

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

March 10, 2011

GTC BOARD MEMBERS PRESENT

Jeffrey Adair, Monroe County
Jerry Davis, Genesee/Finger Lakes Regional Planning Council
Mary Pat Hancock, Genesee County
James Hoffman, Wayne County

ALTERNATE REPRESENTATIVES PRESENT

Mark Aesch, Roch. Gen. Regional Trans. Authority, representing James Redmond
Alinda Drury, City of Rochester, representing Carlos Carballada
David Dunning, Monroe County Supervisors Association, representing Ron Nesbitt
Angela Ellis, Livingston County, representing James Merrick
Tom Goodwin, Monroe County, representing Linda A. Faubel
E. Joseph Gozelski, Wyoming County, representing A. Douglas Berwanger
Andrea Guzzetta, Rochester City Council, representing Lovely Warren
Dan Hallowell, NYS Department of Transportation (NYSDOT), representing Joan McDonald
Donald House, Yates County, representing H. Taylor Fitch
Dorothy Huber, Ontario County, representing Theodore Fafinski
Scott Leathersich, Monroe County At-Large, representing Daniel DeLaus, Jr.
Terrence Rice, Monroe County, representing Maggie Brooks
C. Mitchell Rowe, Seneca County, representing Chuck Lafler
John Thomas, Rochester – At Large, representing Paul E. Haney

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Kenneth Adams, Empire State Development Corporation
Philip Brito, Federal Aviation Administration
David B. Callard, Orleans County
Mike Davies, Federal Highway Administration
Michael Fleischer, NYS Thruway Authority
Dan Hogan, Monroe County At-Large
Brigid Hynes-Cherin, Federal Transit Administration
Joe Martens, NYS Department of Environmental Conservation
David L. Watson, Rochester City Planning Commission

OTHERS IN ATTENDANCE

Bill Carpenter, RGRTA
Kristen Mark Hughes, Ontario County
Ken Lauderdale, Wayne County
Tony Favro, GTC staff
Richard Perrin, GTC staff
John Polimeni, NYSDOT – Region 4
James Stack, GTC staff
Paul Zakrzewski, NYS Thruway Authority
David Zorn, Genesee/Finger Lakes Regional Planning Council

1. Call to Order and Roll Call

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

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

2. Public Forum

No one from the public spoke during the Public Forum.

3. Approval of Minutes

Richard Perrin noted that there was an error in the minutes from the December 9, 2010 Quarterly Meeting. Bill Carpenter, RGRTA, should be listed in attendance.

Terry Rice moved for approval of the minutes from the December 9, 2010 Quarterly Meeting; Jeff Adair seconded the motion. The minutes were approved as corrected.

4. Communications and Announcements

Richard Perrin noted the following GTC Board designations:

- Livingston County Board of Supervisors Chairman James Merrick has re-designated Angela Ellis, Livingston County Planning Director, as his alternate to the GTC Board.
- By his appointment as Acting Mayor of the City of Rochester, Carlos Carballada is now a GTC Board Member.
- By his nomination as Commissioner of the NYS Department of Economic Development, Kenneth Adams is now a GTC Board Member.
- Ontario County Board of Supervisors Chairman Theodore Fafinski has re-designated Dorothy Huber, Town of East Bloomfield Supervisor, as his alternate to the GTC Board.
- By his election as Monroe County Supervisors' Association President Ronald Nesbitt, Town of Webster Supervisor, is now a GTC Board member. Supervisor Nesbitt has designated David Dunning, Town of Chili Supervisor, as his alternate to the GTC Board.
- Monroe County Executive Maggie Brooks has re-designated Daniel DeLaus, Jr. and Daniel Hogan as the Monroe County At-Large members of the GTC Board. Scott Leathersich and Chris Bollin will serve as Mr. DeLaus and Mr. Hogan's alternates, respectively.
- By their confirmations on March 8, NYSDOT Commissioner Joan McDonald and NYSDEC Commissioner Joseph Martens are now GTC Board members.

Mary Pat Hancock recognized Terry Rice for receiving the Public Works Leader of the Year Award from the American Public Works Association (APWA) Genesee Valley section.

James Hoffman informed the Board that Mary Pat Hancock will become President of the New York State Association of Counties in September.

5. Reports and Action on Old Business

a. Planning Committee Report – Kristen Mark Hughes, Chairman

Kristen Mark Hughes provided the following report:

The Planning Committee met January 6 and February 10 and recommends that the GTC Board:

- Adopt the *FY 2011-2012 Unified Planning Work Program (UPWP)*;
- Accept the submissions of two reports and one executive summary as evidence of completion of three Unified Planning Work Program tasks;
- Adopt 42 amendments to the *2011-2014 Transportation Improvement Program (TIP)* as requested by the New York State Department of Transportation and the Rochester Genesee Regional Transportation Authority; and
- Add 17 new bridge preventive maintenance projects to the *2011-2014 TIP*.

Additionally, the Planning Committee met on March 1 to discuss the Draft *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 (LRTP 2035)* and approve it for public review.

b. GTC Staff Report – Richard Perrin, Executive Director

Richard Perrin provided the following report:

As discussed at the December 9, 2010 Board meeting, staff have advanced the development of the *2011-2012 UPWP* and the selection of additional bridge preventive maintenance projects to be added to the *2011-2014 TIP*. Both items will be considered by the Board later in the meeting.

A major priority for staff since the last Board meeting has been the development of the *LRTP 2035*. The LRTP is one of the three major products that GTC must produce as the federally-designated Metropolitan Planning Organization for the region (the UPWP and TIP are the other two). The first public involvement period was held from November 5, 2010 through December 17, 2010. Comments received were limited but two particular needs emerged: increasing safety for bicyclists and pedestrians, and ensuring transportation options for seniors. Staff developed a draft of the plan, which was provided to the Planning Committee and reviewed at the special meeting of that committee on March 1. Comments from member agencies are due March 10 and the revised draft document will be provided for public review and comment from March 17 through April 29. At its May 12 meeting, the Planning Committee will review and recommend a revised draft plan and associated air quality conformity statement for consideration at the June 16 Board meeting.

Staff are implementing the TIP project monitoring activities included in the updated *TIP Procedures Manual* that became effective October 1, 2010. The initial

comparison of amounts programmed in the TIP to the amounts actually obligated to projects last Federal Fiscal Year (FFY 2010) has been completed. Staff will also be working with NYSDOT and the TIP Development Committee over the next two months to conduct a review of the status of projects scheduled to be advanced in this FFY 2010, including discussions with project sponsors. These are necessary to ensure that schedules, costs, and scopes are being adhered to as much as possible. Based on FFY 2010, there is significant room for improvement. Not counting projects funded through the American Recovery and Reinvestment Act of 2009, approximately 60 percent of projects did not advance per their schedule in the last TIP and there were cost overruns of 10 percent or more on two out of three project phases. Based on these analyses, performance measures for project delivery will be developed with associated benchmarks and goals.

Staff have also been working on developing resources to increase the coordination of transportation and land use planning, and gain a better understanding of our region's seniors and their transportation needs. Initial review both by staff and those outside of GTC is being conducted and we anticipate publicizing the availability of these resources within the next few weeks. Ensuring that land use decisions fully incorporate the transportation needs of residents and businesses and that we are providing appropriate transportation options to an aging population are both critical to quality of life and economic development in the region.

Mary Pat Hancock noted that GTC's new resources are timely and can help Board members and their municipalities plan for the future.

c. Old Business

1. Federal and State Transportation Funding Update

Richard Perrin provided the following report:

The House and the Senate were unable to reach agreement on funding for the remainder of FFY 2011. Instead a two-week Continuing Resolution (CR) that maintains federal funding was passed and signed by the President. This CR expires on March 18 and cuts \$4 billion in spending from FFY 2010 levels. Approximately \$967 million was cut from the USDOT budget coming from a one-time \$650 million increase in highway formula funds (which was never intended for apportionment to states and metropolitan areas), \$293 million in FFY 2011 earmarks, and \$24.5 million for railroad relocation and improvement projects. Given the differences in the proposed House and Senate spending plans for the remainder of FFY 2011 (House wants to cut \$61.5 billion/Senate wants to cut \$10.9 billion), it is likely that another short-term CR will be necessary.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) was extended through the remainder of FFY 2011 on March 4. Work continues on the development of a successor multi-year authorization bill. The timeline is for the introduction of a bill by the House in April for consideration by the Senate. However, if the House and Senate are unable to agree on proposed legislation for the President to consider prior to September, it is unlikely that it will be passed before 2013 due to the forthcoming Presidential election. The President's

FFY 2012 USDOT budget request did contain a number of details on the Administration's position for reauthorization, including policy positions such as a consolidation of federal programs, significant increase for transit, continuation of high speed passenger rail development, a national infrastructure bank, and the funding level (\$556 billion over six years), but no indication of how to pay for it.

How to pay for the bill is the primary concern with the solvency of the Highway Trust Fund in question as the highway account is expected to be negative in 2013 and the transit account negative in 2014. House Transportation and Infrastructure Committee Chairman John Mica has been holding roundtables across the country on the bill. Working with Congressman Reed, one was scheduled in Rochester on February 18 but was canceled and is expected to be rescheduled. Several representatives from our region were included on the original list of roundtable participants, including Mark Aesch, Donald House, Terry Rice, Bill Wright, and Richard Perrin.

6. Action Items

- a. Adopting the *FY 2011-2012 Unified Planning Work Program* / Proposed Resolution 11-1.

Richard Perrin reiterated that the UPWP is one of the three major federally-required products that GTC develops. The *FY 2011-2012 UPWP* includes funding for GTC staff activities and existing and new projects being undertaken by member agencies and communities throughout the region from April 1, 2011 through March 31, 2012. All projects included in the current UPWP that are not complete by March 31 will be rolled over into the new UPWP. A public review of the new projects to be included in the proposed UPWP was held from January 7 to February 7.

The UPWP includes funds for the GTC Core Budget that sustains staff activities to meet federal requirements and conduct value-added planning activities on the regional level. After allocating needed funding to the GTC Core Budget, there was \$699,500 available for proposals submitted by member agencies and communities throughout the region. Requests by these organizations were almost double the amount available - \$1.35 million. Accordingly, a number of quality planning activities are not able to be funded.

The Planning Committee recommended the *FY 2011-2012 UPWP* for GTC Board approval at its February 10 meeting.

James Hoffman moved to approve Resolution 11-1; Dorothy Huber seconded the motion. The motion passed unopposed.

- b. Accepting submission of reports and an executive summary as evidence of completion of various UPWP Tasks.

Chairperson Hancock suggested that proposed Resolutions 11-2 through 11-4 be considered as a single action; no Member or Alternate objected.

- (1) Accepting the *City of Geneva Lakefront/Downtown Connectivity Study* as evidence of completion of UPWP Task 7601 / Proposed Resolution 11-2.

Richard Perrin stated that the City of Geneva has completed UPWP Task 7601, City of Geneva Lakefront/Downtown Connectivity Study, for the purpose of identifying safe and effective alternatives to facilitate movement of pedestrians and cyclists across and along Routes 5&20 within the study area, reconnecting the Geneva lakefront to downtown, and improving the experience of visitors and residents. Recommendations include planning and regulatory measures, enhancements to the existing roadway, reconfiguration of the roadway, and dedicated pedestrian and bicycling projects. The study builds on previous planning efforts by the City of Geneva.

- (2) Accepting the executive summary, *Regional Traffic Count Collection*, as evidence of completion of UPWP Task 4370 / Proposed Resolution 11-3.

Richard Perrin stated that GTC, on behalf of Monroe County and Ontario County, has completed the most recent component of UPWP Task 4370, Regional Traffic Count Collection. The purpose of the task is to obtain current traffic volume and vehicle classification data for non-state, federal-aid eligible roadways in the region. Many of the counts that have been conducted through the GTC Regional Traffic Count Collection Program will begin being done by NYSDOT in response to new federal requirements related to the Highway Performance Monitoring System, a national level highway information system that includes data on the extent, condition, performance, use, and operating characteristics of public roads.

- (3) Accepting the report, *Genesee-Finger Lakes Regional Inventory of Culturally Significant Areas*, as evidence of completion of a component of UPWP Task 5332 / Proposed Resolution 11-4.

Richard Perrin stated that the Genesee/Finger Lakes Regional Planning Council has completed UPWP Task 5332, Genesee-Finger Lakes Regional Inventory of Culturally Significant Areas, for the purpose of inventorying and documenting historical and cultural landscapes in the Genesee-Finger Lakes Region. Nearly 60 natural and designed landscapes were identified and described with tools for considering these places in the transportation planning process also discussed.

Richard Perrin noted that proposed Resolution 11-2 was reviewed and recommended for GTC Board approval by the Planning Committee at its January 6, 2011 meeting. Proposed Resolutions 11-3 and 11-4 were reviewed and recommended for GTC Board approval by the Planning Committee at its February 10, 2011 meeting.

Joseph Gozelski moved to approve Resolutions 11-2 to 11-4; Dan Hallowell seconded the motion. The motion passed unopposed.

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

Richard Perrin stated that it's important to note that the large number of amendments is a result of more rigorous requirements being placed on NYSDOT regions by NYSDOT-Main Office. This has increased the volume of formal actions necessary by the GTC Board but assures the fiscal constraint of the TIP. For every dollar added in a fund source in a particular year there is dollar reduced in that year.

Richard further noted that proposed Resolutions 11-5 through 11-46 were reviewed and recommended for GTC Board approval by the Planning Committee at its February 10, 2011 meeting.

Dan Hallowell added that the NYSDOT requirements are the result of federal requirements for more fiscal constraint. Dan also recognized Jim Stack and John Polimeni for their efforts in revising the TIP.

Chairperson Hancock suggested that proposed Resolutions 11-5 and 11-6 be considered as a single action; no Member or Alternate objected.

- (1) Amending the *2011-2014 TIP* by increasing the cost of, renaming, and modifying the description of the Kirk Road Bridge over Round Pond Creek project / Proposed Resolution 11-5.
- (2) Amending the *2011-2014 TIP* by increasing the cost of the Burnt Mill Road Bridge over Black Creek Preventive Maintenance project / Proposed Resolution 11-6.

Richard Perrin stated that these amendment are requested by Monroe County. The first provides additional funds for Right-of-Way Acquisition and expands the project scope to include replacement of a second bridge in close proximity to the first bridge. The second bridge was required to be assessed as it lies within the same hydraulic area as the first bridge. The second proposed amendment adds supplemental funding for the design phase of the project to maintain the schedule programmed in the TIP. The funding offset for both projects to maintain fiscal constraint would come from the deferral of the Route 18 Bridge over Moorman Creek project from FFY 2011 to FFY 2012.

Richard Perrin noted that Resolutions 11-5 and 11-6 were recommended for approval by the Planning Committee at its February 10 meeting.

Dan Hallowell moved to approve Resolutions 11-5 and 11-6; Terry Rice seconded the motion. The motion passed unopposed.

- (3) Amending the *2011-2014 TIP* by changing the phase costs and schedules of select TIP Projects / Proposed Resolution 11-7.

Richard Perrin explained that, on behalf of multiple project sponsors, NYSDOT is requesting amendments to the *2011-2014 TIP* by modifying the schedules of

projects funded with earmarks to incorporate phases that were not obligated in FFY 2010 as anticipated. Funds for these projects are only available to the respective projects and, therefore, do not require an offset. The proposed changes are detailed in Exhibit 1 of the Resolution.

Joe Gozelski noted that projects are often done two years in the future and asked what would happen if costs increased. Richard Perrin responded that the earmarks are set at a fixed dollar amount. If costs increase, then the project sponsor will need to cover the increase or request more federal funds. If more federal funds are requested, the request would come before this Board.

James Hoffman moved to approve Resolution 11-7; Dan Hallowell seconded the motion. The motion passed unopposed.

Chairperson Hancock suggested that proposed Resolutions 11-8 through 11-36 be considered as a single action; no Member or Alternate objected.

- (4) Amending the *2011-2014 TIP* by decreasing the cost of the Rochester/Monroe County Traffic Control Center project / Proposed Resolution 11-8.
- (5) Amending the *2011-2014 TIP* by deferring phases of the Buffalo Road Preventive Maintenance project / Proposed Resolution 11-9.
- (6) Amending the *2011-2014 TIP* by reprogramming phases of the Canandaigua Downtown Rail-with-Trail project / Proposed Resolution 11-10
- (7) Amending the *2011-2014 TIP* by increasing the cost of the Dewey Avenue Preventive Maintenance project / Proposed Resolution 11-11.
- (8) Amending the *2011-2014 TIP* by increasing the cost of the Lyell Avenue Reconstruction project / Proposed Resolution 11-12.
- (9) Amending the *2011-2014 TIP* by increasing the cost of the Edgemere Drive Bridge over Round Pond Outlet project / Proposed Resolution 11-13.
- (10) Amending the *2011-2014 TIP* by increasing the cost of the Union Street Bridge Replacement project / Proposed Resolution 11-14.
- (11) Amending the *2011-2014 TIP* by increasing the cost of the Long Pond Road Reconstruction project / Proposed Resolution 11-15.
- (12) Amending the *2011-2014 TIP* by deferring phases of the Black Street over Mud Creek project / Proposed Resolution 11-16.
- (13) Amending the *2011-2014 TIP* by advancing phases of the Clarendon Street Bridge over Falls Road Railroad project / Proposed Resolution 11-17.
- (14) Amending the *2011-2014 TIP* by deferring a phase of the Straub Road over Round Pond Creek project / Proposed Resolution 11-18.
- (15) Amending the *2011-2014 TIP* by adding the NYS Route 20 at Genesee County Road 35 (East Rd.) project / Proposed Resolution 11-19.
- (16) Amending the *2011-2014 TIP* by increasing the cost of and deferring phases of the Rt. 18 over Moorman Creek project / Proposed Resolution 11-20.

- (17) Amending the *2011-2014 TIP* by deleting the Quaker Street Bridge over the Erie Canal project / Proposed Resolution 11-21.
- (18) Amending the *2011-2014 TIP* by deferring phases of the Inner Loop Bridge over Brown's Raceway project / Proposed Resolution 11-22.
- (19) Amending the *2011-2014 TIP* by deferring phases of the Rt. 390 Multi-Use Trail - Canalway Trail to the 390 Bike Path at Rt. 104 project / Proposed Resolution 11-23.
- (20) Amending the *2011-2014 TIP* by advancing the Technology Initiatives for Driving Excellence (TIDE) - Phase II project / Proposed Resolution 11-24.
- (21) Amending the *2011-2014 TIP* by advancing a portion of a phase of the Mt. Hope Station project / Proposed Resolution 11-25.
- (22) Amending the *2011-2014 TIP* by deferring a phase of the I-390 Rest Areas project / Proposed Resolution 11-26.
- (23) Amending the *2011-2014 TIP* by deferring phases of the Rt. 590 Bridges over Rt. 941V (Blossom Rd.) project / Proposed Resolution 11-27.
- (24) Amending the *2011-2014 TIP* by deferring phases of the Rt. 590 Bridges over Rt. 286 (Browncroft Blvd.) project / Proposed Resolution 11-28.
- (25) Amending the *2011-2014 TIP* by deferring phases of the Interstate Overhead Sign Structure Improvement (2011) project / Proposed Resolution 11-29.
- (26) Amending the *2011-2014 TIP* by increasing the cost of the I-390 Interchange Improvements @ Rt. 15A (Exit 16 Part 1) project / Proposed Resolution 11-30.
- (27) Amending the *2011-2014 TIP* by decreasing the cost of the I-390 Interchange Improvements @ Rt. 15 (Exit 16 Part 2) project / Proposed Resolution 11-31.
- (28) Amending the *2011-2014 TIP* by adding the I-390 Interchange @ East River Rd. (Exit 16A Stage 3 of 4) project / Proposed Resolution 11-32.
- (29) Amending the *2011-2014 TIP* by advancing the Rt. 39 (Main St.) Norfolk Southern Rail Crossing project / Proposed Resolution 11-33.
- (30) Amending the *2011-2014 TIP* by adding the Wilkinson Road Railroad Crossing (CSX RR) project / Proposed Resolution 11-34.
- (31) Amending the *2011-2014 TIP* by adding the School Street Railroad Crossing (OMID RR) project / Proposed Resolution 11-35.
- (32) Amending the *2011-2014 TIP* by adding the Evans Road Railroad Crossing (R&S RR) project / Proposed Resolution 11-36.

Richard Perrin stated that these amendments are requested by NYSDOT on behalf of the respective project sponsors. He discussed the need for the changes and the interdependence of the changes to maintain fiscal constraint across multiple funds sources and multiple Federal Fiscal Years.

John Thomas moved to approve Resolutions 11-8 to 11-36; Joseph Gozelski seconded the motion. The motion passed unopposed.

Chairperson Hancock suggested that proposed Board Resolutions 11-37 to 11-46 be considered as a single action; no Member or Alternate objected.

- (33) Amending the *2011-2014 TIP* by adding the On-Board Video System Replacements project / Proposed Resolution 11-37.
- (34) Amending the *2011-2014 TIP* by adding the Fluids Management System for RTS & Lift Line project / Proposed Resolution 11-38.
- (35) Amending the *2011-2014 TIP* by adding the RGRTA Server Virtualization project / Proposed Resolution 11-39.
- (36) Amending the *2011-2014 TIP* by adding the RGRTA Software for Claims and Workers Compensation project / Proposed Resolution 11-40.
- (37) Amending the *2011-2014 TIP* by decreasing the Prior Years cost of the Renaissance Square Transit Center project / Proposed Resolution 11-41.
- (38) Amending the *2011-2014 TIP* by renaming and decreasing the cost of the Purchase 24 Lift Line Buses (FFY 2012) project / Proposed Resolution 11-42.
- (39) Amending the *2011-2014 TIP* by decreasing the cost of the Replace 33 Transit Buses (FFY 2012) project / Proposed Resolution 11-43.
- (40) Amending the *2011-2014 TIP* by decreasing the cost of the Replace 10 Articulated Transit Buses (FY 2012) project / Proposed Resolution 11-44.
- (41) Amending the *2011-2014 TIP* by increasing the cost of the Preventive Maintenance (2011) project / Proposed Resolution 11-45.
- (42) Amending the *2011-2014 TIP* by increasing the cost of the RGRTA Site and Facility Improvements project / Proposed Resolution 11-46.

Richard Perrin noted that, by means of Resolutions 11-37 through 11-46, RGRTA is requesting amendments to add four new projects to improve RTS operations and management, reallocate funds between existing bus replacement and preventive maintenance projects, and combine earmark and formula funds for RGRTA Site and Facility Improvements into a single project. RGRTA is proposing to use Federal Transit Administration funds that are only available to RGRTA for the new projects. These funds would be transferred from the Renaissance Square Transit Center project and RGRTA has provided assurances that that project can be completed as proposed with the available funding inclusive of the proposed amendment.

Alinda Drury asked if RGRTA was confident of building the transit center with \$1.1 million less in funding. Mark Aesch responded that RGRTA is confident they can meet the needs of RGRTA and the desires of the community as agreed upon within the proposed budget.

Alinda Drury then asked if there were any design changes to the proposed transit center. Mark Aesch replied that there were changes from the original design but not what was last presented to the public, and said that RGRTA was confident that it can meet community goals for less money.

John Thomas moved to approve Resolutions 11-37 to 11-46; James Hoffmann seconded the motion. The motion passed unopposed.

- d. Amending the *2011-2014 TIP* by adding new bridge preventive maintenance projects / Proposed Resolution 11-47.

Richard Perrin stated that on November 19, 2010, GTC and NYSDOT conducted a targeted solicitation for new bridge preventive maintenance projects that can be delivered in Federal Fiscal Year (FFY) 2013. The emphasis of this solicitation was to identify and program projects that can extend the life of bridges by addressing elements that are severely deficient before the entire bridge deteriorates to the point of needing more extensive capital (rehabilitation or reconstruction) repairs.

Secondary consideration was to be given to new bridge capital projects that can be delivered in FFY 2013 if they are supported by evidence that the design has been progressed by the project sponsor to the point that there is certainty that obligation of the construction and construction inspection phases can occur in FFY 2013.

NYSDOT and GTC received 32 project applications for preventive maintenance, rehabilitation, or reconstruction proposals. These 32 proposals address 171 bridges and total \$23,794,183 in federal funds requested.

The Highway Bridge Block Program in the *2011-2014 Transportation Improvement Program* (2011-2014 TIP) project has \$3,009,528 of federal funds available in FFY 2011 for pre-construction activities and \$11,457,327 of federal funds available in FFY 2013 for construction and inspection. Given the available funding, the Planning Committee is recommending only preventive maintenance projects. NYSDOT-Main Office has verified that any remaining balance from FFY 2011 can be used in FFY 2013.

Proposed Resolution 11-47 was reviewed and recommended for Board approval by the Planning Committee at its February 10, 2011 meeting.

Terry Rice moved to approve Resolution 11-47; Alinda Drury seconded the motion. The motion passed unopposed.

7. New Business

Chairperson Hancock expressed appreciation to the GTC staff for their work and asked Richard Perrin to discuss the information that has been compiled for a presentation to the Board but is not being made today due to time constraints. Richard briefly described a presentation on options to the gas tax to fund transportation. He noted that there will be an opportunity for a full presentation at the June 16 meeting. He added that there was a thorough discussion of federal revenue at the December 9, 2010 meeting.

Richard noted the overall reluctance of elected officials to raise the federal gas tax while business and labor groups view it as a necessity. Last week, heads of the U.S. Chamber of Commerce and AFL-CIO went before Congress together and suggested that they raise the gas tax. Also, the American Trucking Association has recently requested an increase

in the federal tax on diesel fuel. These requests are made with the understanding that the fuel tax revenue would continue to be dedicated to the Highway Trust Fund.

At the federal level, there also needs to be consideration of alternative means of funding via the private sector such as tolling, leasing, and availability payments.

The bottom line is that people need infrastructure. There is a disconnect in how to pay for it. This region is focusing on asset management to get the most bang for the buck. Ultimately, more revenue needs to be raised to meet the infrastructure needs.

Chairperson Hancock noted the importance of Board members keeping informed so they can speak authoritatively to their federal representatives.

Scott Leathersich congratulated Terry Rice for being named New York State APWA Leader of the Year, in addition to receiving the same honor from the APWA Genesee Valley section.

8. Next Meeting

The next GTC Board meeting will be held Thursday June 16, 2011 at 8:30 a.m. at the Radisson Hotel, 175 Jefferson Road, in Henrietta.

9. Adjournment

The meeting adjourned at 9:27 a.m.