

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

MINUTES of the JANUARY 19, 2018 PLANNING COMMITTEE MEETING

Voting Members

Mary Robison, Chair
Neil Burke
Megan Costa
James Fayle
Mark Frechette
Michael Jauch
Casey Jordan
Owen Kerney
Kerry McElroy
Ed Mueller
Chris Rauber

Organization

City of Syracuse
City of Syracuse DPW
Syracuse-Onondaga County Planning Agency
Empire State Development
NYS Department of Transportation
NYS Thruway Authority
Onondaga County Legislature
City of Syracuse, Division of Planning
NYS Department of Environmental Conservation
CNY Regional Transportation Authority
Onondaga County Department of Transportation

Also Attending

John Reichert, NYSDOT

SMTC Staff

James D'Agostino, Mario Colone, Jason Deshaies, Andrew Frasier, Kevin Kosakowski, Danielle Krol, Aaron McKeon, Meghan Vitale, and Patricia Wortley

BUSINESS MEETING

1. CALL TO ORDER

Chairperson Robison called the meeting to order at 10:05 a.m. in Lower Level Conference Room of the Syracuse Metropolitan Transportation Council, Syracuse, NY. Following introductions, the Chairperson stated the only change to the agenda is an additional TIP Amendment.

2. APPROVAL OF MINUTES

The Chairperson inquired if there were any changes to the June 28, 2017 minutes. Hearing none, the Chairperson called for a motion.

Mr. Frechette moved and Mr. Kerney seconded approval of the minutes. Motion carried.

3. COMMUNICATIONS AND REPORTS

A. UPWP STATUS REPORT

Mr. D'Agostino stated that due to the 2018-2019 UPWP presentation later on today's agenda, the current project updates will be provided then.

B. UPDATE ON I-81 OPPORTUNITIES FROM THE NYSDOT

Mr. Frechette stated that over the last six months they continued to engage different stakeholders in the community. They met with many individuals in this room, in addition to representatives from SU, downtown, and the Syracuse Housing Authority. They had 3 areas to engage: 1. Maintain traffic during construction. Different opportunities they have. 2. What we do to try to protect the human element of projects. A lot of work going on next to businesses and homes. 3. Natural Environment. They are looking at everything from wetlands to protecting historical properties, air quality and noise.

The feedback was excellent.

Mr. Frechette stated that the predominate activity since we last met was work on the DEIS – the three alternatives: No build, viaduct, and community grid. Extremely large document. A lot more engineering. There are new graphics. There is a lot of information on traffic, construction phasing, property impacts, protecting the environment, and hazardous waste. The DEIS is really the vehicle to further engage the community. It will be utilized to ultimately select the preferred alternative.

In December, the independent tunnel study, prepared by WSP, was released to the public. It deemed that tunnel solutions are feasible to build. The Governor announced at the State of the State that the tunnel option would be included. They need to bring the tunnel alternative to the same level as the other options.

The Chairperson inquired if the tunnel version of the DEIS will be added to the other DEIS. Mr. Frechette stated yes, the tunnel alternative has to be brought equal to the other alternatives. Ms. Costa inquired as to the time frame. Mr. Frechette state that is yet to be determined, but is anticipated that it will take all of 2018. Mr. Kerney inquired as to the tunnel analysis being done by the consultant team currently working with the state. Mr. Frechette stated that it has not been fully decided at this time. He stated that Parsons and WSP, the tunnel consultant, were independent. Both have tunnel expertise. All alternatives will be put together into a single document.

4. OLD BUSINESS

None.

5. NEW BUSINESS

A. 2018-2019 UPWP

Mr. D'Agostino reviewed the 2017-2018 UPWP work items. He then reviewed the proposed 2018-2019. We have a \$1.3 million budget. He highlighted the continuing projects – some of which are required and others that were not completed during the 2017-2018 program year. Twelve new projects were proposed by member agencies and two projects were proposed by staff. All of the projects with the exception of the Village of North Syracuse Bear Road project are included in the proposed UPWP. Mr. D'Agostino gave an overview of the projects. He noted that some projects will not be started until later in the program year.

Mr. Frechette inquired if pedestrians will be included in the Safety Assessment project. Mr. D'Agostino stated at this time it was vehicular, but pedestrians could be added. Mr. Frechette stated that the pedestrian aspect would be tied into the PSAP program.

Mr. D'Agostino stated that we have \$100,000 in NYSDOT SPR funds included in the operating budget. Mr. Frechette stated that the NYSDOT uses the SMTC's model for I-81.

Mr. Frechette commended the SMTC. There is a lot of good work to get done. He anticipates that the TAP program will be initiated this summer. The pedestrian projects the SMTC has done are beneficial to municipalities in putting together their applications.

Mr. Kerney moved and Ms. Costa seconded a motion that the Policy Committee adopt the 2018-2019 UPWP at their February 16 meeting. Motion carried.

B. STATEWIDE SAFETY TARGETS

Mr. D'Agostino stated The Highway Safety Improvement Program Final Rule (23 CFR Part 490) required states to set targets for five safety performance measures by August 31, 2017. The NYSDOT established targets for 5 performance measures based on 5-year rolling averages for:

1. Number of fatalities;
2. Rate of fatalities per 100 million Vehicle Miles Traveled (VMT);
3. Number of serious injuries
4. Rate of serious injuries per 100 million VMT
5. Number of non-motorized fatalities and non-motorized serious injuries.

NYSDOT officially adopted the above targets in the Highway Safety Improvement Program annual report dated August 31, 2017. The Governors Traffic Safety Committee (GTSC) has also adopted identical safety targets for number of fatalities, rate of fatalities and number of serious injuries as set forth in the Highway Safety Strategic Plan (HSSP).

The SMTC had the option to establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets or establish its own targets within 180 days of the State establishing and reporting its safety targets. The SMTC staff and the NYSDOT are recommending that the Policy Committee adopt the NYSDOT's Statewide Safety Targets.

Mr. Frechette inquired if the numbers were just for the SMTC area. Mr. D'Agostino stated that they are the numbers for the state. Mr. D'Agostino stated that we did not develop the table, it came from Albany. We will verify the numbers before the Policy Committee meeting. Mr. Colone added that they are an annual item. NYSDOT Main Office will have come up with targets every year.

Mr. Fayle moved and Mr. Frechette seconded a motion that the Policy Committee adopt the NYSDOT five Safety Targets. Motion carried.

C. TRANSIT ASSET MANAGEMENT PLAN TARGETS

Mr. D'Agostino that the October 1, 2016, Transit Asset Management Rule (49 CFR, Part 625) required transit operators to develop and adopt a Transit Asset Management Plan that addresses State of Good Repair for rolling stock, infrastructure, equipment, and facilities.

The Central New York Regional Transportation Authority (CNYRTA) established necessary performance targets and officially adopted the transit performance targets attached hereto. MPOs are required to adopt Transit Asset Management Targets and the MPO has the option to agree to program investments in support of the transit operator's targets or set their own quantifiable targets.

The SMTC shall establish performance targets that address performance measures established under 23 CFR Part 490 (where applicable), 49 USC 5326(c) and 49 USC 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the MPO.

Mr. Colone stated that Centro has to come up with targets every year. Centro is already meeting or exceeding the targets. Centro is 100% compliant.

Mr. Rauber moved and Mr. Kerney seconded a motion that the Policy Committee agree to support CNYRTA's performance targets in its Transit Asset Management Plan. Motion carried.

D. TIP AMENDMENTS

Mr. D'Agostino stated the New York State Department of Transportation (NYSDOT) is seeking the following amendments:

Deletion of project

PIN 380739 (Regional Large Culvert Project). Total cost \$660,000. Sponsor New York State Department of Transportation (NYSDOT). Project sponsor requests removal of project from SMTC's program due to schedule concern with Rt. 370/Onondaga Lark Parkway location.

Addition of project

PIN 360383 (VPP/Mill Rt 91, N of Coleman Hill Rd to Rt 173). Total cost \$650,000. Sponsor NYSDOT. Project sponsor requests addition of project to finish addressing the Rt 91 corridor. Offset provided by funds from outside the SMTC planning area.

PIN 380722 (Regional Large Culvert Project). Total cost \$660,000. Project sponsor requests addition of project to program to address Rt. 370 location and other large culverts outside the MPA.

Mr. Frechette spoke relative to the 370 culvert over Bloody Brook. This culvert will not last until they do the bigger 370 project. This is for work to the culvert on 370.

Mr. Mueller moved and Mr. Frechette seconded a motion that the Policy Committee approve the above TIP Amendments at their February meeting. Motion carried.

E. ERIE BOULEVARD EAST PEDESTRIAN STUDY – DRAFT FINAL REPORT

Mr. D'Agostino stated that the City of Syracuse and the New York State Department of Transportation requested the SMTC undertake this study. Ms. Krol gave an overview of the study.

Mr. Jordan inquired who will maintain the trails and crosswalks for pedestrians and bikes. Mr. Frechette stated that the NYSDOT would build them and the City and Town would maintain them.

Mr. Kerney moved and Mr. Burke seconded a motion that the Policy Committee acknowledge the completion of the report at their February 16 meeting. Motion carried.

F. SMART 1 – DRAFT FINAL REPORT

Mr. D'Agostino stated this study builds upon the analysis and findings in the 2014 Syracuse Transit System Analysis (STSA) completed by the NYSDOT as a component of The I-81 Challenge. Mr. Colone gave an overview of the study.

Mr. D'Agostino stated that the cost of this is substantial, but we have projects, such as the Connective Corridor, that are equitable and this would service a much broader need. Mr. Rauber inquired if any of the costs are included now. Mr. Colone stated that there is a little bit of overlap, but most are new costs. Buses would run more frequently. Mr. Mueller stated that this is definitely additional service. A little give and take will have to occur. This could be an I-81 alternative rather than relying on the Park-N-Ride system. Mr. Frechette stated that there have been preliminary conversations as to how to encourage the public to use public transportation. There has to be continued conversations as to what makes sense for Centro and the public. The conversations will have to continue in order to put their best foot forward. Discussion occurred relative to funding and operation costs. Mr. D'Agostino stated that there is potential for cost sharing in the community.

Mr. Jordan inquired as to the current system and the proposed, mixed use with the buses running on the same roads. He inquired as to why there is a substantial cost increase if they are using the same roads. Mr. Colone stated that with Small Starts, you have to have a certain number of vehicles operating over a period of time and increase in frequency. The shelters would change. There is branding that comes with it and marketing. Mr. D'Agostino stated that if you go with the

federal process there are requirements you have to meet. Mr. Jordan stated that he is assuming that there is a demand for the service and if this was the net or gross operating cost. Mr. Colone stated that he believes it is net. Mr. Jordan inquired if this is for convenience or for demand. Mr. D'Agostino stated that you are doing several things. Opportunity for those without vehicles. New opportunity to increase the mode of transit. Increase choice riders of transit. Also creates land use and economic opportunities along the corridor. This is the best solution we can develop to move people into using transit.

Mr. Jordan inquired if studies have been done to see if this is needed. We are a convenience-minded community. Will people choose to take the bus over using their car. Mr. D'Agostino stated that these are the two highest use corridors at this time and that is why these corridors were chosen. Ms. Vitale stated that we have public feedback through the LRTP and the Centro surveys. Mr. D'Agostino stated that people ask the SMTC about transit. Ms. Costa stated the SMTC also has the Work Link study that was completed last year. Mr. Rauber stated that Uber is used locally and inquired as to the use of federal transportation dollars. Mr. D'Agostino stated that Uber is ideal for situations which are much harder to service with transit. Mr. Frechette does not see Uber competing with transit. Mr. Mueller stated that autonomous vehicles could be possible in the future. Mr. D'Agostino stated that the Albany system is very successful and they are continuing to expand. Mr. Colone stated that the Albany BusPlus has been so successful that they are in the process of adding BRT to two additional corridors.

Mr. Mueller moved and Ms. Costa seconded a motion that the Policy Committee acknowledge the completion of the report at their February 16 meeting. Motion carried.

G. CARRIER PARK MOBILITY PLAN – DRAFT FINAL REPORT

Mr. D'Agostino stated that this effort is undertaken at the request of the Town of DeWitt. Mr. McKeon gave an overview of the study.

Mr. Kerney moved and Mr. Jauch seconded a motion that the Policy Committee acknowledge the completion of the report at their February 16 meeting. Motion carried.

H. CONNECTIONS TO TOWNSHIP 5: BICYCLE & PEDESTRIAN ASSESSMENT – DRAFT FINAL REPORT

Mr. D'Agostino stated that this effort was performed at the request of the Town of Camillus. Ms. Krol gave an overview of the study.

The Chairperson inquired if the town was happy. Ms. Krol stated yes, they worked with the SMTC on the recommendations.

Mr. Mueller moved and Ms. Costa seconded a motion that the Policy Committee acknowledge the completion of the report at their February 16 meeting. Motion carried.

I. ROUTE 57 BUILD-OUT IMPACT ANALYSIS – TECHNICAL ASSESSMENT

Mr. D'Agostino stated that this item was completed under our Comprehensive Plan Assistance Block. The SMTC provided technical assistance related to the proposed and potential development of the Route 57 corridor between the New York State Thruway and John Glenn Boulevard. Ms. Vitale gave an overview of the analysis.

Mr. Rauber moved and Ms. Costa seconded a motion that the Policy Committee acknowledge the completion of the Technical Assessment at their February 16 meeting. Motion carried.

J. 2017-2018 COORDINATED PLAN

Mr. D'Agostino stated that the previous Coordinated Plan was approved by the Policy Committee in 2014. Staff has worked on an update to the 2014 plan as is required every four years. The Coordinated Plan, a required element to award funding from the Federal Transit Administration in a metropolitan area, consists of four key components:

1. Assessment of available services;
2. Assessment of needs for persons with disabilities, seniors and people with low income;
3. Strategies or activities to address gaps in the transportation system; and
4. Priorities for implementation.

This plan has been updated to include 2015 American Community Survey data and input from various human service agencies and transportation service providers in the area. Mr. Colone gave an overview of the Plan.

Mr. Rauber moved and Mr. Frechette seconded a motion that the Policy Committee adopt the Coordinated Plan at their February 16 meeting. Motion carried.

6. PUBLIC COMMENT

None.

7. ADJOURNMENT

With no further business to come before the Committee, the meeting was adjourned at 12:02 p.m.