-2020 rollover amounts / Proposed Council Resolution 20-18**

James Stack provided the following report:

The adopted FY 2020-2021 UPWP includes estimated rollover amounts for several projects that were not expected to be completed by March 31, 2020. These estimated rollover amounts were based on actual expenses through the second quarter. Now that the accounting for FY 2019-2020 has been closed out, the budgets for these projects for FY 2020-2021 can be adjusted to reflect actual rollover amounts.

Individual projects for which adjustments between estimated and actual rollover amounts are required are presented in Exhibit 1 of the Resolution.

Chris Reeve moved to recommend that the GTC Board adopt proposed Resolution 20-18; Erik Frisch seconded the motion. The motion passed unopposed.

- d. Action and recommendation to the GTC Board concerning modifying and amending the *2020-2024 Transportation Improvement Program* / Proposed Planning Committee Resolutions 20-9 through 20-10 and Proposed Council Resolutions 20-19 through 20-27**

Scott Leathersich suggested grouping Items 5.d.1 and 5.d.2 into a single action. No Member or Alternate objected.

1. Action concerning **modifying the *2020-2024 TIP* by deferring phases of the Railroad Crossing Improvement Project at Quaker Rd and Canandaigua Rd project** / Proposed Planning Committee Resolution 20-9 ([NYSDOT](#))
2. Action concerning **modifying the *2020-2024 TIP* by increasing the Total Cost of the Rt 19 and Rt 98 over the Erie Canal Rehabilitation project** / Proposed Planning Committee Resolution 20-10 ([NYSDOT](#))

Erik Frisch motioned to approve Planning Committee Resolutions 20-9 and 20-10; Chris Reeve seconded the motion. The motion passed unopposed.

Scott Leathersich suggested grouping Items 5.d.3 through 5.d.9 into a single action. No member or Alternate objected.

3. Recommendation to the GTC Board concerning **amending the 2020-2024 TIP by increasing the Total Cost of the Preventive Maintenance – RTS & RTS Access for FFY 2020 project** / Proposed Council Resolution 20-19 (RGRTA)
4. Recommendation to the GTC Board concerning **amending the 2020-2024 TIP by deferring the Replace 40-ft Buses (FY 21/22) project** / Proposed Council Resolution 20-20 (RGRTA)
5. Recommendation to the GTC Board concerning **amending the 2020-2024 TIP by adding the Replace Paratransit Buses (FY 20/21) project** / Proposed Council Resolution 20-21 (RGRTA)
6. Recommendation to the GTC Board concerning **amending the 2020-2024 TIP by increasing the Total Cost of the Associated Transit Improvements (FFY 2020) project** / Proposed Council Resolution 20-22 (RGRTA)
7. Recommendation to the GTC Board concerning **amending the 2020-2024 TIP by adding the Digital Display Replacements project** / Proposed Council Resolution 20-23 (RGRTA)
8. Recommendation to the GTC Board concerning **amending the 2020-2024 TIP by adding the Onboard Video Storage System Replacements project** / Proposed Council Resolution 20-24 (RGRTA)
9. Recommendation to the GTC Board concerning **amending the 2020-2024 TIP by adding the Phone System Replacement project** / Proposed Council Resolution 20-25 (RGRTA)

Eric Farr moved to recommend that the GTC Board adopt proposed Resolutions 20-19 through 20-25; BJ Scanlon seconded the motion. The motion passed unopposed.

Scott Leathersich suggested grouping Items 5.d.10 and 5.d.11 into a single action. No member or Alternate objected.

10. Recommendation to the GTC Board concerning **amending the 2020-2024 TIP by adding the Highland Crossing Trail project** / Proposed Council Resolution 20-26 (Town of Brighton)
11. Recommendation to the GTC Board concerning **amending the 2020-2024 TIP by adding the 390 Multi-Use Trail project** / Proposed Council Resolution 20-27 (NYSDOT)

Chris Reeve noted that the additional funding would provide for a supplemental ROW Acquisition phase. The project limits and alignment were previously amended but the phase costs were not yet determined.

Erik Frisch moved to recommend that the GTC Board adopt proposed Resolutions 20-26 and 20-27; Chris Reeve seconded the motion. The motion passed unopposed.

6. New Business

Scott Leathersich reported that RGRTA has one additional project they would like considered for TIP Amendment. Eric Farr presented the project.

1. Action concerning **modifying the 2020-2024 TIP by adding the RTS Connection Hub project** / Proposed Resolution 20-28 (RGRTA)

Chris Reeve moved to recommend that the GTC Board adopt proposed Resolution 20-28; Eric Farr seconded the motion. The motion passed unopposed.

7. Public Forum

Nobody from the public spoke during the second Public Forum.

8. Next Meeting:

Scott Leathersich noted that the next meeting is scheduled for July 7, 2020 at the Monroe County Fleet Center (145 Paul Road, Chili).

Jim Stack noted that at this time it is uncertain whether the meeting will be held in-person or via an online format, but that eventually the Planning Committee meetings would return to an in-person format.

All materials for items to be considered at this meeting should be submitted to GTC staff no later than Friday, June 26, 2020.

9. Adjournment

The meeting adjourned at 12:35 p.m.