

**Herkimer-Oneida Counties
Governmental Policy & Liaison Committee
September 7, 2017**

The Governmental Policy & Liaison Committee (GP&L) met at Herkimer Community College, Robert McLoughlin Center, Room 282-283, Herkimer, NY on Thursday, September 7, 2017. Chairman Anthony J. Picente, Jr. opened the meeting at 9:35 a.m.

Voting Members Present:

Anthony Picente, Chairman	Oneida County Executive
Jim Wallace	Herkimer County Administrator
EJ Moses	CNYRTA/Centro of Oneida
David Wood	Representing George Joseph, Oneida County BOL Majority Leader
Nicolas Choubah	Region 2 Director, Representing Cathy Calhoun, NYSDOT Acting Commissioner
Chris Lawrence	Planner, Representing Robert Palmieri, City of Utica Mayor
Mike Waterman	Oneida County Legislator, DPW Chairman
Michael Jauch	Representing Howard Milstein, Chair of the Board, NYSTA
Terry Leonard	Mayor of the Village of Ilion
Philip Sacco	Oneida County Legislator
Raymond Smith	Herkimer County Legislator
Emil R. Paparella	Oneida County Legislator
Stephen R. Smith	Herkimer County IDA

Others Present:

Bernie Kennett	New York State Police
Debra Windecker	NYSDOT, Region 2, RPPM
Brian Hoffmann	NYSDOT, Region 2, Design Engineer
Sandra Lusher	NYSDOT, Region 2
John Kent, Jr.	Herkimer-Oneida Counties Comprehensive Planning Program, Program Director
Dale Miller	HOCCPP
Dana Crisino	HOCTS Program Manager
Barb Hauck	HOCTS
Katie Davis	HOCTS

Approval of June 15, 2017 Minutes

It was noted there was a typo on the minutes as mailed from the June 15, 2017 meeting, which had listed Bernard Peplinski as Chairman of the Committee. It was verified that Anthony Picente is indeed the Chairman of the Committee presently. Chairman Picente then asked for a motion to approve the amended minutes from the June 15, 2017 meeting. Such a motion was made, seconded, and passed unanimously without further discussion.

John Kent explained there has been a staffing change in HOCTS since the last GP&L meeting. Ethan Brennan has been accepted into the 2017 class of the NYS Troopers. This notification came suddenly on a Friday at 5pm in July, and he had to report to Albany by the following Sunday to begin classes on Monday. It was Ethan's ambition to be a State Trooper, and his Masters and Bachelor degrees were in Criminal Justice. As a new addition to the HOCTS staff, Katie Davis, who had been an intern with the Planning Department for the past two summers, was hired.

Opportunity for Public Comment

This is in accordance with HOCTS Public Participation Plan 2016 update.

Chairman Picente opened the meeting and asked if there were any comments from the general public. It was noted that there were no public comments were made.

Local Update of Census Addresses: LUCA 2020

Dale Miller, Principal Planner, presented on the upcoming Local Update of Census Addresses. LUCA is conducted approximately two years prior to the Decennial Census – the next of which will occur in 2020 – meaning the next LUCA will begin February 2018, and must be completed and mailed within 120 days thereafter.

Dale stressed that LUCA is the only opportunity for local government to impact which addresses will receive census forms. As the census is mandated by the U.S. Constitution to have adequate representation and distribution of federal money, it determines the amount of federal funding allocations based on state population counts. This is tied to nearly \$53 Billion in federal funding in New York State, therefore it is imperative municipalities take the opportunity to count their population as accurately as possible. *Each missed person in the census equates to a loss of about \$2,700 in federal funds.* The last LUCA added 10,783 new addresses to the two-county region, equating to about \$67 Million in additional federal funding.

LUCA compares addresses from the Master Address File (MAF) of the Census Bureau against local address databases in order to discover which addresses are missing from the former. Currently, the following three address files in Oneida and Herkimer Counties have been merged into the LUCA Regional Address File and are being reviewed: 1) NYS Street Address Maintenance Data, 2) Real Property Tax Parcel data, and 3) E911 Telephone Data. The local files are comprised of physical addresses only, no post office boxes or mailing addresses.

To prepare for LUCA, Dale urged higher executive officers to register for the project, designate a LUCA Point Person, and assemble local address files. Registration forms have already been mailed to HEOs for trainings regarding the LUCA software (GUPS) and the MAF, which are tentatively scheduled for October 2017. The Council on Children and Families are offering database assistance through the use of interns; more information can be found regarding said assistance at <http://bit.ly/NYCENSUS2020>. Cornell Program on Applied Demographics is also assisting in the LUCA effort by reviewing local housing units with census housing units by Block Level Geography.

Presentation: Rural Highway and Slow-Moving Vehicle Safety

Sgt. Bernie Kennett, New York State Trooper, requested his presentation be moved to the end of the agenda. All agreed this was reasonable, and the meeting proceeded on to the next item with no further comment.

HOCTS Resolution 2017- 35: Resolution to Support NYSDOT Targets for Safety Performance Measures

Dana Crisino presented a request for action to approve support for Safety Performance Measures targets for the MPO compliance with the FAST ACT.

Highway Safety Improvement Plan (HSIP) final rule (23 CFR Part 490) requires States to set targets for the five safety performance measures by August 31, 2017. The New York State Department of Transportation (NYSDOT) has established targets for five performance measures based on the five year rolling averages for (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled, (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized Fatalities and Non-

Motorized Serious Injuries. MPOs have 180 days to establish targets after the state, whereupon they may formally establish their own targets, or agree to support the State's targets.

The NYSDOT coordinated the establishment of safety targets with the 14 Metropolitan Planning Organization (MPOs) in New York through the New York State Association of Metropolitan Planning Organizations (NYSAMPO) Safety Working Group and the NYAMPO Fixing America's Surface Transportation (FAST) Act Working Group; and discussed the targets at a Federal Highway Administration (FHWA) Safety Target Setting Workshop and during an Executive Director's meeting.

NYSDOT has officially adopted the safety targets in the Highway Safety Improvement Program annual report dated August 31, 2017, and the Governor's Traffic Safety Committee has 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). These targets are as follows: (1) to lower the number of fatalities by 5%, (2) to lower the fatality rate by 3%, (3) to lower the number of serious injuries by 6%, (4) to lower the serious injury rate by 5%, and (5) to lower the number of non-motorized fatalities and serious injuries by 1%. The MPO Policy Committee by agreeing to these targets will plan and program projects that contribute to the accomplishment of said targets.

With no further discussion, Chairman Picente asked for a motion to approve HOCTS Resolution 2017-35. A motion was made, seconded, and passed unanimously.

HOCTS Resolution 2017-36: TIP Amendment

Sandra Lusher presented a request for action to revise the existing project list for the 2017-2021 Transportation Improvement Plan (TIP) for the Utica urbanized area.

NYSDOT Region 2 block PIN 2TM182 – Blocked Bridge Preventative Maintenance, Cyclical Highway Maintenance Bridge Painting, Minor Maintenance and/ or Cleaning, Regionwide, shall have its funds reduced to create new PINs for identified projects. The total project cost shall be decreased from \$4,672,000 to \$4,000,000.

With no further discussion, Chairman Picente asked for a motion to recommend for the approval HOCTS Resolution 2017-36 for the revision of PIN 2TM182 as an amendment to the 2017-2021 TIP. A motion was made, seconded, and passed unanimously.

HOCTS Resolution 2017-37: TIP Amendment

Sandra Lusher presented a request for action to revise the existing project list for the 2017-2021 Transportation Improvement Plan (TIP) for the Utica urbanized area.

NYSDOT Region 2 PIN 280605 – Bridge Cleaning Project 18, various locations Regionwide shall be newly created (from parent PIN 2TM182) for the NYSDOT Region 2 Bridge Cleaning Project 17, various locations Regionwide. All phases and funds are in FFY 2018 and 2019. The total cost is \$681,000.

With no further discussion, Chairman Picente asked for a motion to recommend for the approval HOCTS Resolution 2017-37 for the creation of PIN 280605 as an amendment to the 2017-2021 TIP. A motion was made, seconded, and passed unanimously.

HOCTS Resolution 2017-38, and 2017-38a-e: TIP Amendment

(Note: Resolutions 2017-38, 38a, 38b, 38c, 38d, 38e were reviewed and approved all at one time as they are all related to the same Block PIN.)

Sandra Lusher presented as a group request for action to revise the existing project list of the 2017-2021 Transportation Improvement Program (TIP) for the Utica urbanized area, for HOCTS Resolutions 2017-38, and 2017-38a through HOCTS Resolution 2017-38e, as follows:

HOCTS Resolution 2017-38: TIP Amendment

NYSDOT Region 2 block PIN 2TLB18 Local Pavement and Bridges, Project B, Regionwide, will be deleted to create 5 local project PINS. The total project cost will be deleted and redistributed through the 5 local project PINs is \$7,500,000.

HOCTS Resolution 2017-38a: TIP Amendment

NYSDOT Region 2 project PIN 275440 – Rehabilitation Superstructure Replacement General Bridge Rehabilitation, will be created for the local project: Mill Street/Fish Creek (BIN 2205630) in the Town and Village of Camden in Oneida County. The project is scheduled for FFY 2018 & 2019. The total project cost is \$934,000.

HOCTS Resolution 2017-38b: TIP Amendment

NYSDOT Region 2 project PIN 275441 – Reconstruction Bridge Replacement, will be created for the local project: Clinton Street/Sauquoit Creek (BIN 2206280) in the Town of New Hartford and the Village of New York Mills in Oneida County. The project is scheduled for FFY 2018 & 2019. The total project cost is \$2,112,000.

HOCTS Resolution 2017-38c: TIP Amendment

NYSDOT Region 2 project PIN 275445 – Reconstruction Bridge Replacement, will be created for the local project: Oneida Street/Sauquoit Creek (BIN 2263310) in the Village of Clayville and the Town of Paris in Oneida County. The project is scheduled for FFY 2018 & 2019. The total project cost is \$792,000.

HOCTS Resolution 2017-38d: TIP Amendment

NYSDOT Region 2 project PIN 275443 – Reconstruction Bridge Replacement, will be created for the local project: Horton Road/Big Woodhull Creel (BIN 2205730) in the Town of Forestport in Oneida County. The project is scheduled for FFY 2018 & 2019. The total project cost is \$1,056,000.

HOCTS Resolution 2017-38e: TIP Amendment

NYSDOT Region 2 project PIN 275444 will be created for the local project: Preventative Maintenance for bridges in the towns of: Steuben (BIN 3311040), Annsville (BIN 3310390), and Lee (BIN 3310750). The project is scheduled for FFY 2018 & 2019. The total project cost is \$1,980,000.

With no further discussion, Chairman Picente asked for a motion to recommend for the approval HOCTS Resolutions 2017-38, and 2017-38a-e for the creations of PINs 275440, 275441, 275445, 275443, and 275444, as amendments to the 2017-2021 TIP. A motion was made, seconded, and passed unanimously.

HOCTS Resolution 2017-39: TIP Amendment

Sandra Lusher presented a request for action to add a project to the existing project list of the 2017-2021 Transportation Improvement Program (TIP) for the Utica urbanized area.

NYSDOT Region 2 block PIN 2TCS18 shall be deleted to create PIN 280603 for the NYSDOT Region 2 Crack Sealing Project 18, various locations Regionwide. All phases and funds are in the FFY 2018. SDF funds will be added to scoping, preliminary design and detailed design. The total project cost is \$1,031,000.

With no further discussion, Chairman Picente asked for a motion to recommend for the approval HOCTS Resolutions 2017-39 for the deletion of PIN 2TCS18 as an amendment to the 2017-2021 TIP. A motion was made, seconded, and passed unanimously.

HOCTS Resolution 2017-40: TIP Amendment

Sandra Lusher presented a request for action to add a project to the existing project list of the 2017-2021 Transportation Improvement Program (TIP) for the Utica urbanized area.

NYSDOT Region 2 block PIN 2TTR18 – Safety Project 18 will be deleted due to the project being outside of Oneida and Herkimer Counties (MPO Planning Area).

With no further discussion, Chairman Picente asked for a motion to recommend for the approval HOCTS Resolution 2017-40 for the deletion of PIN 2TTR18 as an amendment to the 2017-2021 TIP. A motion was made, seconded, and passed unanimously.

HOCTS Resolution 2017-41: TIP Amendment

Sandra Lusher presented a request for action to add a project to the existing project list of the 2017-2021 Transportation Improvement Program (TIP) for the Utica urbanized area.

NYSDOT Region 2 block PIN 2TTS17 – Traffic Systems Project 17, will be deleted. PIN 280587 Traffic Systems Improvement Project 17 shall replace it. Phases will be moved from 2017 to 2018. Construction funds have been increased from the \$1.2M in the block PIN to \$1.4M in the actual PIN. The total project cost shall be \$1,753,000.

Chairman Picente expressed interest in which projects will receive funding from this new PIN; Deb Windecker stated that 11 sites have been identified region wide.

With no further discussion, Chairman Picente asked for a motion to recommend for the approval HOCTS Resolutions 2017-41 for the deletion of block PIN 2TTS17, and creation of project PIN 280587 as an amendment to the 2017-2021 TIP. A motion was made, seconded, and passed unanimously.

HOCTS Resolution 2017-42: TIP Amendment

Sandra Lusher presented a request for action to add a project to the existing project list of the 2017-2021 Transportation Improvement Program (TIP) for the Utica urbanized area.

NYSDOT Region 2 project PIN 280532 RT 5s: Safely Project, City of Utica, shall have the construction and construction inspection moved from FFY 2017 to 2018. Construction funding shall be increased from \$15.3M to \$19.17M with HSIP funds. Construction Inspection funding will be increased from \$2.295M to \$2.876M using NHPP funds. The total project cost shall be increased from \$19,887,000 to \$24,482,000.

With no further discussion, Chairman Picente asked for a motion to recommend for the approval HOCTS Resolutions 2017-42 for the revision of PIN 280577 as an amendment to the 2017-2021 TIP. A motion was made, seconded, and passed unanimously as amended.

Report of Administrative Modifications

Dana Crisino presented to the committee a report on the Administrative Modifications made to the TIP for the months of June, July, and August 2017, which are as follows:

Admin Mod. #:	PIN	DESCRIPTION	AGENCY
2017-6A	282171	Paratransit vehicles – fund source change from Section 5307 to 5309	CNYRTA
2017-7A	282172	Service truck – fund source change from Section 5307 to Section 5339	CNYRTA
2017-8A	282173	Supervisory vehicle – fund source change from Section 5307 to Section 5339	CNYRTA
2017-9A	282174	Service truck – fund source change from Section 5307 to Section 5339	CNYRTA
2017-10A	280588	Funding increase in the ROW Acquisition, Construction, and Construction Inspection phases; less than 10% total project cost change	NYSDOT
2017-11A	280593	Construction and Construction Inspection phases moved from FFY 2018 to 2017	NYSDOT

NYSDOT Projects Update

Debra Windecker provided an update regarding the status of the projects within the MPO and Region 2:

- North-South Arterial Project: The project is substantially complete as of August 31, 2017. There is still some finishing work to be completed including landscaping and punch list items. Off system road paving on city streets will also continue into the fall.
- Critical Bridges Over Water (CBOW) projects: Two sites will be completed this season, on Route 28 and Route 315, on schedule for completion this fall.
- Griffiss Parkway – Route 825: Work has begun to construct the roundabout at Hanger Road. The project is well underway for an on time completion November 2018.
- Route 51 Bridge in Ilion (over Mohawk River): A major rehab, two season project is underway to replace the bridge in a 2-year contract at a cost of \$4.5 M. CSX flagging has created some challenges, but work will be underway for the remainder of the construction season.
- Burrstone Road Bridge Replacement: The substructure repairs are underway. The project is on schedule for completion in October 2018.
- Route 5S Safety Improvement, Oriskany Blvd, Utica: Construction is set to begin in Spring of 2018. It is a two-year contract.
Jim Wallace expressed concern about the increased cost of the project, as established in HOCTS Resolution 2017-42, with the total cost of the project increasing from \$19,887,000 to \$24,482,000. Deb Windecker explained that the raising costs are due in part to the urban location of the project – dealing with sewer lines, impacts to traffic, soil contaminations, etc. – as well as the historic nature of the Baggs Square district in which the project will occur.

- Bridge NY Program: Region 2 is working closely with local sponsors and has been having biweekly phone meetings with Main Office. Another round of solicitation is expected in early 2018 for about \$150 m.
- Pedestrian Action Safety Plan: Local solicitation will be occurring Fall 2017. Region 2 has been allocated \$1.23M of Federal Highway Safety Improvement funding. The projects will be 100% funded with no local match required. Utica has been identified as a focus community to be a recipient of these funds for systemic treatments to improved pedestrian safety and minimize pedestrian accidents at uncontrolled and signalized crosswalks. Examples include: high visibility crosswalks, signage, flashing beacons, and upgrades to pedestrian signals for counter measures.

Other Business

~ Chairman Picente announced that Matt Driscoll, former Commissioner of NYSDOT, is now the Acting Director for the NYS Thruway Authority. The new NYSDOT Acting Commissioner is Cathy Calhoun.

~ Emil Paparella highlighted 4 issues he wanted NYSDOT to be aware of:

- 1) The July 1 flooding of the N-S Arterial by Holy Trinity Church: Nick Choubah explained the new drainage system was designed properly and worked well, but was overwhelmed by the flooded city drainage system and by the nearby creek that over flowed its banks.
- 2) Riverside Center Plaza: flood waters come down from Carbone Auto alongside of Rte. 12 N: Nick will look into the issue.
- 3) Arterial by Holy Trinity is very dark, very little lighting- Nick to look into more/different reflectors.
- 4) Emil suggested combining the Broad St Rte. 5S project and the new hospital road work to save dollars.

Presentation: Slow Moving Vehicle Safety

Bernie Kennett, New York State Trooper, presented on Slow Moving Vehicle Safety, especially concerning sharing the road with farm equipment and the Amish. In 2007, 90% of Slow Moving Vehicle (SMV) crashes occurred during the daylight, and two thirds of crashes occur when a slow moving vehicle is hit from behind. The rate of crashes with farm equipment is also increasing. These crashes could be prevented by increased driver awareness (decreasing the prevalence of the “Four Ds: Distracted, Drunk, Drugged, and Dumb”), and also the more frequent and proper use of slow moving vehicle signs.

Slow moving vehicle signs must be attached to both the vehicle and implement on farm equipment. Amish carts must also have a slow moving vehicle sign, reflective tape, or a lighted lantern in the dark. Some even use LED lighting on their carts, but this is far from common. Some Amish are reluctant to use the SMV signs because of their red and orange coloring, which they believe is the color of the devil/evil, and is a religious concern for them. Many do not use SMV signage at all, partially because they do not particularly care about their own safety on the road, due to their cultural views towards death: ‘If I die, so be it, as it was what God willed.’ This danger is further compounded when the Amish are on the road in the dark, as they are largely unaware of the sight distance and lack of visibility motor vehicle drivers experience at night; they cannot relate to our experience, and cannot realize the immense value of a reflective sign and lighted vehicle when driving in the dark.

There is no driver’s license or age restriction for the use of farm vehicles or Amish carts on the roadway. Concern was expressed regarding the Amish children’s knowledge of the rules of the road; Bernie stated that the Amish are required to follow the same rules of the road as any other vehicle. A committee member asked if Bernie thought the Amish would ignore further legislation to help ensure their safety, as well as the safety of those they share the road with; Bernie stated he thought it would be unlikely their behavior would actually change.

It was mentioned that there has been public appeal in the past for the Amish to clean up their horses' waste from the road; Bernie stated that the Amish had no interest in using the 'horse diapers' they have been given access to, and will likely never use them. Furthermore, Bernie urged us to recognize the waste as a warning sign that drivers are sharing the road with Amish, and use this information to heighten our awareness and increase our safety.

Closing

With all scheduled business completed and no other business presented, Chairman Picente adjourned the meeting at 11:30 am.

Respectfully submitted,
Barb Hauck – Associate Planner, HOCTS
and Katie Davis – Research Assistant, HOCTS