

**GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING**

**Radisson Hotel
Henrietta, NY**

June 17, 2010

GTC BOARD MEMBERS PRESENT

Jerry Davis, Genesee/Finger Lakes Regional Planning Council
David Dunning, Monroe County Supervisors Association
Mary Pat Hancock, Genesee County
James Hoffman, Wayne County
Dan Hogan, Monroe County At-Large

ALTERNATE REPRESENTATIVES PRESENT

Mark Aesch, Roch. Gen. Regional Trans. Authority, representing John G. Doyle, Jr.
Angela Ellis, Livingston County, representing James Merrick
Tom Goodwin, Monroe County, representing Linda A. Faubel
E. Joseph Gozelski, Wyoming County, representing A. Douglas Berwanger
Andrea Guzzetta, Rochester City Council, representing Lovely Warren
Donald House, Yates County, representing H. Taylor Fitch
Dorothy Huber, Ontario County, representing Theodore Fafinski
Scott Leathersich, Monroe County At-Large, representing Edward Marianetti
Edward G. Muszynski, Empire State Development, representing Dennis Mullen
Tom Pericak, NYS Thruway Authority, representing Michael Fleischer
Terrence Rice, Monroe County, representing Maggie Brooks
C. Mitchell Rowe, Seneca County, representing Chuck Lafler
Robert Traver, NYS Department of Transportation (NYSDOT), representing Stanley Gee

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Jeffrey Adair, Monroe County
Philip Brito, Federal Aviation Administration
David B. Callard, Orleans County
Robert Duffy, Mayor – City of Rochester
Pete Grannis, NYS Department of Environmental Conservation
Paul E. Haney, Rochester – At Large
Brigid Hynes-Cherin, Federal Transit Administration
Jeff Kolb, Federal Highway Administration
David L. Watson, Rochester City Planning Commission

OTHERS IN ATTENDANCE

Crystal Benjamin, RGRTA
Daniel Hallowell, NYSDOT – Region 4
Kristen Mark Hughes, Ontario County
Marvin Kleinberg, NYSDOT – Region 4
Ken Lauderdale, Wayne County
Richard Perrin, GTC staff
Jody Pollot, GTC staff
James Stack, GTC staff
Douglas J. Tokarczyk, NYS Thruway Authority
Victor Waldron, Federal Transit Administration
David Zorn, Genesee/Finger Lakes Regional Planning Council

1. Call to Order and Roll Call

Chairperson Hancock called the meeting to order at 8:30 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

Ken Lauderdale noted that there was an error in the minutes from the March 11, 2010 Quarterly Meeting that were included in the meeting package. Under section 3. "Election of Officers", the word "Hancock" should be deleted after "James Hoffman".

E. Joseph Gozelski moved for approval of the minutes from the March 11, 2010 Quarterly Meeting; James Hoffman seconded the motion. The minutes were approved as corrected.

4. Communications and Announcements

Richard Perrin announced the following designations to the GTC Board:

Rochester Mayor Robert Duffy has designated Alinda Drury as his alternate.

Wayne County Board of Supervisors Chairman James Hoffman has designated Savannah Supervisor Ken Lauderdale as his alternate.

Yates County Legislature Chairman H. Taylor Fitch has designated Legislator Donald House as his alternate.

5. Reports and Action on Old Business

a. Planning Committee Report – Kristen Mark Hughes, Chairman

Kristen Mark Hughes provided the following report:

The Planning Committee met April 8 and May 13 and recommends that the GTC Board:

- Adopt the *2011-2014 Transportation Improvement Program*;
- Adopt the *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region: 2007-2027 Update and the 2011-2014 Transportation Improvement Program*;
- Certify that all Federal planning requirements are met;
- Amend the *FY 2010-2011 Unified Planning Work Program* to reflect the contribution of actual rollover amounts and add new projects;

- Accept the submissions of reports as evidence of completion of two Unified Planning Work Program tasks; and
- Adopt seven amendments to the *2007-2012 Transportation Improvement Program* as requested by the New York State Department of Transportation and the Village of Fairport.

Additionally, the Planning Committee took the following actions:

- Approved the development of the DRAFT *Transportation Conformity Statement for the 2011-2014 Transportation Improvement Program* for 30-day public review;
- Classified new Unified Planning Work Program tasks in accordance with the GTC Public Participation Plan;
- Approved Scopes of Work for seven Unified Planning Work Program tasks; and
- Approved four Administrative Modifications to the *2007-2012 TIP* as requested by the New York State Department of Transportation.

b. GTC Staff Report – Richard Perrin, Executive Director

Richard Perrin provided the following report:

The vast majority of GTC staff resources have been allocated to preparing the first four action items on the meeting agenda: 1.) the *2011-2014 Transportation Improvement Program* (TIP); 2.) the associated air quality conformity statement for the *2011-2014 TIP*; 3.) the self-certification that GTC is meeting all Federal planning requirements; and 4.) the reconciliation of the current Unified Planning Work Program budget and addition of new projects.

In addition, GTC staff are progressing the Regional Goods Movement Strategy. This is a major initiative that will identify strategies to position the transportation system of the region as a distinguishing factor in retaining, expanding, and attracting manufacturing, technology, and agri-business firms via improved movement of freight and access to domestic and international markets. A preferred consultant team has been selected and the contract should be executed in the next few weeks.

GTC staff are also working with the TIP Development Committee to determine potential activities that GTC can take to proactively address scope, schedule, and cost changes to projects included in the TIP that compromise the ability of the region to fund new projects. Once the proposed activities and processes to do this are identified, the TIP Procedures Manual will be updated to formalize the necessary processes and presented to the GTC Board for adoption. It is anticipated that an updated TIP Procedures Manual will be presented for consideration at the September 8, 2010 meeting so that the updated manual would take effect with the new Federal Fiscal Year on October 1, 2010.

c. Old Business

1. Federal and State Transportation Funding Update

Richard Perrin provided the following report:

On March 18, the President signed the Hiring Incentives to Restore Employment (HIRE) Act. In addition to payroll tax breaks and the continued availability of Build America Bonds, the bill includes a \$19.5 billion transfer from the General Fund to the Highway Trust Fund to accommodate an extension of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users through December 31, 2010 with the highway program at the FFY 2009 pre-rescission level of \$42 billion but no additional revenues for shovel-ready projects.

The amount of federal-aid highway and bridge funding made available through the HIRE Act for FFY 2010 was accounted for in the regional allocation currently programmed in the TIP. GTC did not rely on this full FFY 2010 funding amount when programming FHWA Metropolitan Planning funds in the current UPWP. As a result, an approximately \$125,000 in additional planning funds plus savings in the GTC staff budget from the previous UPWP have been proposed to be programmed to additional planning projects in the current UPWP per agenda item 6.d.

Since the passage of the HIRE Act, Senate and House transportation committee staffs have been working on developing new Authorization legislation but the major sticking point continues to be where the funding will come from given that the Federal Gas Tax is not sufficient to keep the Highway Trust Fund solvent at the generally agreed-upon level for the next Authorization which has been estimated at \$500 billion over the next five to six years.

In addition, the USDOT has announced the availability of \$650 million in discretionary funds through a second phase of the Transportation Investments Generating Economic Recovery program (also known as TIGER II) as included in the Federal Fiscal Year 2010 Appropriations Act. The initial round of TIGER was funded at \$1.5 billion through the economic stimulus legislation (the American Recovery and Reinvestment Act of 2009) and received nearly 1,400 applications requesting approximately \$57 billion. It is likely that competition will be just as intense for TIGER II.

At the May 13 Planning Committee, the TIGER II program was discussed and it was suggested that the region should identify and support a single application. Based on the discussion, it was proposed that if a single TIGER II application is supported it should be submitted by NYSDOT to construct the planned improvements to the I-390 interchanges in the southern corridor of Monroe County, including the construction of a new interchange at Kendrick Road to serve the University of Rochester and possible bicycle and pedestrian facilities. This project is a high priority for the University of Rochester, the City of Rochester, Monroe County, New York State, and the Rochester Business Alliance.

GTC staff are aware of two other potential TIGER II applications, both of which would upgrade existing railroad infrastructure. One likely application is the Norfolk Southern (NS) Portageville Bridge that crosses the Genesee River Gorge in Letchworth State Park and cannot support the current industry standard weight

loads, creating a bottleneck on the NS Southern Tier line. The other is for the acquisition of the NS line from Lyons to Geneva by Finger Lakes Railway Corporation to provide both freight and passenger service, including a potential connection to the proposed Amtrak Station in Lyons.

Joe Gozelski asked Rich how much the gas tax would need to be increased to sustain the Highway Trust Fund.

Richard responded that two national commissions, the National Surface Transportation Infrastructure Financing Commission and the National Surface Transportation Policy and Revenue Study Commission, have studied the issue. Both commissions noted that an increase in the gas tax is the quickest way to raise revenue. Both commissions have identified increasing the federal per gallon gas tax between five and eight cents per year for the next five years as a way of addressing the shortfall. The gas tax has not been raised since 1993. However, it is unlikely the gas tax will be increased during a recession.

Chairperson Hancock asked for clarification on the extension of SAFETEA-LU.

Richard responded that the legislation is extended and funded through December 31, 2010. The \$19.5 billion transfer from the General Fund to the Highway Trust Fund is part of the \$42 billion total.

Chairperson Hancock asked for an update on New York State's fiscal situation.

Dan Hallowell informed the Board that there has been authorization to pay contractors on existing projects. Bob Traver added that NYSDOT can let bids for new projects but they are not yet awarding contracts.

Terry Rice asked about the funding status of the Consolidated Local Street and Highway Improvement Program (CHIPS) and the Marchiselli-Aid programs.

Bob Traver responded that the CHIPS program has been authorized but he is not aware of any payments being made yet. The Marchiselli program has been discussed but is not yet in the state budget extender.

6. Action Items

- a. Adopting the *FY 2011-2014 Transportation Improvement Program / Proposed Resolution 10-38*

Richard Perrin provided a presentation on the *2011-2014 Transportation Improvement Program* update, including the process and timeline to develop it and the breakdown of funding by mode and type of activity (e.g., reconstruction/replacement, rehabilitation, preventive maintenance, etc.).

Proposed Resolution 10-38 was reviewed and recommended for approval by the Planning Committee at its May 13 meeting.

Mark Aesch asked what percentage of funding in the TIP is for existing projects that have had changes in the project budget and/or scope.

Richard responded that approximately \$150 million of federal funding was dedicated to new projects out of the approximately \$560 million programmed in the TIP. The remaining \$410 was programmed to existing projects, including approximately \$85 million of discretionary funds dedicated to specific projects. The remaining balance that is programmed to existing projects is not all due to cost increases since there is a two-year overlap between TIPs and existing projects with no cost increases are included in this balance.

Mark noted that he raised this issue since any new funds going to existing projects are then not available for new projects. This has been an issue in the past and he is concerned that it is still an issue.

Dan Hallowell stated that there was a significant decrease in federal funds which creates a delay in funding existing projects and results in increases to project costs due to inflation.

Terry Rice added that there were significant increases in materials costs when existing projects were allowed to request additional funding. This affected existing project budgets. Currently, there is a competitive bidding environment.

Kris Hughes noted that GTC staff raised this issue with the TIP development committee.

Ken Lauderdale asked why public funds are being provided to CSX to subsidize new locomotives.

Richard responded that there was significant deliberation on this project. Federal funding programs have eligibility criteria. This project is funded through the Congestion Mitigation and Air Quality (CMAQ) program. At the time of the application, the total amount of eligible requests for CMAQ funds were less than the total available. Accordingly, all eligible projects were funded at their requested amount so as not to lose any CMAQ funding to other regions. The project also provides a public health benefit to the Marketview Heights neighborhood of Rochester, which has populations of concern based on environmental justice considerations, as it reduces carcinogens and improves air quality by replacing the existing locomotives with cleaner locomotives.

Terry Rice moved to approve Resolution 10-38; Dorothy Huber seconded the motion. The motion passed unopposed.

- b. Adopting the *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region: 2007-2027 Update and 2011-2014 Transportation Improvement Program* / Proposed Resolution 10-40

Richard Perrin stated that on April 15, 2004, the counties of Genesee, Livingston, Monroe, Ontario, Orleans, and Wayne were designated as being in nonattainment of

the 1997 National Ambient Air Quality Standard for ground-level ozone. As a nonattainment area, GTC must prepare a conformity statement that demonstrates that transportation investment decision making will not worsen air quality. The official determination of conformity is made by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) based on this statement, which is developed in coordination with the Interagency Consultation Group that includes representatives from FHWA, FTA, NYSDOT, the Environmental Protection Agency, and the New York State Department of Environmental Conservation.

Based on the regional emissions analysis conducted for the conformity statement, the emissions of ozone precursors will be reduced significantly through the period covered by the current LRTP: Volatile Organic Compounds will be reduced by approximately 32,000 kilograms per day (nearly 80 percent) and Oxides of Nitrogen will be reduced by approximately 53,000 kilograms per day (nearly 87 percent). Accordingly, changes to the projects included in the proposed *2011-2014 TIP* are not needed to meet Clean Air Act requirements.

These emission reductions will primarily be the result of improved engine efficiency and pollution control technologies in light duty vehicles but it is important to note that GTC staff also conducted a build/no-build analysis that demonstrates that the projects included in the TIP will result in slightly greater reductions in ozone precursor emissions than if the projects were not implemented. In other words, these projects actually reduce emissions through improved system operations and providing attractive alternatives to the single-occupancy vehicle.

A public review period for the draft conformity statement was conducted from May 13 through June 11 with a public meeting held in Rochester City Council Chambers the evening of Wednesday, May 26. The document was available for review at the county planning offices in the nonattainment area, the NYSDOT-Region 4 office, and the GTC office, as well as on the GTC website. A legal notice was published in the May 13 edition of the *Democrat and Chronicle* and a media release was issued to media outlets throughout the region. No public comments were received.

Proposed Resolution 10-40 was reviewed and recommended for approval, pending the completion of the public review period, by the Planning Committee at its May 13 meeting.

Dan Hogan moved to approve Resolution 10-40; Scott Leathersich seconded the motion. The motion passed unopposed.

- c. Certifying the all Federal planning requirements are met / Proposed Resolution 10-39

Richard Perrin noted that every four years FHWA and FTA conduct a joint certification review of GTC Planning activities that includes a desk review of prepared materials and a site visit. The last joint FHWA/FTA quadrennial certification review was completed in April 2009. In interim years, GTC is required to self-certify that all planning and associated administrative processes are meeting FHWA and FTA requirements. The format and content of the document that accomplishes this and was provided for GTC Board consideration is specified by NYSDOT.

As part of the most recent joint FHWA/FTA quadrennial certification review from last year, several commendations along with three corrective actions were identified. These included 1.) adopting a cooperative agreement between GTC, NYSDOT, and RGRTA for carrying out the metropolitan planning process; 2.) including programmed amounts in the annual listing of federal obligations; and 3.) presenting fiscal constraint by year in the TIP. With the adoption of the *2011-2014 TIP*, all three of these corrective actions have now been made.

Proposed Resolution 10-39 was reviewed and recommended for approval by the Planning Committee at its May 13 meeting.

E. Joseph Gozelski moved to approve Resolutions 10-39; Dorothy Huber seconded the motion. The motion passed unopposed.

- d. Amending the *Fiscal Year 2010-2011 Unified Planning Work Program* to reflect the contribution of actual rollover amounts and add new projects / Proposed Resolution 10-41

Richard Perrin stated that the *FY 2010-2011 Unified Planning Work Program* (UPWP) was adopted on March 11 with rollover amounts for existing projects based on expenditures through the third quarter of Fiscal Year (FY) 2009-2010, which is the quarter ending December 31, 2009. The actual rollover amounts as of March 31, 2010 (the end of the fiscal year) are determined by GTC staff in mid- to late-April via fourth quarter reports from agencies using FHWA and FTA Metropolitan Planning funds. Accordingly, it is necessary to reconcile the third quarter expenditures with the expenditures through the end of the fiscal year.

In addition, GTC staff took a conservative approach to estimating the available amount of FHWA funds when programming the *FY 2010-2011 UPWP* given the uncertainty resulting from operating under continuing resolutions at the post-rescission Federal Fiscal Year 2009 funding levels. With the passage of the Hiring Incentives to Restore Employment Act, which restored funding levels to pre-rescission Federal Fiscal Year 2009 levels, and savings from the GTC staff budget there are additional FHWA funds available to program to projects proposed for the *FY 2010-2011 UPWP* that were not able to be funded under the more conservative estimates of available funding.

GTC staff worked with the UPWP Development Committee (UDC) to identify the projects to be programmed in the current UPWP with these funds. Based on the GTC staff evaluations of proposals submitted for funding and UPWP Development Committee discussions during the development of the *FY 2010-2011 UPWP*, the following projects are recommended to be added to the UPWP:

- Monroe County Accident Rate Database GIS Conversion Project - \$70,000
- Urban Trail Linkages (City of Rochester) - \$75,000
- Auburn Trail Connection to the Ontario Pathways Trail (Town of Farmington) - \$74,000

- Irondequoit Seneca Multi-Use Trail Feasibility Study (Town of Irondequoit) - \$32,000

Richard noted that GTC staff confirmed with each of the project sponsors that they are still willing to advance these projects per the scopes and budgets that were included in their original UPWP applications submitted last Fall. These are high-quality proposals that will allow the region to conduct safety-related and trail feasibility projects, which are regional transportation priorities.

Proposed Resolution 10-41 was reviewed and recommended for approval by the Planning Committee at its May 13 meeting.

Scott Leathersich moved to approve Resolution 10-41; Edward G. Muszynski seconded the motion. The motion passed unopposed.

- e. Accepting the submission of reports as evidence of completion of various UPWP tasks

Chairperson Hancock suggested that proposed Resolutions 10-9 and 10-42 be considered as a single action; no Member or Alternate objected.

Richard Perrin provided a brief description of the projects being considered. Proposed Resolutions 10-9 and 10-42 were reviewed and recommended for approval by the Planning Committee at its May 13 meeting.

- (1) Accepting the report, *Seneca County Routes 5&20 / 414 Corridors Management Plan*, as evidence of completion of UPWP Task 7573 / Proposed Resolution 10-9
- (2) Accepting the report, *Village of Fairport Circulation, Accessibility, and Parking Report*, as evidence of completion of a component of UPWP Task 6800 / Proposed Resolution 10-42

Terry Rice moved to approve Resolutions 10-9 and 10-42; Edward G. Muszynski seconded the motion. The motion passed unopposed.

- f. Adopting amendments to the *2007-2012 Transportation Improvement Program / Proposed Resolutions 10-43 through 10-49.*

Chairperson Hancock suggested that proposed Resolutions 10-43 through 10-48 be considered as a single action; no Member or Alternate objected. Richard Perrin noted that the proposed actions do not affect the *2011-2014 TIP* adopted earlier in the meeting as it does not take effect until October 1.

Richard stated that proposed Resolutions 10-43 through 10-45 are requested by NYSDOT on behalf of Monroe County to ensure that funds are available to re-obligate to the Right-of-Way Incidentals phase for two bridge projects and the John Street Extension project. Currently, NYSDOT obligates programmed funds for this phase along with funds for the Scoping, Preliminary Engineering, and Detailed Design phases. Local agencies do not charge to the Right-of-Way Incidentals phase until the other phases are completed which can result in FHWA de-obligating funds for the Right-of-Way Incidentals phase due to inactivity when no activity is expected

by local agencies. Accordingly, NYSDOT is changing its process so that funds are obligated for the Right-of-Way Incidentals phase separately from the Scoping, Preliminary Engineering, and Detailed Design phases to alleviate the need for amendments of this nature in the future. The funding offsets to maintain fiscal constraint for the Edgemere Drive bridge and Union Street bridge projects are provided by NYSDOT. The John Street Extension project is funded with SAFETEA-LU High Priority Projects funding and has no fiscal impact on other projects in the TIP.

Proposed Resolutions 10-46 and 10-47 are requested by NYSDOT on behalf of Wayne County to ensure that funds are available for the Erie Canal Warehouse Rehabilitation and Transportation Enhancements to Support the Development of the Erie Canal projects. Both projects are funded with SAFETEA-LU High Priority Projects funding and have no fiscal impact on other projects in the TIP. Project schedules have been adjusted and these amendments will allow the projects to progress as expeditiously as possible.

Proposed Resolution 10-48 is requested by NYSDOT to add the Iroquois National Wildlife Improvements Project on behalf of the Eastern Federal Lands Highway Division of FHWA using Federal Lands Highway Program funds. The projects are selected by FHWA for projects on federal lands under their purview and have no fiscal impact on other projects in the TIP.

Dan Hogan moved to approve Resolutions 10-43 through 10-48; Tom Goodwin seconded the motion. The motion passed unopposed.

Richard stated proposed Resolution 10-49 is requested by the Village of Fairport. The High Street Reconstruction project is funded with an earmark in the FFY 2010 USDOT Appropriations Act, Surface Transportation Priorities and has no fiscal impact on other projects in the TIP.

Terry Rice moved to approve Resolution 10-49; Dan Hogan seconded the motion. The motion passed unopposed.

7. New Business

- a. U.S. Department of Housing and Urban Development Sustainable Communities Planning Grant Program

Richard Perrin discussed the U.S. Department of Housing and Urban Development Sustainable Communities Planning Grant Program and the efforts to date.

Chairperson Hancock asked who should be leading the effort and what is the timeframe to apply for the grant.

Richard responded that GTC staff added the program to the agenda for discussion at the April Planning Committee meeting. The lead should be a regional agency but does not necessarily have to be GTC. Regarding the timeframe, if the original schedule that was presented in the Advanced Notice of

Funding Availability (NOFA) is followed, the region would have eight weeks from publication of the final NOFA to submit a grant application.

Chairperson Hancock asked if a special meeting would be required to authorize an application.

Richard replied not as this time but that the final NOFA may require such a meeting.

Kris Hughes expressed his appreciation for the efforts made by the GTC staff on the U.S. Department of Housing and Urban Development Sustainable Communities Planning Grant Program. Kris noted both Richard Perrin and David Zorn have been working together to keep the County Planners and the working group informed. The working group meeting was the first meeting that Kris recalled that type of significant regional discussion taking place.

Chairperson Hancock asked if the local match needed to be in hand when applying for the grant.

Richard responded that we won't know until the final NOFA is published. If the process is similar to FHWA funding, the grant will be on a reimbursement basis. This could affect cash flow if we don't have the local match available regardless of the program requirements.

Dan Hogan asked if there was any update on the modification of formulas used to allocate FHWA program funds to the region that the Board passed a resolution on in September 2009.

Richard responded that he has no new information on the issue.

Bob Traver discussed the potential TIGER II grant for the Southern Corridor Improvement (including Kendrick Road Interchange) Project. He noted that NYSDOT has been evaluating the proposal relative to the program criteria. There is strong support for this project as it is well aligned with the funding requirements for TIGER II.

NYSDOT – Region 4 has been working with NYSDOT – Main Office as New York State is only looking to submit the strongest applications. Currently, Region 4 has not received assurance that the Southern Corridor Improvement (including Kendrick Road Interchange) Project will be submitted for the TIGER II grant, but it is being thoroughly considered.

Bob asked if the Board would be willing to consider adopting a resolution in support of the Southern Corridor Improvement (including Kendrick Road Interchange) Project as the region's highest priority for the TIGER II program.

Chairperson Hancock asked Richard if there were any concerns with adopting a resolution in support of this project.

Richard noted that a resolution would not preclude other applicants from applying but would demonstrate the region's commitment to NYSDOT – Main Office and strengthen the application for the project, if one were submitted. Also, a resolution should be clear that GTC support for the Southern Corridor (including Kendrick Road Interchange) Project does not apply to the planning grant component of the TIGER II program.

Chairperson Hancock asked how the proposed resolution should be developed.

Richard suggested that GTC staff can develop the resolution for Executive Committee review on behalf of the entire Board.

Chairperson Hancock asked if there were any questions and, hearing none, then called for a motion.

Scott Leathersich moved to approve a Resolution in support of the Southern Corridor Improvement (including Kendrick Road Interchange) Project as the region's highest priority for the TIGER II program pending the concurrence of the Executive Committee; James Hoffman seconded the motion. The motion passed unopposed.

Kris Hughes noted that Mitch Rowe had discussed the potential Finger Lakes Railway Corporation project TIGER II program proposal at a recent Planning Committee meeting.

Mitch Rowe stated that Seneca County held a status meeting on the project on June 16. Given that the TIGER II program specifically precludes land acquisition, the County will likely not pursue an application.

8. Next Meeting

The next GTC Board meeting will be held Wednesday September 8, 2010 at 8:30 a.m. at the Radisson Hotel in Henrietta.

9. Adjournment

The meeting adjourned at 9:57 a.m.