

**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.