

**GENESEE TRANSPORTATION COUNCIL  
QUARTERLY BOARD MEETING  
Radisson Hotel  
Henrietta, NY  
June 16, 2011**

GTC BOARD MEMBERS PRESENT

Maggie Brooks, Monroe County  
Jerry Davis, Genesee/Finger Lakes Regional Planning Council  
Mary Pat Hancock, Genesee County (Chairperson)  
Daniel Hogan, Monroe County At-Large  
James Hoffman, Wayne County (Vice Chairperson)

ALTERNATE REPRESENTATIVES PRESENT

Thomas Goodwin, Monroe County, representing Linda A. Faubel  
E. Joseph Gozelski, Wyoming County, representing A. Douglas Berwanger  
Andrea Guzzetta, Rochester City Council, representing Lovely Warren  
Daniel Hallowell, NYS Department of Transportation (NYSDOT), representing Joan McDonald  
Donald House, Yates County, representing H. Taylor Fitch  
Scott Leathersich, Monroe County At-Large, representing Daniel DeLaus, Jr.  
Edward Muszynski, Empire State Development, representing Kenneth Adams  
Thomas Pericak, NYS Thruway Authority, representing Michael Fleischer  
C. Mitchell Rowe, Seneca County, representing Chuck Lafler

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Jeffrey Adair, Monroe County  
David B. Callard, Orleans County  
Michael Davies, Federal Highway Administration  
Theodore Fafinski, Ontario County  
Brigid Hynes-Cherin, Federal Transit Administration  
Joe Martens, NYS Department of Environmental Conservation  
James Merrick, Livingston County  
Ronald Nesbitt, Monroe County Supervisors Association  
James Redmond, Roch. Gen. Regional Trans. Authority  
Thomas Richards, City of Rochester  
Steven Urlass, Federal Aviation Administration  
David L. Watson, Rochester City Planning Commission  
(Vacant), City of Rochester – At Large

OTHERS IN ATTENDANCE

Joseph Bovenzi, GTC staff  
Bill Carpenter, RGRTA  
Richard Perrin, GTC staff  
John Polimeni, NYSDOT – Region 4  
Terrence Rice, Monroe County  
James Stack, GTC staff  
David Zorn, Genesee/Finger Lakes Regional Planning Council

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

Chairperson Hancock called the meeting to order at 8:32 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**

Donald House, Yates County, noted that there was an error in the minutes from the March 10, 2011 Quarterly Meeting in that he was listed as absent. GTC staff reviewed the attendance sheet of the March meeting and checked with other members. It was confirmed that Mr. House was not in attendance.

**Daniel Hogan moved for approval of the minutes from the March 10, 2011 Quarterly Meeting; Edward Muszynski seconded the motion. The minutes were approved as corrected.**

**4. Communications and Announcements**

Richard Perrin noted the following GTC Board designation:

- By his election as Mayor of Rochester, Thomas Richards is now a GTC Board member.

**5. Reports and Action on Old Business**

- a. Planning Committee Report – Scott Leathersich, Vice Chairperson

Scott Leathersich provided the following report:

The Planning Committee met April 14 and May 12 and recommends that the GTC Board:

- Adopt the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035*;
- Adopt the *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 and the 2011-2014 Transportation Improvement Program*;
- Amend the *FY 2011-2012 UPWP* to reflect the contribution of actual FY 2010-2011 rollover amounts;
- Accept the submissions of reports and a database as evidence of completion of six Unified Planning Work Program tasks; and

- Adopt 32 amendments to the *2011-2014 Transportation Improvement Program* as requested by Monroe County, the New York State Department of Transportation, and the Rochester Genesee Regional Transportation Authority.

Additionally, the Planning Committee took the following actions:

- Classified new Unified Planning Work Program tasks in accordance with the GTC Public Participation Plan;
- Approved the Draft *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 and 2011-2014 Transportation Improvement Program* for 30-Day public review;
- Approved Scopes of Work for five Unified Planning Work Program tasks; and
- Approved two administrative modifications to the *2011-2014 Transportation Improvement Program* as requested by Monroe County and the Village of Fairport.

b. GTC Staff Report – Richard Perrin, Executive Director

Richard Perrin provided the following report:

Since the March 10 meeting, a great deal of staff effort has been applied to the action items that the Board will consider today; notably, the *Long Range Transportation for the Genesee-Finger Lakes Region 2035* and the associated conformity statement.

Included in the meeting package is an Annual Report for fiscal year (FY) 2010-2011. The intent of this report is to provide Board Members, Alternates, and others with a concise overview of what was accomplished in 2010 and what lies ahead in 2011 for the organization.

There are three major regional planning initiatives that GTC is advancing at this time:

1. As part of the Regional Freight Plan, a profile of the regional economy and associated freight flows now and in 2035 has been developed. Based on this inventory of existing and projected conditions, a strengths, weaknesses, opportunities, and threats (or SWOT) analysis is being conducted to assess current and future needs. Once the needs assessment is finalized, projects and strategies will be developed and evaluated later in the summer for review and consideration in the fall.
2. The Coordinated Public Transit-Human Services Transportation Plan that is being developed will update the current one, which was adopted by the Board in December 2007. The development of this plan includes significant outreach to stakeholders, including conducting focus groups in every county in the region and holding three workshops earlier in June. Recommendations to improve the delivery and cost-effectiveness of transportation services for seniors, persons with disabilities, and low-income job seekers have been developed and are being reviewed.

3. The Commuter Choice Program is developing a one-stop shop for people who want to know what travel options are available to them other than the single-occupancy vehicle. The program website will provide individuals with the optimal public transportation route, potential carpool matches, and directions for traveling by bicycle that incorporate multi-use trails and those roads rated the best for cycling by the Rochester Bicycling Club.

Staff will begin working with the TIP Development Committee and NYSDOT-Main Office on the update to the Transportation Improvement Program (TIP). The current TIP covers Federal Fiscal Years (FFYs) 2011 through 2014. It is anticipated that the next TIP will be provided for the Board's consideration in June 2012 and cover FFYs 2013 through 2016. Allocations of available funds are expected to be provided from NYSDOT-Main Office to its 11 regions in early-July 2011. NYSDOT-Main Office has informed the regions and the Metropolitan Planning Organizations (MPOs) that the allocations of federal funds for FFYs 2013 and 2014 will be reduced from the amounts programmed in current TIPs. The allocations for these years that were used to develop the current TIP assumed the passage of the next surface transportation authorization legislation with a corresponding increase consistent with past reauthorizations. Assuming that NYSDOT-Main Office provides allocations to MPOs this summer, GTC anticipates issuing the advance notice of the call for projects in early-August and the call for projects in early-September with proposals due in mid-October.

NYSDOT is also working with GTC on soliciting projects to be funded through the Transportation Enhancement Program. An announcement of funding availability may come as early as this month with proposals due in mid-September. We have not yet received an estimate of the allocation for our region but, typically, demand significantly exceeds available funds.

James Hoffman asked if the Regional Freight Plan committee has a chairperson. Richard Perrin replied that it does not because it is a technical committee.

- c. Old Business
  1. Federal Transportation Funding Update

Richard Perrin noted that he would discuss this topic as part of the presentation for Item 7.a on the agenda.

## **6. Action Items**

- a. Adopting the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035* / Proposed Resolution 11-51.

Richard Perrin delivered a presentation on the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 (LRTP 2035)*. He noted that this Plan is one of GTC's three required products and that complete copies of the draft version were provided to all Board members in their meeting packages. The *LRTP 2035* provides guidance for the ongoing development of an integrated multi-modal transportation system for the Genesee-Finger Lakes Region over the next nearly 25 years. The

*L RTP 2035* is fiscally constrained, which means that it only includes recommendations that can be accomplished based on realistic funding levels. It was prepared with input gathered at eight public meetings and received via e-mail, regular mail, and facsimile.

Richard explained that the *L RTP 2035* is organized around four guiding principles: Plan for People, Place Matters, Maximize Existing Assets, and Accept Uncertainty. The *L RTP 2035* identifies emerging opportunities and issues related to the regional transportation system, including the impacts of the growing number of seniors in the region, strengthening the food system by linking production with consumption, the role of transportation in public health, the region's role in the Toronto-Buffalo-Rochester Mega-Region, the impacts of climate change, and uncertainty over future energy sources. Based on the guiding principles and emerging opportunities and issues, the transportation needs of the region have been identified and compared to the capabilities of the transportation system today.

The *L RTP 2035* includes recommendations to bridge the gap between future needs through 2035 and the current capabilities of the system, subject to reasonably expected revenues. The recommendations are organized into three main categories. Preservation and Maintenance recommendations consider ways to maximize the use of the region's existing transportation infrastructure. Management and Operations recommendations suggest ways to improve transportation system operations through increased inter-agency coordination and ITS deployment. Expansion recommendations include increasing multi-modal and public transportation options. The *L RTP 2035* recommends that 85 percent of revenues for federal-aid-eligible projects and programs available to the region be invested in system preservation and maintenance.

Richard discussed the associated transportation conformity statement to ensure that the *L RTP 2035* meets Clean Air Act requirements, noting the significant reductions in emissions of precursors to ground-level ozone that will be realized over the period covered by the *L RTP 2035*.

Tom Pericak asked if the percentage of funding the *L RTP 2035* recommends dedicating to the maintenance of the existing transportation system is the same as the current percentage. Richard replied that the amount is actually slightly higher in recognition that the infrastructure will continue to age and require additional resources for its preservation.

Richard Perrin stated that proposed Resolution 11-51 was reviewed and recommended for GTC Board approval by the Planning Committee at its May 12, 2011 meeting.

**Maggie Brooks moved to approve Resolution 11-51; E. Joseph Gozelski 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 2035 and the 2011-2014 Transportation Improvement Program* / Proposed Resolution 11-52.

Chairperson Hancock asked the Board if there were questions or comments on this item based on Richard's discussion of it in the *LRTP 2035* presentation. There were none.

Richard Perrin stated that proposed Resolution 11-52 was reviewed and recommended for GTC Board approval by the Planning Committee at its May 12, 2011 meeting.

**Edward Muszynski moved to approve Resolution 11-52; Daniel Hogan seconded the motion. The motion passed unopposed.**

- c. Amending the *FY 2011-2012 Unified Planning Work Program (FY 2011-2012 UPWP)* to reflect the contribution of actual FY 2010-2011 rollover amounts / Proposed Resolution 11-88.

Richard Perrin stated that the *FY 2011-2012 UPWP* was adopted by the GTC Board at its March 10 meeting. It included rollover amounts for existing projects based on expenditures through the third quarter of Fiscal Year (FY) 2010-2011, which is the quarter ending December 31, 2010. The actual rollover amounts as of March 31, 2011 (the end of the fiscal year) are determined by GTC staff in mid- to late-April via year-end invoicing from vendors and 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 the UPWP.

Richard Perrin stated that proposed Resolution 11-88 was reviewed and recommended for GTC Board approval by the Planning Committee at its May 12, 2011 meeting.

**Jerry Davis moved to approve Resolution 11-88; Daniel Hallowell seconded the motion. The motion passed unopposed.**

- d. Accepting the submission of reports and a database as evidence of completion of various UPWP Tasks.

Chairperson Hancock suggested that proposed Resolutions 11-48 through 11-50 and 11-53 through 11-55 be considered as a single action; no Member or Alternate objected.

- (1) Accepting the report, *Intelligent Transportation Systems (ITS) Strategic Plan for Greater Rochester*, as evidence of completion of UPWP Task 5601 / Proposed Resolution 11-48.

Richard Perrin stated that GTC staff has completed UPWP Task 5601, *Intelligent Transportation Systems Strategic Plan Update*, for the purpose of

updating the 1996 *Rochester Area Advanced Transportation Management System (ATMS) IMAGE Plan* and the associated Regional ITS Architecture. This was done in order to determine where technology that enable transportation agencies to better manage and operate the system can best be deployed and to prioritize the implementation of this instrumentation.

- (2) Accepting the report, *Wayne County No Passing Zone Study*, as evidence of completion of UPWP Task 6224 / Proposed Resolution 11-49.

Richard Perrin stated that Wayne County has completed UPWP Task 6224, *Wayne County Safe Passing Zone Survey*, for the purpose of determining the proper locations where safe passing is permitted on county roads in Wayne County. The last survey was conducted nearly 35 years ago. This up-to-date survey will be used by the Wayne County Highway Department in the restriping of roadways to allow for passing zones where it is safe to do so and to remove current passing zones where changes in traffic patterns no longer allow for safe passing.

- (3) Accepting the report, *Travel Time Data Collection Program: Principal Arterials - Phase 2*, as evidence of completion of a component of UPWP Task 7121 / Proposed Resolution 11-50

Richard Perrin stated that GTC staff has completed the most recent component of UPWP Task 7121, *Travel Time Data Collection Program*, for the purpose of collecting Global Positioning System (GPS)-based travel time data on Principal Arterials in the Rochester Transportation Management Area (TMA) in support of the GTC Congestion Management Process and other transportation planning activities. The overall levels of delay on Principal Arterials in the Rochester TMA decreased since 2007-2008 and this can be attributed to a number of factors. GTC staff is reviewing the methodology to determine if there is a more cost-effective methodology for collecting the data in the future.

- (4) Accepting the updated Transportation Improvement Program database as evidence of completion of UPWP Task 1200 / Proposed Resolution 11-53

Richard Perrin stated that GTC staff has completed UPWP Task 1200, *Supplemental Professional Services – Database Programming*, for the purpose of integrating data sets developed by GTC staff and creating an associated software application to improve the efficiency, effectiveness, and overall utilization of Transportation Improvement Program information. This application will enable the region to have better information to analyze with respect to project costs and schedules that will lead to better analysis of project status to improve on-time delivery within budgets.

- (5) Accepting the report, *Audible/Tactile Pedestrian Signal Device Study*, as evidence of completion of UPWP Task 5530 / Proposed Resolution 11-54

Richard Perrin stated that Monroe County has completed UPWP Task 5530, *Monroe County Audible/Tactile Pedestrian Signal Device Study*, for the purpose of evaluating the need for audible and tactile pedestrian traffic signal devices in Monroe County that provide guidance and assistance for the physically challenged and improve pedestrian safety and accessibility. This study includes a prioritization of intersections that are difficult for persons with disabilities to cross and updates the Monroe County Department of Transportation guidelines for identifying the locations to add these devices.

- (6) Accepting the report, *Rochester Center City Circulator Study*, as evidence of completion of UPWP Task 6352 / Proposed Resolution 11-55

Richard Perrin stated that the City of Rochester has completed UPWP Task 6352, *Center City Circulator Study*, for the purpose of determining the elasticity of parking demand in Downtown Rochester through a professionally-administered Center City Workforce Transportation Survey and conducting a feasibility study for the establishment of a Center City Circulator transit service for daily commuters, tourists, and visitors. The study included the development of potential circulator service models for Downtown Rochester and the selection of two of these models for further consideration via more detailed study as well as an inventory of strategies that can be advanced to address localized parking issues in Downtown Rochester.

Richard Perrin stated that proposed Resolutions 11-48 through 11-50 were reviewed and recommended for GTC Board approval by the Planning Committee at its April 14, 2011 meeting. Proposed Resolutions 11-53 through 11-55 were reviewed and recommended for GTC Board approval by the Planning Committee at its May 12, 2011 meeting.

**Terrence Rice moved to approve Resolutions 11-48 to 11-55; Thomas Pericak seconded the motion. The motion passed unopposed.**

- e. Adopting amendments to the *2011-2014 Transportation Improvement Program* (TIP).

Richard Perrin stated that the proposed amendments to the TIP were reviewed and recommended for GTC Board approval by the Planning Committee at its May 12, 2011 meeting.

Chairperson Hancock suggested that proposed Resolutions 11-56 through 11-58 be considered as a single action; no Member or Alternate objected.

- (1) Amending the *2011-2014 TIP* by adding a phase to and decreasing the cost of the Jefferson Avenue, Ayrault Road to Route 31F project / Proposed Resolution 11-56.
- (2) Amending the *2011-2014 TIP* by increasing the cost and modifying the schedule of the John Street Extension, Bailey Road to Lehigh Station Road project / Proposed Resolution 11-57.



- (3) Amending the *2011-2014 TIP* by increasing the cost of the Kirk Road Bridge over Round Pond Creek project / Proposed Resolution 11-58.

Richard Perrin discussed the proposed TIP amendments.

**Scott Leathersich moved to approve Resolutions 11-56 to 11-58; Edward Muszynski seconded the motion. The motion passed unopposed.**

Chairperson Hancock suggested that proposed Resolutions 11-59 and 11-60 be considered as a single action; no Member or Alternate objected.

- (4) Amending the *2011-2014 TIP* by deferring a portion of a phase of the Inner Loop East project / Proposed Resolution 11-59.
- (5) Amending the *2011-2014 TIP* by combining five City of Rochester highway preventive maintenance projects / Proposed Resolution 11-60.

Richard Perrin discussed the proposed TIP amendments.

**Andrea Guzzetta moved to approve Resolutions 11-59 and 11-60; Daniel Hallowell seconded the motion. The motion passed unopposed.**

- (6) Amending the *2011-2014 TIP* by deleting phases from the CR 26 (Bullis Road) Bridge over Cayuga Creek Preventive Maintenance project and adding the same phases to the Wyoming County Bridge Preventive Maintenance project / Proposed Resolution 11-61.

Richard Perrin discussed the proposed TIP amendment.

**E. Joseph Gozelski moved to approve Resolution 11-61; Jerry Davis seconded the motion. The motion passed unopposed.**

Chairperson Hancock suggested that proposed Resolutions 11-62 and 11-63 be considered as a single action; no Member or Alternate objected.

- (7) Amending the *2011-2014 TIP* by modifying the scope and increasing the cost of the Alderman Road Bridge project / Proposed Resolution 11-62.
- (8) Amending the *2011-2014 TIP* by advancing phases of the Yellow Mills Road Bridge over Ganargua Creek project / Proposed Resolution 11-63.

Richard Perrin discussed the proposed TIP amendments.

**James Hoffman moved to approve Resolutions 11-62 and 11-63; Terrence Rice seconded the motion. The motion passed unopposed.**

- (9) Amending the *2011-2014 TIP* by deferring phases of the Black Street over Mud Creek project / Proposed Resolution 11-64.

Richard Perrin discussed the proposed TIP amendment.

**Andrea Guzzetta moved to approve Resolution 11-64; Jerry Davis seconded the motion. The motion passed unopposed.**

Chairperson Hancock suggested that proposed Resolutions 11-65 to 11-68 be considered as a single action; no Member or Alternate objected.

- (10) Amending the *2011-2014 TIP* by modifying the scope and increasing the cost of the Maple Beach Hill Road project / Proposed Resolution 11-65.
- (11) Amending the *2011-2014 TIP* by combining four Livingston County bridge preventive maintenance projects / Proposed Resolution 11-66.
- (12) Amending the *2011-2014 TIP* by increasing the cost of the Wildcat Road Bridge over Wildcat Gully project / Proposed Resolution 11-67.
- (13) Amending the *2011-2014 TIP* by increasing the cost of the Swanson Road Bridge over Buck Run Creek project / Proposed Resolution 11-68.

Richard Perrin discussed the proposed TIP amendments.

**Donald House moved to approve Resolutions 11-65 to 11-68; Terrence Rice seconded the motion. The motion passed unopposed.**

- (14) Amending the *2011-2014 TIP* by deferring a portion of phases of the Highland Park / Canalway Connector Trail project / Proposed Resolution 11-69.

Richard Perrin discussed the proposed TIP amendment.

**Terrence Rice moved to approve Resolution 11-69; James Hoffman seconded the motion. The motion passed unopposed.**

- (15) Amending the *2011-2014 TIP* by deleting the Oak Orchard Road Bridge over Manning Muckland Creek project / Proposed Resolution 11-70.

Richard Perrin discussed the proposed TIP amendment.

**James Hoffman moved to approve Resolution 11-70; Daniel Hallowell seconded the motion. The motion passed unopposed.**

Chairperson Hancock suggested that proposed Resolutions 11-71 to 11-76 be considered as a single action; no Member or Alternate objected.

- (16) Amending the *2011-2014 TIP* by increasing the cost of the I-390 Interchange Improvements @ Rt. 15A (Exit 16 Part 1) project / Proposed Resolution 11-71.

- (17) Amending the *2011-2014 TIP* by increasing the cost of the I-390 Interchange Improvements @ Rt. 15 (Exit 16 Part 2) project / Proposed Resolution 11-72.
- (18) Amending the *2011-2014 TIP* by adding the Interstate Overhead Sign Structure Improvement (2012) project / Proposed Resolution 11-73.
- (19) Amending the *2011-2014 TIP* by adding the I-390 Culvert Lining/Repairs project / Proposed Resolution 11-74.
- (20) Amending the *2011-2014 TIP* by adding the Portageville Bridge project / Proposed Resolution 11-75.
- (21) Amending the *2011-2014 TIP* by modifying the source of a portion of the funding for the I-590 Interchange at Winton Road project / Proposed Resolution 11-76.

Richard Perrin discussed the proposed TIP amendments.

**Daniel Hallowell moved to approve Resolutions 11-71 to 11-76; Edward Muszynski seconded the motion. The motion passed unopposed.**

Chairperson Hancock suggested that proposed Resolutions 11-77 through 11-78 be considered as a single action; no Member or Alternate objected.

- (22) Amending the *2011-2014 TIP* by renaming and increasing the cost of the Replace 4 RTS Transit Buses (FFY 2010) project / Proposed Resolution 11-77.
- (23) Amending the *2011-2014 TIP* by renaming and increasing the cost of the Replace 33 Transit Buses (FFY 2012) project / Proposed Resolution 11-78.

Richard Perrin discussed the proposed TIP amendments, noting that these amendments will align the TIP to allow the purchase of an additional bus.

**E. Joseph Gozelski moved to approve Resolutions 11-77 and 11-78; Scott Leathersich seconded the motion. The motion passed unopposed.**

- (24) Amending the *2011-2014 TIP* by adding four Recreational Trails Program projects / Proposed Resolution 11-79.

Richard Perrin discussed the proposed TIP amendment.

**James Hoffman moved to approve Resolution 11-79; Daniel Hallowell seconded the motion. The motion passed unopposed.**

- (25) Amending the *2011-2014 TIP* by modifying the schedules of two CMAQ-funded projects / Proposed Resolution 11-80.

Richard Perrin discussed the proposed TIP amendment.

**Terrence Rice moved to approve Resolution 11-80; Daniel Hallowell seconded the motion. The motion passed unopposed.**

Chairperson Hancock suggested that proposed Resolutions 11-81 through 11-87 be considered as a single action; no Member or Alternate objected.

- (26) Amending the *2011-2014 TIP* by deleting the High Risk Rural Road Improvements for 2012 project and adding the High Risk Rural Road Improvement in Wyoming County project / Proposed Resolution 11-81.
- (27) Amending the *2011-2014 TIP* by deleting the High Risk Rural Road Improvements for 2011 project / Proposed Resolution 11-82.
- (28) Amending the *2011-2014 TIP* by decreasing the cost of the Highway Safety Improvement Block Program project / Proposed Resolution 11-83.
- (29) Amending the *2011-2014 TIP* by deleting the High Risk Rural Road Improvements for 2013 project and adding the High Risk Rural Road Improvement in Ontario County project / Proposed Resolution 11-84.
- (30) Amending the *2011-2014 TIP* by increasing the cost of the Rt. 251 Rehabilitation project / Proposed Resolution 11-85.
- (31) Amending the *2011-2014 TIP* by increasing the cost of the CR 10 Intersections Improvement and CR 10 Preventive Maintenance project / Proposed Resolution 11-86.
- (32) Amending the *2011-2014 TIP* by increasing the cost of the High Risk Rural Road Improvements for 2014 project / Proposed Resolution 11-87.

Richard Perrin discussed the proposed TIP amendments, noting that these amendments address modifications to two safety programs, the Highway Safety and High Risk Rural Roads programs.

**E. Joseph Gozelski moved to approve Resolutions 11-81 to 11-87; James Hoffman seconded the motion. The motion passed unopposed.**

## **7. New Business**

Richard Perrin delivered a presentation on transportation infrastructure funding options. He briefly reviewed the history of the Highway Trust Fund and fuel taxation policies. He explained that using revenues generated by the current gas tax to fund transportation infrastructure projects is unsustainable due to a variety of reasons, including a decline in purchasing power due to inflation, increases in fuel efficiency, and competing energy policies. The only immediate option is to increase the gas tax; however, this is not popular with the public and federal elected officials are holding back from supporting this option. Potential long-term solutions include instituting a Vehicle Mile Tax (VMT) and establishing an infrastructure bank to fund construction projects.

Bill Carpenter asked for a clarification on the Administration and Congressional proposals. Richard explained that there are currently three funding proposals under discussion at the federal level. The Administration has proposed a bill that will authorize spending \$556 billion over a six-year timeframe. The House is looking at a bill that will include \$230 and \$235 billion based on the estimated amounts to the Highway Trust Fund over the next six years. The Senate is considering a bill that will authorize spending \$339 billion over a six-year timeframe. Details of both the House and Senate bills are expected to be provided within the next six weeks. A two-year bill would allow the various interests to continue to work toward a longer-term bill. If a bill is not passed by the fall, then a long-term reauthorization will likely be postponed until after the 2012 presidential election.

Terry Rice noted that he agreed with the figures Richard had presented as they are in line with information he has received from other sources.

Chairperson Hancock asked what, as an organization responsible for transportation planning, policy, and investment decisions, the Board can do about this situation. She asked if the Board was comfortable making a statement or just letting the process happen without input and asked for feedback from those present.

Joe Gozelski asked about the impact of rising fuel costs on agricultural machinery and if there was any discussion about removing the agricultural equipment exemption from the fuel tax. Richard replied that he was not aware of any proposal to do so.

Richard Perrin noted that, in response to Chairperson Hancock's question, staff is not allowed to lobby Congress because it is funded by federal funds. However, the Board members can reach out to Congress. It is Congress' responsibility to lead and make decisions.

Chairperson Hancock noted the taxpayers need to understand this situation. She observed that significant funding for transportation infrastructure became available after the I-35 bridge collapse in Minneapolis several years ago. She does not want to see another disaster occur before action on this issue takes place.

Bill Carpenter said that local agencies need to have a coordinated message about this issue and should reach out to Congress. However, the local agencies must ensure that their message does not needlessly alarm people by giving the impression that the regional transportation infrastructure is unsafe. As an example, a business might not choose to locate in the area if it has that impression.

Terry Rice noted that one basic challenge is that there has not been any increase in the gas tax since 1993 and that it cannot keep pace with inflation. He observed that sales taxes are collected as a percentage of a purchase, which means that consumers automatically pay more tax when they buy an item that costs more today than it did in the past. However, because the gas tax is a flat rate per gallon it does not adjust when gas prices rise or fall.

James Hoffman asked if a list of talking points on this topic is available for the Board members to use when discussing this issue with constituents. Richard Perrin said that GTC staff can prepare these talking points.

Richard Perrin noted that the New York State State Dedicated Highway and Bridge Trust Fund (SDF) needs an infusion of money for system maintenance. Between 65 percent and 75 percent of SDF is being spent on debt service payments. More funds are needed for preventive maintenance projects, which are a responsible way to invest limited transportation funds.

Chairperson Hancock observed that the message is broader than the region and needs to respond to the entire country's needs.

**8. Next Meeting**

The next GTC Board meeting will be held Thursday September 8, 2011 at 8:30 a.m. at the Radisson Hotel, 175 Jefferson Road, in Henrietta.

**9. Adjournment**

The meeting adjourned at 10:16 a.m.

**GENESEE TRANSPORTATION COUNCIL  
PLANNING COMMITTEE MEETING  
Monroe County Fleet Center  
145 Paul Road, Chili**

**August 11, 2011**

PLANNING COMMITTEE MEMBERS PRESENT

Erik Frisch, City of Rochester – At Large  
Paul Holahan, City of Rochester  
Kristen Mark Hughes, Ontario County (Chairperson)  
Todd Gadd, Wyoming County  
Tom Goodwin, Monroe County  
Andrea Guzzetta, Rochester City Council  
Scott Leathersich, Monroe County – At Large (Vice Chairperson)  
Kevin Rooney, Wayne County  
C. Mitchell Rowe, Seneca County  
Douglas Tokarczyk, New York State Thruway Authority (NYSTA)  
David Zorn, Genesee/Finger Lakes Regional Planning Council (G/FLRPC)

ALTERNATE REPRESENTATIVES PRESENT

David Cook, Rochester Genesee Regional Transportation Authority (RGRTA), representing Mark Aesch  
Don Higgins, Livingston County, representing Angela Ellis  
Edwin Welsh, New York State Department of Transportation (NYSDOT) – Region 4, representing Daniel  
Hallowell

PLANNING COMMITTEE MEMBERS ABSENT AND UNREPRESENTED

Robert Colby, Monroe County  
James Fletcher, Monroe County – At Large  
Robert Griffith, Federal Highway Administration (FHWA)  
Timothy Hens, Genesee County  
Peter McCann, Monroe County Supervisors' Association  
Edward Muszynski, Empire State Development Corporation  
Terrence J. Rice, Monroe County  
Henry Smith, Jr., Orleans County  
Steven Urlass, Federal Aviation Administration (FAA)  
(Vacant), Federal Transportation Administration (FTA)  
(Vacant), NYS Department of Environmental Conservation (NYSDEC)  
(Vacant), Rochester City Planning Commission  
(Vacant), Yates County

OTHERS IN ATTENDANCE

Dennis Judson, Fisher Associates  
Razy Kased, Genesee/Finger Lakes Regional Planning Council  
Tom Kicior, Genesee/Finger Lakes Regional Planning Council  
Richard Perrin, GTC staff  
Michael A. Philipson, The Philipson Group  
John Polimeni, NYSDOT – Region 4  
Jim Pond, Monroe County  
James Stack, GTC staff  
Robert Torzynski, GTC staff

**1. Call to Order & Introductions**

The meeting was called to order at 10:00 a.m. Kris Hughes welcomed everyone and Members, Alternates, and others present introduced themselves.

**2. Public Forum**

No one from the public spoke during the Public Forum.

**3. Approval of Minutes**

**Kevin Rooney moved for approval of the minutes from the May 12, 2011 Planning Committee meeting; Scott Leathersich seconded the motion. The minutes were approved as presented.**

Kris Hughes suggested that the agenda be revised to move item 6.a., Presentation on Greentopia and the Garden Aerial, forward in the agenda. No member or alternate objected.

**6. New Business**

a. Presentation on Greentopia and the Garden Aerial (The Philipson Group)

Michael Philipson, Principal of The Philipson Group, presented an overview of the Greentopia Festival and the Garden Aerial project. The Greentopia Festival will be held September 17 and 18 at High Falls and will showcase environmental sustainability in and for the region. The Garden Aerial project would create a loop trail including an aerial garden around the High Falls Gorge by constructing a bridge immediately above the brink of the Falls using existing footings that would connect the High Falls Observation Deck to the foot of Commercial Street.

**4. Reports and Action on Old Business**

a. Reports on UPWP Projects and Other Activities

*GTC*

Richard Perrin reported:

- The Supplemental Professional Services project was accepted by the GTC Board at its June 16 meeting.
- Regarding GTC Strategic Planning, GTC staff continues to monitor developments related to the next surface transportation authorization legislation. GTC staff provided an assessment of current and desired highway data to NYSDOT-Main Office in June. GTC staff developed a discussion paper on opportunities and issues for review and comment by the Regional Working Group as part of an August 8 meeting on funding opportunities related to sustainability.
- The *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 (LRTP 2035)* was adopted by the GTC Board at its June 16 meeting. GTC staff are



developing a status and monitoring report to track the progress in advancing the recommendations of the *LRTP 2035*.

- Regarding the Air Quality Planning and Outreach task, the conformity statement for the *LRTP 2035* was adopted by the GTC Board at its June 16 meeting. GTC staff reviewed the public outreach and involvement plan for the 2013 NYS Energy Plan in June and determined that no comments needed to be submitted.
- Regarding the GTC Household Travel Survey, GTC staff approved the project management plan. The draft survey and associated materials and website have been developed and a pre-test was conducted on August 4 and August 9.
- The Intelligent Transportation Systems (ITS) Strategic Plan Update was adopted by the GTC Board at its June 16 meeting.
- There is no progress to report for the Diversion Route Planning Initiative.
- The Priority Trails Advancement Program consists of two projects. A public meeting was held on July 14 for the Route 104 - Ontario to Sodus Trail and the plan is being finalized based on these comments. The draft report for the Pultneyville to Marion Trail feasibility study was provided on August 1 and the Steering Committee met on August 8 to discuss it.
- The update of the Congestion Management Process (CMP) is included in the draft *LRTP 2035* that was adopted by the Board on June 16. GTC staff have drafted the outline for a CMP performance monitoring plan that may be included in the LRTP status report.
- The draft version of the Greater Rochester Regional Commuter Choice Program website is under internal review and the final version is expected to be available to the public in September.
- Regarding the Travel Time Data Collection Program, the second round of data collection on Principal Arterials was accepted by the GTC Board at its June 16 meeting. GTC staff has evaluated the change in travel times on Principal Arterials between the two phases and has determined that the purchase of archived data will provide better information and be more cost-effective than the current methodology.
- The update to the region's Coordinated Public Transit-Human Services Transportation Plan will be presented as agenda item 5.a.5.
- The Steering Committee for the Regional Goods Movement Strategy met on June 15 to discuss strengths, weaknesses, opportunities, and threats (SWOTs). Focus groups were held throughout the region on June 13 through June 16. The draft document discussing the needs based on the SWOT analysis has been developed and is being revised. A public meeting will be held in September with the next Steering Committee to be scheduled later in the fall.

#### *G/FLRPC*

Dave Zorn reported:

- The 2010 Census TAZ Analysis and Revisions project will be presented as agenda item 5.a.1.
- The 2010 Regional Land Use Monitoring Report will be presented as agenda item 5.a.3.

*Livingston County*

Don Higgins reported:

- A consultant has been selected for the Safe Passing Zone study and work is expected to be underway within the next several weeks.
- The consultant selection team for the Livingston County Transportation Connectivity Plan was formed in June and met on July 11 to review the draft Request for Proposals (RFP). A meeting was held with RGRTA on August 10 to discuss the public transit route analysis component of the RFP. The target for completion of the RFP is the end of August.

*Monroe County*

Tom Goodwin reported:

- The Monroe County Land Use Monitoring Report will be presented as agenda item 5.A.2.

Scott Leathersich reported:

- The Monroe County Audible/Tactile Pedestrian Signal Device Study was adopted by the GTC Board at its June 16 meeting.
- The Monroe County Vertical Curve Safety Study will be presented as agenda item 5.A.4.
- The consultant for the Monroe County Sign Inventory Location Upgrade has collected the necessary data and it is being manually integrated into the database.
- The consultant selection process for the Monroe County Horizontal Curve Sign Study is underway.
- As part of the Monroe County High Accident Location Program, five additional sites have been analyzed, for a total of 23 complete. The project is 43 percent complete.
- Monroe County is negotiating the project agreement with the selected consultant for the Accident Rate Database GIS Conversion project, with an October startup anticipated.

*Ontario County*

Kris Hughes reported:

- The scope of work for the Routes 5 & 20 and State Route 364 Multi-Modal Study is being developed and is expected to be presented at the October meeting.

*City of Rochester*

Erik Frisch reported:

- The consultant for the Center City Tourist/Visitor Circulation and Pedestrian

Wayfinding Study has completed the inventory and analysis and is developing sign concepts. A public meeting was held June 29.

- The Center City Circulator Study was adopted by the GTC Board at its June 16 meeting.
- A consultant for the City of Rochester Urban Trail Linkages Feasibility Study is under contract and the kickoff meeting was held July 12. Inventory and analysis work is underway, the consultant is scheduled to meet with Kodak the week of August 15, and the public meeting is anticipated for September or October.
- Comments on the draft report for the Susan B. Anthony Neighborhood Parking and Circulation Study are being reviewed, along with the results of the associated business and neighborhood parking surveys conducted by City staff. The final public meeting is anticipated for late-August or early-September.
- The existing conditions analysis for the St. Paul and North Clinton Two-Way Conversion Study is complete and a steering Committee Meeting was held in July. A website has been launched to collect public input on issues and opportunities with the first public meeting to be scheduled.

Richard Perrin Reported:

- With respect to the Mt. Read Boulevard Corridor Study, GTC in consultation with the City of Rochester and NYSDOT, is looking at new approaches to planning and, with input from XEROX, intends to evaluate alternative strategies to advance the study.

*RGRTA*

David Cook reported:

- Regarding the RGRTA Suburban Transit Station Study, the first steering committee meeting was held on July 29. The consultant is developing the transit market analysis and a public meeting is anticipated for October.
- There is no progress to report on the RTS Signal Prioritization Study.
- There is no progress to report on the RGRTA Transit-Supportive Development Guidelines project.
- The RGRTA Route Analysis project is ongoing.

*Wayne County*

Kevin Rooney reported:

- The consultant has submitted a pre-final version of the Cluster Development Enhancement Project Feasibility study which was revised in response to the project steering committee comments on the previous draft.
- The Wayne County Safe Passing Zone Survey was accepted by the GTC Board at its June 16 meeting.

*Other Agencies*

Richard Perrin reported:

- Regarding the Auburn Trail/Ontario Pathways Trail Connection Feasibility Study, the first Steering Committee meeting was held on June 29 with the second meeting scheduled for August 25 to review existing and planned conditions.
- There is no progress to report on the Irondequoit Seneca Multi-Use Trail Feasibility Study.
- The scope of work for the Black Creek Stream Corridor Trail Feasibility Study was approved at the May 12 Planning Committee meeting. The RFP was advertised May 31 with 11 proposals received by the July 13 deadline. The consultant selection committee is scheduled to meet August 12.
- There is no progress to report on the Genesee County Central Corridor Plan.
- There is no progress to report on the Victor Transportation Systems Plan.
- Regarding the Brighton Bicycle and Pedestrian Master Plan, the RFP was advertised June 3 with six proposals received by the July 15 deadline. The consultant selection committee is scheduled to meet August 12.

b. Any Other Old Business or Announcements

Richard Perrin reported that Rochester Mayor Thomas Richards designated Paul Holahan as his alternate to the GTC Board on June 14.

Richard Perrin reported that the next UPWP solicitation is anticipated to begin in late-August or early-September, including the distribution of advance notice of availability on September 6 with staff discussion and brainstorming in early-September.

1. Proposed federal legislation update and discussion

Richard Perrin provided the following report:

House of Representatives Transportation and Infrastructure (T&I) Committee Chairman John Mica introduced the outline of the committee majority's version of the next surface transportation authorization on July 7. The proposal is for a six-year bill funded with the Congressional Budget Office-projected amount of revenue expected to be available from the Highway Trust Fund (HTF). This would be approximately \$230 billion in total (\$201.6 billion in the Highway Account and \$30.9 billion in the Mass Transit account) or \$38.3 billion per year. Using this funding amount, the House T&I Committee proposal is consistent with the House Budget Committee rules that require spending levels be supported by projected HTF receipts.

In terms of policy, the outline included provisions for leveraging additional funding via financing methods including state infrastructure banks, streamlining the project delivery process, reducing the size and complexity of the existing Federal program by consolidating or eliminating approximately 70 programs, and increasing the use of performance measures.

Senate Environment and Public Works (EPW) Committee Chairwoman Barbara Boxer introduced the outline of that committee majority's version of the next surface transportation authorization – Moving Ahead for Progress in the 21st Century (MAP-21) – on July 20. The proposal is for a two-year bill funded at \$109 billion or \$54.5 billion per year. The funds would come from the \$75 billion expected to be available from the HTF and the expected unspent balance of \$21.7 billion in the fund at the end of Federal Fiscal Year 2011. This would leave a shortfall of \$12 billion, which Senate Finance Committee Chairman Max Baucus has said could be identified "in a way that does not increase the deficit."

In terms of policy, the outline includes provisions of the same nature as the House T&I Committee proposal but with differing aspects. It is important to note that this proposal does not include provisions for public transportation, which falls under the jurisdiction of Banking, Housing, and Urban Affairs Committee.

The two proposals represent a fundamental difference of opinion in what the federal role should be in transportation. The House T&I Committee proposal re-visions that role as being limited to projects of national significance with states and localities expected to take greater responsibility for their systems while the Senate EPW Committee proposal provides for a more expansive federal role as a vehicle for job creation. Given difference in opinion regarding the federal role in transportation, the difficult task of identifying revenues in the current economic climate, and the current Congressional recess, it is unlikely that new surface transportation authorization legislation will be passed before the extension to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) expires on September 30, 2011.

Complicating matters are the precedent that the federal aviation authorization legislation has created and the expiration of the majority of the federal gas tax on September 30, 2011. On Saturday, August 5, federal aviation programs were extended through September 16 as the Senate agreed to the legislative language proposed by the House of Representatives. The federal aviation authorization legislation expired in 2007 and this latest stop-gap measure is the 21st extension to the bill. The political machinations evidenced recently in the federal aviation legislation debate could likely be expected in the upcoming one on the federal surface transportation legislation.

SAFETEA-LU extended federal excise taxes on fuels and other fees that contribute to the HTF for six years ending on September 30, 2011. If allowed to expire, the federal gas and diesel taxes would drop from 18.4 cents per gallon and 24.4 cents per gallon, respectively to 4.3 cents per gallon. The expiration of the federal aviation legislation on July 22 resulted in \$30 million per day in ticket taxes not being collected by the federal government from airlines, but there was no appreciable decrease in fares during that time. The HTF brings in approximately \$90-\$100 million per day and some feel the same could happen with gas prices by allowing the extension to SAFETEA-LU to lapse. Many Washington insiders (including the Americans for Tax Reform) feel that the federal fuel excise taxes and other fees will be extended – albeit after some political wrangling and posturing.

Given these considerations, it is highly likely that SAFETEA-LU will be extended an eighth time but the length of the extension is very much unknown. To account for likely reduced revenues than originally anticipated when the *2011-2014 Transportation Improvement Program (2011-2014 TIP)* was adopted in June 2010, NYSDOT with concurrence from FHWA is requesting that TIPs be revised to program Federal Fiscal Years (FFYs) 2012 through 2014 at FFY 2011 levels. This would result in a reduction of approximately 40 percent if the FFY 2011 allocation to NYSDOT-Region 4 remains the same as it was when the *2011-2014 TIP* was developed. This was discussed with the TIP Development Committee (TDC) and GTC staff met yesterday to review the draft program instructions that NYSDOT-Main Office provided and develop a schedule for producing a revised TIP for GTC Board consideration in December. Due to the extremely short timeline, the schedule for accomplishing this is very tight and may necessitate a special Planning Committee meeting in late-November depending on public comments received. A memo outlining the preferred process, reasoning behind it, and associated schedule will be provided to the TDC.

**5. Action Items**

- a. Recommendations to the GTC Board concerning **accepting submission of reports as evidence of completion of various UPWP Tasks**

Kris Hughes suggested that proposed Council Resolutions 11-89 through 11-93 be considered as a single action; no Member or Alternate objected.

- 1. Action concerning **recommending the acceptance of the executive summary, 2010 Census TAZ Analysis & Revisions, as evidence of completion of UPWP Task 4186** / Proposed Council Resolution 11-89.

Dave Zorn introduced Tom Kicior who discussed the TAZ Analysis and Revision process and noted that the revisions were submitted to the Census Bureau in June and included more than 100 small revisions and approximately 30 larger ones.

- 2. Action concerning **recommending the acceptance of the *Land Use Report for Monroe County, New York – 2010*, as evidence of completion of UPWP Task 4210** / Proposed Council Resolution 11-90

Tom Goodwin discussed the development of the report and noted that the materials are posted to the County's web site. He described the categories included in the reports and the general distribution of major projects (residential and non-residential) within Monroe County during the reporting period.

- 3. Action concerning **recommending the acceptance of the report, 2010 *Regional Land Use Monitoring Report*, as evidence of completion of UPWP Task 4220** / Proposed Council Resolution 11-91

Dave Zorn introduced Razy Kased who discussed the development of the report and discussed trends observed in the number of permits issued in the region. Dave Zorn noted that the report is available on the G/FLRPC website. Kris Hughes asked if those who responded to the survey could be contacted to let them know that the report was available. Razy Kased responded that most of the respondents could be contacted by e-mail and Dave Zorn indicated that this would be done.

4. Action concerning **recommending the acceptance of the report, *Monroe County Department of Transportation Vertical Curve Safety Study, as evidence of completion of UPWP Task 6202*** / Proposed Council Resolution 11-92

Jim Pond discussed the project background, scope of work, and the screening criteria that were used, noting that vertical curves can be difficult to find because there are many conditions under which they occur. He discussed the study's ranking process which was applied only to those links that had higher-than-county average crash rates and the recommendations for the highest ranking locations.

5. Action concerning **recommending the acceptance of the report, *Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan Update, as evidence of completion of UPWP Task 8150*** / Proposed Council Resolution 11-93

Robert Torzynski discussed the need for the plan update, its overall goals, and the public involvement process for its development. He noted that focus groups were held in each of the nine counties in the region and that two sets of public meetings were held. He described the plan's documentation of existing conditions and service providers in the region and the primary themes that emerged during plan development. Robert then described the 17 strategies included in the Plan Update categorized as Regional and County Mobility Management, Information, and Service Improvement.

Kris Hughes suggested that proposed Council Resolutions 11-89 through 11-93 be considered as a single action; no Member or Alternate objected.

**Mitchell Rowe moved to recommend approval of proposed Council Resolutions 11-89 through 11-93; Scott Leathersich seconded the motion. The motion passed unopposed.**

- b. Action and Recommendations to the GTC Board concerning **amendments to the *2011-2014 TIP***

Richard Perrin stated that all of the items, with the exceptions of items 4 and 5 have been recommended by the TIP Development Committee (TDC). With regards to items 4 and 5, he noted that while preparing the meeting package for the August 11, 2011 meeting, GTC staff realized a conflict in the proposed offset for the Penfield Road Bridge over Irondequoit Creek project (Proposed Council Resolution 11-96). The

meeting package was sent in accordance with the TDC recommendation while GTC and NYSDOT-Region 4 staffs worked on a solution. After exploring other possibilities for providing an offset in the correct fund source, it was determined that the only available offset would be to reduce the cost of the Klem Road Bridge over Mill Creek Tributary project at this time.

The Klem Road Bridge over Mill Creek Tributary project was originally programmed in the TIP as a replacement project but Monroe County has determined that it is a candidate for rehabilitation. Monroe County originally offered to reduce the cost of the Klem Road Bridge over Mill Creek Tributary project to provide an offset for the increase in the Penfield Road Bridge over Irondequoit Creek project (Proposed Council Resolution 11-96). Since it was anticipated that another offset would be available, the TDC did not recommend reducing the cost of the Klem Road Bridge project.

Proposed Planning Committee Resolution 11-6 (agenda item 5.b.4) was prepared to modify the project type and description of the Klem Road Bridge project. This resolution is being replaced by Proposed Council Resolution 11-131 which also decreases the cost of the project. Monroe County has agreed to the proposed amendment, as they had originally offered to use the funds from the Klem Road Bridge project as the offset for the Penfield Road Bridge project.

Richard Perrin distributed a copy of Proposed Council Resolution 11-131.

Kris Hughes asked if there were any questions or concerns about any of the proposed amendments. There being none, Kris Hughes suggested that proposed Planning Committee Resolutions 11-5 and 11-7, proposed Council Resolutions 11-94 through 11-129, and proposed Council Resolution 11-131 be considered as a single action; no Member or Alternate objected.

1. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost of the Rochester Amtrak Station Improvements project** / Proposed Council Resolution 11-94 (City of Rochester)
2. Action concerning **modifying the 2011-2014 TIP by modifying the project type and project description of the Twin Bridge Road over Oatka Creek project** / Proposed Planning Committee Resolution 11-5 (Monroe County)
3. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost of the Kirk Road Bridge over Round Pond Creek and Round Pond Creek Tributary project** / Proposed Council Resolution 11-95 (Monroe County)
5. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost of the Penfield Road Bridge over Irondequoit Creek project** / Proposed Council Resolution 11-96 (Monroe County)



6. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by combining five Monroe County highway preventive maintenance projects** / Proposed Council Resolution 11-97 (Monroe County)
7. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost of the Scott Crescent Bridge over Millrace project** / Proposed Council Resolution 11-98 (NYSDOT)
8. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by adding the York Landing Culvert Washout Repairs project** / Proposed Council Resolution 11-99 (NYSDOT)
9. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by combining three City of Rochester highway preventive maintenance projects** / Proposed Council Resolution 11-100 (NSYDOT)
10. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by combining two City of Rochester highway projects** / Proposed Council Resolution 11-101 (NYSDOT)
11. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by combining three City of Rochester multi-use trail projects** / Proposed Council Resolution 11-102 (NYSDOT)
12. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by combining two Wyoming County bridge preventive maintenance projects** / Proposed Council Resolution 11-103 (NYSDOT)
13. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost of the West Street Bridge over Cattaraugus Creek project** / Proposed Council Resolution 11-104 (NYSDOT)
14. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by modifying the scope and description of the High Risk Rural Road Improvement in Wyoming County project** / Proposed Council Resolution 11-105 (NYSDOT)
15. Action concerning **modifying the 2011-2014 TIP by modifying the costs of select phases of the Dunlop Road over Oak Orchard Creek project** / Proposed Planning Committee Resolution 11-7 (NYSDOT)
16. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by reinstating six railroad crossing projects** / Proposed Council Resolution 11-106 (NYSDOT)
17. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by adding nine railroad crossing projects** / Proposed Council Resolution 11-107 (NYSDOT)
18. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by modifying the source of a portion of the funding for the I-590 Interchange at Winton Road project** / Proposed Council Resolution 11-108 (NYSDOT)
19. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by decreasing the cost of the I-490 Bridge over Marsh Road project** / Proposed Council Resolution 11-109 (NYSDOT)

20. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost of the Rt. 64 over Irondequoit Creek project** / Proposed Council Resolution 11-110 (NYSDOT)
21. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by decreasing the cost of the Rt. 98 at Genesee Rd. in Wyoming County project** / Proposed Council Resolution 11-111 (NYSDOT)
22. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by decreasing the cost of the Rt. 33A Bridge over Black Creek project** / Proposed Council Resolution 11-112 (NYSDOT)
23. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by decreasing the cost of the ITS Operations project** / Proposed Council Resolution 11-113 (NYSDOT)
24. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by adding the Route 590 ITS Improvements Part I project** / Proposed Council Resolution 11-114 (NYSDOT)
25. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by adding the Route 590 ITS Improvements Part II project** / Proposed Council Resolution 11-115 (NYSDOT)
26. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by deleting the Underwater Bridge Inspection (2014) project** / Proposed Council Resolution 11-116 (NYSDOT)
27. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by decreasing the cost of the Geneva Park & Ride, Intersection of Rt. 14 and the Thruway project** / Proposed Council Resolution 11-117 (NYSDOT)
28. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost and modifying the scope of the Canandaigua Road Bridge over the Erie Canal project** / Proposed Council Resolution 11-118 (NYSDOT)
29. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by advancing phases of the Rt. 390 Ramp Bridge over Rts. 104 and 390 project** / Proposed Council Resolution 11-119 (NYSDOT)
30. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by deleting the Hindsburg and Allens Rd. Canal Bridges project** / Proposed Council Resolution 11-120 (NYSDOT)
31. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by decreasing the cost of the Highway Safety Improvement Block Program project** / Proposed Council Resolution 11-121 (NYSDOT)
32. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost of the Rt. 251 Rehabilitation project** / Proposed Council Resolution 11-122 (NYSDOT)
33. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by decreasing the cost of the Rt. 590 Bridges over Rt. 941V (Blossom Rd.) project** / Proposed Council Resolution 11-123 (NYSDOT)

34. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost of the Route 590 and Route 104 Bridge Repairs project** / Proposed Council Resolution 11-124 (NYSDOT)
35. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the Federal share of the Rt. 33 from Marway Circle to the Canal MbC project** / Proposed Council Resolution 11-125 (NYSDOT)
36. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by decreasing the cost of the Rt. 18 over Moorman Creek project** / Proposed Council Resolution 11-126 (NYSDOT)
37. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost of the I-390 Rest Areas project** / Proposed Council Resolution 11-127 (NYSDOT)
38. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by advancing phases of and increasing the cost of the Underwater Bridge Inspection (2012) project** / Proposed Council Resolution 11-128 (NYSDOT)
39. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost of the Replace 5 RTS Transit Buses (FFY 2010) project** / Proposed Council Resolution 11-129 (RGRTA)

**Kevin Rooney moved to approve proposed Planning Committee Resolutions 11-5 and 11-7, proposed Council Resolutions 11-94 through 11-129, and proposed Council Resolution 11-131; Erik Frisch seconded the motion. The motion passed unopposed.**

Richard Perrin distributed and discussed proposed Planning Committee Resolution 11-6, modifying the costs of select phases of three railroad crossing projects. He explained that on March 10, 2011 the GTC Board added these three railroad crossing projects to the TIP. As proposed by NYSDOT, these projects programmed all of the funding to the Other phase. NYSDOT-Region 4 staff then prepared eSTIP ballots to formally add these projects to the STIP.

In July 2011, NYSDOT-Region 4 received Federal Highway Administration guidance requiring railroad crossing projects to have a design phase distinct from the Construction phase to allow for design approval before authorizing funds for construction. Since the eSTIP ballots that were prepared in March had not yet been approved by NYSDOT-Main Office personnel, they were rejected on August 2, 2011 for not meeting the requirement to separate the phases.

NYSDOT-Region 4 has requested an Administrative Modification to modify the projects by redistributing the costs and revenue from the Other phase into a Preliminary Engineering phase and a Construction phase. This will allow the projects to move forward in the current Federal Fiscal Year. The changes are revenue neutral within the respective projects and do not impact any other projects on the TIP.

The TIP Development Committee (TDC) reviewed the proposed modification via email and recommends favorable action.

**Scott Leathersich moved to approve proposed Planning Committee Resolution 11-6; David Cook seconded the motion. The motion passed unopposed.**

Richard Perrin distributed and discussed proposed Resolution 11-130. The resolution amends the *FY 2011-2012 Unified Planning Work Program (FY 2011-2012 UPWP)* by decreasing Federal Transit Administration (FTA) Section 5303 Metropolitan Planning Program (MPP) funds by \$892 and by deleting Task 9310.

The reduction in FTA MPP funds is necessary to account for the difference between the amount programmed in the *FY 2011-2012 UPWP* based on November 2010 estimates provided by NYSDOT and the statewide appropriation published in the *Federal Register* Vol. 76, No. 98 of Friday, May 20, 2011.

Per FTA Circular C 5010.1C, *Grant Management Guidelines*, Chapter I.6, the exact amount of FTA MPP funds appropriated must be programmed (i.e., there can be no over or under programming of FTA MPP funds). As a result of the difference between the NYSDOT estimate and the FTA apportionment, every Metropolitan Planning Organization (MPO) UPWP – including the GTC *FY 2011-2012 UPWP* – is over-programmed. GTC staff is proposing that the \$892 reduction in FTA MPP funds from Grant NY-80-0020 be taken from UPWP Task 1600 – Program Reserve so that no existing projects will be impacted.

Richard explained that GTC manages the New York State Association of MPOs (NYSAMPO) staff training initiative, UPWP Task 9310. NYSAMPO has decided that additional funds are needed for NYSAMPO staff services to address statewide planning and collaboration needs, monitoring and review of the reauthorization of the federal surface transportation legislation, and facilitation of working group activities. These additional funds, in the amount of \$25,000, would come from Task 9310 – NYSMPO Staff Training, leaving this task with a balance of zero dollars. Accordingly, GTC staff is proposing that UPWP Task 9310 be deleted. This change would have no impact on GTC as these funds are not available for programming to GTC staff or member agencies.

**Don Higgins moved to approve proposed Resolution 11-130; Kevin Rooney seconded the motion. The motion passed unopposed.**

## **7. Public Forum**

No one from the public spoke during the public forum.

Erik Frisch asked if any other member agencies or their municipalities are considering submitting an application for this round of the TIGER Discretionary Grant Program. Also, would there be any possibilities of getting an endorsement from the GTC Board. Mitchell Rowe noted that Seneca County submitted applications the past two years on behalf of Finger Lakes Railroad, but has not heard anything for this cycle. Kris Hughes noted that the City of Geneva is considering a project but that he does not have specifics. Ed Welsh noted that the State was not successful in the past and is not sure if NYSDOT will submit any applications this cycle.

Richard Perrin noted that if a proposal were available for review, it could be distributed to the Planning Committee for consultation and comment. However, unless a special meeting was held, the Planning Committee would not be able to develop a formal recommendation to the Board. Any presentation to the Board would note that the Planning Committee had been consulted but had not taken action with respect to a formal recommendation for Board action.

**8. Next Meeting**

Next Meeting: October 13, 2011 at the Ebenezer Watts Conference Center  
47 South Fitzhugh Street  
Rochester, NY

All materials to be considered at this meeting should be submitted to GTC staff no later than Friday, September 30, 2011.

**9. Adjournment**

The meeting adjourned at 11:54 a.m.