

**GENESEE TRANSPORTATION COUNCIL  
QUARTERLY BOARD MEETING  
Radisson Hotel  
Henrietta, NY**

**June 21, 2007**

GTC BOARD MEMBERS PRESENT

Maggie Brooks, Monroe County (GTC Chairperson)  
Mary Pat Hancock, Genesee County (GTC Vice-Chairperson)  
Paul E. Haney, Rochester At-Large  
James Hoffman, Genesee/Finger Lakes Regional Planning Council  
Daniel Hogan, Monroe County At-Large  
Edward Marianetti, Monroe County At-Large  
Wayne Zyra, Monroe County

ALTERNATE REPRESENTATIVES PRESENT

Mark Aesch, RGRTA, representing John G. Doyle, Jr.  
Leslie Bamann, Ontario County, representing Theodore Fafinski  
James Fabino, Wayne County  
E. Joseph Gozelski, Wyoming County, representing A. Douglas Berwanger  
Paul Johnson, Monroe County Planning Board, representing Linda A. Faubel  
Patricia Malgieri, City of Rochester, representing Robert Duffy  
Edward G. Muszynski, Empire State Development Corporation, representing Daniel Gundersen  
Kevin O'Buckley, NYSDOT – Region 4, representing Astrid C. Glynn  
Tom Pericak, NYS Thruway Authority, representing Michael Fleischer  
William Sullivan, Rochester City Council, representing Lois Giess  
David Woods, Livingston County, representing James Merrick

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Robert Arnold, Federal Highway Administration  
George Bower, Orleans County  
Philip Brito, Federal Aviation Administration  
Brigid Hynes-Cherin, Federal Transit Administration  
Carl Johnson, NYS Department of Environmental Conservation  
Tracy Logel, Monroe County Supervisors' Association  
Robert Multer, Yates County  
David L. Watson, Rochester City Planning Commission

OTHERS IN ATTENDANCE

Deborah Elliott, GTC Staff  
Erik Frisch, GTC Staff  
Ron Hayes, NYSDOT – Office of Transportation Strategy  
Daniel Hallowell, NYSDOT – Region 4  
Kristen Mark Hughes, Ontario County  
Kim Kinsella, Town of Victor  
Richard Perrin, GTC Staff  
Terrence J. Rice, Monroe County  
Robert Scholl, NYSDOT – Region 4  
Robert Slaver, Jr., NYSDOT – Region 4  
James Stack, GTC Staff  
Charles Thomas, City of Rochester  
John Thomas, City of Rochester  
David Zorn, Genesee/Finger Lakes Regional Planning Council

**1. Call to Order and Roll Call**

Chairperson Brooks called the meeting to order at 8:35 a.m.

James Stack, GTC staff, called the roll; a quorum was present.

**2. Public Forum**

No one from the public spoke during the Public Forum.

**3. Approval of Minutes**

**Wayne Zyra moved for approval of the minutes from the March 8, 2007 GTC Quarterly Board meeting; William Sullivan seconded the motion. The minutes were approved as submitted.**

**4. Communications and Announcements**

Chairperson Brooks informed the GTC Board (and others present) that the Executive Committee met April 24 and unanimously selected Mary Pat Hancock, Chairperson of the Genesee County Legislature, to serve as Vice Chairperson of the GTC Board. Chairperson Brooks thanked Mary Pat Hancock for accepting the position.

Kevin O'Buckley announced that Joan Dupont was named Regional Director for NYSDOT Region 8.

Richard Perrin announced:

By his election as Chairman of the Genesee/Finger Lakes Regional Planning Council, James Hoffman represents G/FLRPC on the GTC Board.

By her appointment as Acting Chairperson of the Monroe County Planning Board, Linda Faubel is a GTC member.

Monroe County Executive Brooks has reappointed Daniel Hogan and Edward Marianetti as the Monroe County At-Large members with Chris Bollin and Scott Leathersich designated as their respective alternates.

Mayor Robert Duffy has reappointed Paul Haney as the City of Rochester At-Large member.

By their confirmations as Commissioners of the NYS Departments of Transportation and Environmental Conservation, respectively, Astrid Glynn and Pete Grannis are GTC members.

Rochester City Planning Commission Chairman David Watson has designated Charles Thomas as his alternate to the GTC Board.

*(Please note: the letter that Mr. Thomas provided to Richard Perrin immediately before the meeting was called to order did not designate Mr. Thomas as Mr. Watson's alternate to the GTC Board as stated at the June 21, 2007 GTC Board meeting. The letter was a copy of the letter designating Mr. Thomas as Mr. Watson's representative to the GTC Planning Committee, dated September 18, 2006.)*

## 5. Reports and Action on Old Business

### a. Planning Committee Report – David Woods, Chairman

David Woods provided the following report:

The Planning Committee met April 19, 2007 and May 17, 2007 and recommends that the GTC Board:

- Adopt the *Long Range Transportation Plan for the Genesee-Finger Lakes Region: 2007-2027 Update*, the *2007-2012 Transportation Improvement Program*, and the associated *Transportation Conformity Statement*
- Certify that all Federal planning requirements are met
- Amend the *FY 2007-2008 Unified Planning Work Program* to reflect audited rollover amounts and incorporate additional Federal Transit Administration planning funds
- Endorse previously developed public transportation plans as the basis for competitive selection of projects to be awarded Federal Transit Administration human service program funds
- Accept reports completed by the Village of Avon and Monroe County as evidence of completion of Unified Planning Work Program tasks
- Adopt nine amendments to the *2005-2010 Transportation Improvement Program* as requested by NYSDOT and Monroe County

Additionally, the Planning Committee took the following actions:

- Approved the draft *Long Range Transportation Plan for the Genesee-Finger Lakes Region: 2007-2027 Update* and *Transportation Conformity Statement* for public review
- Amended the *2005-2010 Transportation Improvement Program* by adjusting costs of individual phases on the Mill Road and Garnsey Road projects as requested by Monroe County – there were no changes to the overall project budgets
- Approved scopes of work for UPWP tasks to be conducted by RGRTA and GTC staff

b. GTC Staff Report – Richard Perrin, Executive Director

Richard Perrin provided the following report:

A significant amount of GTC staff effort has been spent developing the *Long Range Transportation Plan Update for the Genesee-Finger Lakes Region: 2007-2027 Update (LRTP Update)* and the *2007-2012 Transportation Improvement Program (2007-2012 TIP)*, as well as the associated *Conformity Statement*.

In addition, GTC staff are continuing to work with a consultant to enhance the GTC Travel Demand Model by adding a morning peak period component and incorporating mode choice to add transit projection and analysis capabilities. Travel Demand Modeling continues to be a key component of project planning and development activities.

Work on the four current Priority Trails Advancement (PTA) feasibility studies is continuing. In addition, GTC staff issued a Call for Projects to eligible jurisdictions in the nine counties on June 5 to solicit additional PTA candidate projects. Proposals are due July 13. Approximately \$115,000 is available for no less than four projects to further implement the Regional Trails Initiative.

Three of the four projects allocated funding through the initial round of the Circulation, Accessibility, and Parking Program are progressing. An additional \$100,000 was programmed in the FY 2007-2008 Unified Planning Work Program for two additional studies. These are planning studies that identify capital and operational transportation improvements as well as land use and zoning code changes to improve the economic vitality and livability of city neighborhoods, villages, and hamlets in the region.

GTC staff are continuing to work with member agencies, communities, and others in the region on plans and studies funded through the Unified Planning Work Program, as well as other transportation-related initiatives.

GTC staff will be updating the Public Participation Policy to ensure compliance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

c. Old Business

There was no old business to report.

**6. New Business**

a. Adopting the *Long Range Transportation Plan for the Genesee-Finger Lakes Region: 2007-2027 Update* - Action on Proposed Resolution 07-7

Richard Perrin explained that this document provides a twenty-year perspective of existing and projected transportation system capabilities, needs, and associated

objectives as well as strategies (in the form of policies and actions) to meet these objectives. The last LRTP covering 2005 through 2025 was adopted December 9, 2004, prior to SAFETEA-LU. Although the next update is not required until December 2008, SAFETEA-LU included new requirements for LRTP's that must be met by July 1, 2007. Upon review, it was determined that now was an opportune time to meet these requirements and revise and add to the components in the current LRTP.

Richard noted that major new requirements of SAFETEA-LU include separate safety and security planning factors, increased coordination with local and state land use and economic development plans, expanded consultation with regulatory agencies, incorporation of non-air environmental mitigation activities, increased emphasis on operations and management, incorporation of congestion mitigation as a process-based activity, and use of visualization techniques.

The *LRTP Update* addresses these requirements by:

- Separating the Safety & Security Goal into separate goals with associated objectives and an expanded analysis of safety data
- Emphasizing transportation in local comprehensive and economic development planning early in the process
- Identifying and providing the public review document to non-traditional partners such as the US Department of Housing and Urban Development, Army Corps of Engineers, NYS Office of Parks, Recreation and Historic Preservation, and NYS Department of State. At the regional and local levels, the Center for Disability Rights, Landmark Society, and Tonawanda Band of Senecas, among others, were provided the public review document
- Working with G/FLRPC through the UPWP to develop a non-air environmental issue scan which is Task 5291 and provided in its entirety as Appendix B
- Expanding the discussion of Intelligent Transportation Systems
- Reorganizing the recommendations by category, including operations and management, as opposed to presenting them by mode
- Updating and incorporating non-recurring, incident-based delay into the congestion management process, including the mitigation strategies toolbox as provided in Appendix C
- Including over 30 exhibits and maps to provide visual representations of information

Richard also noted that LRTP development process included two advertised public involvement periods with seven public meetings, three months of review, and the opportunity to provide comments at the meetings or via e-mail, fax, or a hard copy comment form.

Its development was guided by the LRTP Development Committee and the draft was recommended for GTC Board approval by the Planning Committee at its May 17 meeting. GTC staff will conduct an editorial review prior to having the document professionally designed and printed.

**Daniel Hogan moved to approve Resolution 07-7; William Sullivan seconded. The motion passed unopposed.**

- b. Adopting the *2007-2012 Transportation Improvement Program* - Action on Proposed Resolution 07-5

Richard Perrin explained that the TIP identifies the timing and source of federal transportation funds for highway, bridge, public transportation, bicycle/pedestrian, Intelligent Transportation Systems, and air quality improvement projects over the next five years. The last TIP was adopted May 5, 2005. The development of the *2007-2012 TIP* began last August and represents the culmination of ten months of work. As in previous cycles, GTC and NYSDOT – Region 4 worked cooperatively to develop a TIP for the entire seven county area with projects for Seneca and Yates Counties included for informational purposes.

Richard noted that GTC conducted a 45-day public review period from February 21 to April 6 that included four public meetings. Approximately 125 comments were received at the meetings or via mail, fax, or e-mail. A summary of the comments is provided in Appendix B. The *2007-2012 TIP* includes 263 projects of which 137 or 52 percent are new. The total amount of federal funds programmed is approximately \$515 million of which approximately \$220 million dollars or 43 percent is new funding.

Some of the highlights of this TIP are:

- Every bridge eligible for federal funds is programmed at the full amount requested by proposing agencies
- To more cost effectively manage and maintain our physical transportation infrastructure, this TIP allocates federal funds for 78 highway and bridge preventive maintenance projects
- Funding for Intelligent Transportation Systems projects is nearly 50 percent above the amount programmed during the last TIP update in 2005
- Bicycle and pedestrian projects will receive five times the amount allocated to those modes in 2005
- The ITS and bicycle and pedestrian projects, as well as nearly twelve million dollars for projects and activities that will reduce emissions and improve air quality, are being programmed with Congestion Mitigation and Air Quality (CMAQ) funds which the region is receiving for the first time

Richard noted that an Environmental Justice analysis was conducted to assess the impacts of projects in the TIP on minority and low-income populations. Of the 206 projects in the TIP that have a specific location, 106 are located in or adjacent to census block groups with concentrations of low-income and/or minority populations above the regional average. Each of the 106 projects was evaluated based on effects on accessibility, mobility, congestion, safety, and recreational opportunities.

The results of the analysis suggest that minority and low-income persons in the region should receive equitable shares of benefits from the projects in the TIP without incurring inequitable shares of burdens.

The Planning Committee reviewed and recommended the *2007-2012 TIP* for your approval at its April 19, 2007 meeting. As with the *L RTP Update*, an editorial review will be conducted prior to printing and GTC staff have already corrected some errors related to duplicate project tables, page number references, and typos. Richard Perrin thanked the TIP Development Committee who guided the update process for their hard work.

Chairperson Brooks requested that Richard further discuss CMAQ funding. Richard noted that CMAQ funds amounted to between \$10 million and \$12 million per year. The TDC focused on the priority areas and back funded existing projects that were eligible for CMAQ. This allowed other funds to be made available for use on highways and bridges.

Chairperson Brooks requested that Richard further discuss the more aggressive preventive maintenance program that this TIP puts in place. Richard discussed the intent of preventive maintenance projects, noting that it represents a move to an asset management approach to more cost-effectively managing the transportation system.

**E. Joseph Gozelski moved to approve Resolution 07-5; Ed Marianetti seconded. The motion passed unopposed.**

Paul Haney noted that the summary index for the TIP repeats figures for FY 2007-2008 and FY 2009-2010 and that the page numbers are wrong. Richard Perrin apologized for the error and noted that the detailed project tables are accurate. He stated that corrections will be made.

Paul Haney asked if the Inner Loop East project presumes to fill in the Inner Loop. Richard responded that it does not and the City has begun assessing the feasibility of potential alternatives. Specifically, converting various portions of the Inner Loop to an at-grade roadway, but no final decision(s) has been made to Richard's knowledge.

Paul Haney asked, with respect to the Broad Street Tunnel project, if approval of the TIP implies support for re-watering the canal. Richard responded that a final design has not been selected and that this vote does not endorse any specific alternative. Rather, the inclusion of the project in the *2007-2012 TIP* represents recognition of the need to reconstruct the existing facility.

Paul Haney asked if it was appropriate to fund the CSX Ultra Clean Switcher Locomotives project because it is a private company. Richard Perrin responded that these vehicles operate primarily at the Goodman Street yards. This project was seen as a cost-effective way to reduce pollution. The project will reduce emissions by 85 percent and, absent a Federal requirement, it would otherwise not be undertaken.

This was also viewed as an environmental justice issue as the surrounding neighborhood is home to a significantly larger proportion of low-income and minority populations than the regional average.

Paul Haney asked if all five locomotives would actually be used at the Goodman Street yards given the amount of activity. Richard responded that CSX has committed to running all five locomotives in this region for five years. CSX currently uses five or possibly six locomotives in the yards as well as other short tips within the region. Richard noted that CSX is liable for that commitment.

Paul Haney asked if any other projects were not funded because of funding the CSX project. Richard responded no and noted that this project is funded through a dedicated fund source which has an available balance. There were not enough eligible projects, new or existing, to use all the CMAQ funds.

Paul Haney asked about the Prior Years funding for Renaissance Square. Richard Perrin noted that the Prior Years column does not mean that the funds have been expended, only that the funds were programmed. Paul asked if responsible parties have been identified for the local match. Richard stated that it is included in the financial plan submitted to FTA and it is his understanding that the local share will be provided by Monroe County and RGRTA. Paul stated that he is interested in seeing the cost breakdown.

Mark Aesch asked about the process used by the TDC to evaluate cost overruns. Richard Perrin discussed the evaluation process which ranks all projects the same regardless of whether they are new or existing. The TDC considered these evaluations in the context of other factors that could lead to cost increases on existing projects, including unprecedented increases in materials costs.

- c. Adopting the *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region: 2007-2027 Update and 2007-2012 Transportation Improvement Program* – Action on Proposed Resolution 07-10

Richard Perrin explained that, as a result of the EPA designating the six-county Rochester Metropolitan Statistical Area as being in nonattainment of the eight-hour ground level ozone standard, GTC and NYSDOT must demonstrate that our transportation investment decisions do not negatively impact air quality. This is accomplished via a conformity statement that includes a regional emissions analysis of ozone precursors based on the estimated impacts of projects programmed in the LRTP and TIP. GTC and NYSDOT – Region 4 worked with the Interagency Consultation Group (ICG) which is comprised of state and federal agencies to develop the Conformity Statement.

Richard noted that the Conformity Statement is a compliance document that does not establish any new investment or policy decisions. It verifies that those decisions meet applicable federal requirements, such as the Clean Air Act of 1990. GTC chose to use the “build less than 2002” test which results in an approximately 85 percent

reduction in emissions of ozone precursors. The “build less than no build” test was also conducted and demonstrates that there will be greater reductions in emissions when the projects in the TIP are implemented. The Conformity Statement allows FHWA and FTA to issue a positive conformity determination so projects in the TIP can proceed.

Richard explained that the document was made available for public review from May 21 through June 19 with a public meeting held on June 6. Results were also presented during the second round of LRTP public meetings on May 1, 7, and 8. No comments were received. The delay in conducting the public review period was due to the ICG not reviewing the draft document until May 15 because of delays in issuing new emission factors.

Chairperson Brooks expressed appreciation for staff efforts and noted that oversight agencies consider this a model for readability.

The Planning Committee recommended this document for Board approval at its May 17 meeting.

**E. Joseph Gozelski moved to approve Resolution 07-10; William Sullivan seconded. The motion passed unopposed.**

- d. Certifying that all Federal planning requirements are met – Action on Proposed Resolution 07-8

Richard Perrin explained that every four years FHWA and FTA conduct a comprehensive review of GTC planning activities, including a desk review of submitted materials and a site visit. The next review will be in late-2008 or early-2009. In interim years, GTC is required to self-certify that all planning and associated administrative processes as required by Title 23, Section 450.334 of the Code of Federal Regulations are being met. The format and content of the document is specified by NYSDOT. The framework has been revised to include provisions new to SAFETEA-LU per the February 14, 2007 final rule for metropolitan transportation planning.

The Planning Committee recommended this document for Board approval at its May 17 meeting.

**Wayne Zyra moved to approve Resolution 07-8; Daniel Hogan seconded. The motion passed unopposed.**

Paul Haney asked about the Board’s understanding and involvement in the daily operations of GTC staff, what assurances they have for certifying that these requirements are met, and asked if there were any issues. Richard Perrin explained that each Board member appoints a Planning Committee representative to handle the technical aspects of the metropolitan transportation planning process noting the amount of time spent on various issues. Richard also discussed the various administrative agreements between GTC and RGRTA and NYSDOT.

Chairperson Brooks suggested that Resolutions 07-9 and 07-22 be considered under one motion. The Board concurred.

- e. Amending the FY 2007-2008 UPWP Budget to reflect the contribution of audited FY 2006-2007 rollover amounts – Action on Proposed Resolution 07-9

Richard Perrin explained that the *FY 2007-2008 UPWP* was adopted on March 8 with estimated rollovers from FY 2006-2007. FY 2006-2007 ended on March 31 and actual rollovers were determined based on fourth quarter reports from agencies using federal transportation planning funds. The reconciled adjustment results in a decrease of \$254,421 or seven percent of the total federal program. The decrease indicates that projects advanced further than anticipated when the UPWP was developed in January and February.

- f. Amending the FY 2007-2008 UPWP budget to reflect an increased allocation of FTA Section 5303 Metropolitan Planning Program (MPP) funds and to incorporate unexpended FTA Section 5303 MPP grant balances – Action on Proposed Resolution 07-22

Richard Perrin explained that the amendment proposes to include an additional \$31,130 of FTA planning funds in Task 1600 Program Reserve to be reprogrammed in FY 2008-2009 which is 9.3 percent of the FY 2007-2008 FTA allocation. He noted that \$3,562 of this \$31,130 is the result of an increased allocation that GTC staff was informed of on March 28 after the UPWP was adopted. The remaining \$27,568 of the \$31,130 increase is unexpended funds from last year's GTC staff budget. This action would program unspent funds from older grants to staff activities so that it can be spent down in the quickest fashion and reprogram an equal amount of funds from the newest grant to Program Reserve to maintain the staff budget at the approved level.

The Planning Committee recommended these amendments for Board approval at its May 17 meeting.

**Paul Haney moved to approve Resolutions 07-9 and 07-22; Daniel Hogan seconded. The motion passed unopposed.**

- g. Endorsing previously developed public transportation plans as the basis for the competitive selection of projects to be awarded FTA human service transportation program funds in federal fiscal year 2007 – Action on Proposed resolution 07-11

Richard Perrin explained that SAFETEA-LU requires that a locally developed Coordinated Public Transit Human Services Transportation Plan be developed and that projects to receive funding through the FTA Job Access and Reverse Commute, New Freedom, and elderly and disabled (i.e., human service) programs be selected based on recommendations from this plan. Guidance on developing the coordinated plan did not become final until the issuance of circulars on March 29 that became effective May 1. RGRTA is managing the development of the coordinated plan in this

region with funding provided through the UPWP and it is expected to be completed in time for the selection of projects to be awarded human service program funds in FFY 2008.

Richard noted that the FTA circulars state that plans previously developed can serve as the basis for selection of projects in FFY 2007. Given the number of public transportation plans developed by GTC member agencies that address the needs of seniors, access to employment, and the physically disabled in recent years, these plans meet the intent of FTA and should be more than adequate in serving as the basis for project selection in FFY 2007. NYSDOT-Passenger Transportation Bureau has reviewed Proposed Resolution 07-11 and concurred that existing plans can serve as the basis for selection of projects in FFY 2007.

The Planning Committee recommended this plan for Board approval at its May 17 meeting.

**Daniel Hogan moved to approve Resolution 07-11; E. Joseph Gozelski seconded. The motion passed unopposed.**

- h. Accepting reports as evidence of completion of various UPWP tasks

Chairperson Brooks suggested that proposed Resolutions 07-6, 07-20, and 07-21 be considered under one motion. The Board concurred.

- (1) Accepting the *Erie-Attica Railroad Bridge and Trail Feasibility Study* as evidence of completion of UPWP Task 6251 – Action on Proposed Resolution 07-6

Richard Perrin referred to the Executive Summary noting that the study assessed the feasibility of and identified a preferred trail alignment including the use of a historic railroad truss bridge over the Genesee River in the Village of Avon. Richard cited this as a successful example of the transportation planning process noting the involvement of numerous agencies at various levels and that funds to design and construct the trail are included in the *2007-2012 TIP*.

The Planning Committee recommended this report for Board approval at its April 19 meeting.

- (2) Accepting the *2006 Land Use Report for Monroe County* as evidence of completion of UPWP Task 4210 – Action on Proposed Resolution 07-20

Richard Perrin explained that this is an annual activity conducted by the Monroe County Planning and Development Department that tracks information on proposed and approved major projects. Results are incorporated into the GTC Travel Demand Model to project future operation characteristics of highways and bridges.

The Planning Committee recommended this report for Board approval at its May 17 meeting.

- (3) Accepting the *Safe Passing Zone Survey Project Monroe County* as evidence of completion of UPWP Task 6220 – Action on Proposed Resolution 07-21

Richard Perrin explained that this project was conducted by MDCOT to evaluate centerline striping and determine if they meet current standards on all county and town roads where passing is allowed. The previous survey was done more than 20 years ago. A 55 mph speed limit was used for all roads to increase the safety factor. Several locations were identified where changes can be made when roadwork is done. Richard noted that the safety at those locations where changes are recommended are not compromised by the current striping.

The Planning Committee recommended this task for Board approval at its May 17 meeting.

**Wayne Zyra moved to approve Resolutions 07-6, 07-20 and 07-21; Paul Haney seconded. The motion passed unopposed.**

- i. Adopting amendments to the *2005-2010 Transportation Improvement Program*

Chairperson Brooks suggested that proposed Resolutions 07-12 through 07-18 and 07-23 be considered under one motion. The Board concurred.

- (1) Amending the *2005-2010 TIP* by adding the Rt. 31 Rehabilitation/Preventive Maintenance, Palmyra to Perinton project – Action on Proposed Resolution 07-12
- (2) Amending the *2005-2010 TIP* by adding the I-490 Preventive Maintenance, South Landing Rd. to Rt. 31F project – Action on Proposed Resolution 07-13
- (3) Amending the *2005-2010 TIP* by adding the Rt. 14 Preventive Maintenance, Yates County Line to the City of Geneva project – Action on Proposed Resolution 07-14
- (4) Amending the *2005-2010 TIP* by adding the Lake Ontario State Parkway Bridge over Dewey Ave. project – Action on Proposed Resolution 07-15
- (5) Amending the *2005-2010 TIP* by adding the Rts. 5 & 20 Preventive Maintenance, Livingston County Line to Rt. 20A project – Action on Proposed Resolution 07-16
- (6) Amending the *2005-2010 TIP* by adding the I-390 Ramps at Exits 12, 13, and 14 Preventive Maintenance project – Action on Proposed Resolution 07-17
- (7) Amending the *2005-2010 TIP* by adding the I-390 Bridge over Canaseraga Creek Preventive Maintenance project – Action on Proposed Resolution 07-18

- (8) Amending the *2005-2010 TIP* by adding the Rt. 20 Preventive Maintenance, Tonawanda Creek to Rt. 63 project – Action on Proposed Resolution 07-23

Richard Perrin discussed the NYSDOT-proposed amendments. He noted that the TIP must maintain fiscal constraint. NYSDOT is proposing to use federal funds in lieu of State Dedicated Funds. He noted that this action requires the State borrowing from projected future allocations of federal funds to it, a technique known as advanced construction. The risk is that if future federal revenue is not authorized at the level necessary to cover the advanced construction, the State needs to make up the shortfall or change their program.

Richard Perrin made note of the significant TDC and Planning Committee deliberations over these amendments.

Kevin O'Buckley agreed with Rich's characterization of the request and further explained the purpose of these amendments, noting that the State Legislature took the action to use advanced construction and it became a balancing act for NYSDOT regional offices.

The Planning Committee recommended these amendments for Board approval at its May 17 meeting.

**Ed Marianetti moved to approve Resolutions 07-12 through 07-18, and 07-23; Paul Haney seconded. The motion passed unopposed.**

- (9) Amending the *2005-2010 TIP* by changing the scope of the Paul Road-Fisher Road Corridor Improvements project – Action on Proposed Resolution 07-19

Richard Perrin discussed how the project has evolved, noting that an anticipated development near the airport has not progressed. He noted that the funding is a result of a Congressional earmark. Monroe County worked with Congressman Kuhl's office to redirect the funding to improvements that will benefit current residents as well as current and planned businesses in the same corridor.

The Planning Committee recommended this amendment for Board approval at its May 17 meeting.

**William Sullivan moved to approve Resolution 07-19; Leslie Bamann seconded. The motion passed unopposed.**

## **7. Any Other New Business**

Paul Haney complimented Richard Perrin and GTC staff for their efforts. Richard Perrin responded with appreciation for staff and the various GTC committee members.

Ed Muszynski requested a presentation on the way in which bridge projects are evaluated as part of the TIP development process and how the project sponsor decides between treatment options. Richard Perrin responded that this would be considered as an agenda item for a future meeting.

**8. Next Meeting**

The next GTC Board meeting will be held Thursday, September 13, 2007 at 8:30 a.m. at the Radisson Hotel in Henrietta.

**9. Adjournment**

The meeting adjourned at 9:35 a.m.