

Organization	Grant Opportunity	Document #	Document Role	Current Status
Town of Farmington	2021 TAP-CMAQ Program	DOT01-TPCM21-2021-00099	Grantee Contract Signatory	Assignment of Reviewers

PROJECT/SITE ADDRESSES

Instructions:

1. Please complete all required fields.
2. If Project Statewide is "Yes", do not enter Address information. If Project Statewide is "No", Address information is required.
3. Select the **Save** button above to save your work frequently.
4. Click Forms Menu to return to the navigation links.

Name/Description: Town of Farmington
 Project Statewide No
Address 1 1000 County Road 8
Address 2
City Farmington
County Ontario County
State NY
Zip 14425
Regional Council: Finger Lakes
Agency Specific Region: Region 4 - Rochester

PROGRAM SPECIFIC QUESTIONS

Instructions:

1. Please complete all the required fields.
2. Select the **Save** button above to save your work frequently.

Project Title Town of Farmington Sidewalk/Trail Connection Master Plan Phase I Implementation

Refer to the Application Instructions while completing the application questions.

1 ENTER THE PRIMARY CONTACT INFORMATION FOR THIS APPLICATION. (Descriptive Header. No answer required.)

1A Enter salutation.

Mr.

1B Enter first name.

Ronald

1C Enter last name.

Brand

1D Enter official title.

Director of Planning & Development
Town of Farmington, New York

2 Enter the email address for the contact provided in question #1.

rlbplans@gmail.com

3 Provide a contact phone number for the primary contact provided in question #1. (555-123-4567)

315-986-8100 Ext. 5

4 PROJECT DETAILS (Descriptive Header. No answer required.)

5 Enter the corresponding number/letter combo that best describes the sponsor type for the options listed below in 5A-5H. (e.g. A local government enter 5A.)

5A

5A Local Government (County, Town, City, Village)

5B Regional Transportation Authority

5C Transit Agency

5D Natural Resources Agency (NYS Dept. of Environmental Conservation, NYS Parks, Recreation and Historic Preservation, local fish and game or wildlife agencies)

5E Public Land Agency

5F Tribal Land Government

5G Local or Regional Government Agency

5H NYS Department of Transportation

6 Enter the project county.

NOTE: TAP funding is available in every county. CMAQ funding is available in these 19 counties: Albany, Chautauqua, Dutchess, Erie, Genesee, Greene, Jefferson, Livingston, Monroe, Montgomery, Niagara, Onondaga, Ontario, Orleans, Rensselaer, Saratoga, Schenectady, Schoharie, and Wayne. Refer to the Guidebook Chapter 1, Section A, for additional information.

Ontario

7 Enter the date the Sponsor attended the workshop.

7/14/2021

8 Enter the number (1-13) that corresponds to the category that best represents the project. Refer to the application instructions for the project category listing. Selection of a category is not a guarantee of funding under that category.

1

9 Based on the project county and project category selected, enter the corresponding number to indicate which program is being applied for. Enter "1" for TAP only, enter "2" for CMAQ only or enter "3" for both TAP and CMAQ.

1

10 Describe the project in two sentences. The first sentence should describe what will be constructed or implemented and the second should describe the beneficial outcome(s).

Sidewalk and trail connections will be constructed to fill the gaps in the existing pedestrian/trail network. The benefit is increased mobility throughout the developing "Community Center Area" of the Town.

11 For linear projects, provide begin and end locations (Street names, intersections, mile markers). If not applicable, enter N/A.

Mertensia Road north and south of Route 96 (Rt96). Rt 96 between Victor Town Line and Tops Plaza entrance. County Road 41 (CR41) between Auburn Trail and Rt 332. Beaver Creek Road between Rt 96 and CR 41. Rt 96 between Glenn Carlyn and Fairdale.

- 12 Enter the Latitude coordinates within the range of 40.400000 to 45.100000. Include all six decimal places. NOTE: Values outside the range provided are not in New York State.

42.963982

- 13 Enter the Longitude coordinates within the range of -71.800000 to -79.800000. Include all six decimal places. NOTE: Values outside the range provided are not in New York State.

-77.348355

- 14 PROJECT BENEFITS (Descriptive Header. No answer required.)

- 15 Provide a clearly defined, well-developed and concise project description. Include how the project relates to and addresses a surface transportation problem / need.

The project enables the construction of sidewalk and trail connections to fill in the gaps in the existing non-motorized network. The benefits of which include increased mobility, highway safety, pedestrian safety, connectivity to daily personal needs (i.e. groceries, medicines, employment and existing Town parklands and the regional Auburn Trail). There are a total of 14 sub-areas shown on the attached Town of Farmington Sidewalk/Trail Connection Master Plan which comprise the Phase 1 portion of a comprehensive pedestrian system within the developing "Community Center" of the Town. Within these sub-areas there is a total of 17,000 lineal feet of five foot wide concrete sidewalks, ADA ramps, signalized pedestrian crossing signals at three signalized intersections and one pedestrian bridge crossing of Beaver Creek completing connection to a 4,500 foot long section of sidewalks along the south side of CR 41 between New Michigan Road and State Route 332. Also located within these subareas are two existing Town Parks (Mertensia Park and Beaver Creek Park) and connections to the recently completed Auburn Trail Extension Project. The project, for the most part, is located within the rights-of-way of State Routes 96 and 332, County Road 41 (CR 41) and Town Road (Mertensia, Elizabeth Way, Glenn Carlyn, Beaver Creek Road and on Town-owned land located on the south side of CR 41 at the Beaver Creek crossing. The Town and Ontario County have established an Agreement allowing the Town to place portions of these sidewalks within the R.O.W. of CR 41 with the understanding that the Town will continue to maintain these facilities, including snow removal. There are a total of two properties where the Town will need to obtain easements from as part of this project. One property is located along the south side of CR 41 and the other is located along the west side of Mertensia Road. The Town is presently talking with these property owners and will have easements in place prior to the start of construction. The Town has recently completed the Federal Highway Administration TAP Grant for the Auburn Trail Extension Project, within the time period provided and within the dollar amounts specified in the agreement. The Town's Director of Planning and Development has thirty (30) years experience administering federal and state grant programs and is authorized to submit this grant application.

- 16 Describe how the proposed project contributes to the community economic competitiveness (e.g. Access to business, education, public services).

The project will serve approximately 8,500 persons living within the phase 1 area providing safe access to commercial businesses (e.g. grocery stores [Tops and Aldi]; banks [Canandaigua National, Generations and Lyons National Bank]; a CVS Pharmacy; convenience stores [Dollar General, Family Dollar, Byrne Dairy, Seven-Eleven]; fast food restaurants [McDonalds, Burger King, Dunkin Donuts, Taco Bell, Gator Pit], existing restaurants [Park Place, Proseccos, El Salvador, Eddie O'Briens], existing recreational facilities (two Town Parks and a regional hiking/biking trail) and established mass transit stops (RTS). The project provides students a safe means of travel between their homes and established school bus stops located along major state, county and town highways. The project creates a solution for an important portion of the Town's comprehensive planning program providing a meaningful non-motorized transportation alternative system located within the defined "Community Center" of this growing municipality. A solution that contributes to the safe free-flow of people, as well as goods and services.

The Town of Farmington continues to be recognized by the State of New York and the U.S. Census Bureau, as among the top ten fastest growing municipalities in upstate New York. The 2020 Census identifies the Town's population to be 14,710 persons. This represents an increase of 16.5% since 2010. Since 2018, there have been over 300 new single-family dwellings and over 400 apartment units constructed within the "Community Center" area. These projects have contributed to a walk-able "Community Center" by providing new segments of sidewalk/trail connections that are used daily by

our residents and visitors to our community. Phase 1 will enable the in-fill of existing sub-areas of pedestrian components thereby providing access to life's basic necessities, as well as amenities that continue to attract new residents and visitors that allows the Town to remain extremely competitive economically, as well as attractive to all income levels. The 2021 Edition of the Town of Farmington Comprehensive Plan contains goals, objectives and policies committing the town to their Sidewalk/Trail Connection Master Plan. Evidence of this is reflected in the 14 sidewalk easements obtained since 2018 which are part of this Phase 1 project. In addition, land use regulations contained in the town's MTOD Major Thoroughfare Overlay District and MSOD Main Street Overlay District require sidewalk installation and trail connections as part of pending projects (e.g. Farmington GLN Realty, G&A Development, Hathaway's Corners, Pintail Crossing, Auburn Meadows and Monarch Manor).

- 17 Describe how the project promotes community connectivity, revitalizes the community, quality of life and/or can improve the public health (e.g. enhances accessibility, mobility, modal connections, the trip experience, the community's transportation character, street network vibrancy, walk-ability, safety, complies with the Americans with Disabilities Act (ADA), reduces emissions and/or congestion).

The project when completed will connect 17,000 lineal feet of ADA compliant sidewalks, ramps, trail connections and pedestrian activated cross walk signals to 23,000 lineal feet of the Town's existing pedestrian network as shown on the Town's Sidewalk/Trail Connection Master Plan. The project links two manufactured home communities and three subsidized multi-family sites to the Main Street Business District located along State Route 96. Currently, in this area, there are extensive lengths of missing sections of sidewalks located along the heavily traveled State, County and Town highways where people are forced to walk along the shoulders of the road. There is no pedestrian link to two of the Town's existing parks (Mertensia and Beaver Creek) and the recently completed Auburn Trail (a regional trail facility). There is no sidewalk connection between these manufactured home parks and apartment buildings with established Rochester Transit Service (RTS) bus stops. The project provides pedestrian connections to these facilities which would then improve upon the quality of life, public health and independent mobility. The project also connects residents living within this area to groceries, medical supplies, employment opportunities as well as recreational opportunities to parks, trails and the Finger Lakes Gaming and Casino site (the Town's largest employer). The project greatly improves the safety of pedestrian access to established public transportation stops provided by Rochester Transit Service and thereby connects our residents to other areas of the county and region.

Since sidewalks were first introduced to the community, starting in 1993 with the State DOT's Routes 96 & 332 Intersection Project and again in 2001 with the construction of State Route 332, there has been a noticeable increase in walkers, joggers, hikers and bicyclists connecting to services and facilities located within the "Community Center" area. In 2020, the Town completed the Main Street Corridor Plan and adopted Main Street Overlay District (MSOD) regulations. These two documents are on file on the Town's website. Since enactment of these regulations, we have four businesses that are installing streetscape improvements along their Route 96 frontages. Improvements that include landscaping, streetlights, sidewalks, benches and trash receptacles. The transition of this Main Street Corridor will further contribute to the pressing need for the proposed sub-area sidewalk connections to the established sections of sidewalks. The Phase 1 Project enables completion of the safe routes system enabling those residents (including school children) who are currently walking along the unpaved shoulders of these heavily traveled highways a safe connection to the services and facilities identified above in this Section.

- 18 Describe how the project impacts system efficiency, improves connections between sidewalks and transit, community centers, schools, trails, etc.

Within the Project area there are two large manufactured home parks, three subsidized apartment projects and a number of school bus stops located along and adjacent to Mertensia Road. There are an estimated 300 persons living in this area that walk on a weekly basis to shop for groceries, to obtain medical supplies, to gain employment, to go to and from school and to seek recreational opportunity at nearby parks and a regional hiking/biking trail (Auburn Trail). Completing the missing links of sidewalks and trail connections within this area would meet the Federal Highway Administrations goal of Complete Streets. Installing the missing links identified in the attached Project Narrative also improves the walkability between residences and establish public transportation stops located within and adjacent to the Project's sub-areas. The Project is deemed to be the priority project for completing the sidewalk/trail connections that contribute to improved safe trips to schools, employment, personal services and recreational facilities.

- 19 Describe any unique characteristics, new approaches or innovative techniques to address the problem (e.g. cost-effective solutions, creative / innovative ways to deliver the project, use of donated materials, innovative construction materials and methods, leveraging of partnerships or funding sources, greater than 20% match).

The Town of Farmington has updated its' comprehensive plan with the 2021 Edition of the Town of Farmington Comprehensive Plan. A document that contains specific pedestrian transportation goals, objectives and policies which contribute to an alternative transportation systems and the realization of

the "Complete Streets" concepts. In 2020, the Town adopted the "Main Street Corridor Streetscape Design Guidelines and adopted the Main Street Overlay District (MSOD) which further contributes to the realization of the Federal Highway Administrations "Complete Streets" principles. In 2019, 2020 and to date in 2021, new site plan applications along the Main Street Corridor Area have been approved with conditions that streetscape improvements along State Route 96 contribute sidewalks, benches, trash receptacles, streetlights and buildings located closer to the highway thereby creating a sense of destination. The Town, as part of the 2021 Edition of the Town of Farmington Comprehensive Plan has prepared, presented to the public and adopted the "Town of Farmington Sidewalk/Trail Connection Master Plan" Map which delineates a comprehensive (long-term) solution for creating a non-motorized transportation system within the Town's defined "Community Center." Completion of the sidewalk links within and along this established Main Street Corridor. The Town, working with the Chamber of Commerce will begin placing banners on the new streetlights identifying local veterans from the community. The Town's Incentive Zoning District regulations include cash contributions to the Town for the installation of the identified streetscape improvements on vacant sites located along the corridor, thereby expediting these visual impacts upon the defined corridor area. The Town of Farmington is committed to matching twenty percent (20%) of the total project costs to leverage the federal/local share partnership as evidence by the Town Board's establishing a Capital Project in the total amount of \$450,000 which is greater than the required minimum twenty percent (20%).

- 20 Does the project address a safety issue? If yes, describe (e.g. reduces crashes, personal injury, or fatalities, addresses a High Accident Location). If No, enter N/A.

Currently, the missing sidewalk sections result in school students walking along the shoulders of the heavily traveled highways between their homes and the designated school bus stops. Residents also walk along these shoulders (as the attached photographs show). A few of these residents use their motorized wheel chair/scooters to travel along these highway shoulders as well. The Phase 1 Project completes these identified missing links that have been presented to the public, at a public information meeting held on Tuesday, August 3, 2021. A copy of this information meeting's minutes is enclosed as part of this documentation. Separating vehicular/pedestrian movements is a requirement in the Town Code for the Planning Board when considering site development within the MTOD Major Thoroughfare Overlay District and the MSOD Main Street Overlay District.

Both the New York State Police Troop E Commander and the Ontario County Sheriff have provided letters of support for this program citing public safety concerns resulting from vehicle/pedestrian crashes with personal injuries. The Ontario County Department of Public Works has also provided a letter of support for completing the sidewalk/trail connections located along their heavily traveled County highway. Finally both Superintendents of Schools for the Canandaigua City School District and the Victor Central School District, in their letters of support, identify the need for improving the public safety issues within the developing area of the Town.

- 21 Is the project referenced in a regional, state or local plan (e.g. Comprehensive Master Plan, Corridor Plan, Scenic Byway Plan, Regional MPO Plan, ADA Transition Plan, Smart Growth Plan, REDC Plan or Complete Streets Plan)?

Yes

- 22 If the answer to question #21 is Yes, name the documents and provide a link to the plan. If the answer to question #21 is No, enter N/A.

Genesee Regional Transportation Council's "State Route 332 and 96 Sub-Areas Study" (on town's website www.townoffarmingtonny.org). 2011 and 2021 Editions of the Town of Farmington Comprehensive Plans (on website). Town of Farmington Sidewalk/Trail Connection Master Plan Map (on website). Public Information Meeting Minutes 2021-2022 Town of Farmington TAP Grant Application (on website).

- 23 If the completed project is not available or open to the public (24 hours a day, 7 days a week, 365 days a year), describe the access restrictions. If there are no restrictions, enter N/A.

N/A

- 24 The following question (24.1) is required for CMAQ and joint CMAQ and TAP applications only. If this application is for TAP funding only, enter N/A for question 24.1 and go to question #25.

24.1 Clearly describe how the CMAQ project (including outreach/education activities) reduces emissions and/or provides congestion relief through one or more of the following strategies: A. Reduces the number of Single Occupant Vehicles (SOVs); B. Reduces idling vehicles in traffic by improving traffic flow, including before and after speed improvements; C. Improves efficient modes (transit, rideshare, pedestrian, or bicycle) or shifts users to lower emissions modes; D. Reduces fleet emissions by use of technology or operational practices. NOTE: Quantitative air quality benefits must be provided on the "Pre-submission Upload" page (found on the Forms Menu) by utilizing the "CMAQ Technical Benefits Worksheet".

N/A

25 Enter the number of federal aid transportation projects the sponsor has completed within the last 5 years.

1

26 Enter the number of currently active federal aid projects.

1

27 Has the Sponsor had difficulty delivering federal aid project(s) in the last five years (e.g. withdrawal, repayment, financial penalty, non-compliance with federal requirements, Federal Aid Ineligibility Notice)?

No

28 If the answer to question to #27 is Yes, explain. If the answer to question #27 is No, enter N/A.

N/A

29 Project Status: Enter the corresponding number / letter combo from the options 29A - 29F that best describes the project status. (e.g. If the project is in the planning stage, enter 29B).

29B

29A Not Started

29B Planning Stage

29C Preliminary Engineering

29D Final Design

29E Construction

29F Other

30 ENVIRONMENTAL REVIEW STATUS (Descriptive Header. No answer required.)

31 State Environmental Quality Review Act (SEQR): Enter the corresponding number/letter combo from the options (31A - 31D) that best describes the project's SEQR status. e.g. Review Not Started, enter 31A

31B

31A Not Started

31B In-Process

31C Environmental Determination Complete

31D Not Applicable

32 Explain the status provided in question #31. If 31A or 31D was selected, enter N/A.

Staff is updating the Short Environmental Assessment Form created for the previous 2018 TAP Grant Application. New areas are being evaluated based upon changes contained in the 2021-2022 TAP Grant Application. The majority of the sub-areas are located within highway ROWs and there is prior ground disturbance. The proposed pedestrian bridge crossing of Beaver Creek is undergoing an analysis of the extent of ground disturbance.

33 National Environmental Policy Act (NEPA): Enter the corresponding number/letter combo from the options (33A- 33D) that best describes the project's NEPA status. e.g. Not Started, enter 33A.

33A

33A Not Started

33B In-Process

33C Environmental Determination

33D Not Applicable

34 Explain the status provided in question #33. If 33A or 33D was selected, enter N/A. If you chose 31C, enter the determination and date.

At this time, the NEPA process has not been started as additional information is required. Once this information has been received, the Town of Farmington will prepare, as it has in the past with our other Federally Funded Project (Auburn Trail Extension), the necessary documents to fulfill the requirements of the NEPA review. The Town has also successfully completed NEPA reviews for several economic development grants, including water and sewer projects.

35 Will the project potentially affect any district, site, building, structure, or object that is listed, or eligible for listing on the National Register of Historic Places?

No

36 If the answer to question #35 is Yes, explain. If the answer to question #35 is No, enter N/A.

N/A

37 Is utility relocation required within the project boundaries?

No

38 If the answer to question #37 is Yes, describe. If the answer to question #37 is No, enter N/A.

N/A

39 Describe any unusual / unique features or issues which may hinder or slow the project's delivery. If no unusual features, enter N/A.

N/A

40 Describe Maintenance and Operation plans for the project's service life.

The Town of Farmington Highway Department has been maintaining existing sections of sidewalks now for the past 15 years. The Town has four (4) bob-cat type pieces of equipment (e.g. snow blowers and sweepers) which are operated by both Town Highway and Town Parks personnel. The sweepers are used throughout the year to keep sidewalks clean, as well as removing snow during the winter months. The Town Highway Department also replaces damaged sidewalks as necessary throughout each year. The recently completed Auburn Trail Connector Project involved 3 miles of stone dust trails and approximately one-half mile of concrete sidewalks which have been maintained over the past three years with supplemented equipment and town employees.

41 PROJECT DELIVERABLES

(Descriptive Header. No answer required.)

NOTE: For project deliverables definitions see Guidebook, Appendix D.

42 Enter the anticipated project implementation date.

NOTE: For infrastructure projects enter the anticipated construction letting date. For non-infrastructure projects enter the anticipated contract agreement date. See appendices B and C for details.

4/1/2023

43 Enter the status of the Final Design Report from the options (43A - 43D).

43A

43A Not Started

43B In Process

43C Environmental Determination

43D Not Applicable

44 Enter the anticipated Final Design Report completion date. If the answer to #43 is 43D (Not Applicable) do not enter date and continue to the next question.

9/1/2022

45 Enter the status of the Advanced Detail Plans (ADPs) from the options (45A - 45D).

45A

45A Not Started

45B Initiated

45C Completed

45D Not Applicable

46 Enter the anticipated Advanced Detail Plans (ADPs) completion date. If the answer to #45 is 45D (Not Applicable) do not enter date and continue to the next question.

1/1/2023

47 Enter the status of the Bid Proposal documents including Plans, Specifications and Estimates (PS&E) from the options (47A - 47D).

47A

47A Not Started

47B Initiated

47C Completed

47D Not Applicable

48 Enter the anticipated completion date of the Bid Proposal Documents including Plans, Specifications and Estimates (PS&E). If the answer to #47 is 47D (Not Applicable) do not enter date and continue to the next question.

2/15/2023

49 Enter the anticipated project completion date.

12/31/2023

50 Is the anticipated project implementation / construction letting date within 24 months of State-Local Agreement (SLA) execution? NOTE: SLA is typically executed 3 – 6 months after project selection.

Yes

51 If the answer to question #50 is No, explain why. If the answer to question #50 is Yes, enter N/A.

N/A

52 RIGHT-OF-WAY (ROW) (Descriptive Header. No answer required.)

53 Does this project require ROW?

Yes

54 Describe ROW needs. If ROW is not needed, enter N/A.

The Project Narrative, attached to this TAP Grant Application, identifies a total of two (2) properties where easements may likely be needed. Draft easement documents have been created by the Town's Engineers and the Town has made contact with these owners. Preliminary indication is that there will not likely be delays involved with obtaining these two easements which would affect the above time line for the Project's completion. In addition, the Town Engineers do not find any utilities that would need to be relocated from along the initial route of these sidewalk and trail connections.

55 What is the number of anticipated ROW acquisitions, leases and easements? If none, enter 0.

Note: Any anticipated ROW acquisitions, leases and easements information must be provided on the "Pre-submission Upload" page (found on the Forms Menu) by utilizing the "ROW Worksheet" template.

2

56 Will the project cross, conflict with or involve any Railroad ROW?

No

57 If the answer to question #56 is Yes, describe. If the answer to question #56 is No, enter N/A.

N/A

58 Was the project submitted for a pre-review? If yes, upload a copy of the Pre-Review Comment Form received on the "Pre-Submission Upload" screen (found on the Forms menu).

Yes

59 Did a NYS professional engineer review this project? If Yes, upload a copy of the letter on the "Pre-Submission Upload" screen (found on the Forms menu).

Yes

60 Provide any additional project information that should be considered.

As part of our 2018 TAP Grant Application, the State's reviewers identified the the following deficiencies: (1) a lack of documentation in an update to the 2011 Town Comprehensive Plan. The Town has a 2021 Edition of the Comprehensive Plan; (2) a lack of regional need as identified in an MPO Study. The Town now has the MPO's Study document "State Route 332 and Route 96 Sub-Area Study" which contains several statements of the need for completing a non-motorized transportation component within this major transportation corridor; and (3) the lack of documentation of need. The 2021-2022 TAP Grant identifies the Town's adoption of the "Main Street Corridor Streetscape Guidelines," the adoption of the MSOD Main Street Overlay

District and the adoption of the "Town of Farmington Sidewalk/Trail Connection Master Plan Map." The Town believes that it has now addressed all of the previously cited deficiencies.

OTHER

Instructions:

1. Please complete all the required fields.
2. Select the **Save** button above to save your work frequently.
3. Once an other item has been saved successfully, select the **Add** button above to add additional other items.
4. Click Forms Menu to return to the navigation links.

For allowable and unallowable costs see Attachment A. Note that both the total cost and the grant budgeted cost for this application/contract are required. The Total Cost may be more than the Grant Budgeted Cost in situations where the grant is supplemented by the use of Match or Other 3rd Party funds.

Type/Description 2214000
 Item # (if applicable)
 Quantity (if applicable)
 Financial

Unit Price (if applicable)
 Total Cost \$2,214,000.00

Line Total	\$2,214,000.00
Category Cost	\$2,214,000.00

[Click here to see a summary of the detail entered for this category.](#)

[CATEGORY TOTAL SUMMARY](#)

CAPITAL SUMMARY

Instructions:

1. Adjust the values in the Grant Funds, Match Funds & Other Funds so their sum matches the "Total" column.
2. The "Total" values are pulled from the "Category Cost" field found at the bottom of each budget category form.
3. Select the **Save** button to save your work frequently.
4. Click Forms menu to return to the navigation links

Category of Expense	Grant Funds *	Match Funds	Match % Calculated	Match % Required	Other Funds	Total
1. Scoping and Pre Development	\$0	\$0	0%	0%	\$0	\$0
2. Design	\$0	\$0	0%	0%	\$0	\$0
3. Acquisition	\$0	\$0	0%	0%	\$0	\$0
4. Construction	\$0	\$0	0%	0%	\$0	\$0
5. Administration	\$0	\$0	0%	0%	\$0	\$0
6. Work Capital/Reserves	\$0	\$0	0%	0%	\$0	\$0
7. Other	\$1,771,200.00	\$442,800.00	25%	0%	\$0	\$2,214,000.00
Total	\$1,771,200.00	\$442,800.00	25%	0%	\$0	\$2,214,000.00
Period Total	\$0.00					

WORK PLAN OVERVIEW FORM

Instructions:

The purpose of this form is to capture organizational information necessary for application processing, as well as a detailed accounting of the proposed or funded project. It is made up of three sections:

1. Project Summary
2. Organizational Capacity
3. Project Details - Objectives, Tasks and Performance Measures

If applicable, specific instructions/requirements for completing these sections may be found in the Grant Opportunity under which you are applying. Click Forms Menu to return to the navigation links.

Work Plan Period From To

Project Summary

Provide a high-level overview of the project, including the overall goal and desired outcomes. Include information such as location, target population, overall number of persons to be served, service delivery method and hours of operation.

Organizational Capacity

Describe the staffing, qualifications and ongoing staff development/training activities, and relevant experience of the provider organization to support the project.

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Work Plan Period From To

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Organizational Capacity

Describe the staffing, qualifications and ongoing staff development/training activities, and relevant experience of the provider organization to support the project.

OBJECTIVES**Instructions:**

1. Enter an *Objective* in the field provided below.
2. Select the **Save** button.
3. To add another *Objective*, when applicable, select the **Add** button above.
4. Follow the directions below for adding *Tasks* to the *Objective*.
5. Click Forms Menu to return to the navigation links.

Objective Name**Objective Description****Instructions for Adding Tasks for this Objective:**

Click the **Task** link in the Forms Menu navigation panel above to add a Task to this Objective.

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Work Plan Period From To**Project Summary**

Provide a high-level overview of the project, including the overall goal and desired outcomes. Include information such as location, target population, overall number of persons to be served, service delivery method and hours of operation.

Organizational Capacity

Describe the staffing, qualifications and ongoing staff development/training activities, and relevant experience of the provider organization to support the project.

OBJECTIVES AND TASKS

Instructions:

1. Select the **View/Add** link next to a Task to add or edit the Performance Measures for that Task.
2. Click Forms Menu to return to the navigation links.

Objective
Objective Name
Objective Description

TASKS

Instructions:

1. Enter an *Task* in the field provided below.
2. Select the **Save** button.
3. To add another *Task*, when applicable, select the **Add** button above.
4. Follow the directions below for adding *Performance Measures* to the *Task*.
5. Click Forms Menu to return to the navigation links.

Objective:

Task Name

Task Description

Instructions for Adding Performance Measures for this Task:

Click the **Performance Measures** link in the Forms Menu navigation panel above to add a Performance Measure to this Task.

DEFINE TASKS

Objective:

Task

PERFORMANCE MEASURE

Instructions:

1. Enter a *Performance Measure* in the field(s) provided below.
2. Select the **Save** button.

3. To add another *Performance Measure*, when applicable, select the **Add** button above.
4. Click Forms Menu to return to the navigation links.

Objective:**Task:****Performance Measure Name**

Integer

PERFORMANCE MEASURE**Instructions:**

1. Enter a *Performance Measure* in the field(s) provided below.
2. Select the **Save** button.
3. To add another *Performance Measure*, when applicable, select the **Add** button above.
4. Click Forms Menu to return to the navigation links.

Objective:**Task:****Performance Measure Name**

Integer

PRE-SUBMISSION UPLOADS**Instructions:**

1. Select the **Browse** button to locate an upload.
2. Select the **Save** button above to load it into the system.
3. If the Grant Opportunity you are applying for requires that a specific document be uploaded, a link to the Document Template will appear under the upload row. Click the link to download and save the Document Template to your computer. Once you have filled out the Document Template you can use the associated **Upload** row to upload the document as part of your application.

Attached files should be in common business formats, such as PDF, doc, xls, etc. File size for attachments is limited to 10MB per attachment. If there is a template provided for you, please download the template, complete it, save it to your computer and upload the completed file in the corresponding line. Some files provided may be for informational purposes only. Review the description of each to determine if it applies to you and your application. Only one file may be uploaded per line. If you have multiple documents that apply to one upload category, combine into one document (up to 10MB) and submit together. Note: when saving files, use naming convention of applicant name and brief description of the document. (e.g. BestTownBikePathBudget).

NYS DOT Pre-Review Comment Form

If you submitted your application for a pre-review by NYS DOT, upload the comments that you received from that review here.

FileNetDocRetrieval.aspx?docID={2181EDAA-361B-435C-AF27-937AA9533F9C}

Document Template: [Click here](#)

Detailed Project Budget Estimate *

Detailed project estimate can be in any format you choose. Resources can be found on the TAP-CMAQ website.

FileNetDocRetrieval.aspx?docID={4631BEFB-049F-4347-9F9E-71FD76F386B8}

Budget Summary Worksheet

Download the attached template, complete the requested information, save to your computer and upload the completed document here.

FileNetDocRetrieval.aspx?docID={31608C52-22ED-4110-9303-11370C3E5925}

Document Template: [Click here](#)

Detailed Project Schedule*

Upload your detailed project schedule.

FileNetDocRetrieval.aspx?docID={0381B0D8-84EA-4B94-A0C4-AAB40BD9B982}

Documentation of Community Support*

Upload the project community support documentation here.

FileNetDocRetrieval.aspx?docID={0B43A17C-20D2-4B36-A967-BDCCBC202C14}

Verification of Match Assurance *

Provide proof of Match Assurance. e.g. Letter of Intent, Budget Resolution.

FileNetDocRetrieval.aspx?docID={0C92F51A-6BCA-4850-A232-A09E2CCF8917}

Project Map*

Upload a copy of your project map.

FileNetDocRetrieval.aspx?docID={9C3C5319-22F1-4557-97D5-C05298158DE5}

ROW Documentation

Enter all Right of Way documentation. This is mandatory for any projects involving ROW.

FileNetDocRetrieval.aspx?docID={F1F1E18C-6E52-47D7-8B0E-C1CB919FAC07}

Document Template: [Click here](#)

CMAQ Technical Benefits Worksheet

REQUIRED FOR ALL CMAQ PROJECTS: Download the attached template, complete the requested information, save to your computer and upload the completed document here.

Document Template: [Click here](#)

NEPA Information

Upload NEPA documentation if applicable.

SEQR Information

Upload SEQR documentation if applicable.

FileNetDocRetrieval.aspx?docID={19BA3D7F-6DB5-49A1-8B35-0F0606728139}

Project Management Plan

If you have a project management plan, upload that here.

FileNetDocRetrieval.aspx?docID={88A817EE-0599-42F7-91CB-00DA2213971E}

Plans or Drawings

If you have any plans or drawings that are available upload them here.

FileNetDocRetrieval.aspx?docID={F2AA28D8-E337-4156-A38C-1B368FE8939A}

NYS Professional Engineer Project Review Letter

Upload the NYS Professional Engineer signed Project Review Letter if completed. Sample letter is available for reference.

FileNetDocRetrieval.aspx?docID={D5948DC2-5860-49B6-A7E7-D2ECBB6C6D72}

Document Template: [Click here](#)

Other Applicable Information

If there is anything that you would like to include with your application upload it here.
FileNetDocRetrieval.aspx?docID={972636D9-6FEF-4C5E-9085-E1FC5D6196D5}

Other Applicable Information

If there is anything that you would like to include with your application upload it here.
FileNetDocRetrieval.aspx?docID={F80E8A2A-6EEB-4A91-BA68-5629CFE90A16}

Other Applicable Information

If there is anything that you would like to include with your application upload it here.
FileNetDocRetrieval.aspx?docID={29138E9C-A6AF-486B-A18E-3C9D7231AE81}

Other Applicable Information

If there is anything that you would like to include with your application upload it here.
FileNetDocRetrieval.aspx?docID={91FDA893-D371-4F9D-8ED6-A416D359B02D}

Other Applicable Information

If there is anything that you would like to include with your application upload it here.
FileNetDocRetrieval.aspx?docID={8931F7A7-EBB5-47C6-A8F4-0B2EA96F9851}

Attestation

By clicking the **I Agree** button below, you certify and agree that you are authorized on behalf of the applicant and its governing body to commit the applicant to comply with the requirements of Article 15-A of the New York State Executive Law: Participation By Minority Group Members and Women With Respect To State Contracts by providing opportunities for Minority-owned Business Enterprise (MBE)/Woman-owned Business Enterprise (WBE) participation. You further certify that the applicant will maintain such records and take such actions necessary to demonstrate such compliance throughout the completion of the project.

By clicking the **I Agree** button below, you certify that you are authorized on behalf of the applicant and its governing body to submit this application. You further certify that all of the information contained in this Application and in all statements, data and supporting documents which have been made or furnished for the purpose of receiving Assistance for the project described in this application, are true, correct and complete to the best of your knowledge and belief. You acknowledge that offering a written instrument knowing that the written instrument contains a false statement or false information, with the intent to defraud the State or any political subdivision, public authority or public benefit corporation of the State, with the knowledge or belief that it will be filed with or recorded by the State or any political subdivision, public authority or public benefit corporation of the State, constitutes a crime under New York State Law

Submitted By: Ronald Brand **Submitted On:** 9/28/2021 4:27:26 PM



**2021 TAP-CMAQ Pre-Review
Comment Form**

**Department of
Transportation**

Complete the following fields as they appear in the Grants Gateway Application.

Sponsor Name: **Town of Farmington**

Sponsor Point of Contact Information: **Ronald Brand**

Address: **Not Provided in Application** Phone Number: **315-986-8100**

Sponsor E-mail Address: **ribplans@gmail.com**

Application Type: **TAP** Project Application #: **DOT01-TPCM21-2021-00099**

Project Short Title: **Town of Farmington Sidewalk/Trail Connection Master Plan Phase I Implementation**

Project Category: **1**

Date Regional Pre-Review Completed: **8/19/2021**

Complete budget fields below as they appear in the Grants Gateway Application.

Project Components	Total	NYS DOT Pre-Review: Budget Comments
ROW	\$15,000	Is this enough ROW funds to cover the easements?
Preliminary Design	\$220,000	In acceptable range
Final Design	\$205,000	In acceptable range
Construction	\$1,335,000	
8% Contingency	\$106,800	
Construction Inspection	\$220,000	In acceptable range
Project Manager	\$20,000	
Other Costs	\$0	
Total Project Costs	\$2,121,800	
Other Funds Already Secured		
Total Funds Requested (80% max)	\$1,591,350	Asking for \$1,989,188 Total Matched Funds
Total Local Match (20% min)	\$397,838	

Application pre-review bonus points/comments are based on the project information available in Grants Gateway at the time of review.

TAP-CMAQ Pre-Review Comment Form

Pre-Reviewer Requirements: Fill out the comment boxes. Document any missing information; insufficient details provided; directions not followed as outlined in Guidebook Appendix E, etc. **Sponsors:** Addressing the comments in the final Application submission will provide scoring reviewers a better project understanding.

1. Are the described project Benefits appropriately scoped? Was enough information included to conduct a proper project Scope Review?

Specific Scope and Benefits Comments: Sufficient details have been provided to properly review the scope and benefits of the project.

2. Does the proposed project Budget take into consideration all Scope aspects including all required information regarding approvals, ROW, design, construction and inspection? Was enough information included to conduct a proper Budget Review?

Specific Budget Comments:

The application includes \$15,000 for RoW incidentals and acquisition. Is this sufficient to acquire all property? Also included is \$20,000 for Project Manager costs. I'm assuming this is for the sponsor to administer the project?

The Budget Summary Table is indicating an additional \$132,613 additional funds required. Will this be funded by the Town or another fund source? I would indicate that in the application.

3. Does the proposed project Schedule take into consideration all Scope aspects including all required information regarding approvals, ROW, design, construction and inspection? Was enough information included to conduct a proper Schedule Review?

Specific Schedule Comments:

A couple concerns with the schedule as shown in the application: You are showing Design Approval in July 2022. This is only a few months after the project SLA is executed. Is this realistic? You are then showing only 2 months between Design Approval and ADP's and only one month between ADPs and PSE. This seems very tight especially given the statement you included in the application (#54) that '*Preliminary indication is that there will be delays involved with obtaining these easements*'. You are also showing a 7 month gap between PSE and Bid Opening....not sure why. It's recommended you spread out the design phases such that you submit the PSE closer to the Letting date allowing more time to design the project.

4. Was adequate information provided to assess the risks regarding the local match and project delivery? Was enough information included to conduct a proper Risk Review?

Specific Delivery Risk Comments:

Similar to my comment above, how is the \$132,613 (above the 20% local match) going to be funded? Local funds or another fund source?

5. Has the Sponsor demonstrated ROW assurance by owning or acquiring needed ROW?

Was enough information included to conduct a proper ROW Review?

Specific ROW Comments:

Per the application, RoW is required to build the project. Is \$15,000 sufficient to obtain all easements necessary? Once funds are awarded, you will not be allowed to go back for additional funding so make sure this application includes enough to cover.

Any other Application/project comments:

You need to include the total project cost in the Capital Budget Section of the Application ('Other' & 'Capital Summary) per the application instructions. You are showing \$1,996,800 in the 'Other' section. This does not match the total project cost in the Budget Summary attachment (\$2,121,800). Also, you did not include the Grant, Match, & Total costs in the 'Capital Summary' Section of the application, per the instructions. Make sure this completed in the final application.

Reviewer: Once completed, **SAVE** this form as a static pdf for your records. E-mail copy to Sponsor and Main Office.¹

¹ **NOTES TO SPONSOR:** Application pre-review is NOT a submission for funding. This pre-review comment form provides feedback to the Sponsor to improve the project application. Sponsors may contact the RLPL should clarification of this form's comments be necessary. Upload this form with final application submission to receive bonus points. **THE APPLICATION IS FINAL UPON SUBMISSION THROUGH GRANTS GATEWAY BY THE DUE DATE.**

SIDEWALK/TRAIL MASTER PLAN PHASE I
PRELIMINARY COST ESTIMATE

	QUANTITY	UNITS	UNIT PRICE	ESTIMATED COST
Town of Farmington Sidewalk/Trail Connection Master Plan Phase 1				
Subarea 1 East Side of Mertensia Road, Collett Woods to Meyer's RV				
Sidewalk - 5' wide 5' thick	1760	LF	\$53.00	\$90,100.00
Sidewalk Ramp	10	EA	\$5,000.00	\$50,000.00
Crosswalks	5	EA	\$1,200.00	\$6,000.00
Subarea 2 West Side of Mertensia Road, Auto Wash to Elizabeth Way				
Sidewalk - 5' wide 5' thick	1190	LF	\$53.00	\$63,070.00
Sidewalk Ramp	1	EA	\$5,000.00	\$5,000.00
Crosswalks	1	EA	\$1,200.00	\$1,200.00
Subarea 3 West Side of Mertensia Road, North of Elizabeth Way				
Sidewalk - 5' wide 5' thick	250	LF	\$53.00	\$13,250.00
Sidewalk Ramp	1	EA	\$5,000.00	\$5,000.00
Subarea 4 North Side of Rt. 96, DiFelice's vacant parcel to Matties Power Sports				
Sidewalk - 5' wide 5' thick	350	LF	\$53.00	\$18,550.00
Subarea 5 South Side of CR 41, Auburn Trail to Hathaway's Corners				
Sidewalk - 5' wide 5' thick	1660	LF	\$53.00	\$85,650.00
Subarea 6 South Side of CR 41, Savalia Blvd to SR 332				
Sidewalk - 5' wide 5' thick	3095	LF	\$53.00	\$164,035.00
Sidewalk Ramp	3	EA	\$5,000.00	\$15,000.00
Crosswalks	2	EA	\$1,200.00	\$2,400.00
Subarea 7 Pedestrian Bridge Crossing				
Sidewalk - 5' wide 5' thick	350	LF	\$53.00	\$18,550.00
Trail - 10' Wide Stone Dust	750	LF	\$25.00	\$18,750.00
Prefabricated Pedestrian Bridge	1	EA	\$300,000.00	\$300,000.00
Bike Rail	200	LF	\$25.00	\$5,000.00
Subarea 8 Beaver Creek Road, SR 96 on the north and CR 41 on the south				
Sidewalk - 5' wide 5' thick	3295	LF	\$53.00	\$178,935.00
Sidewalk Ramp	1	EA	\$5,000.00	\$5,000.00
Subarea 9 North Side of CR 41, SR 332 to Beaver Creek Road				
Sidewalk - 5' wide 5' thick	800	LF	\$53.00	\$42,400.00
Sidewalk Ramp	1	EA	\$5,000.00	\$5,000.00
Subarea 10 North Side of SR 96, Glen Carlin Drive to Fairdale Glen				
Sidewalk - 5' wide 5' thick	1270	LF	\$53.00	\$67,310.00
Subarea 11 North Side of Collett Road, Mertensia Rd to intersection of SR 332/Collett Rd				
Sidewalk - 5' wide 5' thick	990	LF	\$53.00	\$51,800.00
Sidewalk Ramp	1	EA	\$5,000.00	\$5,000.00
Subarea 12 South Side of SR 96, Riedman Office to Byrne Dairy				
Sidewalk - 5' wide 5' thick	616	LF	\$53.00	\$35,510.00
Sidewalk Ramp	2	EA	\$5,000.00	\$10,000.00
Subarea 13 East Side of Mertensia Road, south of SR 96 to Creek View Trail				
Sidewalk - 5' wide 5' thick	1735	LF	\$53.00	\$91,955.00
Sidewalk Ramp	1	EA	\$5,000.00	\$5,000.00
Crosswalks	1	EA	\$1,200.00	\$1,200.00
Subarea 14 South Side of SR 96, Mertensia Road to Farmington Market Center				
Sidewalk - 5' wide 5' thick	313	LF	\$53.00	\$16,589.00
Sidewalk Ramp	3	EA	\$5,000.00	\$15,000.00
Crosswalks	1	EA	\$1,200.00	\$1,200.00
Construction Subtotal (Before Percentages)				\$1,350,000.00
Standard Percentages				
Erosion Control (2% typical)	0.9%		\$11,940.00	\$11,940.00
Basic Maintenance and Protection of Traffic (16% typical)	0.9%		\$11,940.00	\$6,800.00
Construction Signs (1% typical)	0.5%		\$6,800.00	\$3,400.00
Survey & Stakeout (1.5% typical)	0.9%		\$11,940.00	\$11,940.00
Subtotal Total (Including Standard Percentages)	3.2%			\$1,400,000.00
8% Contingency				
Mobilization (4% typical)	4.0%		\$56,000.00	\$56,000.00
Field Change Order (4% typical)	4.0%		\$56,000.00	\$56,000.00
Subtotal Total (Contingency Only)	8.0%			\$112,000.00
Construction Total (Including Contingency)				\$1,512,000.00
Other Project Costs				
Engineering				\$445,000.00
ROW Incentives				\$10,000.00
ROW Acquisitions				\$5,000.00
Construction Inspection				\$222,000.00
Project Manager				\$30,000.00
Other Project Costs				\$702,000.00
TOTAL PROJECT COST				\$2,214,000.00

2021 TAP-CMAQ Budget Summary

Using figures from the required Detailed Project Estimate, complete the following:

1. Total Project Cost:	\$2,214,000
2. Amount of Funds Requested: Min \$500,000 - Max. \$5 Million	\$1,771,200
3. Total Remainder to be Funded:	OK
4. Amount of Local Match: Min 20%	\$442,800
5. Local Match Provider Name:	\$442,800
6. Amount of Additional Funds Required:	Town of Farmington
7. Name the source(s) and amount of "Additional" Funds:	\$0

Project Components	Total Project Cost ²
Total	\$2,214,000
ROW (Inc & Acq)	\$15,000
Preliminary Design	\$225,000
Final Design	\$220,000
Construction	\$1,400,000
8% Contingency ¹	\$112,000
Construction Inspection	\$222,000
Project Manager	\$20,000
Other Costs	\$0
Total Project Cost²	\$2,214,000

Notes:

- 1) the 8% contingency represents Mobilization and Field Change Payment (as a percent of construction ONLY)
- 2) This cost should be entered in your application, Budget/Capital Summary

Total Additional Funds:	\$0
	\$0

Low Range (% of Total Cost)	High Range (% of Total Cost)	Calculated Low Value	User Input Value	Calculated High Value
20%	25%	\$442,800	\$445,000	\$553,500
0%	15%	\$0	\$15,000	\$332,100
10%	12%	\$221,400	\$222,000	\$265,680
Construction Inspection				
Right-of-Way ³				
Design (Preliminary & Final)				

3) Maximum ROW costs is 15 percent of the Total Project Cost and must meet all requirements under the Uniform Act.

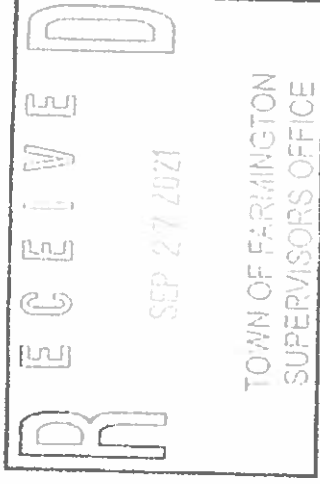
IMPLEMENTATION SCHEDULE

The Town of Farmington has successfully implemented other federally-funded projects, and as such, has demonstrated their ability to successfully manage, fund, and complete projects. The Town has shown that it has the organization, drive, and support to take a project from a study phase and progress it to a capital improvement project that is completed in accordance with the federal requirements. We are eager to continue our efforts on this Transportation Alternatives Project.

	Start Date	End Date
Funds Awarded	(02/22)	
Project Placed on TIP	(03/22)	(03/22)
Execute Agreement with NYSDOT	(03/22)	(06/22)
Select & Hire Architect/Engineer (Allows for Town Board Approval)	(04/22)	(06/22)
Prepare Design Approval Document and Complete ROW Incidental Tasks	(06/22)	(09/22)
Acquire Property	(09/22)	(01/23)
Advance Details Plans	(09/22)	(01/23)
PS&E	(01/23)	(02/23)
Bid and Award Project (Allows for Town Board Approval)	(03/23)	(04/23)
Construct and Inspect Project	(05/23)	(11/23)
Initiate Project Close-Out	(11/23)	

Town of Farmington - Auburn Trail Connector Phase 1

Congress of the United States
Washington, DC 20515



September 27, 2021

Supervisor Peter Ingalsbe
Town of Farmington
1000 County Road 8
Farmington, NY 14425

Dear Supervisor Ingalsbe:

I am writing to express my support for the Town of Farmington's Transportation Alternatives Program (TAP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Grant Application. TAP. CMAQ funding will allow the Town of Farmington to construct approximately 16,000 feet of pedestrian sidewalks, handicap ramps, pedestrian crossing signals, and hard surface connections to existing town and regional trails.

The Town of Farmington is experiencing significant growth and development, and while the town has constructed approximately ten miles of concrete sidewalks, there are missing links remaining that impede pedestrian connection. Farmington's application requests matching federal funds to complete the town's pedestrian transportation system for approximately 10,000 residents, as well as visitors and residents from the adjacent towns of Canandaigua and Victor.

Completion of this construction will fulfill the Town of Farmington's most recent Comprehensive Plan and the Genesee Transportation County's State Routes 96 & 332 Subarea Study's stated need to complete the installation of pedestrian facilities with the Community Center Area of the Town. Completion of these walkways will also remove persons from walking on the shoulder of the Town's heavily traveled highways.

For these reasons, I am in full support of the Town of Farmington's Transportation Alternatives Program (TAP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Grant Application. If I may be of any further assistance, please contact my Clarence District Office at 716-634-2324.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Jacobs".

CHRIS JACOBS
Member of Congress

CJ/eb

KIRSTEN GILLIBRAND
NEW YORK
SENATOR
RUSSELL SENATE OFFICE BUILDING
SUITE 470
WASHINGTON, DC 20510-3137
202-724-4451

COMMITTEES:
AGRICULTURE
ANIMAL SERVICES
SPECIAL COMMUNITIES AND INTELLIGENCE
SPECIAL COMMITTEE ON AGING

United States Senate

WASHINGTON, DC 20510-3205

August 16, 2021

Ms. Marie Therese Dominguez, Esq.
Commissioner
NYS Department of Transportation
50 Wolf Road
Albany, NY 12232

Dear Commissioner Dominguez,

I write in support of the application submitted by the Town of Farmington for funding from the Transportation Alternatives Program (TAP) and from the Congestion Mitigation and Air Quality Improvement (CMAQ) Program through the New York State Department of Transportation. This funding will be used to support construction for pedestrian safety, create handicap ramps, and improve connections to existing town and regional trails.

Located in Ontario County, the town of Farmington serves roughly 13,000 residents and has been ranked as one of the top 10 fastest growing communities in Western New York. Since 2003, the town has integrated sidewalks and trails into its planning program to ensure safety of non-drivers. Recognizing the recent surge in population, the town of Farmington is shifting its focus to connect to low traffic communities through a pedestrian transportation system.

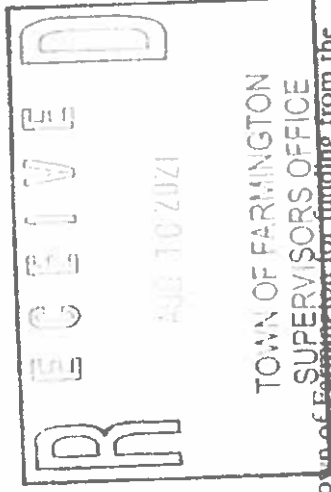
The requested funding will be used to construct pedestrian sidewalks, crossing signals, and handicap ramps and establish hard surfaces to connect existing town and regional trails. This funding will not only eliminate the risk of pedestrians walking on heavily traveled highways such as Route 96 and 332, but will also provide an even surface for physically impaired residents to travel on safely. Furthermore, this funding will serve important goals in connecting residents to businesses, parks, and trails.

I ask that you please give this application your full consideration. If you have any questions, or desire further information, please do not hesitate to contact my staff member, Ryan Kambich, at (202) 224-4451.

Sincerely,



Kirsten Gillibrand
United States Senator



Marcy Daniels

From: Peter Ingalsbe
Sent: Friday, August 20, 2021 3:58 PM
To: Ron Brand Gmai
Cc: Marcy Daniels
Subject: FW: Letter of support request - TAP-CMAQ

Ron, see below

Peter V. Ingalsbe
Supervisor
Town of Farmington
Farmington, NY 14425
315-986-8100 ext. 2

From: Cook, Andrew (Schumer) <Andrew_Cook@schumer.senate.gov>
Sent: Friday, August 20, 2021 2:45 PM
To: Peter Ingalsbe <pingalsbe@farmingtonny.org>
Subject: Letter of support request - TAP-CMAQ

Hi Supervisor,

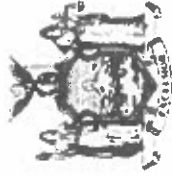
My name is Andrew Cook and I work in Senator Schumer's Finger Lakes office. I wanted to thank you for reaching out about your TAP-CMAQ grant application. We'd be happy to provide a letter of support for you. Just so you know, our general procedure is to send our letters of support directly to the agency after the application has already been submitted. Could you notify me when your application is in? Then we'll submit our letter and I'll share a copy with you for your records.

Best,

Andrew Cook
Deputy Regional Director
U.S. Senator Charles E. Schumer
100 State Street, Rochester, NY 14614
(585) 263-3124

RANKING MINORITY MEMBER
HOUSING, CONSTRUCTION AND
COMMUNITY DEVELOPMENT
INSURANCE
LEGISLATIVE COMMISSION ON
RURAL RESOURCES

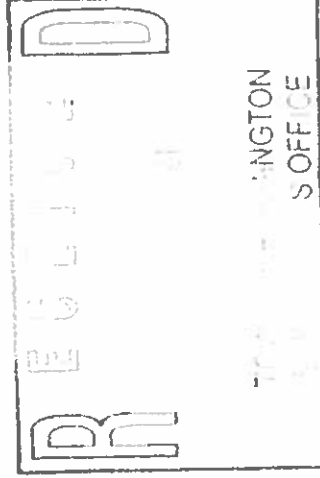
THE SENATE
STATE OF NEW YORK



COMMITTEES
AGRICULTURE
COMMERCE, ECONOMIC DEVELOPMENT
AND SMALL BUSINESS
CULTURAL AFFAIRS, TOURISM, PARKS
AND RECREATION
RACING, GAMING AND WAGERING
LEGISLATIVE WOMEN'S CAUCUS

SENATOR
PAMELA A. HELMING
54TH DISTRICT

Honorable Peter Ingalsbe
Town of Farmington
1000 County Road 8
Farmington, New York 14425



August 10, 2021

Re: Transportation Alternative(TAP) & Congestion Mitigation(CMAQ) Grant Application

Dear Supervisor Ingalsbe:

It is a pleasure to support the Town of Farmington's plans to apply for federal funds through the TAP and CMAQ program. It is my understanding that these funds will be utilized by the Town of Farmington to improve traffic safety, enhance accessibility and further develop the Auburn Trail Extension.

The Town of Farmington has worked aggressively to attract new businesses, jobs and opportunity. In fact, the Town has been a leader in attracting residential growth and development that serves local residents of all income levels. With this growth comes challenges and opportunities. One of these challenges is the need for improved, accessible sidewalks. The development of these sidewalks is important from both a public safety and quality of life standpoint. They are also an important conduit for local residents to visit and support area small businesses.

Farmington has attracted a number of new employers in the past decade and many of their employees have chosen to live locally. Many live close to where they work and walk along traffic heavy highways to reach their jobs, purchase groceries or visit local restaurants. Adding sidewalks is important for both public safety and the health of our community as we encourage local residents to get physically active and consider alternatives to driving short distances.

It is my hope that your application for these important funds will be successful. Please do not hesitate to contact me whenever I can be of assistance to the Town of Farmington or if I can offer any additional information or support.

With best wishes,

Sincerely,

Pamela A. Helming
Senator, 54th District

Geneva 475 Exchange Street Geneva NY 14456 • (315) 568 9816 • FAX (315) 789 1946
Albany Room 517 Legislative Office Building Albany NY 12247 • (518) 455 2366 • FAX (518) 426-6953
www.helming.nysenate.gov • helming@nysenate.gov





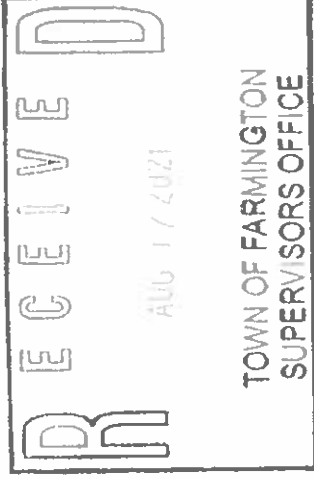
THE ASSEMBLY
STATE OF NEW YORK
ALBANY

RANKING MINORITY MEMBER
Racing and Wagering
Committee

COMMITTEES
Aging
Children and Families
Local Governments
Tourism, Parks, Arts and
Sports Development

JEFF GALLAHAN
Assemblyman, 131st District

August 17, 2021



Peter Ingalsbe, Supervisor
Town of Farmington
1000 County Road 8
Farmington, NY 14425

Dear Supervisor Ingalsbe,

I am writing to express my support for the Town of Farmington's 2021-2022 Transportation Alternatives Program (TAP) and Congestion Mitigation and Air Quality Improvement (GMAQ) Grant Application. Through this funding, Farmington will be able to connect a missing portion of pedestrian sidewalk to regional trails.

As the representative for the 131st New York State Assembly District, it is my honor to represent the Town of Farmington in the Assembly. Located in the heart of the Finger Lakes Region, the Town of Farmington offers residents and visitors easy access to local trails and waterways. Farmington was named among the top ten fastest growing communities in Western New York, which has caused an increase in pedestrian foot traffic. Adding additional sidewalks would provide safe passage for residents and visitors.

This application would allow the Town of Farmington to add 16,000 lineal feet of missing pedestrian sidewalks, handicap ramps, and pedestrian crossing signals. As a fast-growing community, there were areas of the town that did not have pedestrian sidewalks due to nondevelopment, but that is changing. Connection of neighborhoods to local businesses, services, parks and trails is vital. The missing sidewalk would provide safety to community residents and visitors by removing them from walking on the shoulder of heavily trafficked roadways.

For these reasons, I ask that full consideration is given to this application in accordance with all applicable rules and regulations. If I may provide further information, please do not hesitate to contact my office via email; gallahanj@nyassembly.gov or by phone; 315-781-2030.

Sincerely,

Jeff Gallahan
Member of Assembly
131st District

ALBANY OFFICE Room 725, Legislative Office Building, Albany, New York 12248 • 518-455-3979 FAX: 518-455-7013
DISTRICT OFFICE 70 Elizabeth Blackwell Street, Geneva, New York 14456 • 315-781-2030 FAX: 315-781-1746
EMAIL: gallahanj@nyassembly.gov



TOWN SUPERVISOR
742-5020

TOWN CLERK
TAX RECEIVER
742-5080

TOWN COURT
924-5775
924-5262

ASSESSMENT
742-5010

ECONOMIC
DEVELOPMENT
742-5073

FINANCE
742-5025

HIGHWAY
742-5094

HISTORIAN
742-5065

PARKS & RECREATION
742-0140

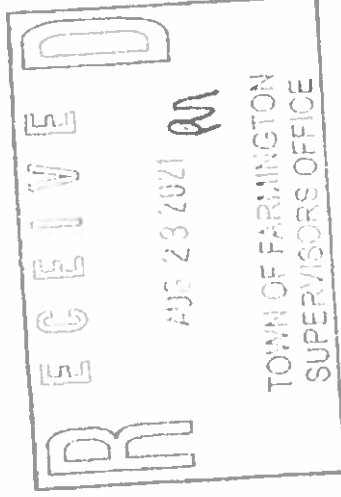
PLANNING & BUILDING
742-5035

PLANNING / ZONING
742-5040

HUMAN RESOURCES
742-5028

August 18, 2021

Pete Ingalsbe
Supervisor
Town of Farmington
1000 Co. Road 8
Farmington, NY 14425



Dear Pete

I am pleased to offer my support for Town of Farmington's grant application under the Transportation Alternatives Program (TAP) and Congestion Mitigation & Air Quality Improvement (CMAQ). The request for funding under these programs will enable the Town to complete the pedestrian system project.

We are very fortunate to have the extensive trail system and pedestrian friendly alternatives that connect the Towns of Farmington and Victor. The Town of Farmington has made significant progress with this initiative since 2003 with installation of sidewalks and hiking and biking trails to connect residential areas. Since that time, significant growth in the Town has created gaps in the overall pedestrian transportation systems which results in unsafe conditions. The requested funding will enable the Town of Farmington to make needed connections with sidewalks and trails, install improvements for physically challenged residents and improve the overall safety for our residents.

I encourage the funding agencies to approve the application request for this important piece of the project that will ultimately provide an enhanced, safe pedestrian system that residents of Farmington, Victor and Canandaigua will enjoy.

Sincerely,

Jack Marren
Supervisor, Town of Victor

TOWN OFFICES | 85 East Main Street | Victor, NY 14564
(585) 742-5080 | Fax (585) 924-0202 | www.victorny.org



Office of Sheriff County of Ontario

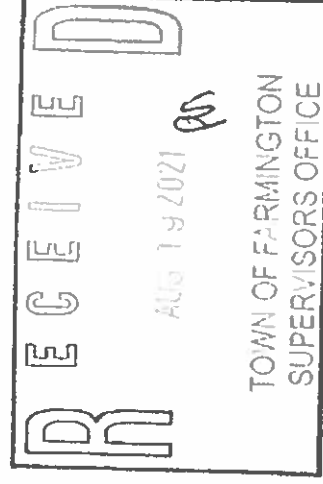
Kevin M. Henderson
Sheriff

www.co.ontario.ny.us
74 Ontario Street
Canandaigua, New York 14424-1898

David J. Frasca
Undersheriff

August 16, 2021

Supervisor Peter Ingalsbe
Town of Farmington
1000 County Road 8
Farmington, NY 14425



Dear Supervisor Ingalsbe,

Please find this letter of support for the Town of Farmington's TAP-CMAQ Grant Application. With the continued growth of the North West portion of Ontario County, including the Towns of Farmington, Victor and Canandaigua, it is imperative to public safety that those who wish to use sidewalks and trails can do so.

Proper installation of sidewalks and trails, provide pedestrians a safe infrastructure to walk without having to use the highways, which pose a substantial risk. Walkable neighborhoods with sidewalks are the foundation of a complete transportation system. The existing sidewalks have proven to be invaluable to those who wish to walk, as well as those who have physical impairments, that use these routes.

As Sheriff of Ontario County, I am in full support of this initiative, which truly enhances not only public safety, but also quality of life.

Sincerely,

Kevin M. Henderson
Ontario County Sheriff

September 22, 2021

Mr. Peter V. Ingalsbe
Supervisor, Town of Farmington
1000 County Road 8
Farmington, New York 14425

Dear Supervisor Ingalsbe,

I write today to offer the support of Ontario County for the Town of Farmington's Transportation Alternatives Program (TAP) and Congestion Mitigation and Air Quality Improvement (CMAQ) grant application. The Town is looking to use the funds being applied for to facilitate the installation of approximately 16,000 linear feet of pedestrian sidewalks, pedestrian crossing signals, ADA-compliant ramps and other appurtenant improvements to close critical gaps in the Town's existing pedestrian infrastructure.

The Town of Farmington continues to experience significant population growth as confirmed by the completion of the 2020 Census. Residential and commercial development is forecasted to continue at the current, or even greater pace, for the foreseeable future. The Town and the Genesee Transportation Council have undertaken proactive land use and transportation planning efforts in anticipation of this continued growth and identified key gaps in the existing pedestrian infrastructure that need to be addressed.

The funds requested in the Town's grant application would provide the opportunity to address a very significant component of these identified needs to greatly increase the efficacy and usability of the Town's pedestrian infrastructure. Ontario County commends the Town of Farmington for its proactive approach to planning for its continued growth and development and offers its support for the Town's TAP-CMAQ application.

Should you have any questions, or require any additional information regarding this matter, please feel free to contact me directly.

Sincerely,



Christopher P. DeBolt
County Administrator



Ontario County Public Works

William C. Wright, P.E.,
Commissioner of
Public Works
Office: (585) 396-4000

2962 County Road 48
Canandaigua, New York 14424-9553
www.co.ontario.ny.us

Timothy G. McEligort, P.E.,
Deputy Commissioner
of Public Works
Facsimile: (585) 396-4283

HIGHWAY - ENGINEERING - WASTE-WATER SYSTEMS & SEWERS - BUILDINGS & GROUNDS - PARKS - PUBLIC WORKS FINANCE

September 20, 2021

Peter Ingalsbe
Supervisor Town of Farmington
1000 County Road 8
Farmington, New York 14425

RE: 2021-2022 Transportation Alternatives Program (TAP) and Congestion Mitigation and Air Quality (CMAQ) Improvement Grant Application

Dear Supervisor Ingalsbe:

It is my pleasure to submit this letter of support on behalf of the above reference TAP-CMAQ grant application being submitted by the town of Farmington. As you are aware, the need for this project has been previously documented in the town's 2021 comprehensive plan (sidewalk trail master plan) and the Genesee Transportation Council's State Routes 96 & 332 Subarea Study. In addition, the proposed project will help the town construct key segments of sidewalk for approximately 10,000 residents as well as residents of the neighboring towns of Canandaigua and Victor and the many visitors who come to this area each year.

Several of the proposed sidewalk segments included as part grant application are located along County Road 41 which is owned and maintained by Ontario County. County Road 41 is classified as an urban major collector with peak traffic volumes approaching 7500 vehicles per day. Construction of these missing sidewalk segments will help mitigate the need for pedestrians to walk along the shoulders of this heavily traveled highway. As further support for the project, the town of Farmington and Ontario County recently executed an agreement for the installation of sidewalks within the County Road 41 right-of-way. This application will positively impact both business and residential areas, and I am glad to offer my support.

Sincerely yours,

William C. Wright, P.E.
Commissioner of Public Works

September 22, 2021

Mr. Peter Ingalsbe, Supervisor
Town of Farmington
1000 County Road 8
Farmington, NY 14425

RE: Support for the 2021-2022 Town of Farmington TAP & CMAQ Grant Application

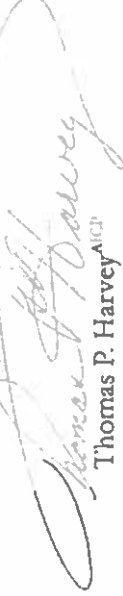
Dear Supervisor Ingalsbe:

Thank you for the opportunity to comment on the Town's grant application seeking funding to install approximately 16,000 lineal feet of sidewalks in the Town's southwest development corridor (surrounding State Rt 332 and State Rt 96). The County Planning Department was happy over the course of the last year to work with the Town on the Route 332 and 96 Transportation Study funded through the Genesee Transportation Council. The familiarity with the transportation infrastructure and needs in the Town's development corridor (the south west corner of the town) affords us the ability to support the town's application from a position of intimate knowledge. These sidewalks and related improvements that would be funded by this grant will complete the Town of Farmington's impressive efforts to link residential neighborhoods together and link residential neighborhoods to commercial areas, employment centers, and recreational facilities including the Auburn Trail, and ensure that access is universal in design for all age groups.

As the 2020 Census data indicates, the Town of Farmington had 19.83% population growth over the last decade and a 24.66% increase in the number of dwelling units, both leading all Ontario County municipalities. Among the reasons for Farmington's continued growth and success are the focus the town has kept on quality of life for its residents. The Town has done a wonderful job in developing trails and recreational facilities as new developments are approved, and has invested heavily in developing the regionally significant Auburn Trail. Through this grant application the Town will address handicap and universal access needs, fill gaps in the sidewalk network where either older development lacked sidewalks, or infill development has not occurred. It will also make the sidewalk and road intersections safer.

2020 Census data indicates that well over 10,000 of the Town's 14,170 residents live in the town's development corridor. This project would ensure that infrastructure is in place to provide them all with alternatives to using motor vehicles to move around this portion of the town, to enjoy the many commercial, cultural, and recreational facilities available in the Town, and live healthier lifestyles.

Sincerely,



Thomas P. Harvey ^{AICP}

Town of Canandaigua

5440 Routes 5 & 20 West

Canandaigua, NY 14424

(585) 394-1120 ~ www.townofcanandaigua.org

Established 1791

August 27, 2021

Hon. Peter Ingalsbe, Supervisor
Town of Canandaigua
1000 County Road 8
Farmington, NY 14425-9565

Dear Supervisor Ingalsbe,

I am writing to you today in support of the Town of Farmington's grant application to the 2021-2022 Transportation Alternatives Program (TAP) and Congestion Mitigation and Air Quality Improvement (CMAQ) program.

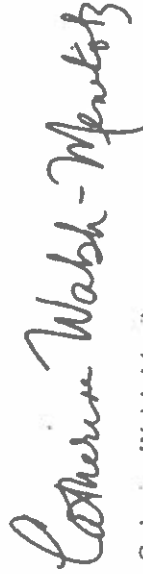
It is my understanding the successful funding of this grant application will help the Town of Farmington to close literal gaps in the pedestrian infrastructure within the town including funding the construction of sections of sidewalks, handicap ramps, pedestrian crossing signals, and connections to regional and town trails such as the Auburn Trail. These improvements, once complete, will cover approximately 16,000 linear feet of the pedestrian system within the Town of Farmington.

These improvements will benefit not only the residents of Farmington, but also residents of the Town of Canandaigua, Victor, and surrounding areas. Providing adequate and complete pedestrian facilities for the community is extremely important so that people have a safe means of pedestrian travel on our local roadways. The proposed project will fill in the existing gaps to provide much needed connections so that those traveling on foot, or other non-vehicular wheeled devices, can move safely between their place of residence or business to other community services such as parks, local businesses, schools and other services.

The work that will be completed by this project has been identified as a priority for completion in the Town of Farmington's Comprehensive Plan as well as the State Route 96 and 332 Subarea Study done in partnership with the Genesec Transportation Council, Ontario County, and which was also supported by the Town of Canandaigua.

It is my pleasure to write in support of Farmington's grant application. This project will provide much needed improvements for the greater community. If I can ever be of any assistance to you, please do not hesitate to contact me.

Regards,



Catherine Walsh-Menikotz
Town Supervisor



VICTOR CENTRAL

TO TEACH TO LEARN TO SUPPORT TO IMPROVE TO ACHIEVE

Tim Terranova, Ed.D., Superintendent of Schools

September 21, 2021

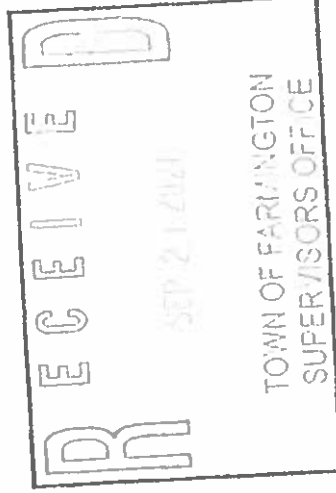
To Whom it May Concern,

I am in support of the Town of Farmington's Federal Highway Transportation Alternative Program Grant application. This grant is focused on the construction of large amounts of missing sidewalks, handicap ramps, pedestrian crossing signals, and hard surface connections to existing town and regional trails.

Additional pedestrian walkways, sidewalks and crossing signals would have a direct impact on improving student safety while going to and from school. In addition, these additions would greatly benefit our children by providing safe access to the daily needs of the Farmington community.

With gratitude,

Tim Terranova, Ed.D.
Superintendent of Schools





Canandaigua City School District

Committed to Excellence

Jamie Farr, Superintendent
Matt Fitch, Assistant Superintendent
Brian Nolan, Assistant Superintendent
Matt Schrage, Assistant Superintendent

143 North Pearl Street, Canandaigua, New York 14424

Tel: (585)396-3700

FAX: (585)396-7306

www.canandaiguaschools.org

August 2, 2021

RE: Town of Farmington 2021-2022 TAP-CMAQ Support

To Whom It May Concern:

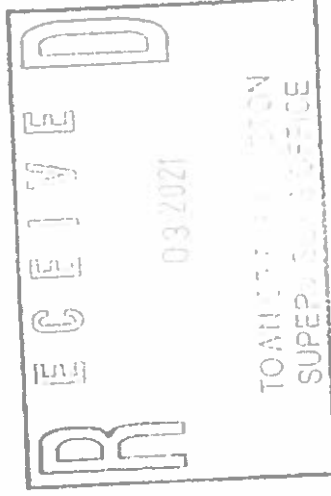
As an integral member of the City of Canandaigua and the Town of Canandaigua/Farmington, etc., the Canandaigua City School District is pleased to support the Town of Farmington's desire to provide pedestrian sidewalks, handicap ramps, pedestrian crossing signals and hard surface connections to existing town and regional trails which are growing in popularity and gaining heavy use.

Not only will Farmington and Victor residents benefit from the non-motorized improvements, but residents of Canandaigua will, as well. We are an area and a community who believes in healthy lifestyles and therefore, many of our students and residents often use the beautiful pedestrian and recreational assets which our community provides. The town is trying to be responsive to its constituents and thoughtful in providing both safe and accessible systems for all stakeholders but will need financial assistance in doing so and making this concept become a reality. We do hope you will find a way to support these endeavors for the Town of Farmington.

Thank you for your time and consideration.

Sincerely,

Jamie M. Farr
Superintendent



FARMINGTON CHAMBER OF COMMERCE

"Come Grow with Us!"

Website: www.farmingtonnychamber.com

Visit us on Facebook: [Farmington NY Chamber of Commerce J Facebook](#)
August 9, 2021

Peter Ingalsbe, Supervisor
Town of Farmington
1000 County Road 8
Farmington, New York 14425

Re: Town of Farmington 2021-2022 TAP-CMAQ Grant Application – Letter of Support

Dear Supervisor Ingalsbe:

On behalf of our membership and our residents of the Town of Farmington I submit this letter of support for the State Department of Transportation's awarding of matching grant funds to the town, under the 2021-2022 TAP-CMAQ Program. The funds enable the Town to provide sidewalks, trail connections and bike lanes that improve nondriver access to jobs, education, human services, public transit stops and community amenities. The Chamber is aware that this year's TAP-CMAQ Application is an essential component of the Town's Sidewalk/Trail Master Plan. The Master Plan, a part of the 2021 Edition of the Town of Farmington Comprehensive Plan, provides goals, policies and implementation actions for providing non-motorized alternatives enabling an increase in the number of trips taken by pedestrians and/or bicyclists, and for improving bicycle and pedestrian safety.

The need for these improvements is further defined within the Genesee Transportation Council's recently completed study entitled "State Routes 332 and 96 Sub-Area Study." This regional transportation study identifies the need for nonmotorized connections to surrounding destinations, neighborhoods, and bike/pedestrian systems which are exemplified in the Town's TAP-CMAQ Grant Application.

This year's TAP-CMAQ Grant Application identifies 15 priority sub-areas within our defined "Community Center" which link together missing sections of pedestrian sidewalks, trail connections and public parks. The majority of the identified sub-areas have concentrations of low-moderate income families who walk along the shoulders of our increasingly busy highways in all kinds of weather. Children living within these subareas also walk along the shoulders of the highways between their homes and school bus stops.

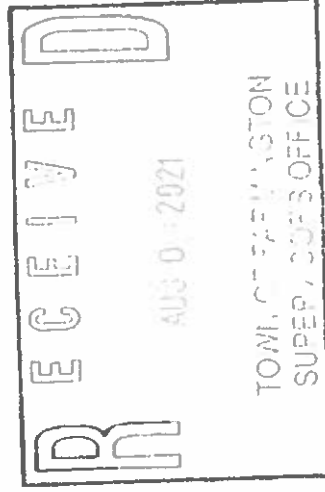
The Town's sustained growth and development has resulted in the ongoing increase in the number of new businesses. Currently, within our main street corridor, there are four projects under construction and three others under review which will provide new sidewalks that contribute to our pedestrian system. The TAP-CMAQ Grant will enable this missing link between our businesses and our existing residents.

Sincerely,

James Crane, President



Farmington Chamber of Commerce





KATHY HOCHUL
Governor

KEVIN P. BRUEN
Superintendent

September 21, 2021

Supervisor Peter Ingalsbe
Town of Farmington
1000 County Road 8
Farmington, New York 14425

Re: Town of Farmington 2021-2022 Transportation Alternatives Program (TAP) Grant
Application

Dear Supervisor Ingalsbe,

This is a letter of support for the Town's TAP Grant. The Town of Farmington, according to the 2020 U.S. Census Report, grew in population by 16.5 percent during the last census period. This is one of the largest growth rates occurring within the nine county Genesee/Finger Lakes Region and the western counties of New York State.

The Town's TAP Grant Application, when funded, will provide matching Federal Highway Administration funds to enable the construction of the missing sections of sidewalks and walking/biking trail connections thereby creating a complete streets transportation system. The areas identified in the TAP Grant Application are located within the southwest quadrant of the Town and along the heavily traveled state, county and town highways. Connecting these missing links will enable the creation of a separate/safe pedestrian system which is imperative to public safety and is needed to accommodate the increasing numbers of the public using these alternative means of transportation.

In the interests of improving pedestrian safety from the traveling public and contributing to the quality of life in this growing community, I strongly urge the State Department of Transportation's awarding of the requested matching federal highway funds.



Sincerely,

Eugene J. Staniszewski
Acting Troop E Major

Town Supervisor
Peter Ingalsbe
315-986-8100 opt 2

Deputy Supervisor
Steven Holtz

Town Clerk
Michelle Finley
315-986-8100 opt 1



Justices
John E. Gigora
315-986-3113
Morris H. Lew
315-986-8195
Highway Supt.
Don Giroux
315-986-5540
Water & Sewer Supt.
Robin MacDonald
985-924-3158

Assessor
Michelle Nicodemus
315-986-8100 opt 4
Code Enforcement Office
Dan Delprore
315-986-8100 opt 3

1000 County Road 8, Farmington, New York 14425

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The Town of Farmington is an Equal Opportunity Provider

TOD 1-800-662-1220

www.townoffarmingtonny.com

RESOLUTION #333-2021:

Councilman Herendeen offered the following Resolution, seconded by Councilman Casale:

RESOLUTION AUTHORIZING THE ESTABLISHMENT OF A CAPITAL PROJECT, IN THE TOTAL AMOUNT OF \$450,000.00 TO BE FUNDED OVER THE NEXT TWO-YEAR PERIOD, TO BE IDENTIFIED AS THE TOWN OF FARMINGTON SIDEWALK TRAIL 2021-2022 TRANSPORTATION ALTERNATIVE PROGRAM (TAP) CAPITAL PROJECT

WHEREAS, the Town of Farmington Town Board (hereinafter referred to as Town Board) has by resolution adopted July 27, 2021 authorized the Town Director of Planning and Development (hereinafter referred to as Director) to prepare the Town's 2021-2022 Transportation Alternative Program (TAP) Grant Application to the New York State Department of Transportation under the State's Gateway Grant Program; and

WHEREAS, the Director has attended the State's TAP CMAQ Webinar held on Wednesday, July 14, 2021; and

WHEREAS, the Director has submitted a Preliminary Grant Application to the State's Grant Gateways on Tuesday, August 17, 2021 which was accepted and has been reviewed by staff at the State Department of Transportation in Albany; and

WHEREAS, the Director and the Town Supervisor have both reviewed the State's comments on the Preliminary Grant Application; and

WHEREAS, the Director has made adjustments to the project budget and the timeline for completing the project as recommended by the State; and

WHEREAS, the Director has obtained all but one (1) remaining easement which is currently being worked on with property owners and is expected to be filed with the County Clerk's Office later this month; and

WHEREAS, the Town's Engineer, MRB Group, D.P.C., has certified the cost estimates prepared as part of the above referenced TAP Grant Application; and

WHEREAS, the Town Board has received and reviewed the proposed budget for the TAP Grant Application; and

WHEREAS, the Town Board acknowledges the proposed budget provides funds to complete the installation of the missing sections of sidewalks located within the Phase 1 Area of the adopted Town of Farmington Sidewalk Trail Master Plan Map.

NOW, THEREFORE, BE IT RESOLVED, that the Town Board does hereby accept the proposed budget for the Town's 2021-2022 TAP Grant Application and directs the Town's Principal Account Clerk to establish a Capital Project which is to be identified as the "Town of Farmington Sidewalk Trail Transportation Alternative (TAP) Program Capital Project."

BE IT FURTHER RESOLVED, that the Town Board authorizes total funds in the amount of \$450,000.00 to be placed in this Capital Project that is to be used as the Town's matching share of the 2021 TAP-CMAQ Budget Total Project Cost of \$2,214,000.00.

BE IT FURTHER RESOLVED, that the Town Clerk is hereby directed to provide a Certified Copy of this resolution to the Town Director of Planning and Development to be used as part of the pending 2021-2022 Town of Farmington TAP Grant Application to the New York State Department of Transportation which is to be submitted on or before September 29, 2021.

I, Michelle Finley, Town Clerk of the Town of Farmington do hereby certify that the aforementioned resolution was passed by the Town Board of the Town of Farmington on September 22, 2021, by the following vote:

	<u>Ave</u>	<u>Nav</u>	<u>Absent</u>
Peter Ingalsbe	X		
Michael Casale	X		
Steven Holtz	X		
Ron Herendeen	X		
Nate Bowerman	X		

STATE OF NEW YORK
ONTARIO COUNTY

This is to certify that I, Michelle Finley, Town Clerk of the Town of Farmington, in the said County of Ontario, has compared the foregoing copy of Resolution No. 333-2021 - **RESOLUTION ADOPTING THE TOWN OF FARMINGTON SIDEWALK/TRAIL MASTER PLAN MAP, AN AMENDMENT TO THE 2021 EDITION OF THE TOWN OF FARMINGTON COMPREHENSIVE PLAN**

With the original now on file in this office, and that the same is a correct and true transcript of such originals and the whole thereof.

TOWN OF FARMINGTON

In Witness Whereof, I have hereunto set my hand and affixed the seal of said Town this 23rd day of September 2021.

SEAL

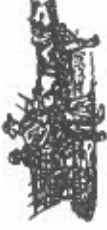
Michelle Finley
Michelle Finley MMC, RMC
Farmington Town Clerk - Ontario County

Town Supervisor
Peter Ingalsbe
315-986-8100 opt 2

Deputy Supervisor
Steven Holtz

Town Clerk
Michelle Finley
315-986-8100 opt 1

TOWN OF FARMINGTON



Justices
John E. Gigora
315-986-3113

Morris H. Lew
315-986-8195
Highway Supt.
Don Giroux

315-986-5540
Water & Sewer Supt.
Robin MacDonald
585-924-3158

Assessor
Michelle Nicodemus
315-986-8100 opt 4
Code Enforcement Office
Dan DeIppore
315-986-8100 opt 3

1000 County Road 8, Farmington, New York 14425

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www.townoffarmingtonny.com

RESOLUTION #334-2021:

Councilman Casale offered the following Resolution, seconded by Councilman Bowerman:

RESOLUTION ACCEPTING AND APPROVING THE SUBMISSION OF THE TOWN OF FARMINGTON 2021-2022 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) – CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ) GRANT APPLICATION, IN THE TOTAL AMOUNT OF \$2,214,000.00, WITH \$1,771,200.00 BEING FEDERAL HIGHWAY ADMINISTRATION FUNDS AND \$442,800.00 BEING TOWN FUNDS, FOR IMPLEMENTING THE CONSTRUCTION OF SIDEWALK AND TRAIL CONNECTIONS SHOWN ON THE ADOPTED TOWN OF FARMINGTON SIDEWALK TRAIL MASTER PLAN MAP, A PART OF THE 2021 EDITION OF THE TOWN OF FARMINGTON COMPREHENSIVE PLAN; AND DIRECTING SUBMISSION TO THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION UNDER THE STATE'S GRANTS GATEWAY PROCESS

WHEREAS, the Farmington Town Board (hereinafter referred to as Town Board) has received information from the Town Director of Planning and Development (hereinafter referred to as Director) regarding a pending TAP Grant Application for funding sidewalk trail improvements shown on the adopted "Town of Farmington Sidewalk Trail Master Plan Map," and

WHEREAS, the Town Board has also received, as part of the pending TAP Grant Application, the project budget which has been reviewed by the Town Engineers, MRB Group, D.P.C., and found to be a reasonable estimate of anticipated project costs; and

WHEREAS, the State's request for the 2021-2022 TAP-CMAQ Grant Applications is now open and will close at 5:00 p.m. on Wednesday, September 29, 2021, and

WHEREAS, the Town Board has reviewed and adopted the "Town of Farmington Sidewalk Trail Master Plan Map," a part of the 2021 Edition of the Town of Farmington Comprehensive Plan, finding detailed delineations and distinctions between existing and proposed sidewalks and trail connections, and areas where sidewalks and trails do not exist and are not envisioned in the future; and

WHEREAS, the Town Board has also reviewed the Director's report describing the subareas of the community where-in sidewalk/trail connections are envisioned to be installed which are dependent upon the award of TAP-CMAQ Grant funds; and

WHEREAS, the 2021 Edition of the Town of Farmington Comprehensive Plan and the Genesee Transportation Council (GTC) State Routes 96 & 332 Subarea Study both identify the need for connecting the various sub-areas within the community where sidewalks/trail connections do not exist to areas where sidewalks/trail connections have been committed or constructed; and

WHEREAS, the Town Board further understands that a commitment to match a portion of the total proposed TAP-CMAQ Project cost is required; and

WHEREAS, the Town Board has established a Capital Project, entitled "Town of Farmington Sidewalk Trail Transportation Alternative Program (TAP) Capital Project;" and

WHEREAS, a total of \$450,000.00 has been established in said Capital Project as the Town's matching share for the proposed TAP Grant award requested; and

WHEREAS, the proposed sub-areas shown on the above referenced master plan map lie within the identified "Community Center" portion of the Town, thereby meeting the State's requirement for awarding funds to projects that are in compliance with the State's Public Infrastructure Investment Policy Act; and

WHEREAS, the action of constructing sidewalks is an Unlisted Action as classified under Part 617.5 of article 8 of New York State Environmental Conservation Law, the State's Environmental Quality Review Regulations, thereby necessitating a determination of significance once detail design plans have been prepared for the construction of the sidewalk and trail connections;

NOW, THEREFORE, BE IT RESOLVED, that the Town Board, does hereby authorize the Director to submit the Town of Farmington 2021-2022 TAP-CMAQ Grant Application for the above referenced Project

BE IT FURTHER RESOLVED, that the Town Board does hereby request Federal Funds be awarded to the Town for a share of the above referenced Project in the total amount of \$1,771,200.00

BE IT FURTHER RESOLVED, that the Town Board reaffirms its commitment to provide a match of \$442,800.00 to the total TAP-CMAQ Project Cost of \$2,214,000.00.

BE IT FINALLY RESOLVED, that certified copies of this resolution are to be provided to the Town Principal Account Clerk and the Director

I, Michelle Finley, Town Clerk of the Town of Farmington do hereby certify that the aforementioned resolution was passed by the Town Board of the Town of Farmington on September 22, 2021, by the following vote:

	<u>Aye</u>	<u>Nay</u>	<u>Absent</u>
Peter Ingalsbe	X		
Michael Casale	X		
Steven Holz	X		
Ron Herendcen	X		
Nate Bowerman	X		

STATE OF NEW YORK
ONTARIO COUNTY

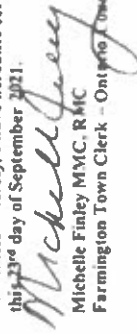
This is to certify that I, Michelle Finley, Town Clerk of the Town of Farmington, in the said County of Ontario, has compared the foregoing copy of Resolution No. 334-2021 - RESOLUTION ACCEPTING AND APPROVING THE SUBMISSION OF THE TOWN OF FARMINGTON 2021-2022 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) - CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ) GRANT APPLICATION, IN THE TOTAL AMOUNT OF \$2,214,000.00, WITH \$1,771,200.00 BEING FEDERAL HIGHWAY ADMINISTRATION FUNDS, AND \$442,800.00 BEING TOWN FUNDS, FOR IMPLEMENTING THE CONSTRUCTION OF SIDEWALK AND TRAIL CONNECTIONS SHOWN ON THE ADOPTED TOWN OF FARMINGTON SIDEWALK TRAIL MASTER PLAN MAP, A PART OF THE 2021 EDITION OF THE TOWN OF FARMINGTON COMPREHENSIVE PLAN, AND DIRECTING SUBMISSION TO THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION UNDER THE STATE'S GRANTS GATEWAY PROCESS

With the original now on file in this office, and that the same is a correct and true transcript of such originals and the whole thereof.

TOWN OF FARMINGTON

In Witness Whereof, I have hereunto set my hand and affixed the seal of said Town this 23rd day of September 2021.

SEAL


Michelle Finley, RMC
Farmington Town Clerk - Ontario County

Town Supervisor
Peter Ingalsbe
315-986-8100 opt 2

Deputy Supervisor
Steven Holtz

Town Clerk
Michelle Finley
315-986-8100 opt 1

TOWN OF FARMINGTON



Justices
John E. Gligora
315-986-3113
Morris H. Lew
315-986-8195
Highway Supt.
Don Giroux

315-986-5540
Water & Sewer Supt.
Robin MacDonald
585-924-3158

Assessor
Michelle Nicodemus
315-986-8100 opt 4
Code Enforcement Office
Dan Delpriore
315-986-8100 opt 3

1000 County Road 8, Farmington, New York 14425

"The Gateway to Ontario County" (Exit 44 NYS Thruway)
The Town of Farmington is an Equal Opportunity Provider

TDD 1-800-662-1220

www.townoffarmingtonny.com

RESOLUTION #332-2021:

Councilman Holtz offered the following Resolution, seconded by **Councilman Casale**:

RESOLUTION ADOPTING THE TOWN OF FARMINGTON SIDEWALK/TRAIL MASTER PLAN MAP, AN AMENDMENT TO THE 2021 EDITION OF THE TOWN OF FARMINGTON COMPREHENSIVE PLAN

WHEREAS, the Town of Farmington Town Board (hereinafter referred to as Town Board) has engaged the Town Engineers, MRB Group, D.P.C., to update the Sidewalk/Trail Master Plan Map which is part of the adopted 2011 Edition of the Town of Farmington Comprehensive Plan; and

WHEREAS, the Town Engineers, on July 27, 2021 provided said master plan map which has been on display to the public in the foyer at the Farmington Town Hall since July 27, 2021; and

WHEREAS, said map was also discussed at a public information meeting held upon a pending 2021-2022 TAP-CMAQ Grant Application that was conducted in the Town Hall, on Tuesday evening, August 3, 2021; and

WHEREAS, said map has also been on display, since August 4, 2021 on the Town's website; and

WHEREAS, said map has been reviewed and updated by the Town Highway Superintendent, the Town Planning Board, the Town Code Enforcement Officer and the Town Director of Planning and Development; and

WHEREAS, said map has also been shared with the consulting engineering firms (Bergmann Associates, P.C. and Barton & Loguidice, DPC), who have prepared the Genesee Transportation Council's study entitled "State Routes 332 and 96 Sub-Area Transportation Study" (hereinafter referred to as the Sub-Area Transportation Study); and

WHEREAS, said Sub-Area Transportation Study confirms, in several locations within the Study, the need for a Sidewalk/Trail Master Plan Map to be prepared and to be used for identifying policy for the completion of missing sections of sidewalks located within the defined "Community Center Area" of the Town of Farmington; and

WHEREAS, the Town Board has tonight conducted a public hearing upon the above referenced map and has given consideration to the testimony received at said hearing.

NOW, THEREFORE, BE IT RESOLVED, that the Town Board classifies the Action to adopt the Town of Farmington Sidewalk/Master Plan Map as being a Type II Action, as defined in Part 617.5 (c)(24) and (26) of article 8 of the New York State Environmental Conservation Law (ECL).

BE IT FURTHER RESOLVED, that Type II Actions are not subject to review under the ECL, as they have been determined not to have a significant impact on the environment or are otherwise precluded from environmental review.

BE IT FURTHER RESOLVED, that the Town Board does hereby adopt the "Town of Farmington Sidewalk/Trail Master Plan Map," prepared by MRB Group, D.P.C., dated September 14, 2021 and further identified as Project No. 0610.13000, as the Official Sidewalk/Trail Master Plan Map for the Town of Farmington.

BE IT FURTHER RESOLVED, that said Master Plan Map is to be maintained and update as necessary for re-certification and adoption by this Town Board

BE IT FURTHER RESOLVED, that the Town Board directs said map to be made part of the 2021 Edition of the Town of Farmington Comprehensive Plan.

BE IT FURTHER RESOLVED, that the Town Clerk is hereby directed to provide a Certified Copy of this resolution to the Town Director of Planning and Development to be used as part of the pending 2021-2022 Town of Farmington TAP Grant Application to the New York State Department of Transportation which is to be submitted on or before September 29, 2021.

I, Michelle Finley, Town Clerk of the Town of Farmington do hereby certify that the aforementioned resolution was passed by the Town Board of the Town of Farmington on September 22, 2021, by the following vote:

	<u>Aye</u>	<u>Nay</u>	<u>Absent</u>
Peter Ingaitsbe	X		
Michael Casale	X		
Steven Holtz	X		
Ron Herendcen	X		
Nate Bowerman	X		

STATE OF NEW YORK
ONTARIO COUNTY

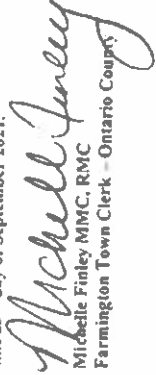
This is to certify that I, Michelle Finley, Town Clerk of the Town of Farmington, in the said County of Ontario, has compared the foregoing copy of Resolution No. 332-2021 - RESOLUTION ADOPTING THE TOWN OF FARMINGTON SIDEWALK/TRAIL MASTER PLAN MAP, AN AMENDMENT TO THE 2021 EDITION OF THE TOWN OF FARMINGTON COMPREHENSIVE PLAN

With the original now on file in this office, and that the same is a correct and true transcript of such originals and the whole thereof.

TOWN OF FARMINGTON

In Witness Whereof, I have hereunto set my hand and affixed the seal of said Town this 23rd day of September 2021.

SEAL


Michelle Finley MMC, RMC
Farmington Town Clerk - Ontario County

TAP-CMAQ Right-of-Way (ROW) Worksheet

Required Property Acquisition, Easements or Lease Information

Number of anticipated ROW Transactions (Acquisitions/Easements/Leases) to complete the project: Click or tap here to enter text.

Identify Acquisition, Easement or Lease	Property Owner / Lessee Name(s)	Lease / Contract / Easement Term (years)	Lease / Contract / Easement /Expiration Date	Describe details of Acquisition, Easement or Lease Extension Terms
PE	Maple Grove Apartments	Permanent Easement	N/A	20 foot wide sidewalk easement across Mertensia Road frontage (west side)
PE	Hansen Metal Fabrication	Permanent Easement	N/A	20 foot wide sidewalk easement across County Road 41 frontage (south side)

Project Management Plan
Town of Farmington 2021-2022 TAP Grant Application

#: DOT01-TPCM21-2021-00099

Objective: The TAP Grant funds will enable the connection of approximately 17,000 lineal feet (lf) of concrete sidewalk to the existing 104,905 lf of sidewalks thereby completing Phase 1 of the Town's adopted Sidewalk Trail Master Plan, a part of the "2021 Edition of the Town of Farmington Comprehensive Plan." In addition, the funds will enable the installation of a manufactured pedestrian foot bridge crossing of Beaver Creek located along the south side of County Road 41 and the construction of approximately 1,000 lineal feet of stone dust trail connections to the Auburn Trail.

These recommended improvements for pedestrian and bicycle connections address connectivity gaps for creating a cohesive multi-modal transportation system that is identified in the Genesee Transportation Council's "Route 332 and Route 96 Sub-area Study," prepared for Ontario County and the towns of Canandaigua and Farmington. In addition, the Grant funds will allow connections totaling approximately 1,000 lf of stone dust trails to the recently completed Auburn Trail Project (a regional hiking/biking trail) and connections to two Town Parks (i.e. Mertensia and Beaver Creek Town Parks). These connections bring the total length of hiking/biking trails within the Town to 20,070 feet. Finally, the Grant funds will enable the Town to implement a specific action item contained in the 2021 Edition of the Town of Farmington Comprehensive Plan... "Neighborhoods that are connected by sidewalks, bike lanes and hiking/biking trails which provide alternative modes of transportation at the local level." [Chapter 3, Goals, Objectives and Recommended Actions, Page 3 of 38].

Commitment: The Town of Farmington Town Board has made the following commitments to the Town's 2021-2022 TAP Grant Application. (1) The Town Board established a Capital Project (see attached Town Board Resolution #333 of 2021) in the total amount of \$450,000.00. (2) The Town Board by adopting Resolution #334 of 2021 (see attached) commits the Town to use \$442,800.00, for the total TAP Project Budget amount of \$2,214,000.00, as the Town's share. (2) The Town Board by adopting Resolution #332-2021 (see attached) has officially established the "Town of Farmington Sidewalk Trail Master Plan Map," as an amendment to the 2021 Edition of the "Town of Farmington Comprehensive Plan."

The Town Board has retained the professional engineering services of their Town Engineering Firm, MRB Group, D.P.C., to prepare easement documents, legal descriptions and maps for the properties identified in the TAP Grant Application where access is identified. The Town Board, at its meeting on August 10 accepted a total of ten (10) easements for filing, leaving only two (2) easements which we understand will likely be obtained later this year. The Town Engineers have also prepared the Priority Sub-Area Maps which identify the missing sections of sidewalks and trail connection. The Town Engineers have also conducted a walk-through inspection of the proposed sidewalk and trail connections finding no utilities present that would adversely affect the installation of these pedestrian features. The Town Engineers have also provided a quality of assurance level of review (see attachment dated September 23, 2021) for the Town's 2021 TAP application, finding that the project's components were within the acceptable range.

Town of Farmington

2021-2022 TAP Grant Application Attachment

#:DOT01-TPCM21-2021-00099

Project Management Plan Narrative

Fiscal Stability: The State of New York Fiscal Stress Rating, for the Town of Farmington (MuniCode: 320328300000) for the Fiscal Year Ending 31 December 2020, is zero (0). The Town acknowledges that all authorized TAP Project costs will initially be provided by the Town and subsequently reimbursed by the State. The Town, having recently completed a TAP Grant Award for the Auburn Trail Connector Project (PIN 4755.96) in the total amount of \$ 1,969,652.00, successfully provided all of the up-front payments of all approved requests, thereby allowing for the timely close-out of that project.

The Town's staff is thoroughly familiar with the federal/state funding process and procedures, including the process for selecting a qualified project manager, a qualified consulting engineer and the formal bidding and awarding of a contract for performing the work within the TAP Program regulations. The Town's Project Manager, the Director of Planning and Development, is an experienced/seasoned grant administrator (over 35 years of grant administration), who was determined by the State DOT to be qualified to administer the above referenced Auburn Trail Connector Project for the Town. The proposed budget for these TAP administration services is \$20,000.00. This amount has been determined to be appropriate during the Application Pre-review by the Department of Transportation in August of this year.

Future Town Maintenance/Responsibility: The Town Highway and Parks Department, since the first sections of sidewalks were installed as part of State DOT Project for State Routes 96 and 332, in the late 1990s, has continuously maintained all existing sidewalks, and the Auburn Trail Connector Project and the Hickory Rise Conservation District Hiking Trail. Evidence of this ongoing maintenance responsibility is identified in the Attachment N to this TAP Grant Application. In 2011, the Town had a total of 39,236 lineal feet of sidewalks. In 2021, the town reported a total length of sidewalks of 104,905 lineal feet. This figure continues to increase as the various sections of the Hathaway's Corner Incentive Zoning Project, Auburn Meadows Sections 7N and 8N are being completed for dedication and several commercial sites located along the Route 96 Main Street Corridor of the Town. During the past ten year period (2011-2020) the Town added 65,669 lf of five foot wide concrete sidewalks. In addition, in 2011 the Auburn Trail length in the Town was 2,372 feet. In 2021, the total distance of the Auburn Trail Project in the town, is 20,070 lf in length. Finally, the Hickory Rise Hiking Trail, located in the Hickory Rise Conservation District, completed in 2020, is approximately 2 miles in length.

The Town Highway/Parks Superintendent over the past ten-year period, has received local funding for the acquisition of sidewalk maintenance equipment (i.e. snow blowers, sweepers, etc.) for maintaining these pedestrian facilities. All sections of sidewalks are being maintained and any damaged sections have been removed and replaced.

Town/State Planning Priority: The 2021 Edition of the Town of Farmington Comprehensive Plan, Chapter 3, Goals, Objectives and Policies, greatly strengthens and contributes to the Town's the priority for completing the missing sidewalk and trail connections and allowing for a cohesive multi-modal transportation system within the "Community Center" area of our continuing growing municipality. The

recently completed Genesee Transportation Council's Transportation Study Report entitled... "Route 332 and Route 96 Sub-Area Study," contains numerous references to the missing sections of sidewalks existing within the community citing the need to complete these sections. Ontario County Department of Public Works has now entered into an Inter-Municipal Agreement with the Town of Farmington allowing the placement of sidewalks within the County's Rights Of Way, thereby eliminating the need for sidewalk easements along this major transportation corridor in exchange for the Town's commitment to maintaining these facilities.

The Ontario County Sheriff, and the Commanding Officer of Troop E of the New York State Police, have both provided their written support for, and endorsements of making these proposed improvements to the Town's Sidewalk Trail Master Planning Program. Copies of their letters are enclosed with this TAP Grant Application.

The Town of Farmington's adopted MTOD Major Thoroughfare Overlay District, the MSOD Main Street Overlay District and the Routes 96 & 332 Official Corridor Map all provide regulations for requiring the construction of sidewalks and trail connections for those projects lying within the mapped overlay zoning districts and on the Official Map. Currently under construction, since January of 2021, there are 137 dwelling units and six commercial sites where sidewalks are being installed as part of site plan approvals.

Together, all of these actions identify the Town/State Planning Priorities that are being implemented. Missing from these actions are those sections where there are no sidewalk, or trail connections and where there are no known plans for further site development.

Town/NYS-DOT/Federal Commitment: The Town of Farmington actively participated with the New York State Department of Transportation (DOT) in the 1997 Study entitled... "Best Practices in Arterial Management," which was in cooperation with the New York State Association of Metropolitan Planning Organizations and the DOT. Since the completion of this state-wide transportation study, the Town of Farmington was the first municipality within the nine (9) county Genesee Transportation Council's Metropolitan Planning Area to enact Driveway Spacing Standards as part of the Town's Zoning Regulations. Also to date, there has not been one variance granted to these driveway spacing standards. Since 2007, the Town has continuously worked closely with both the Region 4 Office and the Ontario County Office of the DOT, with the creation of the Official Highway Corridor Map, and numerous on-going monthly Project Review Committee (PRC) meetings where state, county and town officials meet on a monthly basis to review new development proposals within the town. This long established planning coordination has resulted in numerous development projects which have contributed to the significant expansion of the Town's pedestrian network.

Another result of this on-going active planning participation between the state DOT and the Town of Farmington, has been additional standards being created and mapped for future signalized highway intersections along these two major arterial corridors located within the county and town, State Routes 96 and 332. These established future signalized intersections have led to the construction of new Town roads intersecting with these two major highways and to the long-term planning for future signalized intersections. With these locations established, the Town was then able to complete its Sidewalk Trail Master Plan, a part of the 2021 Edition of the Town of Farmington Comprehensive Plan.

This TAP Project will be administered, designed and constructed in accordance with NYSDOT and FHWA standards and procedures. This includes full-time Project Management, construction inspection of work performed, preparation and maintenance of all required construction documents, as well as the results of all required materials testing.

The TAP Grant award provides the only solution for creating a safe pedestrian connectivity within the Phase 1 Area of the adopted Town of Farmington Sidewalk Trail Master Plan area. Connecting residents to daily needs and to existing Town-owned recreational facilities is part of the criteria and standards that the Town is committed to through this TAP Grant Application.

All of the proposed TAP sidewalk trail connections are located within the established "Community Center" area and are consistent with the State of New York's Public Infrastructure Policy Act and the Federal Highway Administration's Complete Street's Action. All easements have been obtained, with the exception of two short sections of the proposed sidewalk infill sub-areas. These two properties have received proposed easement documents, are currently cooperating with the Town and, in the final detailed design for the construction of sidewalks across these properties, it is likely to be determined that these two (2) sidewalk easements will not be necessary as the sidewalks may be located within the highway rights-of-way.

Finally, our two (2) U.S. Senators and our U.S. Congressman have provided written support and their commitments to the funding of this TAP Grant Application. In addition, our New York State Senator and Assembly representatives have submitted their support and commitments to the funding of this TAP Grant Application.

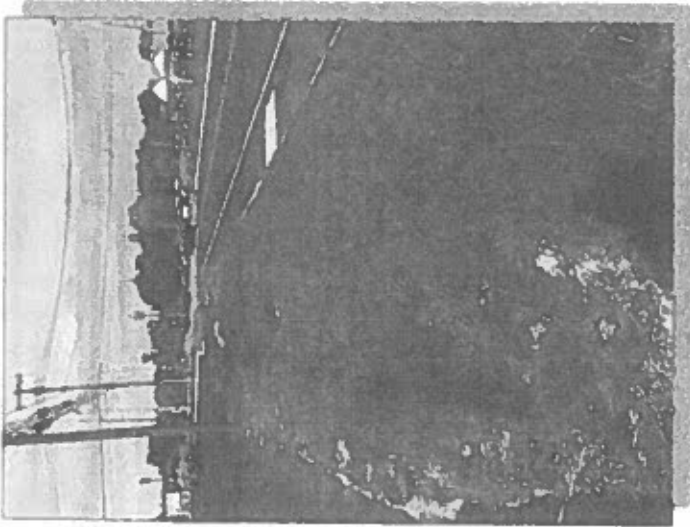


MRB group <small>1100 North Street, Suite 100, Farmington, CT 06030</small>		DRAWN BY: SCALE: DATE:	TOWN OF FARMINGTON COMPREHENSIVE PLAN - 2021 TOWN OF FARMINGTON, ONTARIO COUNTY, NY PRIORITY 11 & 12
SHEET NO. 6 OF 11	PROJECT NO. 08 OF 1 (000)	CHANGE BY: SCALE: DATE:	NORTH ARROW

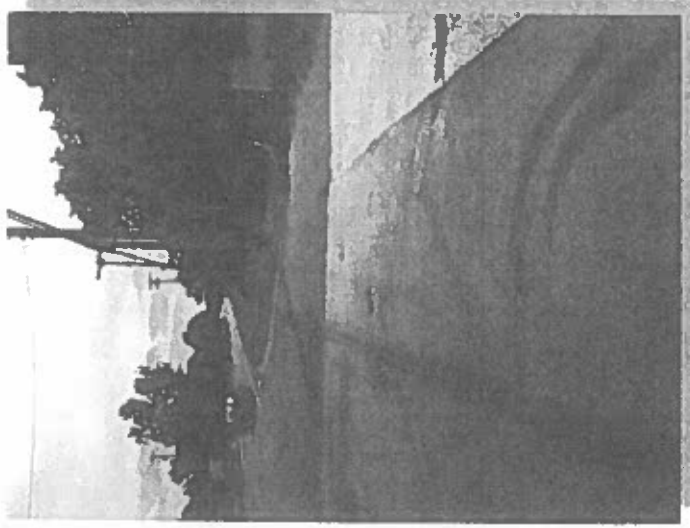


- Legend**
- High Voltage Lines
 - Low Voltage Lines
 - Sewer Lines
 - Water Lines
 - Gas Lines
 - Electric Lines
 - Fire Hydrants
 - Streetlights
 - Stormwater
 - Wetlands
 - Wetlands - Seasonal
 - Wetlands - Permanent
 - Wetlands - Intermittent
 - Wetlands - Unclassified
 - Wetlands - Other
 - Wetlands - Other
 - Wetlands - Other

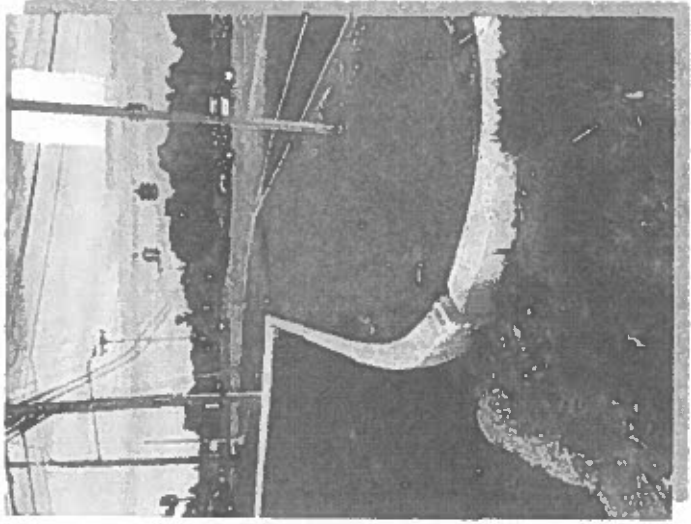
SHEET NO. 1 OF 3
 PROJECT NO. 0815-1330C
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 MRB | group
 TOWN OF FARMINGTON COMPREHENSIVE PLAN - 2021
 TOWN OF FARMINGTON, ONTARIO COUNTY NY
 PRIORITY 13, 14 & 15



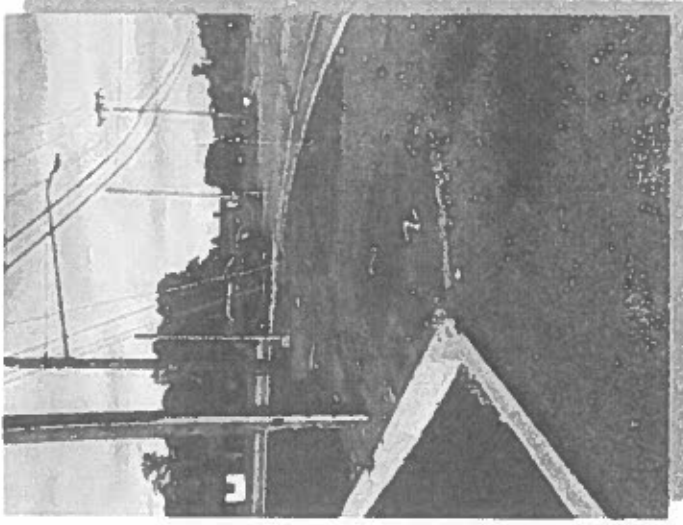
WEST SIDE MERTENSIA RD AT NYS ROUTE 96
PRIORITY AREA 14



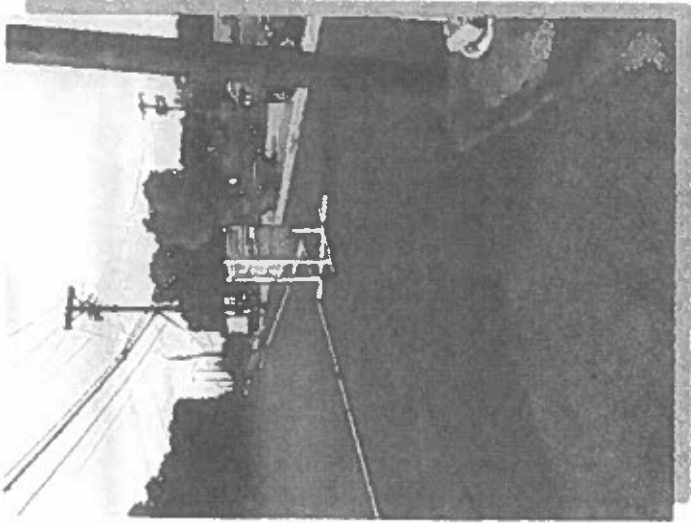
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JUDITH LANE CROSSING
PRIORITY AREA 1



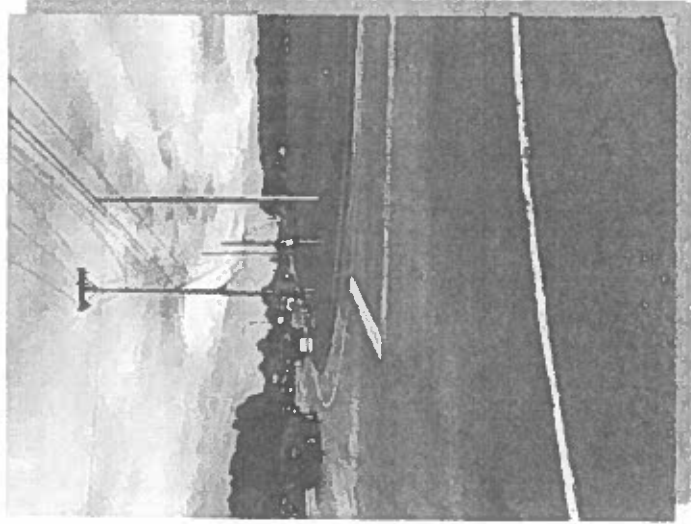
WEST SIDE MERTENSIA RD AT NYS ROUTE 96
PRIORITY AREA 12



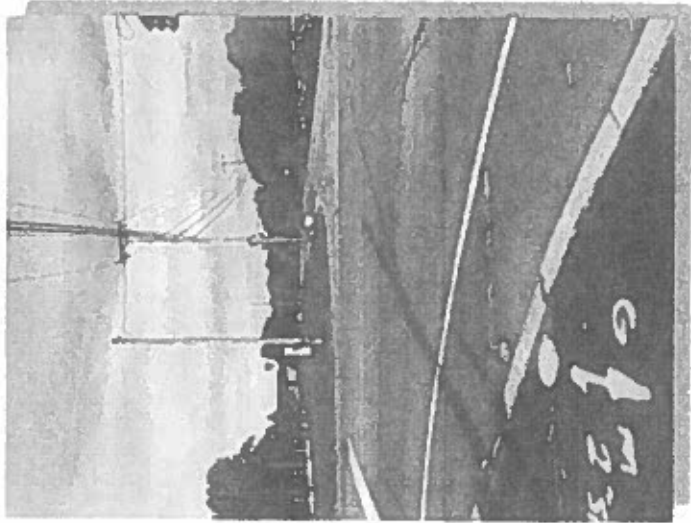
NYS ROUTE 96 & MERTENSIA RD INTERSECTION
PRIORITY AREA 12



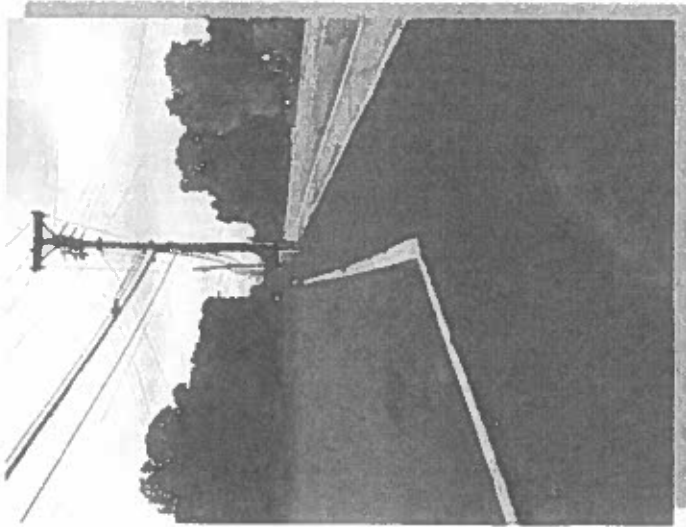
NYS ROUTE 96 & MERTENSIA RD
LOOKING WEST
PRIORITY AREA 12



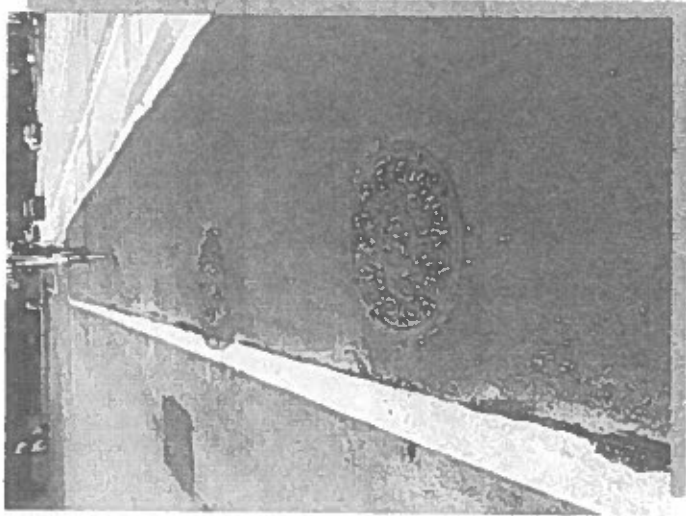
NYS ROUTE 96 & MERTENSIA RD
LOOKING EAST
PRIORITY AREA 14



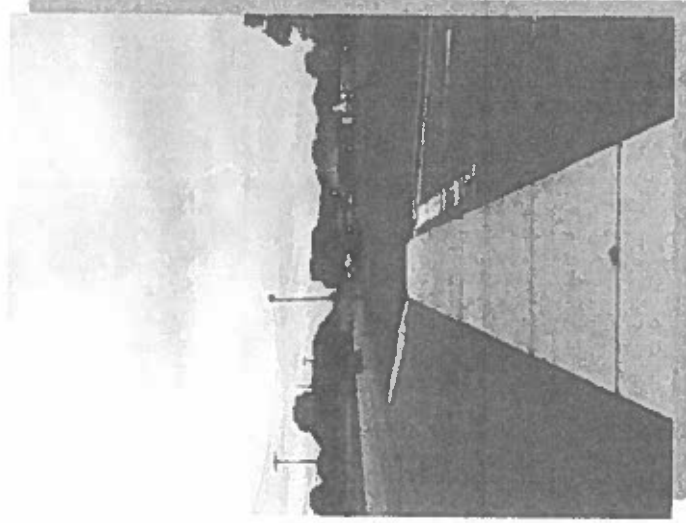
NYS ROUTE 96 & MERTENSIA RD
LOOKING NORTH
PRIORITY AREA 12



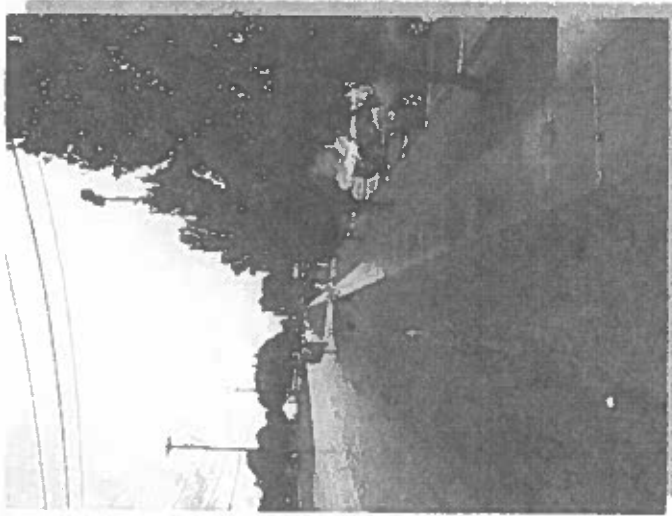
SOUTH SIDE NYS ROUTE 96, WEST OF
MERTENSIA RD
PRIORITY AREA 12



**SOUTH SIDE OF NYS ROUTE 96, WEST OF
MERTENSIA ROAD
PRIORITY AREA 12**



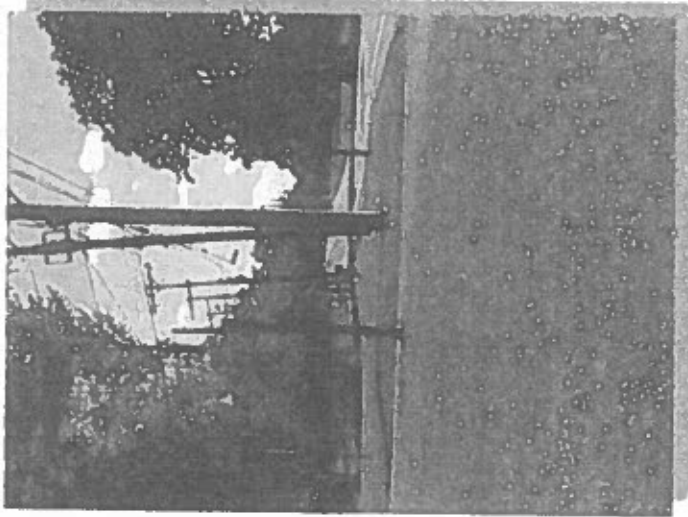
**NORTH SIDE OF NYS ROUTE 96, LOOKING WEST
AT END OF SIDEWALK FAMILY DOLLAR
PRIORITY AREA 14**



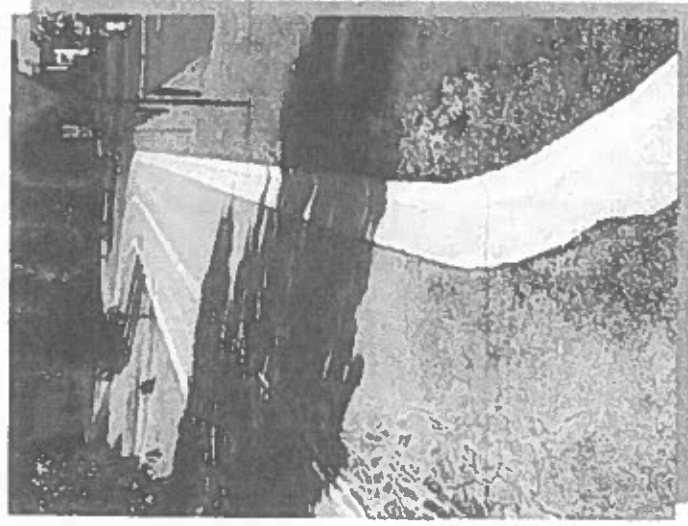
**NORTH SIDE OF NYS ROUTE 96 LOOKING AT
MERTENSIA RD
PRIORITY AREA 14**



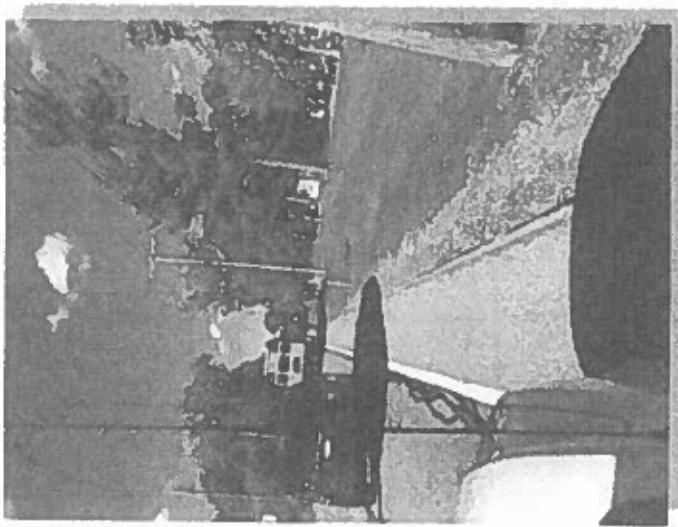
**WEST SIDE OF MERTENSIA RD AT END OF
SIDEWALK COLLETT WOODS PROJECT
PRIORITY AREA 1**



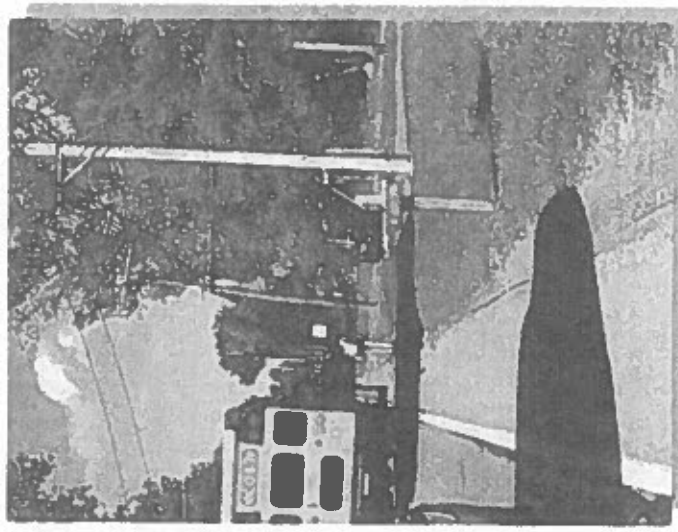
MERTENSIA RD, EAST SIDE, LOOKING SOUTH
ACROSS MANUFACTURED HOME SITE
PRIORITY AREA 1



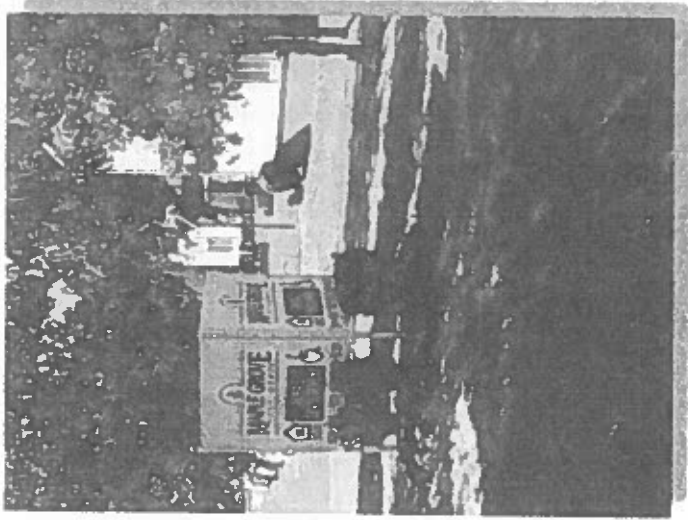
MERTENSIA RD, EAST SIDE, LOOKING SOUTH
AT NORTH END OF MANUFACTURED
HOME SITE
PRIORITY AREA 1



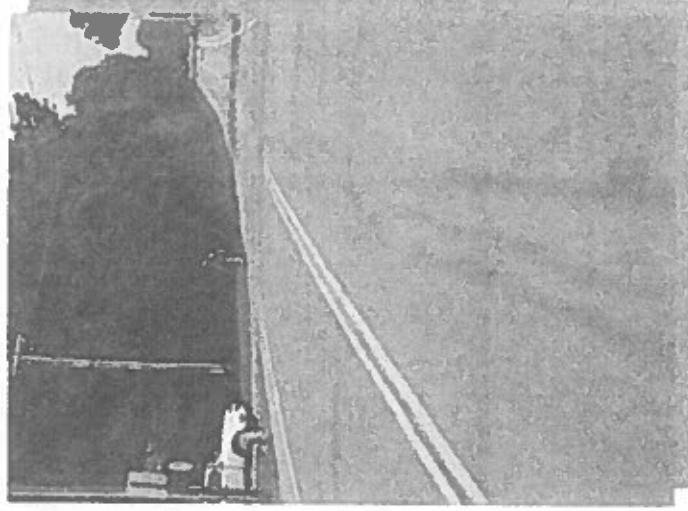
MERTENSIA RD, EAST SIDE, LOOKING NORTH
AT SOUTH END OF MANUFACTURED
HOME SITE
PRIORITY AREA 1



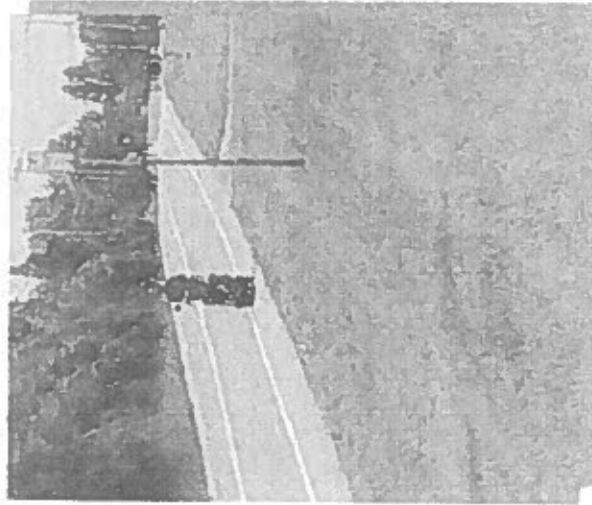
ELIZABETH WAY, LOOKING WEST FROM
MERTENSIA RD
PRIORITY AREA 1



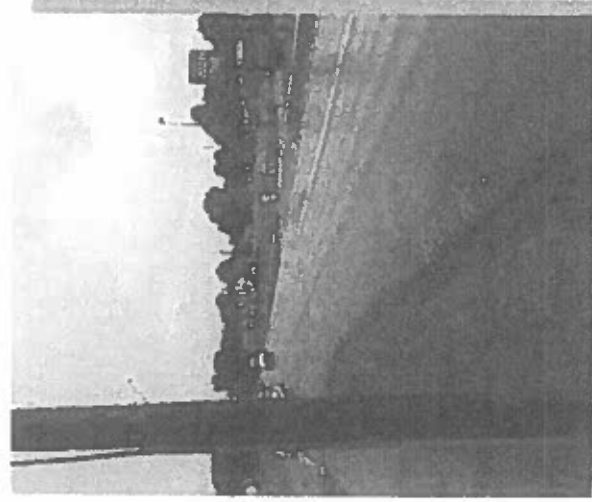
NORTH SIDE OF ELIZABETH WAY
LOOKING WEST
ONE OF INCOME ELIGIBLE
APARTMENT PROJECTS
PRIORITY AREA 2



WEST SIDE OF MERTENSIA ROAD
LOOKING NORTH
PRIORITY AREA 2



WEST SIDE OF MERTENSIA ROAD
LOOKING SOUTH
PRIORITY AREA 2



SOUTH SIDE OF NYS ROUTE 96
LOOKING WEST
PRIORITY AREA 14

September 28, 2021

NYSDOT
50 Wolf Rd
Colonie, NY 12205

**RE: P.E. PROJECT REVIEW LETTER
TOWN OF FARMINGTON - 2021 TAP APPLICATION**

NYSDOT TAP-CMAQ TEAM:

I certify that I have performed a quality assurance level of review for the 2021 TAP-CMAQ application for the Town of Farmington sidewalk installation project, relative to the preliminary cost estimate, project scope, and schedule aspects of the project. I have shared this review input with the project team and note that this application also went through a pre-review process with the NYSDOT.

Sincerely,



James J. Oberst, P.E. #071899
Executive Vice President/C.O.O.

cc: Town of Farmington

\\mrbgroup.pn\Admindata\630004\ESP\GRANTS\TAP\2021 TAP\FARMINGTON, Town\Town of Farmington.ENGINEER Letter.docx

September 20, 2021

Mr. Ronald L. Brand
Director of Planning & Development
Town of Farmington
1000 County Road 8
Farmington, New York 14425

Re: Town of Farmington 2021-2022 TAP Grant Application

Dear Mr. Brand:

MRB Group, D.P.C., the Town's Engineers, has completed the drafting of the recently adopted "Town of Farmington Sidewalk Trail Master Plan Map;" and the maps identifying the sub-areas where-in there are missing links of sidewalks and trail connections. In addition, our review with Town of Farmington Staff on the alignment of sidewalks and trail connections included the Town's GIS Geographical Information System (which contains record utility information located within the sub-areas being proposed for sidewalk/trail connections) and with local utilities (e.g. New York State Electric and Gas, Rochester Gas & Electric, Ontario County Department of Public Works and the Ontario County Office of the New York State Department of Transportation).

Based upon our findings we can determine that there appears to be no significant conflicts, with either the listed public utilities or the involved transportation agencies that will result in major design changes, relocations, or delays in the alignments of the proposed sidewalk and trail connections within the identified sub-areas. Evidence of this finding is further reflected with the recent signing of the inter-municipal agreement between the Town and the Ontario County Department of Public Works for the placement of sidewalks within portions of the right-of-way along County Road 41.

The Town, over the past three (3) years since the last TAP Grant submission in 2018, has successfully acquired over ten (10) sidewalk easements from private property owners within the identified sub-areas, thereby, leaving only two (2) potential sidewalk easements to be acquired if necessary. These two easements have been sent to the property owners and the Town awaits their return. Based upon this finding, there does not appear to be any potential delays involved with the design of this TAP Grant Project.

Please feel free to contact our office with any additional needs the Town may have with regards to this grant application, the mapping and/or the easements that have been obtained.

Respectfully submitted,



Lance S. Brabant, CPESC
Director of Planning & Environmental Services

2021-2022 TAP Grant Application
“Phase 1 Project - Town of Farmington Sidewalk/Trail Connection
Master Plan”

The following sub-areas are delineated on the attached Town of Farmington Sidewalk/Trail Connection Master Plan Map. The total length of the proposed Phase 1 sidewalk and trail connection projects (17,000 LF) is listed below along with a description of the proposed Phase 1 improvements.

1. **East side of Mertensia Road, between Collett Woods Townhouse Project and Meyer’s RV Site.**

- T.M. # 029.00-1-66.100 - 1165 Mertensia
- T.M. # 029.00-1-66.200 - 1175 Mertensia
- T.M. # 029.00-1-68.000 - Farmington Manufactured Home Park

1,700 lineal feet

Sidewalk casements for these three (3) parcels have been obtained. This sub-area work includes boxing out of the sidewalk base, installation of stone, construction of five inch deep, 4,000 psi concrete, five feet in width for a total length of 1700 lineal feet along the east side of Mertensia Road between existing sections of sidewalk located at the south end of Collett Woods Townhomes and Meyer’s RV Superstore (located at the north east corner of State Route 96 and Mertensia Road). Sidewalks installed to Town Standards contained in the adopted Town of Farmington Site Design and Development Criteria (a copy of which is on the Town’s website www.townoffarmingtonny.org).

Note: Sidewalk and/or Trail Connection construction in all sub-areas to be in conformance with the above standards contained in the Town’s adopted Site Design and Development Criteria.

2. **West side of Mertensia Road, between Auto Wash site and intersection of Elizabeth Way.**

- T.M. # 029.38-2-47.100 - 1214 Mertensia (Fm Court Apartments)
- T.M. # 029.38-2-46.100 - 1210 Mertensia
- T.M. # 029.38-2-46.310 - 1198 Mertensia
- T.M. # 029.38-2-46.400 - 6225 Elizabeth Way
- T.M. # 029.38-2-46.500 - 6239 Elizabeth Way

1,190 lineal feet

Sidewalk easements have been obtained from all five (5) properties identified in this sub-area. No additional easements are required for this sub-area. Construction includes installing concrete sidewalk with an ADA compliant ramp, at the south east corner of Elizabeth Way and Mertensia Road, and a sidewalk crossing of Mertensia Road connecting to the sidewalk identified in Sub-area 1 above.

3. West side of Mertensia Road, north of the intersection of Elizabeth Way.

T.M. # 029.38-2-45.000 - Maple Grove Apartments 250 lineal feet

The Town has prepared easement descriptions which include a draft sidewalk easement document, a legal description and map which has been forwarded to the property owners. This is one of the three properties where sidewalk easements will or may be necessary. This sub-area project involves the construction of an ADA ramp at the northwest corner of the intersection of Mertensia Road and Elizabeth Way, and the construction of sidewalk across the site's frontage to the north property line. This section of sidewalk will enable an existing school bus stop to pick-up/discharge students at a sidewalk instead of along the shoulder of the road.

4. North side of State Route 96, between DiFelice's vacant parcel (T.M. # 029.00-1-53.1) and Matties Power Sports (T.M. #029.00-1-56.1).

T.M. # 029.00-1-55.100 - 6234 State Route 96 (J.D. Rogers) 350 lineal feet

Sidewalk easement has been obtained from this property owner. No additional easement is required for this sub-area. Sidewalk construction connects to existing sidewalks on both adjacent properties which are located on the north side of State Route 96. This sub-area completes the sidewalks along Route 96 between the Victor/Farmington Town Line and Mertensia Road.

5. South side of C.R. 41, between Auburn Trail Crossing and existing sidewalk at west end of Hathaway's Corners Incentive Zoning Site.

T.M. # 041.06-1-14.000 - 6151 C.R. 41
T.M. # 041.06-1-01.000 - 6149 C.R. 41
T.M. # 041.06-1-02.000 - 6147 C.R. 41
T.M. # 041.06-1-03.000 - 6141 C.R. 41
T.M. # 041.06-1-04.000 - 6139 C.R. 41
T.M. # 041.06-1-05.000 - 6133 C.R. 41
T.M. # 041.06-1-06.000 - 6131 C.R.41
T.M. # 041.06-1-07.000 - 6125 C.R.41

1,050 lineal feet

T.M. # 041.06-1-08.100 - 6127 C.R.41
 T.M. # 041.06-1-09.000 - 6129 C.R.41
 T.M. # 041.06-1-10.000 - 6135 C.R.41
 T.M. # 041.06-1-11.100 - 6137 C.R.41
 T.M. # 041.06-1-12.000 - 6143 C.R.41
 T.M. # 041.06-1-13.000 - 6145 C.R.41

All work will be designed within the right-of-way for County Road 41. No easements are required from any of the above properties located within this sub-area. Construction links sidewalks, along the south side of County Road 41, between New Michigan Road and the proposed Beaver Creek Pedestrian Bridge listed below for sub-area #7.

6. South side of CR 41, between the intersection of Savalla Boulevard and the sidewalk at the intersection of State Route 332.

T.M. # 041.02-2-1.0 - Hansen Metal Fabrication 365 lineal feet
 T.M. # 041.02-2-3.2 - Town of Farmington 2,730 lineal feet

Easement document has been drafted awaiting response from Hansen Metal Fabrication. This is the second, or three, known easements to be obtained. If unable to acquire, the County D.P.W. is willing to allow sidewalk to be placed within the ROW of County Road 41. Town has a Letter in file from Hansen Metal Fabrications stating agreement to granting the easement. This sub-area completes the sidewalk link between Savalla Boulevard with the sidewalks located at the intersection of State Route 332 and County Road 41.

7. Pedestrian bridge crossing of Beaver Creek, located along the south side of CR 41, between T.M. # 041.02-2-6 (C.R. 41) and T.M. # 041.02-2-3.2. (Town of Farmington).

T.M. #041.02-2-3.9 - Town of Farmington 350 feet (sidewalks)
 300 feet bridge construction
 750 feet stone dust trail

The design for this prefabricated pedestrian bridge span will be similar to the two (2) town installed pedestrian bridge spans crossings of Beaver Creek that are located within Section 3S of the Auburn Meadows Subdivision Tract and Section 1 of the Monarch Manor Subdivision Tract. This bridge project will not be located within the ROW of CR 41. Instead it will located on Town Owned land T.M. # 041.02-2-3.9 which is located on both sides of Beaver Creek. The Town Engineer has estimated the cost of installing this bridge span, including clearing of trees and installation of two foundations along the

creek to be \$300,000.00. This is based upon the costs associated with the previous two (2) bridge crossings. Those crossings had similar lengths and involved bridge abutments for the bridges. All work, including NYSDEC Approvals, was completed within nine (9) months of contract award. Another part of this sub-area project includes installation of sidewalk connecting to both sides of the bridge abutments, all of which will occur on town-owned land. The final portion of this sub-area project includes the construction of approximately 1600 lineal feet of stone dust trail along the west side of Beaver Creek, on town-owned land, connecting the sidewalk along County Road 41 to the Auburn Trail. This trail connection includes pedestrian/bike rail to be installed at the point of trail connection and directional signage at the County Road 41 intersection point. This project is part of the final approved overall plans for the Hathaway's Corners Incentive Zoning Project and has been committed to by the Town Board.

8. Beaver Creek Road, connecting existing sidewalks located along the west side and north of the Beaver Creek crossing, between State Route 96 on the north and CR 41 on the south.

Sidewalks located within ROW of Beaver Creek Road	3,095 lineal feet
T.M. #029.00-2-22 1378 Beaver Creek Road	300 lineal feet

The Town's Engineer, has identified the total length of sidewalk within this subarea to be 3,395 lineal feet, and has confirmed there is only one (1) easement to be obtained (the third and final easement for the Phase 1 project) involving approximately 300 lineal feet from T.M. #029.00-2-22, which is located along the west side of Beaver Creek Road. The Town has drafted an easement document and is awaiting the property owners signature. There does not appear to be a need for any pedestrian signal(s) at the intersection of CR 41 and Beaver Creek, as we are not crossing either the County or Town highways. Elsewhere along this sub-area project, the project lies within the highway right-of-way. No easements are required to complete this project.

9. North side of C.R. 41, between intersection with State Route 332 and Beaver Creek Road.

All work to be located within the ROW of C.R. 41 800 lineal feet

This sub-area sidewalk work involves construction within and along the north side of the ROW of County Road 41. At the intersection of Route 332 and County Road 41 (the west end of this sub-area) there is a crosswalk between the west and east sides of State Route 332 that ends at the northeast corner of the intersection. Pedestrian crossing signals for State Route 332 have also been installed at this location. This sub-area project

links pedestrian movements on and along the west side of State Route 332, to the sidewalks identified in sub-area 8 above, which connect to State Route 96 (Main Street Corridor) and the Finger Lakes Racing and Gaming Casino. No additional easements are required for this sub-area project.

10. North side of State Route 96 between Glen Carlin Drive and Fairdale Glen.

- T.M. #029.110-2-27.0 - State Route 96
 - T.M. # 029.110-2-72.0 - State Route 96 (no structure)
 - T.M. # 029.110-2-73.0 - 5890 State Route 96
 - T.M. # 029.110-2-74.0 - State Route 96 (no structure)
 - T.M. # 029.110-2-75.0 - State Route 96 (no structure)
- 1,270 lineal feet

This sub-area project links the current terminus of concrete sidewalks previously installed by the State Department of Transportation in 1993 (State Routes 96 & 332 Intersection Project) with the Simmons Rockwell (owners of T.M. #029.11-2-72, -73, -74 & -75.) ending at the sidewalk which enters and runs through the Fairdale Glen Townhouse Project. Simmons Rockwell has given the town a letter stating their approval for granting sidewalk easements across the frontages of their four (4) parcels of land. The other property (T.M. #029.11-2-27), which is located within this sub-area, will not require an easement as the sidewalk extension will be located within the ROW of State Route 96 connecting on alignment with the sidewalk ending on the west side of Glenn Carlyn Drive (T.M. #029.11-2-28.1).

11. North side of Collett Road, between Mertensia Road and the existing sidewalk at the convenience store/gas station/car wash (intersection of State Route 332 and Collett Road – west side).

- T.M. # 029.00-1-3.112 - 6180 Collett Road
- 600 lineal feet

This sub-area sidewalk project will be constructed within the ROW of Collett Road. No additional easement is necessary. It completes a missing link of sidewalk along the north side of Collett Road, between the intersection of Collett and Mertensia Roads and the intersection of State Route 332 and Mertensia Road.

12. South side of State Route 96, between Riedman Office/mini-warehouse and Byrne Dairy.

- T.M. #029.00-1-48.12 - Woodlawn Manufactured Home Park
- 670 lineal feet

A condition of the just issued Town Operating Permit (July, 2021) for this manufactured home park requires the filing of a sidewalk easement across the State Route 96 frontage of this property. The Town has prepared the easement package and has spoken with the property manager. No known objection exists to the granting of this easement. This sub-area project links sidewalks at the Victor/Farmington town line with Mertensia Road.

13. East side of Mertensia Road, south of State Route 96 to Creek View Trail.

T.M. #029.00-1-41.1 - 6179 State Route 96	229.54 lineal feet
T.M. #029.00-1-44.0 - 1297 Mertensia Road	286 lineal feet
T.M. #029.00-1-43.0 - 1305 Mertensia Road	180.81 lineal feet
T.M. #029.00-1-42.1 - 1309 Mertensia Road	<u>220.87</u> lineal feet
	917.22 lineal feet

All sidewalks within this subarea will be constructed within the r.o.w.s of State Route 96 and Mertensia Road. No additional easement is necessary. This sub-area project completes the missing link in sidewalk between State Route 96 and the present terminus (the last property along the east side of Mertensia Road. The project provides a pedestrian link to both Mertensia Park and Beaver Creek Park. In addition this project links to the Auburn Trail Project providing pedestrian access to approximately 800 town residents living in apartments and manufactured home parks north of State Route 96.

14. South side of State Route 96, between Mertensia Road and the entrance to the Farmington Market Center site.

T.M. #029.00-1-41.1 - 6179 State Route 96	313 lineal feet
	Pedestrian Crossing improvements at the intersection.

All sidewalks within this subarea will be constructed within the ROW of State Route 96. No additional easement is necessary. The project provides the missing link in the pedestrian sidewalk along the south side of State Route 96 between the Victor/Farmington Town Line and State Route 332. It also includes installation of the fourth leg of the pedestrian crossings of the intersection of State Route 96 and Mertensia Road, Three (3) ADA ramps and cross walk delineation of both State Route 96 and Mertensia Road.

Phase 1 Summary:

Total Length of sidewalk/trail connection improvements -
17,000 lineal feet.

Total Length of pedestrian bridge improvement - 300 lineal feet.

Total Engineer's Estimate of Project Improvements

Concrete sidewalks, pedestrian crossing signals,
sidewalk ramps and crosswalk striping \$1,020,000.00
(17,000 lineal feet).

Pedestrian Bridge Construction \$ 315,000.00
(C.R. 41)

Engineering Design \$ 300,000.00

Construction Inspection services \$ 180,000.00

Project Administration \$ 20,000.00
(SEQR, Contracts, etc.)

Right-of Way \$ 15,000.00

8% Contingency
(Construction Costs Only) \$ 106,800.00

TOTAL PROJCT ESTIMATE - \$ 1,996,800.00

TAP Grant is a matching grant. Town is proposing a 75/25 matching grant. Federal Share is 75% and Town Share is 5%.

Federal Share \$1,497,600.00

Town Share \$ 499,200.00

RIGHT OF WAY ENCROACHMENT AGREEMENT

THIS AGREEMENT, is made the 2nd day of September, 2021 by and between

THE COUNTY OF ONTARIO, a municipal corporation of the State of New York having an office and place of business at 20 Ontario Street, Canandaigua, New York 14424 (hereinafter referred to as the "County")
and

TOWN OF FARMINGTON, a New York municipal corporation with offices at 1000 County Road 8, Farmington, New York 14425 (herein "Town").

WHEREAS, Town from time-to-time proposes to construct Sidewalk along and within County Road 41 in the Town of Farmington; and

WHEREAS, The Sidewalk alignment may from time-to-time encroach on County highway right-of-way; and

WHEREAS, Town seeks a right of encroachment over County's highway right-of-way for the construction of Sidewalk; and

WHEREAS, Town agrees to maintain Sidewalk including the control of snow and ice and repair the Sidewalk within the County's highway right-of-way; and

WHEREAS, If future County highway maintenance, repair or reconstruction requires that the Sidewalk be moved or reconfigured, such movement or reconfiguration shall be at Town's expense; and

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is acknowledged, County agrees that the Sidewalk when constructed, will be allowed to remain, unless and until required to move as a result of future highway maintenance, repair or reconstruction, and that Town, its successors and assigns, shall maintain and repair the Sidewalk within the County highway right-of-way;

FURTHER, Town prior to construction of any Sidewalk in County highway right-of-way shall apply to the County for a highway work permit, and County shall make a determination on the permit following the appropriate review; and

FURTHER, should Town propose a change, expansion or major rebuild of Sidewalk, Town shall apply to the County for a highway work permit, and County shall make a determination on the permit following the appropriate review; and

FURTHER, if future highway maintenance, repair or reconstruction requires that the Sidewalk be moved or reconfigured, such movement or reconfiguration shall be at Town's expense,

and providing County's consent to the required movement or reconfiguration is given for any part of such movement or reconfiguration still remaining in such County highway; and

FURTHER, if future utility work, repair or reconstruction requires that the Sidewalk be moved or reconfigured, such movement or reconfiguration shall only be made if the utility owner agrees to pay all expenses for such movement or reconfiguration, and following the appropriate review County shall make a determination on the required movement or reconfiguration by means of utility owners highway work permit application process; and providing County's consent to the required movement or reconfiguration is given for any part of such movement or reconfiguration still remaining in such County highway; and

PROVIDED, HOWEVER, that Town agrees to protect, defend, indemnify and hold County, its officers and employees, free and harmless from and against any and all losses, claims, liens, demands and causes of action of every kind and character, including but not limited to, the amount of judgment penalties, interest, court costs, legal fees incurred, liens, debts, personal injuries, death or damages to property and without limitation by enumeration all other claims or demands of every character occurring or in any way incident to, in connection with, or arising, directly or indirectly, out of this Agreement.

The terms of the **AGREEMENT**, including its attachments and exhibits, represent the final intent of the parties. This **AGREEMENT** is binding upon the Town, successors, executors and assigns. This instrument shall become a permanent record in the Office of the County Clerk. Any modification, rescission or waiver of the terms of this **AGREEMENT** shall be effective only if evidenced by a subsequent writing, which is executed and acknowledged by the parties with the same formalities accorded this basic **AGREEMENT**.

IN WITNESS WHEREOF, the County and the Town have executed this **AGREEMENT** in triplicate.

County of Ontario

By: _____

(William C. Wright, Commissioner of Public Works)

Town of Farmington

By: _____


(Peter V. Ingalsbe, Supervisor)

STATE OF NEW YORK)
COUNTY OF ONTARIO) SS.:

On the 21 day of September, in the year 2021, before me, the undersigned, a Notary Public in and for said State, personally appeared **William C. Wright**, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is (are) subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the instrument.

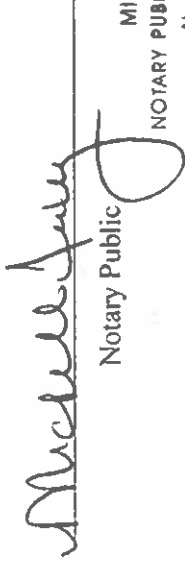


Notary Public

JENNIE HALTON
Notary Public, State of New York
Ontario County I.C. 01H/A6099216
Commission Expires 10/10/20 

STATE OF NEW YORK)
COUNTY OF ONTARIO) SS.:

On the 3rd day of September, in the year 2021, before me, the undersigned, a Notary Public in and for said State, personally appeared **Peter V. Ingalsbe**, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is (are) subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the instrument.


Notary Public

MICHELLE FINLEY
NOTARY PUBLIC-STATE OF NEW YORK
No. 01FI6242908
Qualified in Ontario County
My Commission Expires June 13, ~~2023~~



1000 County Road 8
Farmington, New York 14425

**2021–2022 TRANSPORTATION ALTERNATIVES PROGRAM (TAP),
CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ)
PROGRAM, AND SIDEWALK/TRAIL MASTER PLAN
INFORMATION MEETING MINUTES**

Tuesday, August 3, 2021 • 6:30 p.m.

MINUTES—FILED WITH TOWN CLERK

The following minutes are written as a summary of the main points that were made at the 2021–2022 TAP and CMAQ Program, and the Sidewalk/Trail Master Plan Information Meeting. Remarks delivered during discussions are summarized and are not intended to be verbatim transcriptions. A video recording of the meeting was made with the Zoom telephone/video conference and is available from the Town Clerk's Office.

The meeting was conducted at the Farmington Town Hall and via Zoom telephone/video conference format.

Attendance at the Town Hall:

Lance S. Brabant, CPESC, MRB Group D.P.C., Rochester, N.Y.
Ronald L. Brand, Town of Farmington Director of Development and Planning
Don Giroux, 1602 Cornfield Circle, Farmington, N.Y. 14425
Edward Hemminger, 5900 King Hill Drive, Farmington, N.Y. 14425
Ronald Herendeen, 8776 County Road 8, Farmington, N.Y. 14425
David Hcrman, 1483 Coral Drive, Farmington, N.Y. 14425
Peter Ingalsbc, 151 Galvin Court, Farmington, N.Y. 14425
Cathy Post, 5821 Mt. Ash Drive, Farmington, N.Y. 14425
John Weidenborner, 5 Heritage Circle, Farmington, N.Y. 14425

I. MEETING OPENING and PUBLIC NOTICES

The meeting was called to order at 6:30 p.m. by Ronald L. Brand, Town of Farmington Director of Development and Planning.

The notices for this Information Meeting were posted upon the Town of Farmington website and on the Town's Facebook social media page on July 23, 2021, and have remained posted until this evening. A news article about the Information Meeting appeared

in the Canandaigua *Daily Messenger* newspaper on Saturday, July 24, 2021, on p. 3A (see pp. 15–16).

2. OVERVIEW OF THE 2021–2022 TAP AND CMAQ IMPROVEMENT PROGRAM GRANTS, AND THE SIDEWALK/TRAIL MASTER PLAN

Mr. Brand provided an overview of the 2021–2022 Transportation Alternatives Program (TAP) and Congestion Mitigation and Air Quality (CMAQ) Improvement Program grants, and the Town’s Sidewalk/Trail Master Plan:

The TAP–CMAQ Program, is a Federal Highway Administration Program which provides reimbursement of up to 75 percent of project-related costs for non-motorized transportation improvements, with the remaining 25 percent to be provided by the Town. The Program’s goals and objectives are focused toward improving non-driver access to jobs, education, services, public transit and community amenities by providing non-motorized alternatives; increasing the number of trips taken by pedestrians and/or bicyclists, and improving bicycle and pedestrian safety programs.

In recent years, development projects in Farmington have included the construction of sidewalks and hiking/biking trails which have created an extensive network providing non-motorized routes within the southwest quadrant of the town. However, within this area there remains several subareas where there are no sidewalks or trail connecting links. The practice for so many has been to walk along the shoulders of heavily traveled State, County and Town highways. This is a practice which warrants change to a safer means of pedestrian movement.

There are a total of 15 proposed subareas located within the “Community Center.” Items within these subareas will include the types of non-motorized connections being planned, the total lengths of these connections within each subarea, the need for easements or the ability to place the connections within public rights-of-way.

A draft map entitled “Town of Farmington Comprehensive Plan 2021, Sidewalk/Trail Master Plan” has been prepared and was posted upon the Town’s website for public review prior to the information meeting (see Appendix #1—Farmington Sidewalk/Trail Master Plan Map 2021).

Mr. Brand said that since the 2018 TAP grant application, the Town has implemented the advice provided by the New York State Department of Transportation (DOT) on how to improve a future submission, as follows:

1. Include reference in the latest edition of the Town’s Comprehensive Plan on the need to complete these missing links—**Done**.
2. Create a Sidewalk/Trail/Bike Lane Master Plan Map—**We have three short segments of bike lanes: One located on the north side of Collett Road just east of**

State Route 332, one located along the south side of County Road 41 west of State Route 332, and one located along the west side of the southbound lanes along State Route 332. There is a segment of bike lanes under construction at the present time. This segment is along both the north and south sides of the Canandaigua–Farmington Town Line Road between New Michigan Road and State Route 332. This segment is approximately 7,200 feet long (1.3 miles in each direction) and will be completed in May 2022.

3. Identify need in Genesee Transportation Council study. The State Route 332/State Route 96 Sub-Area Study identifies this need—**Done**.
4. Identify need in the Main Street Overlay District and the State Route 96 Streetscape Master Plan—**Done**.
5. Identify what sidewalk improvements are underway since the 2018 grant submission. Show these on the Sidewalk/Trail Master Plan Map—**Done on Master Plan Map**.

3. PRESENTATION OF 2021–2022 TAP-CMAQ PROGRAM GRANT APPLICATION:

Mr. Brand provided the following information on the 2021–2022 TAP-CMAQ Program Grant application:

Sidewalks were first constructed in the Town of Farmington with the NYSDOT’s intersection improvement project for State Route 96 and State Road 332 in 1994, then followed by the State Route 332 construction in 1999.

The State Route 96 and State Route 332 Project provided sidewalks along a portion of the south side of State Route 96 between the driveway entrance to the Tops Plaza and the intersection with State Route 332. It also included a short section on the north side of State Route 96 between McDonald’s and the Route 332 intersection, then along both sides of State Route 96 east of State Route 332 to the Beaver Creek/Hook Road intersection, and then along only the north side of State Route 96 to Glen Carlyn Drive.

The State Route 332 Project provided sidewalks starting on the south from the Farmbrook Drive/Carmen’s Way intersection north, along only the west side of State Route 332 to the intersection with State Route 96.

Since 2006, sidewalks have been added to Auburn Meadows Subdivision, the Estates at Beaver Creek Subdivision, the Farmington Senior Apartments off Mercier Boulevard, the Phillips Landing Subdivision, the Farmington on the Creek Apartment Project, three dentists’ offices and the Monarch Manor Subdivision.

In 2011, there was a total of approximately 7,500 lineal feet of sidewalks. As of June 1, 2021, there are approximately 19,000 lineal feet of sidewalks.

The 2021–2022 TAP-CMAQ Grant Application identifies an additional 17,000 lineal feet of sidewalks, bringing the total length to 36,000 lineal feet (or 6.8 miles). This length, when added to the three-mile long Auburn Trail Project, to the approximately 1.5 miles of Conservation District Trail at Hickory Rise, and to the 2.0 miles of stone dust trail located within the Beaver Creek Park, would bring the total length to just shy of ten miles of hiking/walking facilities in the Town of Farmington.

Sidewalks continue to be installed within the Auburn Meadows and Hathaway’s Corners subdivisions, and soon within the GLN Farmington Realty Site. Sidewalk/trail connections are also being installed within the Auburn Meadows and Hathaway’s Corners subdivisions.

In 2018, the Town submitted a TAP-CMAQ grant application which was not funded by the DOT. There were two major reasons given for why our grant was not awarded. First, they had millions of dollars worth of applications above the funding level. Second, other grants did not have the number of identified easements as ours. With the State’s desire to see construction begin and end within two years of awarding a contract, the granting of approximately 15 easements during this time period was thought to be a deterrent to completing the project in a timely manner.

In addition, there were other projects that had support from other transportation agencies. We now have such support for our project, this being the Genesec Transportation Council’s State Routes 96 and 332 Sub-Areas Study which is just wrapping-up. In this study, there are numerous references to the need to construct sidewalk connections; to connect sidewalks to our public parks, trails, businesses; and to connect sidewalks to personal services. The application seeks to provide alternatives to people walking along the shoulders of our busy highways; alternatives for our children from having to walk along the shoulders of these highways to get to designated school bus stops; and connections to our growing hiking/biking trails.

As part of the 2021 Edition of the *Town of Farmington Comprehensive Plan*, we have now created a Sidewalk/Trail Master Plan (which was on display at the meeting). A version of the map has been posted upon the Town’s website for the past three weeks. This map identifies the high priority sections which are part of the 2021–2022 TAP-CMAQ grant application, as well as long-range sections to be completed over the coming years.

Finally, the 2021 Edition of the *Town of Farmington Comprehensive Plan* also identifies an enlarged Community Center Area (CCA). Delineating this CCA is a funding requirement which shows the State that their (Federal dollars) are being invested within an area defined within the CCA which is defined within the 2015 New York State Public Infrastructure Policy Act.

During the past three-year period, the Town has also accomplished the adoption of a Streetscape Design Plan for our designated Main Street Corridor (State Route 96). Since

2018, within the designated Main Street Overlay District (MSOD), several new businesses have or will soon begin installing sidewalks, landscaping, streetlights, benches and trash receptacles along our community's officially designated Main Street. Examples of this can now be seen at the Byrne Dairy Convenience Store/Gas Station and Meyer's Finger Lakes RV Site. In the near future, sidewalks also will be installed at the Auto Wash car wash facility, Maddie's Power Sports and the recently approved ice cream store/beauty salon at the corner of State Route 96 and Commercial Drive. Unofficially, we will all be enjoying Abbott's Frozen Custard next summer!

4. IDENTIFICATION AND DESCRIPTION OF PRIORITY SECTIONS FOR ADDING SIDEWALKS

Mr. Brand then reviewed the following 15 priority areas of the Town for adding sidewalks:

1. **East side of Mertensia Road, between Collett Woods Townhouse Project and Meyer's RV Site.**

T.M. # 029.00-1-66.100 1165 Mertensia Road

T.M. # 029.00-1-66.200 1175 Mertensia Road

T.M. # 029.00-1-68.000 Farmington Manufactured Home Park

1,520 lineal feet

Sidewalk easements need to be obtained for 1165 and 1175 Mertensia Road. A condition of a recently issued Operating Permit (July 2021) for the Farmington Manufactured Home Park is the filing of a sidewalk easement to the Town for the site's frontage along the east side of Mertensia Road. No additional easements are required for this sub-area.

2. **West side of Mertensia Road, between Auto Wash site and intersection of Elizabeth Way.**

T.M. # 029.38-2-47.100 1214 Mertensia Road (Farm. Court Apartments)

T.M. # 029.38-2-46.100 1210 Mertensia Road

T.M. # 029.38.2-46.310 1198 Mertensia Road

T.M. # 029.38-2-46.400 6225 Elizabeth Way

T.M. # 029.38-2-46.500 6239 Elizabeth Way

910 lineal feet

Sidewalk easements have been obtained from all five (5) properties identified in this sub-area. No additional easements are required for this sub-area.

3. **West side of Mertensia Road, north of the intersection of Elizabeth Way.**

T.M. # 029.38-2-45.000 Maple Grove Apartments

210 lineal feet

Sidewalk easement has been obtained from this property owner. No additional easement is required for this sub-area.

4. **North side of State Route 96, between DiFelice's vacant parcel (T.M. #029.00-1-53.1) and Mattie's Power Sports (T.M. #029.00-1-56.1).**
T.M. # 029.00-1-55.100 6234 State Route 96 (J. D. Rogers)

305 lineal feet

Sidewalk easement has been obtained from this property owner. No additional easement is required for this sub-area.

5. **South side of County Road 41, between Auburn Trail Crossing and existing sidewalk at west end of Hathaway's Corners Incentive Zoning Site.**

T.M. # 041.06-1-14.000 6151 County Road 41
T.M. # 041.06-1-01.000 6149 County Road 41
T.M. # 041.06-1-02.000 6147 County Road 41
T.M. # 041.06-1-03.000 6141 County Road 41
T.M. # 041.06-1-04.000 6139 County Road 41
T.M. # 041.06-1-05.000 6133 County Road 41
T.M. # 041.06-1-06.000 6131 County Road 41
T.M. # 041.06-1-07.000 6125 County Road 41
T.M. # 041.06-1-08.100 6127 County Road 41
T.M. # 041.06-1-09.000 6129 County Road 41
T.M. # 041.06-1-10.000 6135 County Road 41
T.M. # 041.06-1-11.100 6137 County Road 41
T.M. # 041.06-1-12.000 6143 County Road 41
T.M. # 041.06-1-13.000 6145 County Road 41

1,210 lineal feet

Across the fronts of all of these parcels when we last submitted the TAP grant application in 2018, the County had agreed-to having the sidewalk constructed within the right-of-way of County Road 41, provided that the Town would maintain them, which we did agree to. A draft agreement with the County for all sections of sidewalks to be located within the County's right-of-way will be part of the Town's 2021-2022 TAP-CMAQ Grant Application. No additional easements are required for this sub-area.

6. **South side of County Road 41, between the intersection of Savalla Boulevard and the sidewalk at the intersection of State Route 332.**

T.M. # 041.02-2-1.0 Hansen Metal Fabrication 365 lineal feet
 T.M. # 041.02-2-3.2 Hathaway's Corners Open Space 2,730 lineal feet

Easement document has been drafted awaiting response from property owner. Letter in file from Hansen Metal Fabrications stating agreement to granting the easement.

7. Pedestrian bridge crossing on Beaver Creek, located along the south side of County Road 41 between T.M. #041.02-2-6 (0000 County Road 41) and T.M. #041.02-2-3.2 (Town of Farmington).

T.M. #041.02-2-3.9 Town of Farmington 350 lineal feet

The design for this lift-in-place pedestrian bridge span will be similar to the two (2) 2018 Town-installed pedestrian bridge spans crossings Beaver Creek that are located within Section 3S of the Auburn Meadows Subdivision Tract and Section 1 of the Monarch Manor Subdivision Tract.

This bridge project will not be located within the right-of-way of County Road 41. Instead it will be located on Town-owned land (T.M. # 041.02-2-3.9) which is located on both sides of Beaver Creek. The Town Engineer has estimated the cost of installing this bridge span, including clearing of trees and installation of two foundations along the creek, to be \$315,000. This is based upon the costs associated with the previous bridge crossings. Those previous crossings had similar lengths and involved bridge abutments for the bridges. All work, including New York State Department of Environmental Conservation approvals, was completed within nine months of contract award. This project is part of the final approved overall plans for the Hathaway's Corners Incentive Zoning Project and has been committed to by the Town Board.

8. Beaver Creek Road, connecting existing sidewalks located along the west side and north of the Beaver Creek crossing, between State Route 96 on the north and County Road 41 on the south.

Sidewalks located within right-of-way of Beaver Creek Road:
 3,395 lineal feet

T.M. #029.00-2-22 1378 Beaver Creek Road 300 lineal feet

Dave Herman, MRB Group, D.P.C., the Town's Engineers, has identified the total length of sidewalk within this subarea to be 3,395 lineal feet, and has confirmed there is only one easement involving approximately 300 lineal feet to be obtained from T.M. #029.00-2-22. The Town has drafted an easement document and is awaiting the property owner's signature. There does not appear to be a need for any pedestrian signal(s) at the intersection of County Road 41 and Beaver Creek, as we are not crossing either the County or Town highways.

9. North side of County Road 41, between intersection with State Route 332 and Beaver Creek Road.

All work to be located within the right-of-way of County Road 41:
667 lineal feet

This sidewalk work will be constructed within the right-of-way of County Road 41. There is an existing Route 332 crosswalk between the west and east sides of State Route 332 that ends at the northeast corner of the intersection. Pedestrian crossing signals for State Route 332 have also been installed at this location. No additional easements are required for this sub-area project.

10. North side of State Route 96 between Glen Carlin Drive and Fairdale Glen.

T.M. #029.110-2-27.0 State Route 96
T.M. # 029.110-2-72.0 State Route 96 (no structure)
T.M. # 029.110-2-73.0 5890 State Route 96
T.M. # 029.110-2-74.0 State Route 96 (no structure)
T.M. # 029.110-2-75.0 State Route 96 (no structure)

Simmons Rockwell (owner of T.M. #029.11-2-72, -73, -74 and -75.) has given the Town a letter stating their approval for granting sidewalk easements across the frontages of their four parcels of land. The Town has drafted a sidewalk easement for the property located at 5890 State Route 96 and is awaiting a response from the property owner. The other property (T.M. #029.11-2-27) will not require an easement as this sidewalk extension will be located within the right-of-way of State Route 96 connecting on alignment with the sidewalk ending on the west side of Glen Carlyn Drive (T.M. #029.11-2-28.1).

11. Plastermill and Gateway Drive intersection south to Collett Road.

All sidewalk work within this sub-area will be located within the rights-of-way of Gateway Drive and Plastermill Road:

1,100 lineal feet

The County's tax parcel maps show the former section of Mertensia Road (currently being used by Ruston Paving as its driveway) to still be owned by the Town. There is no record that the Town ever formally abandoned the right-of-way in 2008. There is an existing water line easement that runs along a portion of this sub-area which ends at the south side of the railroad tracks. The sidewalk in this sub-area is to be placed along the east side of the right-of-way. We also will need to work with the County for a pedestrian crossing of the rail line. We also would likely need pedestrian activated crossing signals and a crosswalk for the intersection of Gateway Drive and Plastermill Road. If this crossing cannot be obtained prior to the submission of the 2021-2022 TAP-CMAQ Grant deadline of September 29, 2021, this sub-area project will be pulled from the Grant Application.

The need for this project has recently been identified in the Genesec Transportation Council (GTC) State Routes 96 & 332 Sub-area Study. The County is looking into the feasibility of terminating the rail line at the State Route 332 bridge crossing and plans on no longer continuing rail service into the town/village of Victor, which currently terminates at State Route 251. This would allow for the conversion of that portion of rail line to the Lehigh Valley Trail linking to the Genesec Greenway Trail, the Eric Canal Corridor, the Ontario Pathways and the Finger Lakes Trail. Such a trail connection is contained in the GTC's Long Range Transportation Improvement Plan (TIP).

This project provides an alternative pedestrian connection for residents within the Saratoga Crossings townhouse project, the Woodland Manor townhouse project and Hunt's Manufactured Home Community in Farmington. In addition, it provides access for the Gypsum Mills Manufactured Home Community in the Town of Victor to the convenience store located at the northwest corner of State Route 332 and Collett Road. The sub-area project also provides pedestrian connections to the sidewalks, both existing and planned, along Mertensia Road which lead to the Tops Plaza and other businesses and personal service stores which are located along the State Route 96 Main Street Corridor.

This project is identified as a specific implementation action in the Ontario County/Towns of Canandaigua and Farmington State Routes 96 & 332 Subarea Study completed for the GTC (this region's MPO) and is identified to eliminate pedestrians from walking along the shoulders of the high speed/heavily traveled State Route 332.

12. **North side of Collett Road, between Mertensia Road and the existing sidewalk at the convenience store/gas station/car wash.**
T.M. # 029.00-1-3.112 6180 Collett Road 555 lineal feet

This sub-area sidewalk project will be constructed within the right-of-way of Collett Road. No additional easement is necessary.

13. **South side of State Route 96, between Riedman Office/mini-warehouse and Byrne Dairy.**
T.M. #029.00-1-48.12 Woodlawn Manufactured Home Park
840 lineal feet

A condition of the just issued Town Operating Permit (July 2021) requires the filing of a sidewalk easement across the State Route 96 frontage of this property. No additional easement is necessary.

14. East side of Mertensia Road, south of State Route 96 to Creek View Trail.

T.M. #029.00-1-41.1	6179 State Route 96	229.54 lineal feet
T.M. #029.00-1-44.0	1297 Mertensia Road	286 lineal feet
T.M. #029.00-1-43.0	1305 Mertensia Road	180.81 lineal feet
T.M. #029.00-1-42.1	1309 Mertensia Road	220.87 lineal feet
Total of 917.22 lineal feet		

All sidewalks within this subarea will be constructed within the rights-of-way of State Route 96 and Mertensia Road. No additional casement is necessary.

15. South side of State Route 96, between Mertensia Road and the entrance to the Farmington Market Center site.

T.M. #029.00-1-41.1	6179 State Route 96	250 lineal feet
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All sidewalks within this subarea will be constructed within the right-of-way of State Route 96. No additional casement is necessary.

Total Length of sidewalk improvements: 17,000 lineal feet

Total Length of pedestrian bridge improvement: 350 lineal feet

5. TOTAL ENGINEER'S ESTIMATE OF PROJECT IMPROVEMENTS

Concrete sidewalks, pedestrian crossing signals, sidewalk ramps and crosswalk striping:

17,000 lineal feet
 \$1,020,000

Pedestrian bridge construction (County Road 41):
 \$315,000

Engineering design:
 \$355,000

Construction inspection services:
 \$180,000

Project administration (State Environmental Quality Review, contracts, easements, etc.):
 \$20,000

8% contingency (construction costs only):
\$106,800

Total estimate: \$1,996,800

The TAP-CMAQ grant is a matching grant. The Federal share is 75 percent. The Town share is 25 percent:

Federal share:	\$1,497,600
Town share:	\$ 499,200

6. KEY POINTS FROM TONIGHT'S PRESENTATION

Mr. Brand said that the Town now has a much improved grant application for the 2021–2022 submission. He said that although some easements are required, the number of easements to be acquired is nowhere near as many as were required in the 2018 application and there are letters of commitment from those property owners to provide the easements.

He reviewed the deadlines to be followed during this grant preparation period:

Wednesday, July 14, 2021

Mr. Brand participated in the New York State Department of Transportation webinar for the 2021–2022 TAP-CMAQ grants. The Town will receive additional bonus points for participating in this presentation.

Tuesday, August 3, 2021, 6:30 p.m.

Public Information Meeting on grant application details and deadlines.

Tuesday, August 17, 2021, 5:00 p.m.

The preliminary grant application is due for review to the DOT Region 4 Office in Henrietta, N.Y. The grant application will receive bonus points in the scoring for completion of the preliminary grant application.

Wednesday, September 29, 2021, 5:00 p.m.

The final grant application is to be submitted electronically. Mr. Brand said that he intends to submit this by at least Tuesday, September 28th, to avoid any last-minute amendments or unexpected problems with filing the application documents.

October–December 2021

Applications will be reviewed and ranked in Albany, N.Y.

Early February 2022

Grant award announcements.

Summer 2022

Contracts signed by awarded municipalities and the State DOT.

Summer/Fall 2022

Solicitation of engineering and inspection services for awarding of contracts.

Winter 2022/Spring 2023

Design contracts approved by the State DOT, formal construction bidding occurs, awards are made for construction.

Spring/Summer/Fall 2023

Sidewalk construction projects begin.

Spring 2024

Sidewalk project work completed; grant close-out.

Mr. Brand said that during the approximately next three-year period, there will be other development projects occurring in the Town of Farmington and possibly within several of these subareas. Applicants wishing to get started on their projects will be providing sidewalks, some of which may be located within the proposed priority sub-areas identified here tonight. They are welcome to undertake such development at their own expense, including the costs associated with installing sidewalks. There will be no reimbursement made to any developer for doing this work which is outside the scope of work undertaken and inspected under an executed State grant award.

Mr. Brand said, that in the past, several developers decided to move ahead with their projects and install sidewalks at their own expense, rather than waiting to learn if a grant application would be approved. He said that examples of these developers include the Byrne Dairy Store (now open at the southwest corner of State Route 96 and Mertensia Road), and Meyer's RV Superstore and the Auto Wash car wash facility (both under construction at the State Route 96/Mertensia Road intersection).

Mr. Brand said that after discussions with the State DOT, it is his understanding that if a developer installs sidewalks at his or her expense in an identified sub-area, a grant amendment could be made to exchange the grant-funded sidewalks in a particular sub-area with another identified area on the Town's Sidewalk Master Plan. He said that such an exchange, however, may not increase the dollar amount of the grant award or the total length of the grant-funded sidewalks.

7. ADJOURNMENT

Those in attendance at the meeting commended Mr. Brand and the Town Engineers for their work on the grant application, and for the comprehensive presentation of the application this evening.

There were no additional comments or questions on the grant application this evening.

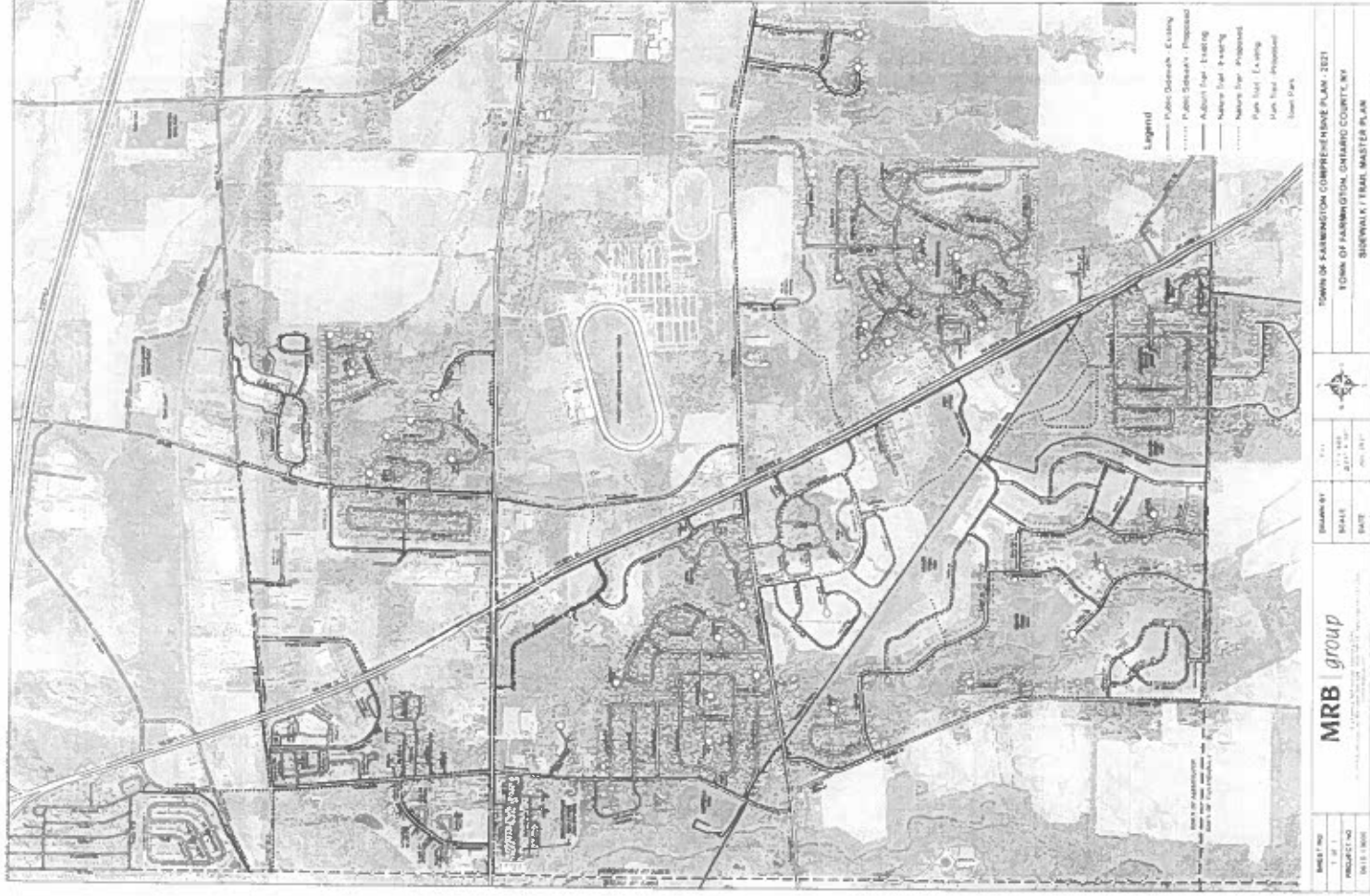
- The meeting was adjourned at 7:15 p.m.

Following the meeting, the clerk locked the front doors to the Town Hall.

Respectfully submitted,

L.S.

John M. Robortella
Clerk of the Town of Farmington Planning Board



Appendix #1:
Farmington Sidewalk/Trail Master Plan Map, 2021

Town of Farmington Send Message Liked Q ...

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(315) 986-8100

Typically replies within a day
Send Message

Open Now
8:00 AM - 4:00 PM

Government Organization



Town of Farmington

July 23 at 12:31 PM · 🌐

Press Release

Town of Farmington Public Information Meeting 2021 – 2022 Transportation Alternatives Program (TAP)

The Town of Farmington will be holding a public information meeting on Tuesday, August 3, 2021 commencing at 6:30 p.m., in the Main Meeting Room, at the Farmington Town Hall, 1000 County Road 8, Farmington, New York 14425. The purpose of the information meeting is to identify the 2021 Transportation Alternatives Program (TAP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program; the Town's Sidewalk/Trail Master Plan; and the various priority subareas being planned for the construction of sidewalk connections, trail connections and bike lanes within the southwest quadrant of the Town of Farmington, the defined "Community Center."

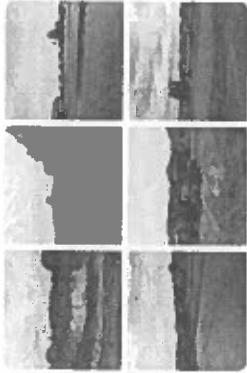
The TAP - CMAQ Program, is a Federal Highway Administration Program which provides reimbursement of up to 80 percent of project-related costs for nonmotorized transportation improvements, with the remaining 20 percent to be provided by the Town. The Program's goals and objectives are focused toward improving nondriver access to jobs, education, services, public transit and community amenities by providing non-motorized alternatives; increasing the number of trips taken by pedestrians and/or bicyclists, and improving bicycle and pedestrian safety programs. The deadline for grant application submission is September 29, 2021 with announcement of awards anticipated in early 2022.

In recent years, development projects have included sidewalks and trails which have created an extensive network providing non-motorized routes within the southwest quadrant of the town. However, within this area there remains several subareas where there are no sidewalks or trail connecting links. The practice for so many has been to walk along the shoulders of heavily traveled State, County and Town highways. A practice that warrants change to a safer means of pedestrian movement.

There are a total of thirteen (13) proposed subareas located within the "Community Center" that will be discussed at the meeting. Items within these subareas will include the types of nonmotorized connections being planned, the total lengths of these connections

Photos

See All



Videos

See All



Members of Farmington AMVETS Post ...

Adrian Bellis, Sarah Mitchell and 8 others

Post on Town of Farmington Facebook social media page
July 23, 2021, 12:31 p.m.

MPNNOW.COM | SATURDAY, JULY 24, 2021 | 3A

NEWS ROUNDUP

Farmington plans meeting on 'community center'

FARMINGTON — The town of Farmington will hold a public information meeting on transportation issues and the defined community center, at 6:30 p.m. Tuesday, Aug. 3, in the main meeting room, at the Farmington Town Hall, 1000 County Road 8.

The purpose of the information meeting is to identify the 2021 Transportation Alternatives Program (TAP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program; the town's sidewalk/trail master plan; and the various priority subareas being planned for the construction of sidewalk connections, trail connections and bike lanes within the southwest quadrant of the town.

Thirteen proposed subareas within the "community center" will be discussed at the meeting. This meeting will be both in-person and via Zoom. To join the Zoom meeting, visit <https://zoom.us/j/94318625196?pwd=K2NwZlEJdZlFpXaW5HcE5lb2MlWG1Qdz09> (shorturl.at/ehzl3).

Meeting ID is 943 1862 5196, and passcode is 870317. Dial by your location at +1 646 558 8656 US (New York).

Article in the Canandaigua Daily Messenger newspaper
Saturday, July 24, 2021, Page 3A

EXECUTIVE SUMMARY

The State Route 332 and Route 96 Sub-Area Study was completed for Ontario County Planning and the Towns of Canandaigua and Farmington with funding assistance from the Genesee Transportation Council. This Study assesses the transportation system, its operations, as well as the potential impacts of existing and future land uses along these two primary travel routes within the Finger Lakes region. The Study findings form the foundation for proposed improvements that address safety and connectivity for all modes of travel. More specifically, this Study contains recommendations for 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.

This Study was led by a Steering Committee that consisted of local officials, as well as representatives from Ontario County and the New York State Department of Transportation. A number of public input opportunities were also conducted to ensure a wide range of input was provided at key points in the planning process. Based on the feedback received by the Steering Committee and the public, the following goals were developed for this effort:

- Preserve State Route 332 and Route 96 as safe, efficient arterials, while enhancing multi-modal options;
- Improve safety for all users at key intersections;
- Identify connections to surrounding destinations, neighborhoods, and bicycle and pedestrian systems; and
- Update the access management policies for State Route 332, Route 96, and the surrounding development areas.

These goals were achieved by completing a needs assessment for the sub-area, identifying key recommendations, and articulating a detailed implementation strategy.

SUB-AREA BOUNDARY

The State Route 332 and Route 96 Sub-Area (sub-area) is bounded by Interstate 90 to the north and includes a 5.7 mile segment of State Route 332 and the surrounding area. Approximately two-thirds of the sub-area is located within the Town of Farmington and the remaining third is in Canandaigua. The primary activity center is centered around the intersection of NYS Route 332 and NYS Route 96. Please note that a map of the sub-area is presented on **Page II**.

EXECUTIVE SUMMARY

Historically, the sub-area has been known for its rural character and agricultural activity. However, over the past 30 years, it has experienced significant residential, commercial, and industrial growth as development continues to extend from eastern Monroe County into Ontario County.

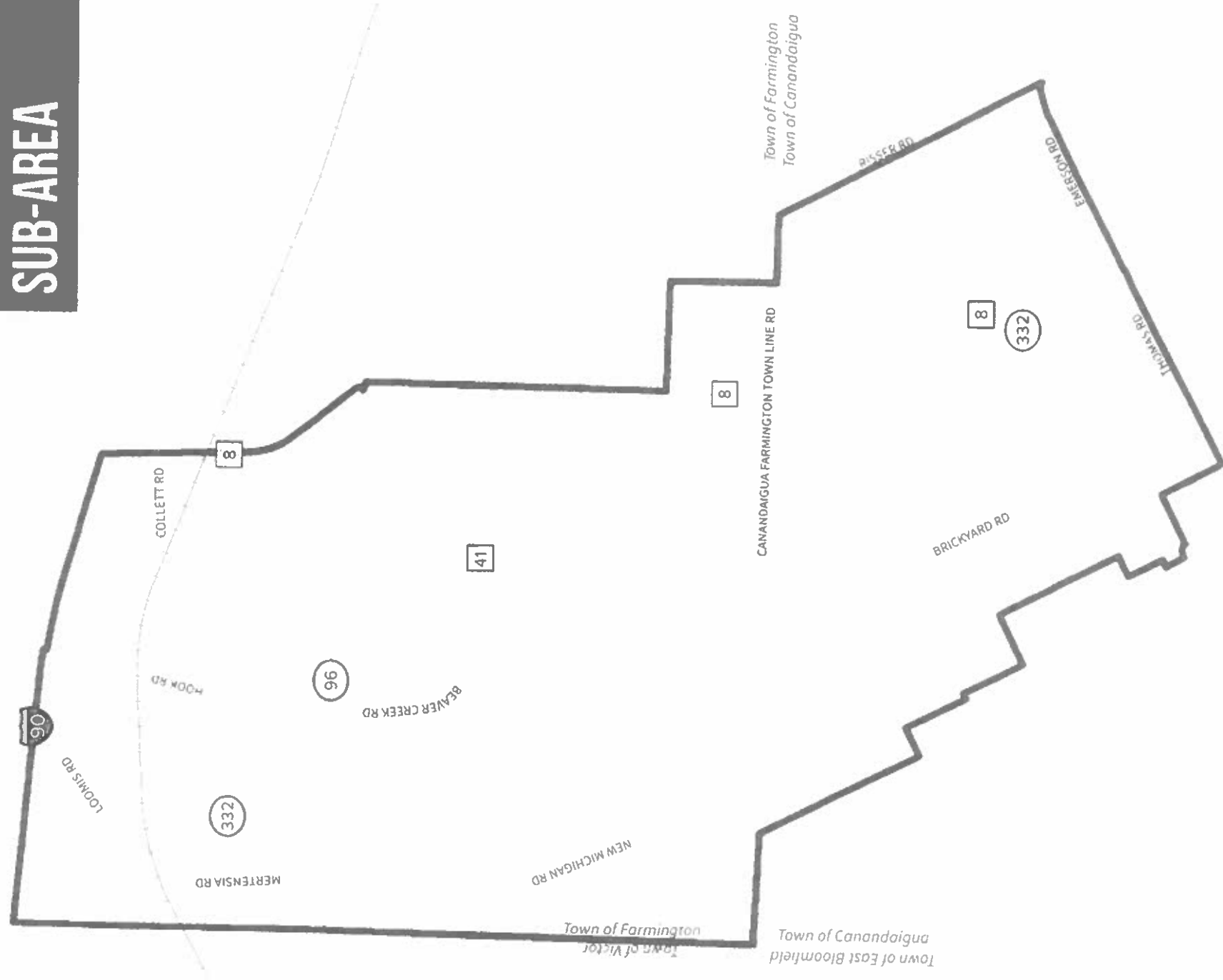
SUB-AREA ANALYSIS

This Study is part of a series of ongoing efforts by the Towns to address the transition from single-family residential and low intensity commercial and industrial operations to larger, more intense land uses. In order to accomplish this, a needs assessment was conducted to provide a solid base upon which to build an implementation strategy. This assessment considered a wide range of topics including population trends, housing trends, transportation characteristics, land use patterns, local regulatory requirements and infrastructure information. This assessment served to identify the range of issues and opportunities that needed to be included in this planning process; such as traffic calming, pedestrian connectivity, available rights-of-way, improved ADA accessibility and streetscape enhancements.

SUB-AREA RECOMMENDATIONS

Building on the needs assessment of the sub-area and informed by community engagement, the Study provides recommendations for improvements and implementation on five topics. These topics provide guidance for roadway improvements, intersection improvements, pedestrian and bicycle connections, access management, and land use and regulations. These recommendations are summarized as follows:

SUB-AREA



Roadway Improvements

The recommended roadway improvements for State Route 332 and Route 96 include a variety of features that serve to increase safety for all users and to improve traffic flow for more efficient service. For State Route 332 these improvements include a lane width reduction and an increase in shoulder width for improved pedestrian and bicycle mobility. For Route 96 recommended improvements vary depending on the section of roadway. East and west of State Route 332, Route 96 improvements include re-striping the roadway for reduced lane width and new, designated bicycle lanes. Along State Route 96, near its intersection with State Route 332, two options for providing space for bicycle lanes and a buffer for pedestrians are provided for Route 96; roadway options either reduce the lane width or reduce the number of travel lanes. Please note that a map of the roadway improvements is presented on **Page V**.

Intersection Improvements

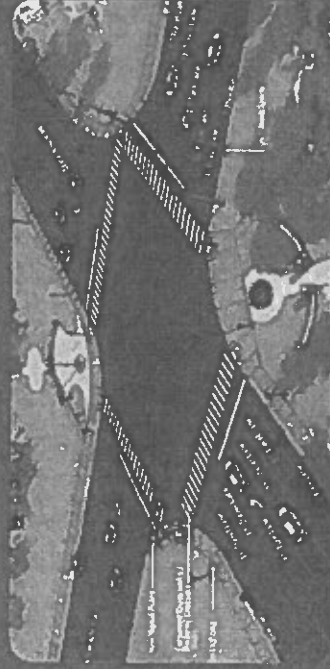
The recommended improvements for key intersections serve to enhance safety and access for vehicles, pedestrians and bicyclists. These improvements include:

- Measures to improve visibility of signal heads;
- Installation of Americans with Disabilities Act (ADA) features where needed;
- Use of high-visibility crosswalks; and
- Installation of countdown pedestrian signal heads where needed.

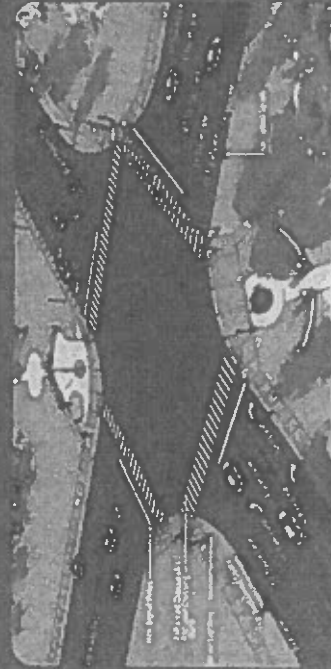
Detailed intersection improvements considered as part of this study are shown below and on **Page IV**.

State Route 332/96

OPTION 1:
MAINTAIN TRAVEL LANES, REDUCE LANE WIDTH



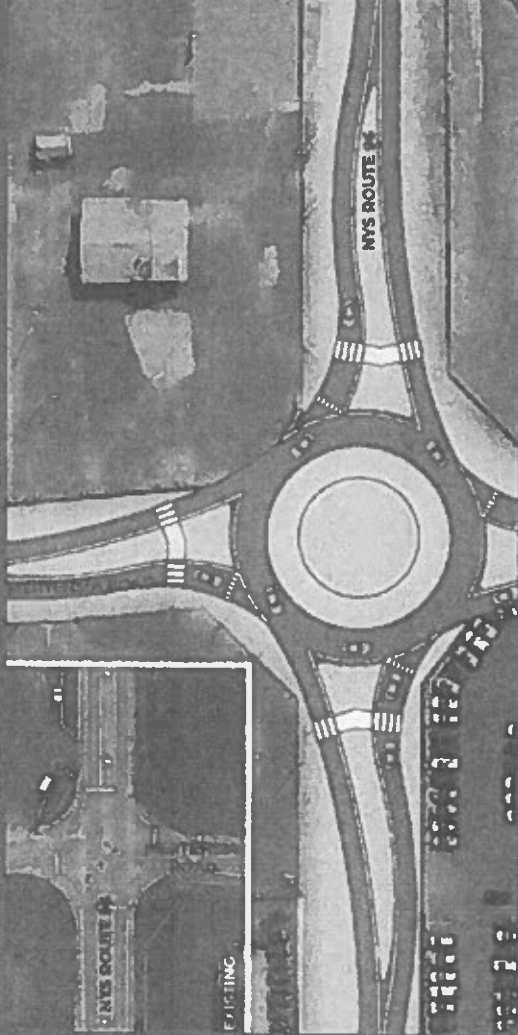
OPTION 2:
REDUCE TRAVEL LANES, INCORPORATE BIKE LANES



Intersection Improvements Continued...

Route 96 and Mertensia Road + Route 96 and Beaver Creek/Hook Road

OPTION 1:
SINGLE-LANE ROUNDABOUT



Please note: Option 1 recommends the replacement of both-signalized intersections with a roundabout. This graphic portrays a roundabout at the intersection of Route 96 and Mertensia Road. A graphic for Route 96 and Beaver Creek / Hook Road was not created.

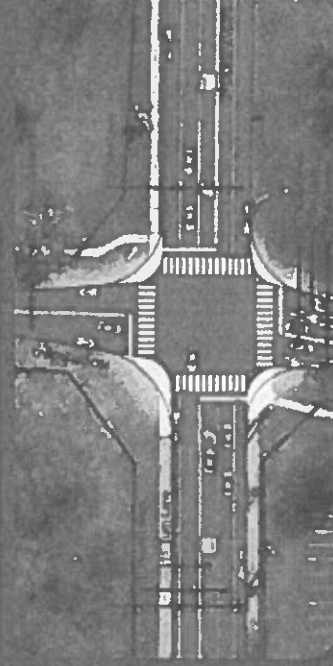
Route 96 and Mertensia Road

OPTION 2:
ENHANCED CROSSINGS WITH BIKE LANES



Route 96 / Beaver Creek / Hook Road

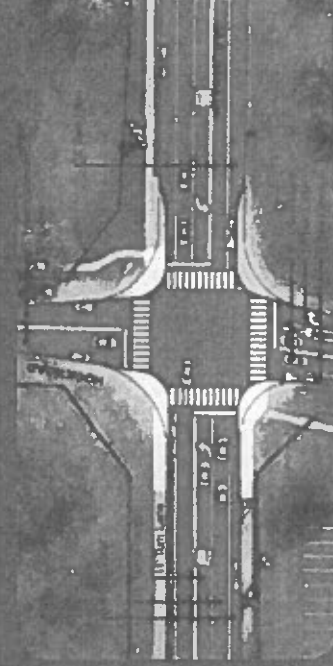
OPTION 2:
ENHANCED CROSSINGS WITH BIKE LANES



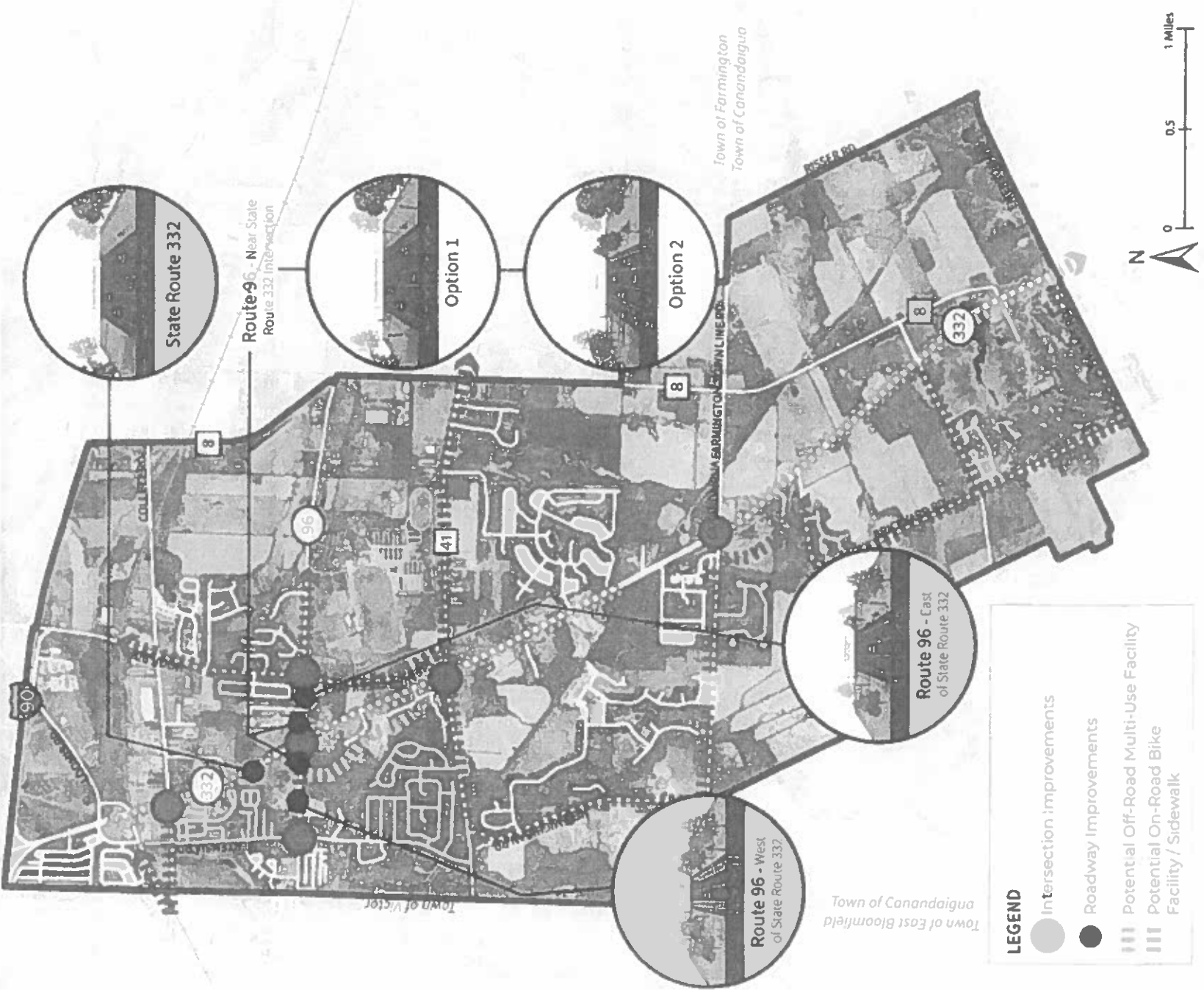
OPTION 3:
ENHANCED CROSSINGS WITH BUMP OUTS



OPTION 3:
ENHANCED CROSSINGS WITH BUMP OUTS



RECOMMENDATIONS SUMMARY MAP



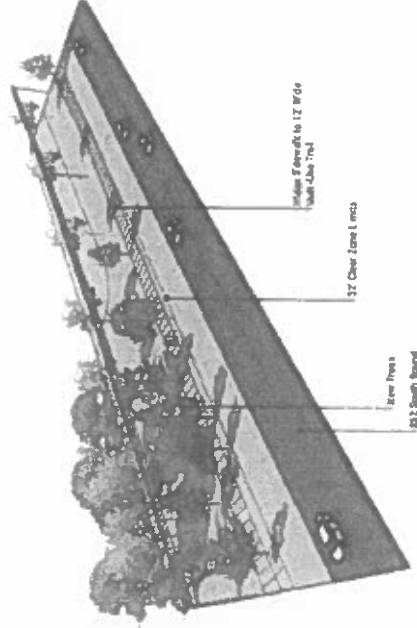
Pedestrian and Bicycle Connections

The recommended improvements for pedestrian and bicycle connections address connectivity gaps for a cohesive multi-modal transportation system. These improvements include the completion of the sidewalk network and re-striping of roadways to include dedicated bicycle lanes.

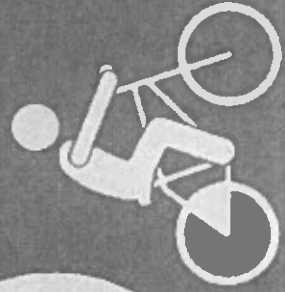
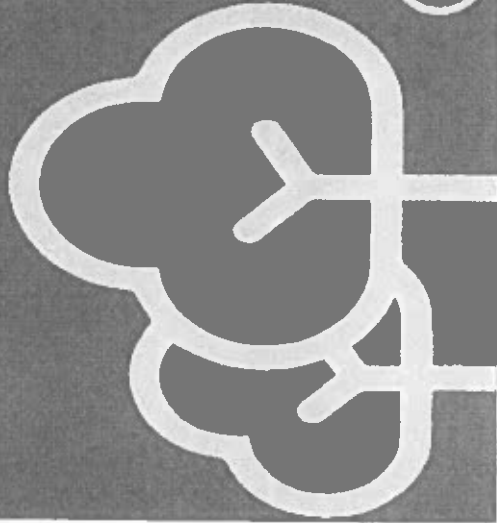
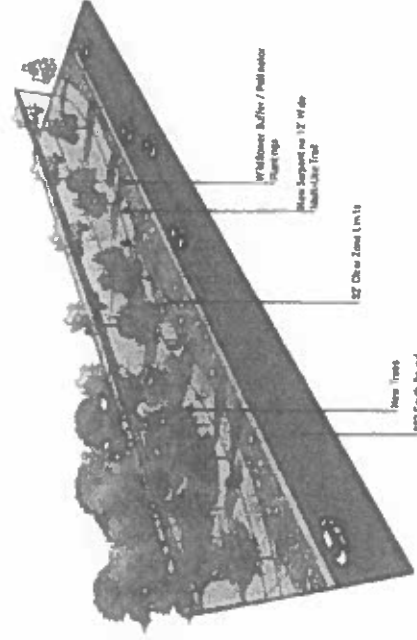
Specific improvements for State Route 332 include the expansion of the existing multi-use trail on the west side from 5' to 12' wide. Two options for this expansion are provided, one featuring a linear alignment and one featuring a curvilinear alignment. Also recommended is a 5' sidewalk on the east side of State Route 332, north of Canandaigua-Farmington Town Line Road.

STATE ROUTE 332 PEDESTRIAN + BIKE ACCOMMODATIONS

State Route 332 Multi-Use Trail Expansion: Option 1



State Route 332 Multi-Use Trail Expansion: Option 2



Access Management

The recommended improvements for access management include expanding the existing and proposed provisions of Town of Farmington's Major Thoroughfare Overlay District (MTOD) to the Town of Canandaigua for consistency in land use patterns and traffic circulation along State Route 332. In addition, several revisions to the MTOD are proposed to enhance the effectiveness of this district, including:

- Revising the driveway spacing requirements to avoid the construction of driveways too close together as uses redevelop over time.
- Promoting the interconnection of parking lots and the development of secondary access roadways, particularly at the intersection of State Route 332 and Route 96 and the intersection of State Route 332 and Town Line Road.
- Coordinating the private pedestrian and bicycle network with the public network and requiring sidewalk development along the property frontage and on-site for better connectivity.

Land Use and Regulations

The recommendations for land use regulations are intended to increase the development potential of parcels while creating more attractive streetscapes and sense of place. These recommendations include:

- Reducing the setback requirements;
- Modifying allowable building heights to a consistent height of approximately three-stories;
- Developing requirements to minimize the visual impact of front yard parking;
- Reducing the minimum parking standards;
- Developing requirements for arrangement and landscaping of large parking areas; and
- Replacing existing commercial zoning districts with mixed-use districts.

Finally, to align with land use policies of the Pادelford Brook Greenway, it is recommended that the Town of Canandaigua consider rezoning a portion of the Community Commercial District to an Agricultural Rural Residential District.

IMPLEMENTATION & POTENTIAL BENEFITS

Each of the Sub-Area Study recommendations for roadway improvements, intersection improvements and pedestrian and bicycle connections are included as part of a detailed implementation strategy that details timeframe, costs, funding sources, responsible party and other relevant information. In addition, the policy and regulatory recommendations for access management and land use regulations provide implementation measures in the short term.

Together the recommendations and implementation strategy provide steps to accomplish the key project goals for the State Route 332 and Route 96 Sub-Area. The intended benefits of the identified actions include

- Potential to create a multi-modal transportation network throughout the sub-area and beyond;
- Enhanced pedestrian and bicycle connectivity, completing any existing connectivity gaps;
- Improved safety and access for vehicles, pedestrians and bicyclists;
- Linkages between residential neighborhoods, recreation amenities and local goods;
- Transportation efficiency;
- Appropriate intensity and placement of future development along the corridor;
- A stronger sense of place along the corridor; and
- Policy and regulations aligned to the collective land use vision of the Towns of Farmington and Canandaigua to guide decision-making.



STATE ROUTE 332 AND ROUTE 96 SUB-AREA STUDY

Excerpts from the Town of Farmington 2021 Comprehensive Plan References to Sidewalks, Trails and Bike Lanes

Chapter 1 Executive Summary

Page 11 of 23:

Since 2011, there have been approximately six (5.78) new miles of concrete sidewalks installed primarily within the southwest quadrant of the Town as part of residential, commercial and industrial site developments. This brings the total length of sidewalks installed since 2011 to just over 10 miles. Finally, in keeping with the Federal Government’s “Complete Streets” guidelines, bike lanes have been installed along portions of the Canandaigua/Farmington Town Line Road, Collett Road, State Route 332 and County Road 41. In-filling of existing areas where sidewalks and trail connections are missing is a priority transportation goal within the 2021 Edition of the Plan.

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Another change since 2011 has been to the demographic characteristics of the Town. We continue to grow older, but yet not as fast a rate as that which was experienced between 2000 and 2010. This is, in part, to the change in demographics attributed to the new households who have moved into the community between July 2011 and November 2019. There has been an increase in the number of newborns in our community. We now find that there will be continued demands for both youths and seniors for a variety of types of housing, more in-law apartments and more “healthy community” elements (e.g., sidewalks, bike lanes and hiking trails) to be included as part of our residential neighborhoods. As the number of wage earners increases, our total family incomes will also continue to rise. These changes to our demographics will place additional demands upon the Town to provide a diversified recreational program and park facilities.

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- Redefine the “Community Center” as further defined under the provisions of the State of New York Infrastructure Policy Act of 2010. This edition of the Plan further defines the Subarea south and west of the intersection of State Routes 96 and 332 as being the Town of Farmington’s “Community Center.” It is within this subarea that the Town will be creating a mixed use community with a planned neighborhood offering equal emphasis upon public transportation, the automobile and pedestrian accessibility. The 2021 Edition of the Plan calls for the preparation of a detailed master plan showing new streets, mixed land uses, new intersections, new trails and a sidewalk network making the “Community Center Area” a destination as opposed to just another pass through area.

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- Prepare a Transportation Master Plan that identifies priority areas for completing links within our developing sidewalks, bike lanes and trails that connect with the Auburn Trail Corridor.

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The 2021 Edition of the Plan recommends a continuation of the Town’s ongoing sidewalk, bike lanes and trail connection program, especially within the southwest portion of the Town. The 2021 Edition of the Plan identifies the need for a sidewalk, bike lane and trail master plan to be created to connect the various sections of these facilities that are located within the southwest quadrant of the Town, between neighborhoods and to provide additional pedestrian links between Beaver Creek Parklands to the Auburn Trail

Chapter 2: Background, Assets and Constraints

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Sidewalks, Bike Lanes and Hiking/Walking Trails

Sidewalks, bike lanes and hiking/walking trails offer Town residents an opportunity to exercise, both actively and passively, which is in keeping with national “Healthy Communities” policies and “New York State’s Complete Streets Act.” In addition, sidewalks and bike lanes located along the more heavily traveled highways provide a safer environment by the separation between motorists, bicyclists and pedestrians.

Since 2003, it has been the policy of the Town to accommodate for pedestrian and bicycle traffic throughout the developing southwest quadrant of the Town, the established “Community Center,” by providing sidewalks and bike lanes as conditions of approvals for sites located within the mapped MTOD. Map No. 16—Existing Sidewalks, Bike Lanes and Trails Map, located in the back of the Plan, provides the current areas of the Town where these recreation amenities exist. Map No. 17, entitled “Sidewalk Trail Master Plan Map,” shows those areas where sidewalks are not connected and where priorities exist for completing those connections during this planning period. It is a goal of the 2021 Edition of the Plan to find equitable solutions for funding projects to connect these void areas and complete the multi-modal transportation system.

Examples of the Town’s commitments to alternative forms of transportation include the recently completed three-mile-long extension of the Auburn Trail Connector Project, two pedestrian bridge constructions, one between Monarch Manor Subdivision and The Estates at Beaver Creek Subdivision and Beaver Creek Park, and the other connecting Section 3 of Auburn Meadows Subdivision to the sidewalks along Amber Drive and to Beaver Creek Park. A walking trail has been constructed within the Mertensia Town Park site. A second walking trail has been constructed as part of the Hickory Rise Subdivision Tract. There are also pedestrian (walking) trail connections between the Auburn Trail and the developing Beaver Creek Park located in various locations within the Auburn Meadows Subdivision Tract, Monarch Manor and The Estates@Beaver Creek. Bike lanes have been installed along a portions of, State Route 332, Collett Road and Canandaigua–Farmington Town Line Road. Finally, there will be trail connections from within the developing residential sections of Hathaway’s Corners Incentive Zoning site with the Auburn Trail and, in the future, with the walking trails throughout Beaver Creek Park located within the Auburn Meadows subdivision tract.

The New York State Department of Transportation, as part of the State Route 332 Construction Project, funded the construction of new sidewalks along the west side of State Route 332 between Mountain Ash Drive and the intersection of State Routes 96 and State Route 332. In addition, sidewalks have been and are continuing to be installed along other sections of State Route 96 (within the Main Street Corridor), State Route 332 and County Road 41, as individual site plans are approved. Another project just starting construction this fall is the northern portion of Mercier Boulevard, providing a connection between State Route 96 (west of State Route 332) with Hathaway Drive. A part of this “Complete Streets” highway will include sidewalks completing

the link to the Tops Market Plaza.

Sidewalks are being constructed along the Canandaigua–Farmington Town Line Road Capital Improvement Project (New Michigan Road to State Route 332); and in each of the twelve (12) sections of the Auburn Meadows Subdivision Tract, the Phillips Landing Subdivision Tract, the Monarch Manor Subdivision Tract, the Hickory Rise Subdivision Tract, Redfield Grove Incentive Zoning Project, Collett Woods Townhouse Projects, Pintail Crossing Apartment Project, Farmington on the Creek Apartment Project, and The Estates at Beaver Creek Subdivision Tract. Sidewalks are also being installed within the single-family residential neighborhoods within the Hathaway’s Corners Incentive Zoning Project which link Savalla Boulevard and Berry Place reconnecting with the sidewalks along State Route 332 and County Road 41.

Other areas where sidewalks have been extended since 2003 include: along the east side of Hook Road from a point beginning at Hickory Rise Subdivision (Kennebec Court) and the sidewalks located at the intersection with State Route 96; and Collett Road, between State Route 332 and ending just short of Hook Road. Sidewalks have also been installed along Redfield Drive connecting to newly installed sidewalks along Commercial Drive and extending to the sidewalks along the north side of State Route 96. A part of this recent sidewalk extension also provided a connection into the Sunny Acres Neighborhood.

A new segment of sidewalks has also been installed along the north side of County Road 41, west of the intersection with State Route 332 and between Hathaway Drive. Another segment has been installed along the south side of Mercier Boulevard between the Farmington Gardens Apartment complex and the sidewalks along the west side of State Route 332. Finally, in 2019, the Town constructed sidewalks along the east side of Mertensia Road, from Creekview Terrace south to almost the intersection of Mertensia Road with County Road 41. Over the past 10 years, a total of approximately 10 miles of concrete sidewalks have been installed within the southwest quadrant of the Town.

In addition to the three-mile-long Auburn Trail Connector Project, there are three established walking trails. One walking trail is located within the Mertensia Town Park and another has been completed within the Hickory Rise Subdivision Tract. The third walking trail is being developed within the Beaver Creek Park, located within the Auburn Meadows Subdivision Tract. This walking trail, when completed will provide connections between Beaver Creek Park, the Auburn Trail Connector Project and the Hathaway’s Corners Project. All of these walking trails are being maintained by the Town.

As the Town continues to develop during the next planning period, additional sidewalks, bike lanes, walking and hiking trail connections will be required in accordance with the adopted Sidewalk Trail Master Plan Map. In addition, a sidewalk district and a long-term solution for maintenance (i.e., equipment and manpower) will also need to be addressed. In the 2019 Town-wide survey, respondents indicated they were very interested in sidewalks/walking trails in particular the Auburn Trail

In 2014, a grant application was awarded to the Town of Farmington in the total amount of \$1.9 million. The grant provided for engineering design, land acquisition rights, construction, inspec-

tion and administration of approximately three miles of hiking/walking/biking trails which were constructed between County Road 41, State Route 332 and the Canandaigua–Farmington Town Line Road. This hiking/walking/biking trail project is now complete with additional connections being planned from the adjacent residential neighborhoods (Hathaway’s Corners and Farmington Pointe). Hopefully, during the next planning period, the Town of Canandaigua will be awarded a similar Transportation Alternatives Project (TAP) Grant for the construction of the final link of this regional trail facility, between Canandaigua–Farmington Town Line Road and the Ontario Pathways located in the City of Canandaigua.

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- Pedestrian, bicycle and vehicular separation movements along the State Route 96 and State Route 332 Corridor, as well as throughout the southwest quadrant (the Town’s Community Center), will be an important priority of the Town. All development occurring along this Corridor and within the mapped MTOD will be required to install their portion of the sidewalk, trail/walking system, or bicycle lanes.
- Completion of the Auburn Trail between Mertensia Road and the Ontario Pathways Trail in the City of Canandaigua will be strongly supported as a priority action contained in the ongoing regional trails planning program.
- Areas along State Route 96 and State Route 332, as well as County Road 41, and other areas which are located within the MTOD, that contain gaps where there are no sidewalk, crosswalk and bike lane facilities will need to be addressed during the planning period. Pedestrian movements along the shoulders of and across these major highways need to be separated and protected from vehicular movements.

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- Continue to develop walking trails in town park sites connecting to sidewalks, to other town park sites and to the Auburn Trail.

Chapter 3 Goals, Objectives and Recommended Actions

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- c. Neighborhoods that are connected by sidewalks, bike lanes and hiking/biking trails which provide alternative modes of transportation at the local level.

Page 4 of 38:

- 1) Establish performance standards to provide for desirable residential attributes (e.g., sidewalks, hiking/biking facilities, street trees, street lights, neighborhood parks, etc.).
- 5) Stress, in future developments, the importance of amenities such as existing open space, sidewalks, bike lanes, parks, landscaping, streets, and community centers in establishing and maintaining neighborhood character.

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- 9) Establish as a priority, the in-fill of sidewalks, bike lanes and/or hiking trails as identified for those areas delineated on the Existing Sidewalks and Trails map (see Appendix No. 2, Map No. 16).

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- 3) Illuminate sidewalks as necessary to improve pedestrian safety.

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- 5) Establish the south-west portion of the hamlet of Farmington, the area south and west of the intersection of State Routes 96 and 332, as the “Community Center,” a term that is identified in the State’s Smart Growth Infrastructure Policy Act to enable grant funding assistance for new water lines, sewer lines, sidewalks and streets that are envisioned to occur in this area.

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- 5) Establish the south-west portion of the hamlet of Farmington, the area south and west of the intersection of State Routes 96 and 332, as the “Community Center,” a term that is identified in the State’s Smart Growth Infrastructure Policy Act to enable grant funding assistance for new water lines, sewer lines, sidewalks and streets that are envisioned to occur in this area.

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- 6) Provide for an adequate network of pedestrian paths, bike ways, and sidewalks within and surrounding light industrial/ office parks as well as requiring a provision for bicycle parking facilities and public transit stations where appropriate.

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- 2) Prepare a Pedestrian Circulation Plan. Seek the cooperation of institutions, businesses, and others in its implementation. Require new development to conform to the pedestrian plan, for example, providing sidewalks and crosswalks where planned. *(May be prepared as part of the Transportation Plan recommended in 2[a].)*

Pages 25–26 of 38:

- 8) Maintain desired levels of vehicular and pedestrian transportation service, require the provision of transportation improvements made necessary by new development such as sidewalks and traffic signals.

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- a. An integrated system of parks and recreational facilities throughout the Town, including undeveloped open space as one component, with linkages between various parts of the system such as bike lanes, sidewalks, pathways, stream corridors, trails, and utility rights of way.
- a. **Plan an integrated system of parks and recreational facilities throughout the Town, including undeveloped open space as one component, with linkages as feasible between various parts of the system such as bike lanes, sidewalks, pathways, stream corridors, trails, and utility rights of way.**

Chapter 4 Future Land Use Plan Map and Plan Synthesis

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- Existing problems that need correction (e.g., maintaining and improving public utilities, roadways, bikeways, sidewalks, trails, etc.); and

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A further exception to these categories that is not shown on Map Number 10 are those lands that have been developed, or which could better be developed under the IZ Incentive Zoning provisions in the Town Code. The IZ category involves a mix of residential and commercial land uses with varying densities for a site in exchange for benefits to the community that may not otherwise be required by New York State Town Laws. These benefits generally involve over-sized water mains, larger sized sewer collection lines, oversize storm water detention facilities, multi-modal transportation improvements (e.g., sidewalks, bike lanes, trails and local highway extensions) and/or cash contributions to be used towards identified capital improvement projects.

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It is also within Subarea 12, that the Future Land Use Plan Map envisions a Carmen's Way connection be made between the planned alignment shown on the approved "Hathaway's Corner Incentive Zoning Project" and the developed "Auburn Junction Incentive Zoning Project." Other portions of Subareas 11 and 12, bisected by the Auburn Trail, are envisioned for development under Incentive Zoning provisions to complete connections to improve water service, additional sewer service, regional storm water facilities, and an internal multi-modal transportation system (e.g., hiking, biking, sidewalks and roadways that intersect with State Route 332 at a preferred signalized location north of Farmington Grove Subdivision Tract.

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North of the intersection of State Route 96 and Mertensia Road and extending to the intersection of Mertensia Road and Collett Road are two (2) apartment complexes, four (4) single-family sites, a manufactured home park site, Phases I and II of Collett Woods Townhouse Project and currently a large vacant parcel of land located at the south west corner of the intersection of these two town roads. This large vacant parcel of land has just begun the subdivision and site plan approval processes with site development expected to commence this fall for a total of 220 townhouse dwelling units. The remaining land within this Subarea, west of Mertensia Road and the Victor-Farmington town line is a large State freshwater wetland. As development occurs within this portion of this Subarea, provisions for sidewalk construction connecting to the existing sidewalks in the area and those planned along State Routes 96 and 332 will continue to be a condition of site plan approval. It is within this portion of Collett Road, at the town line, there is a recommendation contained in the Town of Victor Comprehensive Plan that a crossing of the County's Railroad occur which could create a future intersection with Plastermill Road.

Subarea 6—This Subarea is bordered by State Route 96 on the north, State Route 332 on the east, County Road 41 (Boughton Hill Road) on the south and the Farmington/Victor town line on the west. This area is identified in the 2021 Edition of the Plan as being the expanded “Community Center Area.”

Starting at the Farmington/Victor town line, on the south side of State Route 96, and extending east are a ministorage warehouse facility and the business office for a home builder. Then is an open lawn area separating a manufactured home park from the highway. At the southwest corner of Mertensia Road and Route 96 is a Byrne Dairy Convenience Store with self-service gasoline dispensing units. Sidewalks exist within a portion of this Subarea which begin at the municipal boundary line and end at the business office property line for a home builder. Then there are no sidewalks until the Byrne Dairy Site which continues sidewalks across their frontage to the southwest corner of the intersection of State Route 96 and Mertensia Road. Across Mertensia Road sidewalks do not begin until the east side of the entrance to the Farmington Market Center Site (formerly Wade’s Plaza). Then sidewalks continue east along the south side of State Route 96 to the intersection of State Routes 96 and 332.

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At the intersection of State Route 96 and Mertensia Road there are outdated pedestrian signals located in the middle of four grassed island areas which are not handicapped accessible and in need of replacement. With the recently approved Byrne Dairy Store and the Meyers RV Sales and Service three of the four legs of this intersection are being improved with new pedestrian signals, handicapped accessible ramps and cross walks. The remaining fourth leg, located at the south east corner of the intersection, awaits development of the Farmington Markets Center site and the connection to continued sidewalks east to the Farmington Market Center Site.

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North of Mertensia Park along Mertensia Road and south of State Route 96 there has been recent replacement of the Beaver Creek culvert. As part of that project, the Town constructed sidewalks along portions of the east side of Mertensia Road, between the Mertensia Park and the intersection of Creek View Trail. Sidewalks do not exist between State Route 96 and Creek View Trail, an area that has been designated a priority area for pedestrian transportation improvement.

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The Town, in 2005 started a sidewalk program as part of residential projects located within this Sub-Area. The first sidewalk project was along the east side of Hook Road across the frontage of the site known as the Belmont Estates Subdivision Tract. Since then, updates to the Plan have recommended the continuation of this sidewalk between Collett Road and State Route 96. In 2016, the Hickory Rise Subdivision Incentive Zoning Tract was approved with the condition that a sidewalk would be extended north to the Collett Road and Hook Road intersection. At the south-east corner of this intersection is a vacant five-acre parcel of land that is part of the Incentive Zoning project. This site is approved for neighborhood commercial types of land use (e.g., restaurant, office, hair and beauty, etc.) and when development of this site occurs then the final

link of sidewalk between Kennebec and Collett Road will be installed by the developer.

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This Subarea of the Town is served by good highways, a good developing sidewalk network, adequate public sewer and water services and is adjacent to the recently completed Auburn Trail hiking and biking linear facility that traverses the Subarea along the abandoned former railroad right-of-way. This Subarea has many attractive site amenities (e.g., woodlands, sidewalks, park-land, connecting trails and relatively flat topography and good soils) to support the pattern of suburban density of residential land use. The major constraints to development in this Subarea will continue to be compliance with State storm water drainage and avoidance of development within the un-numbered Area of Special Flood Hazard that runs along Beaver Creek.

Beaver Creek Park consists of several areas connected together by stone dust trails and sidewalks which will eventually link the 40-acre main portion of the Park (known as Section 1) to the adjacent neighborhoods (e.g., The Estates at Beaver Creek, Monarch Manor, a proposed mixed use project currently known as “Farmington Pointe Incentive Zoning.”

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Hathaway’s Corners Incentive Zoning Project has been approved and is currently under construction. This 115-acre project includes a mix of residential dwellings (e.g., single-family detached and attached, and apartments) and 200,000 square feet of commercial buildings located along the frontage of State Route 332, south of County Road 41. In addition to open space lands, the project provides improved access to the Town-owned Hathaway Cemetery, a burial ground for Revolutionary War Veterans and Town residents, as well as sidewalks and linear trail connections to the Auburn Trail.

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Within this Subarea exists one of the largest residential development tracts in Ontario County, Farmbrook Planned Development Subdivision with over 800 dwelling units (both single-family detached and apartments). Two undeveloped sections remain (portions of Alfalfa Crescent and Meadowbrook Lane) which have approximately 100 more lots awaiting final site plan approvals. As a result of having years of experience with this development, the Town has learned a great deal about the need for land use regulations for other similar sized developments. Among the issues learned is the need for limiting the number of residential sites to not more than 150 units per separate point of access. Also, there is a need to develop large sites in such a manner that will provide separate access roads for construction vehicles. Sidewalks are now required to be installed through a portion, if not all sections, of any large subdivision tract. Another important matter learned was to require the dedication of land for public parks within neighborhoods, in addition to requiring park and recreational fees for all new dwellings. Providing for storm water control facilities in accordance with State mandated MS4 stormwater pollution prevention plan. Finally, the Town has realized that 7,200-square-foot lots do not provide adequate open areas for accessory buildings and structures that future residents will demand.

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North of Farmbrook Drive and along the east side of State Route 332 is the New York State Police Troop E Headquarters. This site also is zoned RB Restricted Business. The Plan recognizes that any development of the State-owned land is outside the Town's jurisdiction to approve. However, New York State Town Law (Section 272-a) requires that any capital improvements by the State to these lands shall take into account the land use recommendations in the adopted Plan. In 2018 this Troop E Headquarters Building was enlarged and a State Police Crime Laboratory was constructed on their remaining lands. Unfortunately, this development did not include sidewalks across the frontage of the site that would have allowed a connection in the future to required sidewalks on adjacent lands.

Chapter 5 Sustaining and Implementing the Plan’s Actions

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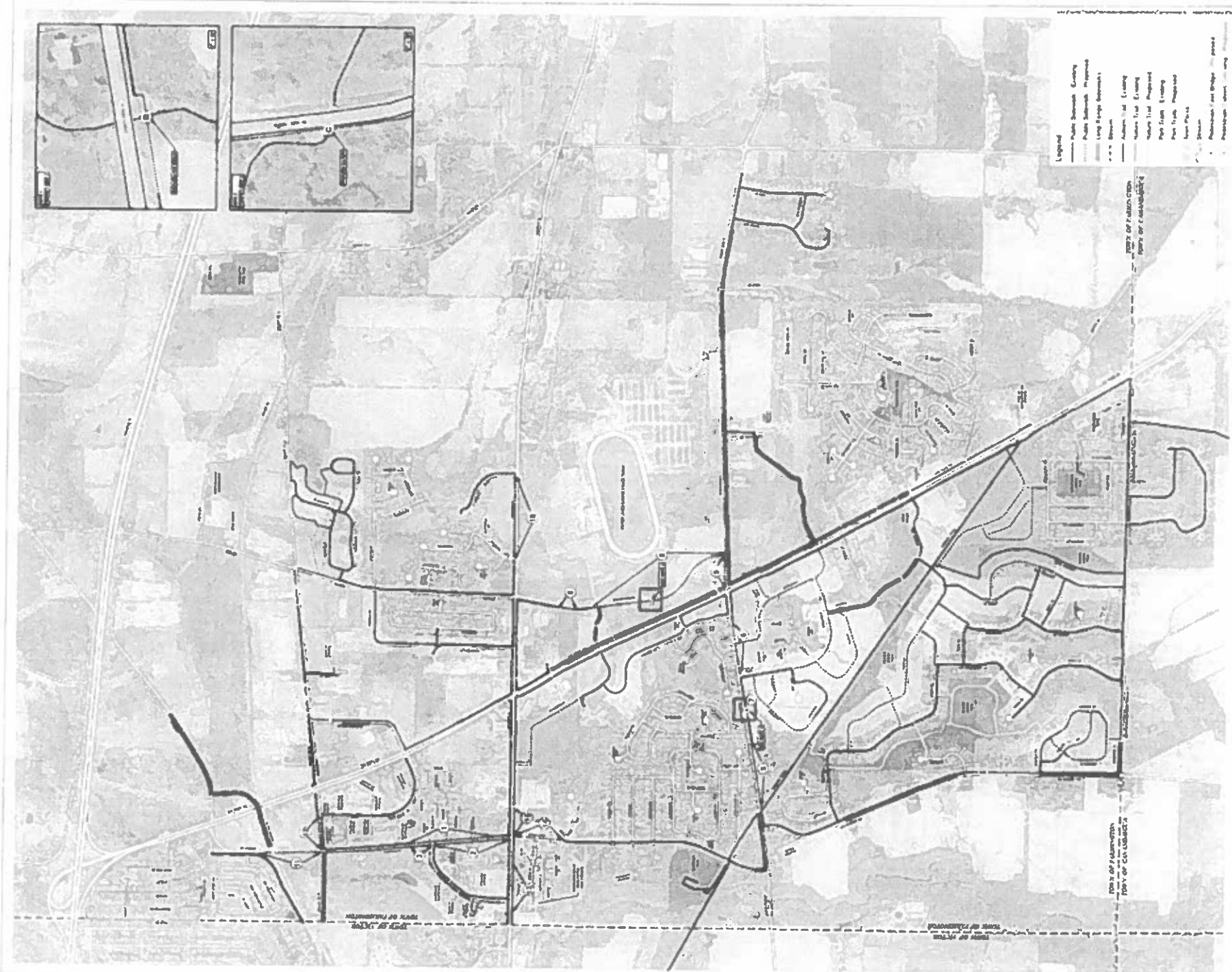
Many of the recommended actions in this Plan rely upon other steps to be initiated and/or completed before they can be successfully implemented. For example, grant or other funding sources should first be in place to determine the feasibility of constructing improvements to the Town’s water and sewer facilities, town highways, town drainage, town parks and recreation improvements, sidewalks, bike lanes and trail connections. Such a phased process is considered to be “enabling” for other actions related to this project. These other “enabling” strategies include those related to finding public support for the project, creation of committees and lining up the organizational structure to support these capital improvements and resolving responsibilities for ongoing maintenance of these facilities.

Page 3 of 11:

- Adopt the Town of Farmington Sidewalk Trail Master Plan Map
Town Staff, Town Engineers, Town Planning Board and Town Board
September 2021 and every two years thereafter
- Prepare Transportation Alternatives Program (TAP) Grants for funding assistance to implement the completion of the installation of sidewalk, trail connections and bike lanes shown on the adopted Town of Farmington Sidewalk Trail Master Plan Map
Town Staff, Town Engineers, Town Planning Board and Town Board
September 2021 and every two years thereafter

Page 6 of 11:

- Create a Transportation Master Plan including a Bicycle, Sidewalk and Trail System Master Plan
Town Board, Town Departments and Planning Board



- Legend**
- Public Sidewalk Existing
 - Public Sidewalk Proposed
 - Long Range Sidewalk
 - Short Range Sidewalk
 - Adopted Trail Existing
 - Adopted Trail Proposed
 - Per State Existing
 - Per State Proposed
 - Trail Phase
 - Proposed New Bridge
 - Proposed Street

PROJECT 0616 13009
SHEET 1 of 3

MRB group

Drawn By JAV
Scale 1" = 500'
Date AUG 2021



TOWN OF FARMINGTON COMPREHENSIVE PLAN - 2021
TOWN OF FARMINGTON, ONTARIO COUNTY, NY
SIDEWALK / TRAIL MASTER PLAN - GRANT APPLICATION

Attachment to Town of Farmington 2021-2022 TAP Grant Application

The Genesee Transportation Council, the nine (9) county Metropolitan Planning Organization (MPO) has funded the recently complete transportation study entitled "State Route 332 and Route 96 Sub-Area Study," for Ontario County Planning and the towns of Canandaigua and Farmington.

The Study identifies the towns of Farmington and Canandaigua have both experienced significant growth over the last decade. In 2018, the Town of Farmington was ranked among the top 15 fastest growing communities in New York State. [Page 9, State Route 332 and Route 96 sub-area Study, July, 2021].

The 2020 U.S. Census reports that during the last ten year census period, Ontario County added people at the fastest clip in the six-county region (Livingston, Monroe, Ontario, Orleans, Wayne and Yates Counties). In 2020, the County's population reached 112,458, up from 107,931 in 2010, a gain of 4,527 or 4.2 percent. This growth rate matched the percentage of growth statewide. The County's increase in population is just over twice that for Monroe County during this census period. The other counties all reported population loss.

During the past decade, the Town of Canandaigua's population increased by 1,089 persons, from 10,020 to 11,109. During this period the Town of Farmington's population increased by 2,345 persons, from 11,825 to 14,170.

Farmington's population increased by a total of 2,345 people, during the last ten-year period, bringing the Town's total population (2020) to 14,170 people. This is an increase of 16.5% since 2010. The population increase for the Town of Farmington during the last ten-year period (2010-2020) accounts for 51.8% of the total population increase within Ontario County during this census period.

The Town of Farmington, as of 2020, ranks second in total population in the County. The Town of Victor, as of 2020, ranked first with a total population of 15,860 people (includes the Village of Victor). We now have more people living in the Town of Farmington than live within the City of Geneva.

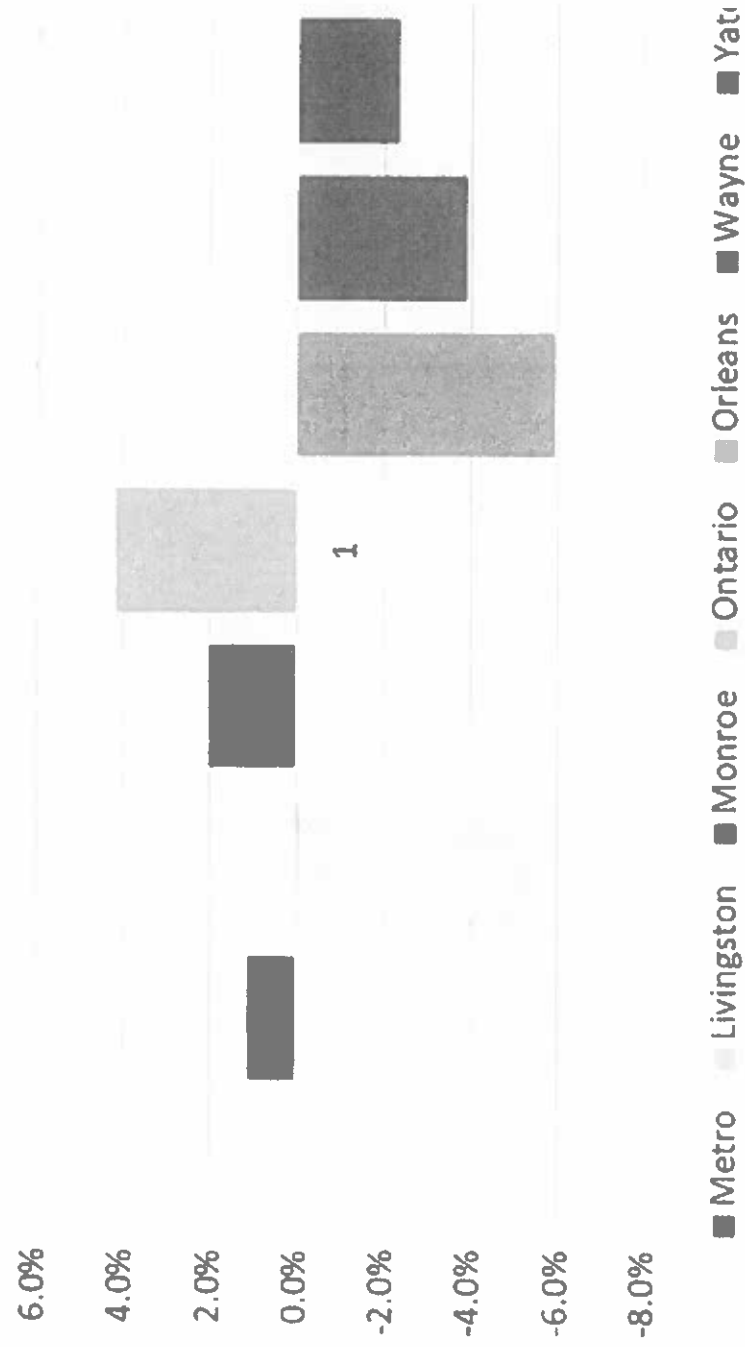
The total number of Housing Units within the Town of Farmington, in 2010, was 4,664. The total number of Housing Units within the Town of Farmington, in 2020, was 5,814. This is an increase of 1,150 Housing Units during the past decade. This equates to a twenty percent (20%) increase in Housing Units during the past ten (10) year census period.

During the past ten (10) year census period, there was reported an increase of 4,392 Housing Units in Ontario County. The Town of Farmington's total number of additional Housing Units (1,150) is twenty-six point two percent (26.2%) of the County's 2020 Housing Unit total.

The Town Code Enforcement Officer reports that for the period January 1, 2021 through August 31, 2021 a total of 117 permits were issued for new Housing Units. This brings the total number of Housing Units to date, since 2010, to 1,267 units.

Ontario County added people at the fastest clip in the six-county region. Its 2020 population reached 112,458, up from 107,931 in 2010, a gain of 4,527 or 4.2 percent. That matched the percentage growth statewide.

Change in population - 2010-20



Source: Rochester Beacon Weekly Review (8/19/21)

US CENSUS INFORMATION			
Municipality	2020 Population	2010 Population	Population Change
Town of Bristol	2,284	2,315	-31
Town of Canadice	1,668	1,664	4
City of Canandaigua	10,576	10,545	31
Town of Canandaigua	11,109	10,020	1,089
Town of East Bloomfield	3,640	3,634	6
Village of Bloomfield	1,277	1,361	-84
Town of Farmington	14,170	11,825	2,345
City of Geneva	12,812	13,261	-449
Town of Geneva	3,473	3,291	182
Town of Gorham	4,106	4,247	-141
Village of Rushville (Ontario County part)	194	213	-19
Town of Hopewell	3,931	3,747	184
Town of Manchester	9,404	9,395	9
Village of Clifton Springs (Town of Manchester part)	1,727	1,651	76
Village of Manchester	1,640	1,709	-69
Village of Shortsville	1,400	1,439	-39
Town of Naples	2,403	2,502	-99
Village of Naples	931	1,041	-110
Town of Phelps	6,637	7,072	-435
Village of Clifton Springs (Town of Phelps part)	482	476	6
Village of Phelps	1,851	1,989	-138
Town of Richmond	3,360	3,361	-1
Town of Seneca	2,644	2,721	-77
Town of South Bristol	1,641	1,590	51
Town of Victor	15,860	14,275	1,585
Village of Victor	2,744	2,696	48
Town of West Bloomfield	2,740	2,466	274
Total Ontario County:	112,458	107,931	4,527

Note: Town populations include villages within their boundaries

US CENSUS INFORMATION

Municipality	2020 Housing Units	2010 Housing Units	Change
Town of Bristol	1,092	1,058	34
Town of Canadice	1,166	1,117	49
City of Canandaigua	5,559	5,203	356
Town of Canandaigua	5,403	4,529	874
Town of East Bloomfield	1,595	1,487	108
Village of Bloomfield	629	589	40
Town of Farmington	5,814	4,664	1,150
City of Geneva	5,612	5,486	126
Town of Geneva	1,695	1,624	71
Town of Gorham	2,178	2,183	-5
Village of Rushville (Ontario County part)	103	104	-1
Town of Hopewell	1,506	1,457	49
Town of Manchester	4,186	3,993	193
Village of Clifton Springs (Town of Manchester part)	708	726	-18
Village of Manchester	828	773	55
Village of Shortsville	641	603	38
Town of Naples	1,240	1,194	46
Village of Naples	489	496	-7
Town of Phelps	2,914	2,927	-13
Village of Clifton Springs (Town of Phelps part)	190	188	2
Village of Phelps	887	880	7
Town of Richmond	2,033	1,929	104
Town of Seneca	1,110	1,078	32
Town of South Bristol	1,335	1,342	-7
Town of Victor	6,869	5,822	1,047
Village of Victor	1,199	1,143	56
Town of West Bloomfield	1,278	1,100	178
Total Ontario County:	52,585	48,193	4,392

Note: Town housing unit counts include villages within their boundaries