

**GENESEE TRANSPORTATION COUNCIL
PLANNING COMMITTEE MEETING**

**October 14, 2021
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
Paul Gavin, Genesee / Finger Lakes Regional Planning Council
Timothy Hens, Genesee County
Kevin Rooney, Wayne County
C. Mitchell Rowe, Seneca County
William Wright, Ontario County

ALTERNATE REPRESENTATIVES PRESENT

Matthew Durawa, NYS Thruway Authority, representing Sean Carrington
Eric Farr, Rochester Genesee Regional Transportation Authority, representing Bill Carpenter
Tom Frys, Monroe County Executive
Joel Kleinberg, NYS Department of Transportation, representing Chris Reeve

PLANNING COMMITTEE MEMBERS ABSENT AND UNREPRESENTED

Uzoma Anukwe, Federal Transit Administration
Maria Chau, Federal Highway Administration
Angela Ellis, Livingston County (Vice Chairperson)
Erik Frisch, Rochester – At Large
Stephen Golding, Empire State Development Corporation
George Hebert, Monroe County Legislature
Norman Jones, City of Rochester Mayor
Kevin Kelley, Rochester City Planning Commission
Robert Kiley, Monroe County Supervisors' Association
David Lindsay, Monroe County – At Large
Evelyn Martinez, Federal Aviation Administration
John Papponetti, Orleans County
Craig Prior, Yates County
Vacant, Wyoming County
Vacant, Rochester City Council
Vacant, NYS Department of Environmental Conservation

OTHERS IN ATTENDANCE

Frank Armento, Fisher Associates
Heather Bachmann, BOCES
Kimberly Baptiste, Bergmann DPC
Jody Binnix, GTC staff
Devin Blue, Wyoming County
Joe Bovenzi, GTC staff
Mike Croce, Bergmann
Megan Crowe, Livingston County
John Goodwin, City of Canandaigua
Alex Kone, GTC staff
Lori Maher, GTC staff

Brian Pincelli, Wayne County
Thomas Polech, Monroe County
Emily Royce, G/FLRPC
Chris Sichak, Erdman Anthony
James Stack, GTC staff
Chris Tortora, GTC staff
Joan Vitkus, BOCES
Kelsey Wessel, C&S Engineers
Bob Williams, GTC staff
Pete Wlodarczyk, Fisher Associates

1. Call to Order & Introductions

Scott Leathersich, Planning Committee Chairperson, called the meeting to order at 10:03 a.m. Alex Kone conducted a roll call of Committee members and alternates. The names of other attendees were captured from meeting login information.

James Stack shared the news with the Committee of the passing of Jim Pond of the Monroe County Department of Transportation. He noted that Jim was a friend of GTC since before his arrival in 1999. Jim interacted with GTC in various capacities over the years culminating in representing County Executive Bello on this Committee and as his Alternate on the GTC Board. He asked for a moment of silence in Jim's honor.

Scott Leathersich also expressed his appreciation for Jim Pond's character and contributions to Monroe County, in particular noting the state-of-the-art traffic signal system whose development he led.

2. Public Forum

Nobody from the public spoke during the Public Forum.

3. Approval of Minutes

Bill Wright moved to approve the minutes from the August 12, 2021 Planning Committee meeting; Joel Kleinberg seconded the motion. The motion passed unopposed.

4. Announcements and Old Business

James Stack welcomed Paul Gavin to the Planning Committee. Paul recently started as the Executive Director of the Genesee/Finger Lakes Regional Planning Council (G/FLRPC). Prior to G/FLRPC, Paul worked for the Gulf Regional Planning Commission in Biloxi, MS but his roots are in New York.

5. Action Items

a) Unified Planning Work Program (UPWP)

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

a. Task 5903 – **Regional Traffic Operations Center (RTOC) Strategic Plan**

Joe Bovenzi presented the Scope of Work for this project. He reported that the project will produce a strategic/business plan for the RTOC to serve as a guide for the RTOC's activities over the next ten years. Previous regional planning efforts included recommendations and action items for each agency involved in transportation management and operations. However, the RTOC has not been addressed as a unified facility that requires a consistent and uniform approach to service planning and delivery. This project will help NYSDOT-Region 4 advance policies in NYSDOT's statewide *Transportation*

Systems Management and Operations Plan, completed in March 2020. The project will be overseen by a steering committee consisting of representatives from NYSDOT, MCDOT, GTC, and the State Police. The project will be developed according to a standard planning process, including preparing an inventory, developing a needs assessment, preparing the business concept, and developing recommendations (service delivery goals) to implement the business concept. Lastly, a report with an associated executive summary and supporting materials will be produced.

b. **Task 7900 – Cross Asset Highway and Bridge Evaluation and Prioritization Tool**

Alex Kone presented the Scope of Work for this project. He reported that a scope of work was previously approved by the Planning Committee in 2018. The subsequent procurement process did not result in any proposals received by contractors. He added that GTC staff reviewed the scope tasks to better align with FHWA's Transportation Performance Management framework. The resulting revisions focus on data management and the analytic capabilities that would provide the necessary inputs into a cross-asset framework to enable more informed programming across performance areas. The project will proceed along multiple phases, first, completing a Data Management Plan and assessment, and the second, implementing and deploying the recommended analytical tools. In recognition of the scaled back scope, the budget has also been reduced to \$125,000. This will provide funds for other projects to be programmed through the current UPWP Call for Project Partnerships.

Bill Wright motioned to approve the UPWP Project Scopes of Work for Tasks 5903 and 7900; Paul Gavin seconded the motion. The motion passed unopposed.

2. Recommendation to the GTC Board concerning **accepting reports as evidence of UPWP Tasks**

a. **Regional Land Use Monitoring Report (2020)** (UPWP Task 4220) / Proposed Council Resolution 21-82

Emily Royce of G/FLRPC staff presented the findings of the Regional Land Use Monitoring Report for 2020 regarding the issuance of building permits to identify areas of growth within the Genesee-Finger Lakes region. The report compiles residential, industrial, commercial, community service, and mixed-use permits. G/FLRPC staff distributed a survey as well as supplementing it with data from the Census Bureau and the New York State Uniform Code Annual Report. Staff achieved 97% response rate. As far as the trends in the 2020 year, the top residential permits issued were in the City of Rochester (778 units), Town of Henrietta (278 units) and the Town of Irondequoit (270 units). There were also 18 industrial permits and 55 commercial permits in the region.

- b. **I-490 Integrated Corridor Management (ICM) Plan** (UPWP Task 5902) / Proposed Council Resolution 21-83

Joe Bovenzi of GTC staff presented the findings of the I-490 Integrated Corridor Management (ICM) Plan. He reported that the study objective was two-fold: 1) to develop a guide for future investments in ITS, and 2) to identify operational strategies aimed at improving safety, minimizing delay, and enhancing traffic operations along the I-490 corridor. The project was overseen by a Steering Committee consisting of representatives from NYSDOT, NYSTA, MCDOT, RGRTA, the NYS Police, the Monroe County Sheriff, and the Monroe County Fire Bureau. The study area included the entire I-490 corridor, approximately 38-miles. The planning process included development of an inventory that included identification of gaps and needs; a review of potential ICM strategies, and the development of recommendations. The recommendations were grouped into three major categories: ITS Infrastructure, which identified the location of future ITS deployments along the corridor; Operations and Policy, which identified actions to manage traffic and incidents, obtain traffic operations data, and conduct asset management; and Regional ITS Architecture, which included identification of ITS Architecture updates to support ICM recommendations. In addition, the project identified topics for future study in support of ICM actions.

- c. **Monroe County High Accident Location Program (2020)** (UPWP Task 6230) / Proposed Council Resolution 21-84

Thomas Polech of Monroe County presented the findings of the Monroe High Accident Location Program for 2020, including 11 intersection and 17 segment locations. He noted that crash rates using a five-year history are calculated to identify locations that exceed a critical rate of County-owned facilities. These are calculated on an annual basis and, in fact, four locations were removed from further study due to declining crash rates. He provided a summary overview of the recommendations for these locations that were a result of the investigations. These included new turn lanes, signage and signal enhancements, and pavement marking changes. A number of these improvements have been incorporated into planning capital projects and others will be implemented by County and City forces.

- d. **State Route 332 & Route 96 Sub-Area Study** (UPWP Task 7576) / Proposed Council Resolution 21-85

Kim Baptiste of Bergmann DPC presented the findings of the State Route 332 & Route 96 Sub-Area Study. The purpose of this study was to develop an access management plan for the study area to preserve Route 332 and Route 96 as safe and efficient arterials, plan for collector roads, create a multi-modal infrastructure network to enhance safety, and create local access

management strategies. The study assessed the transportation system, its operations, as well as the potential impacts of existing and future land uses along Route 332 and Route 96. The study findings form the foundation for proposed improvements that address safety and connectivity for all modes of travel. The recommendations focus on reconfiguring existing roadways, modifying access management policies and local land use regulations in an effort to support town policies and initiatives for future land development, and preservation practices.

- e. **Livingston County Mobility Management Strategy** (UPWP Task 8171) / Proposed Council Resolution 21-86

Megan Crowe of Livingston County presented the findings of the Livingston County Mobility Management Strategy. The project involved exploring public programming efficiencies, public funding sources, and existing contracts to develop recommendations that fit the needs of the County. The first recommendation involved improving the functionality of the Ride Livingston portal to include trip booking and payments. She added that the ARC GLOW was recently hired to provide mobility management services and utilizing the portal is a key part of the contract. Further recommendations include developing a trip exchange between agencies both within and outside of the county. The portal can be expanded to serve as a platform to enable collaboration at a larger scale, both geographically and with the number of participating agencies.

- f. **Ontario Midland Strategic Plan** (UPWP Task 8621) / Proposed Council Resolution 21-87

Frank Armento of Fisher Associates presented the findings of the Ontario Midland Strategic Plan. The purpose of the project was to develop a Freight Corridor Strategic Plan for the Ontario-Midland Short Line Railroad. The Ontario Midland Railroad is a shortline railroad primarily located in Wayne County. The project began with an inventory of existing conditions that focused on land use, infrastructure, utilities, environmental considerations, and rail network and operations. A rail-enabled business opportunity analysis was then conducted, focusing on individual and commodity-based business opportunities. Outreach and engagement were conducted with current users of the railroad. Based on these findings, development profiles were completed, and individual sites and target areas were identified. Finally, recommendations were provided for three categories baseline, strategic, and target area across the four geographic areas of the rail system. Cost estimates were then developed and recommendations were prioritized.

- g. **Canandaigua Waterfront Active Transportation Plan** (UPWP Task 8751) / Proposed Council Resolution 21-88

John Goodwin, Manager of the City of Canandaigua presented the executive summary of the Canandaigua Waterfront Active Transportation Plan. The project objective was to assess the physical and market conditions of the

area to inform decision making around a range of public realm improvements along the corridor, such as pedestrian and bicycle facilities and amenities, and roadway modifications. The corridor begins at Foster Street and extends through the Routes 5 and 20 intersection to Lakeshore Drive, and ends at East Lake Road (Route 364). The corridor transitions from a mixed-use retail setting to a recreational and tourism-focused area along Canandaigua Lake. The recommended improvements along the corridor are intended to enhance safe routes of transportation for all types of users. Generally, the preferred bicycle facility along the corridor is an on-road two-way cycle track, which will provide a separated, dedicated treatment for cyclists from vehicle traffic. Intersection improvements, including enhanced high-visibility crosswalks and reduction in travel lane widths, are proposed for the Routes 5 and 20 intersection which currently is a major barrier for those on foot and bikes traveling from downtown to the waterfront. Other key improvements include a roundabout at the Lakeshore Drive / City Pier roadway, sidewalks and crosswalk enhancements along Lakeshore Drive, and a multi-use side path on the south side of Lakeshore Drive extending to Route 364.

Joel Kleinberg recommended approval of Resolutions 21-82 through 21-88; Paul Gavin seconded the motion. The motion passed unopposed.

b) Transportation Improvement Program

(No Action Items)

c) Long Range Transportation Plan

(No Action Items)

d) Related Activities

1. Discussion concerning **establishing the Active Transportation Advisory Group**

James Stack reported that at the last two Planning Committee meetings, he discussed established an Active Transportation Advisory Group (ATAG) that would support the Planning Committee; unfortunately, there was not time at either meeting for a fuller conversation. In order to minimize any further delay, he raised the issue at the August 26 Board meeting. The Board was supportive of the idea but deferred to the Planning Committee to agree on the parameters. He noted that the meeting package includes a draft term sheet prepared by staff.

The intention would be to weigh in on various GTC efforts with an Active Transportation perspective. The 2021 Federal Certification Report includes a recommendation to “explore opportunities to encourage equity and diversity in the transportation planning process”. This proposed group would further one such opportunity and potentially serve as a template for advisory groups around other topical areas.

Scott Leathersich noted that the ATAG can help coordinate between GTC's multiple studies. Rochelle Bell added that the ATAG would be a welcome forum for the County's upcoming initiatives including their Active Transportation and Comprehensive Plans.

Joel Kleinberg requested clarification of the ATAG's responsibilities noted under Section 2, particularly in regards to the Transportation Improvement Program. He added that the Responsibilities are listed as "shall include but not limited to...". James Stack replied that staff do not know the future composition of the ATAG and do not want to prescribe its agenda just yet but he stressed that it will be in coordination with the Planning Committee.

Joel also asked for clarification on the role of ATAG with regard to TIP applications. James Stack responded that the intent is promote input opportunities in the TIP development process and providing an additional perspective on active transportation connections in the program. He added that this would not include application review for project evaluation.

Joel Kleinberg suggested that 'TIP applications' be revised. James Stack replied that 'TIP program development' might be more appropriate. He added that 'potential UPWP projects' might be preferable to 'UPWP applications' as well.

Scott Leathersich requested that committee members have additional time to weigh in on the terms. James Stack replied that staff can report back during Old Business in November and requested that any additional comment be sent to Robert Williams by November 1.

6. Reports

a) Status of UPWP Projects

GTC - Jim Stack reported:

- GTC Strategic Planning: Staff is staying informed of the Biden Administration and Congressional negotiations to pass an infrastructure stimulus program and new surface transportation legislation to succeed the FAST Act. He noted that he will have more to report on legislation later in the meeting.
- Long Range Transportation Plan Update/Implementation: No activity to report.
- Genesee-Finger Lakes Scenario Tool: Staff have continued to work with Genesee County on various scenarios for the County Comprehensive Plan and the City of Rochester in support of the West Main Street study. Sensitivity analysis of transportation factors on public health being developed.
- I-490 Integrated Corridor Management (ICM) Plan: This project was discussed earlier in the meeting under Item 5.a.2.
- Travel Time Data Collection Program: No activity to report.
- Rt. 96 over Rt. 14 Strategic Divestment Analysis: The RFP is being developed in consultation with NYSDOT-Region 4.

- Genesee-Finger Lakes Regional Performance Measurement Monitoring & Evaluation System: Staff have been coordinating with RTOC staff and the consultant on database development, template design, and function development.
- Cross Asset Highway and Bridge Evaluation and Prioritization Tool: The revised Scope of Work was considered under Item 5.a.1.

G/FLRPC – Joe Bovenzi reported:

- Regional Land Use Monitoring: This project was discussed earlier in the meeting under Item 5.a.2.
- Implementing Complete Streets in the G-FL Region; A Guidebook: The final guidebook is being developed. The Village of Perry is a pilot community given technical support to develop a Complete Streets policy.
- Regional Fleet Electrification Study: Staff are coordinating with representatives of the International Brotherhood of Electrical Workers (IBEW) Local 86 to discuss workforce training needs and opportunities for electric vehicles.

Livingston County – Angela Ellis reported:

- Livingston County Mobility Management Strategy: This project was discussed earlier in the meeting under Item 5.a.2.

Monroe County – Rochelle Bell and Thomas Polech reported:

- Land Use Monitoring: Staff are exploring additional data attributes to collect in the coming year, particularly built environment factors shaping public health.
- Monroe County High Accident Location Program: The 2020 locations were discussed earlier in the meeting under Item 5.a.2. The first six of thirty-four locations for the 2021-2022 list are also complete.
- Monroe County Traffic-Signal/Sign Pole Asset Management: The consultant has submitted the draft report and geodatabase.
- Monroe County Comprehensive Active Transportation Plan – The RFP was released on October 1.

NYSDOT – Joel Kleinberg reported:

- Regional Traffic Operations Center (RTOC) Strategic Plan: The Scope of Work was considered under Item 5.a.1.
- Ramp Reconfiguration Study: The steering committee has reviewed draft alternatives. The consultant team is revising recommendations based upon additional crash pattern analysis.

Ontario County – Jody Binnix report:

- State Route 332 & Route 96 Sub-Area Study: This project was discussed earlier in the meeting under Item 5.a.2.
- Ontario County Freight Rail Corridor Development Plan - Area 2: Ontario County

continues to develop the Scope of Work.

City of Rochester – Robert Williams reported:

- West Main Street Multimodal Transportation and Placemaking Study: The project advisory committee met on September 10 to review corridor concepts and vision plans. The final public meeting will be on October 23 and the final survey was just launched.
- City of Rochester Active Transportation Master Plan – Alta was chosen as the preferred firm and is working on the contract scope of work.

RGRTA – Eric Farr reported:

- RTS System Redesign: Two new routes have been added to serve the Rochester Public Market and the Greater Rochester International Airport. Existing routes were revised to accommodate the changes.
- Rural Village and City Local Route Study – RGRTA and GTC have agreed on the RFP and it is currently being reviewed by NYSDOT – Main Office as part of their oversight of FTA funded procurements.
- On Route Charging Feasibility Study: Consultant interviews were held on October 6. Center for Transportation & the Environment has been selected as the preferred consultant. The project contract is currently under development.

Wayne County

- Ontario Midland Strategic Plan: This project was discussed earlier in the meeting under Item 5.a.2.

Other Agencies – GTC staff reported:

- Village of Waterloo Circulation, Accessibility and Parking (CAP) Study: A public meeting was held in conjunction with the Downtown Revitalization Initiative public meeting. The two projects complemented each other and there was a fair bit of coordination. The consultant is finalizing the reports and the project is nearing completion.
- Village of Perry Transportation Safety and Access Study: The Project Advisory Committee meet on September 30. The consultant team met with NYSDOT Region 4 Traffic & Safety on October 13 to discuss preliminary concepts.
- Victor Street Connectivity and Access Plan: The Steering Committee held its first meeting on September 14. The consultant is currently conducting initial public outreach and developing the project area inventory.
- Beh Industrial Park Traffic Optimization Study: A public meeting was held September 23. A survey was held open until October 4. The consultant is reviewing all the comments received.
- West Webster Hamlet Revitalization Plan - GTC staff provided the Town with materials related to the RFP process. The Town provided a draft RFP for GTC staff review and comment on October 8. The RFP should be released by the end of the month.

- Canandaigua Waterfront Active Transportation Plan: This project was discussed earlier in the meeting under Item 5.a.2.

Completed Projects:

- Wayne County High Accident Locations Program
- Livingston County Downtown Wayfinding Master Plan
- Route 390 Multi-Use Trail Restoration and Safety Improvement Study
- Lake Ontario State Parkway Transportation Alternative Feasibility Study
- Mt. Morris-Leicester Route 36 Corridor Study
- O'Rorke Bridge Operations and Maintenance Analysis and Strategy
- Gananda Parkway Pedestrian & Bicycle Active Transportation Plan
- Middle Cheshire Road & Health Care Services Corridor Active Transportation Plan

b) TIP Staff Modifications

Alex Kone reported that since the last Planning Committee meeting that there were five projects modified:

Add New Non-Federal Funding

- Genesee Street Reconstruction (City of Rochester)
- Rt 19 and Rt 98 over the Erie Canal Bridge Rehabilitation (NYSDOT)

Divide with no change in overall Scope or Federal Share

- Rt 31 from Rt 19 to west of Salmon Creek Rd & Rt 260 from Rt 31 (NYSDOT)

Modify Phases with no change in Total Cost or Federal Share

- Genesee Street Reconstruction (City of Rochester)
- Rt 31/Rt 96/Rt 64 Preventive Maintenance and Bridge Deck Replacement (NYSDOT)

Increase Main Office Federal Funds by less than 10%

- Rt 31/Rt 96/Rt 64 Preventive Maintenance and Bridge Deck Replacement (NYSDOT)

Deferring the Construction phases

- CR 31 (Exchange St) Preventive Maintenance (Wyoming County)

c) Federal Legislative and Funding Update

James Stack reported that action on a new surface transportation bill has stalled in Congress. As previously mentioned, a replacement for the FAST Act is being incorporated into a broader infrastructure package. Various factions within Congress are staking positions related to so-called soft infrastructure. The current discussions on the debt ceiling are complicating issues.

A Continuing Resolution was signed on September 30, which funds the federal government through December 3. After realizing the FAST Act lapsed after

September 30, Congress passed and the President signed a 30-day extension to the FAST Act.

d) Other GTC matters

Jody Binnix reported that the *FY 2022-2023 Unified Planning Work Program (UPWP) Call for Projects* was issued on September 10. An email notification regarding the UPWP call was sent to over 700 recipients and a postcard was mailed directly to almost 600 recipients. GTC is using the PublicInput platform for all things UPWP. The application, the Call for Project Partnerships guidance, and the applicant workshop video are all available on a dedicated UPWP website through PublicInput.com.

For the 2022-2023 fiscal year, which extends from April 1, 2022 to March 31, 2023, GTC expects approximately \$755,000 to be available for new planning projects. Approximately \$570,000 is Federal Highway Administration Planning (PL) funds and about \$185,000 is Federal Transit Administration or Metropolitan Planning Program (MPP) funding. GTC typically receives the final allocation from NYSDOT-Main Office in November. However, staff are not expecting the final figures to differ significantly.

She noted that this figure is less compared to what has been available in recent cycles. For the past two UPWP cycles, GTC has programmed about 1 million dollars in new projects. For the current cycle, GTC is meeting additional MPO planning requirements, and as agreed to at the May 2021 Planning Committee meeting, GTC set aside \$100,000 for health care contingency. This is resulting in less funding.

Due to procurement requirements, Federal Transit funds are traditionally solely awarded to RGRTA. Therefore, only Federal Highway funds are available for all other applicants, including GTC staff applications. During last year's call the UDC indicated strong support for funding the Regional Freight Plan Update for the upcoming UPWP cycle. Additionally, pursuing a Regional Freight Plan Update was specifically recommended as part of GTC's latest federal certification review. The Freight Plan Update totaled \$150,000. If the Freight Plan Update is funded, that will leave \$418,000 in Federal Highway funds for all other applicants – including the traditionally funded Land Use Monitoring Reports and the High Accident Location Program.

She added that GTC will be outlining the financials in greater detail to the UDC as we push out further communications. GTC is hopeful that we may receive additional planning funds through a new infrastructure bill. If so, the UDC may be able to select projects to fund if and when future funding becomes available.

Meetings to convene the UDC have already been scheduled. Applications are due this Friday, October 15. A draft program with new projects will be presented for to the Planning Committee for Public Review on January 6, 2022.

e) Public Engagement Highlights

Lori Maher reported there were four new and ongoing public involvement opportunities in the region in the months of September and October. These included

both GTC-led initiatives and local agency projects. She requested that project sponsors keep Lori Maher informed of any additional public input opportunities so that GTC staff can support promotion of them.

f) Member Agency and Partner Updates

No member had any updates.

7. New Business

There was no new business.

8. Public Forum

No member of the public spoke during the Public Forum.

9. Next Meeting

Scott Leathersich noted that the next meeting is scheduled for November 18, 2021 via webinar.

James Stack noted that Governor Hochul signed legislation extending waivers for Open Meetings Law through mid-January 2022. He added that the Planning Committee can continue to meet remotely through that time.

10. Adjournment

The meeting adjourned at 11:55 AM.