

Binghamton Metropolitan Transportation Study
Planning Committee Minutes
Tuesday, December 5, 2023

The meeting was called to order by Gary Hammond at 11:00am.

Roll Call:

Members Present:

Gary Hammond, Tioga County Public Works (Chair)
Vern Myers, Town of Vestal Engineering (Vice-Chair)
Nazar Logvis for Roger Brown, Broome County Public Works
Josh Holland, Village of Johnson City Department of Public Services
Beth Lucas, Broome County Planning
Greg Kilmer, Broome County Department of Public Transportation
Elaine Jardine, Tioga County Planning
Ron Lake, City of Binghamton Engineering
Josh Paludi, City of Binghamton Public Works
Cameron Williams, Village of Endicott
Alex Urda, Town of Chenango
Joel Kie, Town of Dickinson Public Works
Lou Caforio, Town of Union, Commissioner of Public Works
Katy Mangan, NYSDOT Region 9, Acting Planning and Program Manager

Others Present:

Jesse Vogl, Creighton Manning
Jim Cummings, Hunt Engineers
Christine Klein, NYSDOT Region 9
Tom Sullivan, Broome County Public Works
Jennifer Yonkoski, BMTS Staff
Scott Reigle, BMTS Staff
Leigh McCullen, BMTS Staff
Brian Cohen, BMTS Staff

Approval of September 7, 2023, minutes. Motion made by R. Lake, seconded by G. Hammond.
Approved by consensus.

OPPORTUNITY FOR PUBLIC COMMENT

No comment.

ACTION ITEMS

- **NYSDOT Targets for Safety Performance Measures**

[Resolution 2023-14, Recommending Policy Committee support the 2024 NYSDOT Performance Standards related to Safety]

J. Yonkoski asked for the Committee's support for the NYSDOT targets for safety performance measures for 2024. In the past, BMTS has supported NYSDOT's projects to help them meet their goals and are asking the Committee to do the same for 2024. The performance measures were reviewed, showing the five-year trends of fatalities, fatality rates, serious injuries, serious injury rates, and non-motorized fatalities and serious injuries. V. Myers asked if BMTS has analyzed to see if the MPO is meeting these measures? J. Yonkoski replied that it has not been analyzed, but the BMTS area has quite a small number of local projects. BMTS has safety money, but locals are rarely applying for it and are unable to do the analysis to qualify for HSIP funds. V. Myers asked if the MPO is comparing its safety measures against the State's. J. Yonkoski replied, no, the State tracks performance at the state level. K. Mangan stated that because New York City has a large proportion of the crashes, it's difficult in particular to measure the dollars per reduction in injuries or fatalities, which is so much higher for us here than in NYC. G. Kilmer asked if performance measures are tracked at a NYSDOT Region level? J. Yonkoski said that some of the larger MPOs that get direct allocation of federal transportation funds like Rochester have their own targets and monitor their performance. K. Mangan stated that the cost/benefit ratio needed to allocate HSIP funding is harder to reach in smaller urban and rural areas, so it's been difficult to allocate all the HSIP funds they have even doing the analysis at the regional level.

Motion made by G. Kilmer, seconded by J. Holland

Approved by consensus.

- **2023-2027 TIP Amendments**

[Resolution 2023-15, Recommending Policy Committee approval of an amendment to the 2023-2027 Transportation Improvement Program, Deletion of original PIN 975535, utilize funding for PIN 975563 and PIN 975564]

J. Yonkoski explained the first resolution is to remove the original Owego Road Bridge project from the TIP since the Town of Vestal applied for and was awarded Bridge NY funding. The next two resolutions are to add the projects to the TIP using the funds that were previously allocated to PIN 975535. This was discussed at the TIP Subcommittee, and it was decided to spend the available funding based on the original ranking of projects in-line for funding.

Motion made by R. Lake, seconded by G. Kilmer

Approved by consensus.

[Resolution 2023-16, Recommending Policy Committee approval of an amendment to the 2023-2027 Transportation Improvement Program, addition of PIN 975563, Airport Road Resurfacing, Broome County]

J. Yonkoski shared that the cost for the Airport Rd. Resurfacing Project is 1.196 million.

Motion made by V. Myers, seconded by R. Lake

Approved by consensus.

[Resolution 2023-17, Recommending Policy Committee approval of an amendment to the 2023-2027 Transportation Improvement Program, addition of PIN 975564, Glenmary Drive Resurfacing, Tioga County]

J. Yonkoski shared that the cost for the Glenmary Dr. Resurfacing Project is 1.52 million.

Motion made by G. Hammond, seconded by V. Myers
Approved by consensus.

[Resolution 2023-18, Recommending Policy Committee approval of an amendment to the 2023-2027 Transportation Improvement Program, PIN 9PM024, 2024 Pavement Marking Contract, increase construction and construction inspection, NYSDOT]

J. Yonkoski shared that this is a proposal to add 2026 Pavement Marking Contract block money to the NYSDOT 2024 Pavement Marking Contract block.

Motion made by J. Holland, seconded by L. Caforio
Approved by consensus.

DISCUSSION ITEMS / UPDATES

- **Administrative Modifications**
J. Yonkoski provided an overview of the TIP administrative modifications that BMTS is required to notify the Planning Committee about. Under the new Federal Transportation Bill, BMTS is now qualified as a medium urban area. Most of the modifications are to change funding sources from small urban to medium urban. The Route 363 Gateway Project is a change in schedule moving construction and construction inspection from FFY2024 to FFY2025 to allow additional time for U.S. Army Corps review. The Owego Rd. over Tracy Creek Bridge Replacement (BNY 2022 award) is a change in schedule moving construction and construction inspection from FFY2024 to FFY2026, based on the schedule in the IPP submission. These all were voted and approved by the TIP Subcommittee at the meeting immediately before this Planning Committee meeting.
- **Coordinated Public Transit – Human Services Plan**
S. Reigle presented the background, methodology & outreach, transportation gap findings, strategies to address the findings, and implementation plans for the Coordinated Public Transit – Human Services Plan update, necessary every five years. The draft Coordinated Plan update will be posted on the BMTS website at the end of this week or early next week for the Committee and public to review for thirty days. After the review period and making necessary changes, a recommendation for approval of the Coordinated Plan update will be requested either by e-ballot or at the February 27 Planning Committee meeting.
- **BMTS Central Staff Announcements**
J. Yonkoski introduced Brian Cohen, the new Transportation Analyst at BMTS, and informed the Committee of Cyndi Paddick's retirement from the Traffic Engineer position.
- **2023 Pavement Ratings – Road and Trail**
J. Yonkoski shared that the 2024 ratings are completed. The analysis is not complete yet but will be presented at the February 27 meeting. Reports for the fair and poor rated roadways were sent to municipal DPW or Highway officials on October 10.
Brian is working on the Trail Ratings and will be present them at the February meeting. The trail ratings are done every other year, so the last ones were done during 2021.
- **2020 Urban Area Boundary Changes**
L. McCullen, explained when there is a new Census, FHWA reviews urban area boundaries. They redefined how urban areas are defined, such as using census boundaries. During the summer of this year, BMTS received a draft urban area map from NYSDOT based on the new adjusted boundary. The significant change was not including Pennsylvania (PA). Previously, BMTS needed to coordinate activities with the Northern Tier of Pennsylvania. Their projects within the PA portion of

our urban boundary would be shown on the TIP as an addendum. No money from our urban area went to PA, the projects were shown as illustrative. With the new boundary, this is no longer necessary. The adjusted urban boundary was shown with a slide. Blue circles on the map show where small pieces were added to the urban boundary. These additions do not change things much. They are all local roads, and not Federal Aid eligible. The new roadways added to the urban area were reviewed. G. Kilmer asked if there is coordination with PA on projects. K. Mangan replied that there is when a project connects to a PA roadway. The approval of the adjusted urban area boundary by FHWA is expected sometime during 2024.

- Burbank Avenue Roadway Safety Audit (RSA)

L. McCullen shared that an RSA was performed with J. Holland during October. A new approach was used by creating a digital document and interactive map, using Google Maps. Not much analysis of intersections or crash history was needed, just identifying findings as while doing the walking audit and making associated recommendations. Findings and recommendations are imbedded in the digital map and are viewed by clicking the icons on the map. The main reason for the RSA was that a repaving project is planned, it was desired to identify issues and assess improvements that could be incorporated into the project. Some issues regarding Burbank Ave. included complaints in using the all-way stop intersection at Greenridge St., making sure signs met MUTCD standards, making sure pavement markings like crosswalks & stop bars are installed and in good condition, considering traffic calming measures like curb extensions, and considering a study to look into a small neighborhood roundabout at Greenridge Street. There is also a concern that Burbank Ave. traffic may increase with students using it to access Wilson Hospital and the Binghamton University Nursing and Pharmacy Schools. It is planned to do a traffic count on Burbank next year for a baseline to track traffic levels. The following is a link for the RSA map: <https://www.google.com/maps/d/viewer?mid=1tLCSCStxpW9-1pB0eneDaN2V9hqYiso&usp=sharing>.

J. Yonkoski mentioned that she didn't receive any RSA requests for the 2024-2025 UPWP update. Please email her if you would like to have an RSA done in preparation for a roadway project or if there is a roadway with safety issues. BMTS plans for at least two each year.

- Transportation Alternatives Program (TAP)

J. Yonkoski provided a reminder that the TAP application due date is January 9. The call for project applications has been issued. The minimum award is \$500,000 and the maximum award is \$5 million. A 20% match is required. This is a reimbursement program, so sponsors must first instance all project costs. J. Holland stated that Johnson City will be applying. BMTS typically has a representative on the application review committee, but NYSDOT makes final funding decisions. V. Myers asked if putting lights on trails that would include repaving existing trails would be TAP eligible? It was thought that it might be a possibility, but V. Myers was making the point that there is no funding avenue to do necessary repaving of multi-use trails.

- Bridge NY

J. Yonkoski, stated that the call for projects is out. The same process as before will be utilized to determine funding awards. Basically, it is the same process BMTS uses for the TIP update. BMTS receives applications from municipalities within the MPO boundary. The BMTS TIP Subcommittee will review and score the applications. Applications are due January 26. BMTS application rankings and recommendations need to be sent to NYSDOT by mid-March. Funding decisions will be announced after April 1, 2024. Minimum project cost is \$500,000 and maximum project cost is \$5 million. Projects will be funded at 95% with 5% local match. Broome County's target is \$8.36 million and Tioga County's target is \$4.44 million for this round of Bridge NY. G. Hammond

asked when the TIP Subcommittee will review and rank applications. J. Yonkoski, thought it would be mid-February, including a meeting or two to make final decisions. The same spreadsheet format will be used to score the applications. The Culvert NY program goes through NYSDOT, not the MPO.

- **2024-2025 UPWP**

The UPWP update is in progress. Did receive some suggested work items to include. Email J. Yonkoski for RSA requests and any more UPWP suggestions. A Draft UPWP will be out for review during late January with approval at the February 27 Planning Committee meeting. The updated UPWP will be effective April 1, 2024.

BUSINESS OFFERED FROM THE FLOOR

- E. Jardine requested an update on NYS Rt. 17 repaving in Apalachin and Owego. She heard that repaving from the Broome County line to Apalachin would happen next year. K. Mangan confirmed that the project was let to repave Rt. 17 from the Broome County line to Apalachin, so it will take place next year, 2024. It will be a two-year job. The Apalachin to Owego portion will follow this project. NYSDOT is looking into more affordable treatment options than the crack and seat for that segment.
- K. Mangan responded to V. Myer's question about the Rt. 434 bridge project near the Vestal Town Hall stating that it is delayed due to Army Corps analysis of the potential impact on Green Floater habitat. Chris K. said that she touched base with the NYSDOT Region 9 Environmental staff person who has been helping out with the Green Floater issue. She said next week she anticipates submitting the list of projects and all paperwork to FHWA, representing about twenty-five bridge projects and another twenty-five culverts. Hopefully once those are in, they can get a quick turnaround so the Rt. 434 bridge project and several others C. Klein is working on that are currently at a standstill can get going. Unfortunately, this is out of NYSDOT hands. When Green Floater regulations go into effect, it will significantly impact about half of Region 9.

Motion to Adjourn made by J. Holland, seconded by R. Lake.
Approved by consensus.

Meeting adjourned at 11:58 am.

Next Meeting: Tuesday, February 27, 2023