

**GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING**

**Radisson Hotel
Henrietta, NY**

March 14, 2013

GTC BOARD MEMBERS PRESENT

Jeffrey Adair, Monroe County and Genesee/Finger Lakes Regional Planning Council (G/FLRPC)
Mark Assini, Monroe County Supervisors Association
Allen G. Casey, City of Rochester
Daniel DeLaus, Jr., Monroe County – At Large
Mary Pat Hancock, Genesee County (Chairperson)
Daniel Hogan, Monroe County – At Large
John F. Marren, Ontario County

ALTERNATE REPRESENTATIVES PRESENT

Marcia Barry, Rochester City Planning Commission, representing David L. Watson
Bill Carpenter, Rochester Genesee Regional Transportation Authority (RGRTA), representing James Redmond
Jerry Davis, Wyoming County, representing A. Douglas Berwanger
Angela Ellis, Livingston County, representing James Merrick
Thomas Goodwin, Monroe County Planning Board, representing Linda A. Faubel
Gerald Gray, Orleans County, representing David B. Callard
Andrea Guzzetta, Rochester City Council, representing Lovely Warren
Daniel Hallowell, New York State Department of Transportation (NYSDOT), representing Joan McDonald
Ken Miller, Wayne County, representing James Hoffman
Edward G. Muszynski, Empire State Development Corporation, representing Kenneth Adams
Douglas Tokarczyk, New York State Thruway Authority, representing Thomas J. Madison, Jr
Terrence Rice, Monroe County, representing Maggie Brooks
Mitch Rowe, Seneca County, representing Robert Hayssen

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

H. Taylor Fitch, Yates County
Joe Martens, New York State Department of Environmental Conservation
Jonathan McDade, Federal Highway Administration (FHWA)
Thomas Richards, City of Rochester
Marilyn Shazor, Federal Transit Administration (FTA)
Steven Urlass, Federal Aviation Administration

OTHERS IN ATTENDANCE

Joseph Bovenzi, GTC staff
Tony Favro, GTC staff
Dorothy Huber, Ontario County
Esther Leadley, Genesee County
Scott Leathersich, Monroe County
James McIntosh, City of Rochester
Richard Perrin, GTC staff
John Polimeni, NYSDOT-Region 4
Christopher Reeve, NYSDOT-Region 4
James Stack, GTC staff
David Zorn, G/FLRPC

1. Call to Order and Roll Call

Chairperson Hancock called the meeting to order at 8:33 a.m.

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

Dorothy Huber, Ontario County Alternate to the GTC Board, introduced John F. (Jack) Marren, Ontario County Board of Supervisors Chairman and GTC Board member, to the attendees.

2. Public Forum

No one from the public spoke during the Public Forum.

3. Approval of Minutes

Jeffrey Adair moved to approve the minutes from the December 13, 2012 Quarterly Meeting as presented; Dan Hallowell seconded the motion. The motion passed unopposed.

4. Communications and Announcements

Richard Perrin informed those in attendance of the following GTC Board designations:

By his election as President of the Monroe County Supervisors' Association, Mark Assini, Gates Town Supervisor, is a member of the GTC Board.

By his election as Chairman of the Ontario County Board of Supervisors, Jack Marren, Victor Town Supervisor, is a member of the GTC Board.

Maggie Brooks, Monroe County Executive, has reappointed Daniel M. DeLaus, Jr. and Daniel Hogan as the Monroe County At-large members of the GTC Board and Scott Leathersich and Chris Bollin as their respective alternates.

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 February 14 and recommends that the GTC Board:

- Adopt the Genesee Transportation Council *FY 2013-2014 Unified Planning Work Program*;
- Accept five reports as evidence of the completion of Unified Planning Work Program tasks;

- Adopt 48 Council Resolutions amending the *2011-2014 Transportation Improvement Program*.

Mary Pat Hancock offered the Board's best wishes to Scott on his upcoming retirement and thanked him for his service to GTC.

b. GTC Staff Report – Richard Perrin, Executive Director

Richard Perrin provided the following report:

FHWA/FTA Quadrennial Certification Review

As discussed at the September 17, 2012 and December 13, 2012 Board meetings, FHWA and FTA must certify the GTC metropolitan planning process not less than every four years. The last certification was made in April 2009. On November 30, 2012, FHWA and FTA provided the official letter notifying GTC of their joint Certification Review of the metropolitan transportation planning process for the Rochester Transportation Management Area (TMA). On December 31, 2012, GTC staff provided FHWA and FTA with the information requested in their notification letter that included links to required planning products and other work activities conducted by GTC over the past four years.

FHWA and FTA conducted the site visit component of the review on January 7, 8, and 9 at the GTC offices with a public meeting held in Rochester City Council Chambers on the evening of January 8. Richard thanked Chris Reeve and David Cook for their participation and support over the three days as FHWA and FTA reviewed nearly every facet of the GTC planning and programming process. GTC Chairperson Mary Pat Hancock and Vice Chairman Jim Hoffman participated in the opening session on issues affecting the region that GTC has and is actively addressing.

GTC staff feel that we were able to convey that GTC has demonstrated a great deal of proficiency and leadership in implementing a performance-based planning process, planning for system operations and management to get the most out of our current infrastructure and services, addressing the needs of Title VI special emphasis populations, and integrating transportation and land use planning in a very cost-effective manner that makes the most efficient use of limited taxpayer dollars. In the closeout session, FHWA and FTA informed GTC staff that they anticipated that their review will include several recommendations but no corrective actions. The date upon which the final certification document will be provided to GTC is yet to be determined.

Mary Pat Hancock stated that she felt the FHWA and FTA staffs were prepared with pertinent questions regarding the issues that GTC is addressing and that the agenda for the review was very thorough.

2014-2017 Transportation Improvement Program Development

GTC staff is continuing the development of the *2014-2017 Transportation Improvement Program (TIP)*. Richard Perrin reviewed what the TIP is, the schedule for developing the *2014-2017 TIP*, the amount of funding requested by project type and mode, the amount of reasonably expected funding, the project evaluation and selection process, and additional activities GTC staff is proposing to undertake once the *2014-2017 TIP* is adopted. Richard emphasized that the impacts of the restructuring of FHWA programs in the Moving Ahead for Progress in the 21st Century Act (MAP-21) results in severe limitations on what can be accomplished on non-National Highway System highways and bridges, the ability to fund active transportation projects, and the capacity to “flex” FHWA funds for needed public transportation projects.

Chairperson Hancock reported that the Genesee County Legislature recently passed a resolution intended to increase awareness about the lack of funding for roads and bridges.

Ed Muszynski asked for examples of transportation system management and operations projects. Richard Perrin explained that these projects include deploying Intelligent Transportation System (ITS) elements, such as traffic cameras, dynamic message signs, and synchronized traffic signals. These elements are designed to improve existing infrastructure by providing real time data to operators that help decrease incident clearance times and reduce traffic delay. Incidents are a major source of delay in the region.

Bill Carpenter stated that he recently met with local Congresspersons and their staffs. They understand the need for more funding but the issue of how to raise it is difficult and complex. Accordingly, current funding levels may be the norm for some time. This reinforces the need for the region to work cooperatively on transportation infrastructure funding issues.

Mary Pat Hancock added that the public does not seem to realize that there is a growing crisis regarding infrastructure conditions throughout the country. It will become increasingly difficult to ignore the impacts of this lack of investment when economic development is negatively affected as a result of bridge closings.

c. Old Business

1. Federal Transportation Funding Update

Richard Perrin provided the following report:

On Friday, March 1, the \$85.3 billion budget sequester took effect with domestic discretionary programs subject to a five percent reduction. The impacts on the highway and transit components are limited as the bulk of revenues for these programs come from the Highway Trust Fund (HTF), which is a protected account since most of the monies deposited in it come from taxes on gas and diesel fuels.

On Wednesday, March 7, the House of Representatives passed a full-year appropriations package at the post-sequester levels to finish out FFY 2013, which ends on September 30. The President has indicated that he would not veto the House-passed budget despite objections from Senate Democrats that would like to see funding restored. Funding levels for transportation will be slightly below FFY 2012 levels and do not honor the funding levels contained in MAP-21, which was passed on July 6, 2012 and called for slight increases in transportation funding. The specific impacts to projects included in the TIP with funds in FFY 2013 have yet to be determined.

The Senate continues to debate amendments to the House version. Its version does provide funding to meet the MAP-21 authorization levels for HTF revenues but non-HTF revenues are funded at the 2012 levels and remain subject to the sequestration, dropping them slightly below MAP-21 authorized amounts. The Senate version is expected to pass this week

The House and Senate have until Friday, March 22 (when they leave for Easter/Passover recess) to provide a Federal Fiscal Year (FFY) 2013 appropriations package for the President's signature and avert a shutdown of the federal government on March 27.

6. Action Items

- a. Adopting the *FY 2013-2014 Unified Planning Work Program* / Proposed Resolution 13-1.

Richard Perrin stated that the Fiscal Year 2013-2014 *Unified Planning Work Program* (*FY 2013-2014 UPWP*) is the annual program of federally-funded transportation planning projects to be undertaken in the Genesee-Finger Lakes Region between April 1, 2013 and March 31, 2014. A draft of the document presenting the entire program was included in the meeting materials that were mailed to the GTC Board. It includes both the budget for GTC staff activities and studies conducted by member agencies and communities throughout the region.

Consistent with past years, only approximately one-half of the federal transportation planning funds will be dedicated to GTC staff activities. To put this in perspective, in 2010, over half of MPOs reported that their federal transportation planning funds were insufficient to meet federal planning requirements and nearly 90 percent used local funds to meet these requirements. GTC does not solicit any member agency dues and exceeds federal requirements. In the *FY 2013-2014 UPWP*, approximately \$720,000 is being provided to member agencies and communities in the region.

The *FY 2013-2014 UPWP* Call for Projects was issued on Friday, September 14. An applicant workshop was held on Thursday, September 27 at the NYSDOT-Region 4 offices. Twenty-two proposals requesting \$1.3 million were received from member agencies and communities in the region by the Friday, October 19 deadline (\$1 million was available for programming). The 22 proposals were evaluated by GTC staff. The submitted proposals along with a summary of them, the evaluation form

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used by GTC staff, a worksheet, and the GTC staff rankings were provided to the UPWP Development Committee (UDC). The UDC met multiple times to develop a draft program for Planning Committee consideration.

The draft program was approved for public review by the Planning Committee at its January 10 meeting. It was made available for public review from January 11 through February 11 on the GTC website and at the GTC office, county planning offices, the NYSDOT-Region 4 office, and the central repository libraries in the Rochester TMA counties. No public comments were received.

Consistent with federal requirements that the UPWP must advance the long range transportation plan, the draft *FY 2013-2014 UPWP* provides funding to:

- continue land use monitoring activities by Monroe County and the Genesee/Finger Lakes Regional Planning Council that are integral to the development of future scenarios in transportation and land use plans;
- produce datasets on land use and zoning through the region;
- develop a regional transportation infrastructure vulnerability analysis;
- determine safe passing zones on Seneca County-owned roadways;
- plan for circulation, accessibility and parking improvements in East Rochester;
- identify ways to increase economic development in Dansville;
- create mixed-use zoning standards in Penfield; and
- improve active transportation in the Towns of Chili and Perinton and the JOSANA neighborhood of Rochester.

Since the program was developed for public review, GTC staff has received notification from the New York State Energy and Research Development Authority (NYSERDA) that it is interested in providing funding for the Rochester Area Bike Sharing Program Study, proposed Task 8780. The project is currently programmed with \$75,000 of FHWA funds in the draft UPWP. GTC submitted a proposal for \$100,000 to NYSERDA for the project, recognizing that NYSERDA will require additional analysis (specifically, regarding projected greenhouse gas emission reductions). If NYSERDA accepts the proposal as submitted by GTC staff, \$25,000 of FHWA Metropolitan Planning funds will be used to match \$75,000 in NYSERDA funds making \$50,000 available for reprogramming to Task 1600 – Program Reserve for programming in the *FY 2014-2015 UPWP*. At this time, the project will remain as programmed in the draft UPWP until the contract with NYSERDA is finalized.

All projects in the current UPWP (*FY 2012-2013 UPWP*) that are not anticipated to be completed by March 31 are rolled into to the *FY 2013-2014 UPWP*. Per standard practice, GTC staff will present a UPWP budget amendment to the Board in June to account for activities completed in the fourth and final quarter of the current FY.

The Planning Committee reviewed the *FY 2013-2014 UPWP* and recommended it for your approval at its February 14, 2013 meeting.

Bill Carpenter moved to approve proposed Resolution 13-1; Dan Hogan seconded the motion. The motion passed unopposed.

Mark Assini noted a name change in the Board membership list on page 4 of the draft UPWP document. He also asked for clarification regarding local government climate change goals as included in the objective for Task 5292 Planning for Transportation and Climate Change: Model Ordinances, Incentives, and Other Resources.

Richard Perrin responded that any climate-change related goals would be set by local governments through their own processes. The objective of the task is to provide resources for those communities that choose to consider climate change in their planning; not to require that they do so or define goals for them.

b. Accepting reports and data as evidence of completion of various Unified Planning Work Program Tasks:

- (1) Accepting the *Yates County Safe Passing Zone Survey* as evidence of completion of UPWP Task 6221 / Proposed Resolution 13-2.
- (2) Accepting the *North Clinton/South Clinton Avenue, St. Paul Street/South Avenue Two-Way Conversion Study* as evidence of completion of UPWP Task 7211 / Proposed Resolution 13-3.
- (3) Accepting the traffic count data and the *Monroe County 2012 Count Program Summary* as evidence of completion of a component of UPWP Task 4370 / Proposed Resolution 13-4.
- (4) Accepting the *Monroe County Department of Transportation Horizontal Curve Study* as evidence of completion of UPWP Task 6225 / Proposed Resolution 13-5.
- (5) Accepting the migration of existing accident data for Monroe County roadways to a Geographic Information Systems-based network and the associated data files as evidence of completion of UPWP Task 6231 / Proposed Resolution 13-6.

Mary Pat Hancock suggested considering items Resolutions 13-2 to 13-6 in a single motion. No Member or Alternate objected. Richard Perrin provided an overview of the process used and products produced as part of the UPWP tasks being considered.

Terry Rice moved to approve proposed Resolutions 13-2 through 13-6; Dan Hallowell seconded the motion. The motion passed unopposed.

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

Mary Pat Hancock suggested considering the proposed resolutions in groups that are related by a common purpose. No Member or Alternate objected.

Richard Perrin discussed proposed Resolutions 13-7 through 13-12. He explained that these resolutions will make funds available in the current FFY to cover project cost increases through the deferral of other projects and allocation of unprogrammed funds.

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- (1) Amending the *2011-2014 TIP* by decreasing the cost of the Highway Bridge Block Program project / Proposed Resolution 13-7.
- (2) Amending the *2011-2014 TIP* by decreasing the cost of and deferring a portion of a phase of the Edgewood Avenue Bridge over Allens Creek project / Proposed Resolution 13-8.
- (3) Amending the *2011-2014 TIP* by increasing the cost of the Twin Bridge Road over Oatka Creek and Oatka Creek Tributary project / Proposed Resolution 13-9.
- (4) Amending the *2011-2014 TIP* by increasing the cost of the Corwin Road Bridge Preventive Maintenance project / Proposed Resolution 13-10.
- (5) Amending the *2011-2014 TIP* by increasing the cost of the Collamer Road Bridge over West Creek project / Proposed Resolution 13-11.
- (6) Amending the *2011-2014 TIP* by increasing the cost of the Scott Crescent Bridge over Millrace project / Proposed Resolution 13-12.

Jerry Davis moved to approve Proposed Resolutions 13-7 through 13-12; Dan Hogan seconded the motion. The motion passed unopposed.

Richard Perrin discussed proposed Resolutions 13-13 through 13-17. He explained that these resolutions will consolidate multiple railroad crossing projects to reduce the number of contracts that must be administered by NYSDOT. No changes to individual project scopes or costs are involved.

- (7) Amending the *2011-2014 TIP* by increasing the cost of and renaming the Caswell Road Railroad Crossing project / Proposed Resolution 13-13.
- (8) Amending the 2011-2014 TIP by deleting the Beaver Meadow Road Railroad Crossing project / Proposed Resolution 13-14.
- (9) Amending the 2011-2014 TIP by increasing the cost of and renaming the Ivson Road Railroad Crossing project / Proposed Resolution 13-15.
- (10) Amending the 2011-2014 TIP by deleting the Dublin Road Railroad Crossing project / Proposed Resolution 13-16.
- (11) Amending the 2011-2014 TIP by increasing the cost of the Maple St. CSX Rail Crossing project / Proposed Resolution 13-17.

Jack Marren moved to approve Proposed Resolutions 13-13 through 13-17; Bill Carpenter seconded the motion. The motion passed unopposed.

Richard Perrin discussed proposed Resolution 13-18. He explained that the funding is from a discretionary program and cannot be used for any other project.

- (12) Amending the 2011-2014 TIP by deferring a phase of the Route 531 Interchange at Rt. 31 and Rt. 36 - Reconstruction project / Proposed Resolution 13-18.

Dan Hallowell moved to approve Proposed Resolution 13-18; Jeff Adair seconded the motion. The motion passed unopposed.

Richard Perrin discussed proposed Resolutions 13-19 through 13-26. He explained that NYSDOT-Main Office conducted a statewide solicitation for projects that would reduce crashes that result in fatalities and serious injuries. This region was very successful in being awarded funds through this solicitation. Resolution 13-19 replaces National Highway Performance Program (NHPP) funds currently programmed to the I-390 Interchange Improvements @ Rt. 15 (Exit 16 Part 2) project with Highway Safety Improvement Program (HSIP) funds, allowing the replaced NHPP funds to be available for programming to Resolutions 13-20 through 13-26.

- (13) Amending the 2011-2014 TIP by adding Highway Safety Improvement Program funds to and reprogramming portions of select phases of the I-390 Interchange Improvements @ Rt. 15 (Exit 16 Part 2) project / Proposed Resolution 13-19.
- (14) Amending the 2011-2014 TIP by adding the I-390 Concrete Pavement Restoration in Groveland, Geneseo and Avon project / Proposed Resolution 13-20.
- (15) Amending the 2011-2014 TIP by increasing the cost of the I-490 Ramp to Rt 96 Bridge over I-490 project / Proposed Resolution 13-21.
- (16) Amending the 2011-2014 TIP by reinstating the Interstate System Preventive Maintenance (2014) project / Proposed Resolution 13-22.
- (17) Amending the 2011-2014 TIP by increasing the cost of the Interstate Overhead Sign Structure Improvement (2012) project / Proposed Resolution 13-23.
- (18) Amending the 2011-2014 TIP by increasing the cost of the Regional Traffic Operations Center Staffing project / Proposed Resolution 13-24.
- (19) Amending the 2011-2014 TIP by increasing the cost of the I-390 Interchange Improvements @ Rt. 15A (Exit 16 Part 1) project / Proposed Resolution 13-25.
- (20) Amending the 2011-2014 TIP by increasing the cost of the Routes 5&20 in Geneva project / Proposed Resolution 13-26.

Mark Assini asked if the funds being added as part of the I-390 Interchange Improvements @ Rt. 15 (Exit 16 Part 2) project were related to the Kendrick Road interchange project.

Dan Hallowell responded that this is a different phase of the overall Access 390 initiative, of which the construction of the Kendrick Road interchange is as well.

Dan DeLaus moved to approve Proposed Resolutions 13-19 through 13-26; Dan Hogan seconded the motion. The motion passed unopposed.

Richard Perrin discussed proposed Resolutions 13-27 to 13-29. He explained that these projects were awarded to the region by NYSDOT-Main Office as a result of a statewide solicitation for projects to be implemented from a set-aside of HSIP funds.

- (21) Amending the 2011-2014 TIP by adding the Monroe County Countdown Pedestrian Indication Program project / Proposed Resolution 13-27.
- (22) Amending the 2011-2014 TIP by adding the Centerline Audible Roadway Delineator Installation project / Proposed Resolution 13-28.
- (23) Amending the 2011-2014 TIP by adding the NYSDOT Pedestrian Countdown Timer Installation project / Proposed Resolution 13-29.

Terry Rice moved to approve Proposed Resolutions 13-27 through 13-29; Dan Hallowell seconded the motion. The motion passed unopposed.

Richard Perrin discussed proposed Resolution 13-30. At the December 13, 2012 meeting, the Board adopted Resolution 12-142, endorsing the Regional Project Priorities List for the NYSDOT Safe Routes to School Program (SRTS). NYSDOT-Main Office announced the award of SRTS funds on January 4, 2013 and eight of the 10 projects submitted by agencies in this region were selected. The selection by NYSDOT-Main Office followed the ranking endorsed by the GTC Board with federal funds totaling \$1.71 million (\$2.1 million matched) being provided to agencies in Genesee, Monroe, Ontario, Orleans, Wayne, and Wyoming counties.

- (24) Amending the 2011-2014 TIP by adding Eight Safe Routes to School Program projects consistent with the Regional Project Priorities List / Proposed Resolution 13-30.

Dan Hogan moved to approve Proposed Resolutions 13-30; Bill Carpenter seconded the motion. The motion passed unopposed.

Richard Perrin discussed proposed Resolutions 13-31 and 13-32. Resolution 13-31, changes the project limits, scope, and cost of the South Clinton Avenue Preventive Maintenance project consistent with the Midtown redevelopment project by adding earmarked funds through the Transportation, Community, and System Preservation program and reprogramming funds currently programmed to the Crittenden Boulevard Preventive Maintenance project (Resolution 13-32). The Crittenden Boulevard Preventive Maintenance project will be re-scoped and rescheduled in light of the construction of the new Golisano Children's Hospital, which is scheduled to open in 2015.

- (25) Amending the 2011-2014 TIP by increasing the cost of and renaming the South Clinton Avenue Preventive Maintenance project / Proposed Resolution 13-31.
- (26) Amending the 2011-2014 TIP by decreasing the cost of and deferring phases of the Crittenden Boulevard Preventive Maintenance project / Proposed Resolution 13-32.

Angela Ellis moved to approve Proposed Resolutions 13-31 through 13-32; Dan DeLaus seconded the motion. The motion passed unopposed.

Richard Perrin discussed proposed Resolutions 13-33 to 13-46. He explained that these resolutions will have been requested by RGRTA to align the TIP with the Authority's capital program, including buses, improvements to the facilities at the RGRTA campus at 1372 East Main Street in Rochester, and operations and customer service support software.

- (27) Amending the 2011-2014 TIP by decreasing the cost of the Replace 25 Transit Buses (FFY 2012) project / Proposed Resolution 13-33.
- (28) Amending the 2011-2014 TIP by decreasing the cost of the Replace 13 Articulated Transit Buses (FY 2012) project / Proposed Resolution 13-34.
- (29) Amending the 2011-2014 TIP by decreasing the cost of the Purchase 18 Lift Line Buses (FFY 2012) project / Proposed Resolution 13-35.
- (30) Amending the 2011-2014 TIP by decreasing the cost of the Purchase 18 Lift Line Buses (FFY 2013) project / Proposed Resolution 13-36.
- (31) Amending the 2011-2014 TIP by increasing the cost of the Replace 19 RTS Buses (FFY 2013) project / Proposed Resolution 13-37.
- (32) Amending the 2011-2014 TIP by deleting the RGRTA Software for Claims and Workers Compensation project / Proposed Resolution 13-38.
- (33) Amending the 2011-2014 TIP by increasing the cost of the Preventive Maintenance (2013) project / Proposed Resolution 13-39.
- (34) Amending the 2011-2014 TIP by increasing the cost of the RGRTA Site and Facility Improvements project / Proposed Resolution 13-40.
- (35) Amending the 2011-2014 TIP by adding the RGRTA Grants Administration (2013) project / Proposed Resolution 13-41.
- (36) Amending the 2011-2014 TIP by adding the RGRTA Financial Software Replacement - Phase II project / Proposed Resolution 13-42.
- (37) Amending the 2011-2014 TIP by adding the RGRTA Interactive Voice Response Software Replacement project / Proposed Resolution 13-43.
- (38) Amending the 2011-2014 TIP by adding the Lift Line Appointment Verification System project / Proposed Resolution 13-44.
- (39) Amending the 2011-2014 TIP by adding the Two-way Conversion of St. Paul St. & North Clinton Ave. project / Proposed Resolution 13-45.
- (40) Amending the 2011-2014 TIP by increasing the cost of the Lift Line Facility Improvements project / Proposed Resolution 13-46.

Bill Carpenter moved to approve Proposed Resolutions 13-33 through 13-46; Dan Hogan seconded the motion. The motion passed unopposed.

Richard Perrin discussed proposed Resolutions 13-47 through 13-52. He explained that these resolutions will provide unprogrammed safety funds to accommodate cost increases on the High Risk Rural Road Improvement in Wyoming County and High Risk Rural Road Improvement in Ontario County projects and add seven new

projects in Genesee, Monroe (including the City of Rochester), Ontario, Wayne, and Wyoming counties. The new projects were identified through a solicitation conducted by GTC staff consistent with the statewide solicitation, emphasizing reductions in crashes that result in fatalities and serious injuries. Resolution 13-50 adds FTA Section 5316 Job Access and Reverse Commute program funds that are being awarded by NYSDOT-Main Office to support routes operated by the Wayne Area Transportation Service that connect low-income job seekers to employment centers.

- (41) Amending the 2011-2014 TIP by decreasing the cost of the Highway Safety Improvement Block Program project / Proposed Resolution 13-47.
- (42) Amending the 2011-2014 TIP by increasing the cost of the High Risk Rural Road Improvement in Wyoming County project / Proposed Resolution 13-48.
- (43) Amending the 2011-2014 TIP by increasing the cost of the High Risk Rural Road Improvement in Ontario County project / Proposed Resolution 13-49.
- (44) Amending the 2011-2014 TIP by adding the FFY 2011 JARC Program for WATS project / Proposed Resolution 13-50.
- (45) Amending the 2011-2014 TIP by decreasing the cost of the High Risk Rural Road Improvements for 2014 project / Proposed Resolution 13-51.
- (46) Amending the 2011-2014 TIP by adding Seven Highway Safety Improvement Program projects / Proposed Resolution 13-52.

Terry Rice moved to approve Proposed Resolutions 13-47 through 13-52; Dan DeLaus seconded the motion. The motion passed unopposed.

Richard Perrin discussed proposed Resolutions 13-53 and 13-54. He explained that these resolutions will program Congestion Mitigation and Air Quality Improvement program (CMAQ) funds to the Highland Park/Canalway Connector Trail project.

- (47) Amending the 2011-2014 TIP by decreasing select phases of the CMAQ Block Program project / Proposed Resolution 13-53.
- (48) Amending the 2011-2014 TIP by increasing the cost of and deferring a phase of the Highland Park / Canalway Connector Trail project / Proposed Resolution 13-54.

Dan Hogan moved to approve Proposed Resolutions 13-53 and 13-54; Dan Hallowell seconded the motion. The motion passed unopposed.

7. New Business

Terry Rice reported that county and town highway superintendents were in Albany during the previous week to discuss state funding for locally-owned and operated highways and bridges. Terry said that the Governor's proposed budget calls for no increase in Consolidated Local Street and Highway Improvement Program (CHIPS) funding, but that the Assembly's proposed budget includes a modest increase and the Senate's proposed budget calls for an even larger increase.

Angela Ellis asked if Genesee County could make its resolution regarding transportation infrastructure funding available to other jurisdictions. Mary Pat Hancock responded that the resolution will be provided to the New York State Association of Counties in the near future so that others can review it and consider taking action as well.

8. Next Meeting

The next GTC Board meeting will be held on June 20, 2013 at the Radisson Hotel, 175 Jefferson Road in Henrietta.

9. Adjournment

The meeting adjourned at 9:42 a.m.