

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

June 19, 2014

GTC BOARD MEMBERS PRESENT

Jeffrey Adair, Monroe County and G/FLRPC (Vice Chairperson)
Allen G. Casey, City of Rochester – At-Large
James Hoffman, Wayne County (Chairperson)
Daniel Hogan, Monroe County – At-Large
Tony LaFountain, Monroe County Supervisors' Association
John F. Marren, Ontario County

ALTERNATE REPRESENTATIVES PRESENT

Bill Carpenter, Rochester Genesee Regional Transportation Authority (RGRTA), representing James Redmond
Jerry Davis, Wyoming County, representing A. Douglas Berwanger
Angela Ellis, Livingston County, representing Eric Gott
Tom Goodwin, Monroe County Planning Board, representing Linda A. Faubel
Gerald Gray, Orleans County, representing David B. Callard
Andrea Guzzetta, Rochester City Council, representing Loretta Scott
Daniel Hallowell, New York State Department of Transportation (NYSDOT), representing Joan McDonald
Donald House, Yates County, representing Dr. Timothy Dennis
Norman Jones, City of Rochester, representing Lovely Warren
Scott Leathersich, Monroe County – At-Large, representing Daniel M. DeLaus, Jr.
Edward G. Muszynski, Empire State Development Corporation, representing Kenneth Adams
Terrence J. Rice, Monroe County, representing Maggie Brooks
Mitch Rowe, Rochester City Planning Commission, representing David L. Watson
Douglas Tokarczyk, New York State Thruway Authority, representing Thomas J. Madison, Jr

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Raymond Cianfrini, Genesee County
Robert Hayssen, Seneca County
Joe Martens, New York State Department of Environmental Conservation
Jonathan McDade, Federal Highway Administration (FHWA)
Marilyn Shazor, Federal Transit Administration (FTA)
Steven Urlass, Federal Aviation Administration

OTHERS IN ATTENDANCE

Mark Assini, Town of Gates
Jody Binnix, GTC staff
Joseph Bovenzi, GTC staff
Kenneth DeRoller, Orleans County
Joel Kleinberg, NYSDOT-Region 4
Ken Miller, Wayne County
Richard Perrin, GTC staff
Christopher Reeve, NYSDOT-Region 4
James Stack, GTC staff
John Thomas, City of Rochester
David Zorn, G/FLRPC

1. Call to Order and Roll Call

Chairperson James Hoffman called the meeting to order at 8:31 a.m.

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

Chairperson Hoffman stated that two TIP amendments requested by the Village of Albion and Genesee County would be added to the agenda under item 6.c., Amending the *2014-2017 Transportation Improvement Program (TIP)*.

2. Public Forum

No one from the public spoke during the Public Forum.

3. Approval of Minutes

Terrence Rice moved to approve the minutes from the March 13, 2014 Quarterly Meeting as presented; William Carpenter seconded the motion. The motion passed unopposed.

4. Communications and Announcements

Richard Perrin provided the following communications and announcements:

- NYSDOT-Region 4 Director Kevin Bush has been designated as an Alternate to NYSDOT Commissioner Joan McDonald.

5. Reports and Action on Old Business

- a. Planning Committee Report – Scott Leathersich, Chairperson

Scott Leathersich provided the following report:

The Planning Committee met April 10 and May 8 and recommends that the GTC Board:

- Amend the *FY 2014-2015 Unified Planning Work Program (UPWP)* to reflect the contribution of actual Fiscal Year 2013-2014 rollover amounts;
- Accept reports as evidence of completion of two UPWP tasks; and
- Amend the *2014-2017 TIP* as requested by NYSDOT, Ontario County, RGRTA, Wayne County, and Wyoming County.

Additionally, the Planning Committee took the following action:

- Classified new *Fiscal Year 2014-2015 UPWP* tasks in accordance with the GTC *Public Participation Plan*;
- Approved Scopes of Work for ten new UPWP tasks; and

- Approved one administrative modification to the *2014-2017 TIP* as requested by the City of Rochester.

b. GTC Staff Report – Richard Perrin, Executive Director

Richard Perrin provided the following report:

Transportation Improvement Program

As reported at the March 13 meeting, NYSDOT had proposed to develop the next Statewide Transportation Improvement Program (STIP) for review and approval by the Federal Highway Administration and Federal Transit Administration prior to October 1, 2015 (the beginning of Federal Fiscal Year [FFY] 2016). The schedule NYSDOT sets for the STIP dictates the one for GTC and other metropolitan planning organizations (MPOs) to develop their respective regional TIPs. NYSDOT has subsequently decided to delay that schedule one year to the beginning of FFY 2017, the last year of the current program.

NYSDOT sought input from the MPOs in the state regarding the deferral. The Planning Committee discussed the revised schedule at its April 10 meeting and concurred with NYSDOT's reasoning that there cannot be any more uncertainty regarding federal highway and transit funding next year compared to this year. Either the current surface transportation authorization legislation, Moving Ahead for Progress in the 21st Century (MAP-21), will have elapsed and we'll be operating under extensions or a new bill will have been enacted. In both cases, we can't have less insight on likely funding levels for the time period covered by the next TIP.

Deferring development of the TIP for a year would also allow NYSDOT to continue to revise its definitions of and guidance on preservation, preventive maintenance, and capital activities and, potentially, overhaul its formula for distributing federal and state dedicated highway funds to regions. NYSDOT (along with the Metropolitan Transportation Authority) will be providing an update of its capital program to the state Legislature in 2015. The development of the NYSDOT capital program prior to the update of the STIP has occurred in previous years and the project lists submitted to the legislature include a statement that federal funding for individual projects is subject to MPO approval in urbanized areas.

Long Range Transportation Plan (LRTP)

Over the next few weeks, GTC staff will begin customer engagement for the next LRTP. We anticipate bringing the recommended draft LRTP to the Board for consideration in June 2015 and it will cover the period through 2040. We have already conducted a significant amount of data procurement and analysis and will now supplement that with targeted outreach. In the past, we have relied on traditional techniques; namely, conducting town hall-style public meetings at key points in the process. Beginning with this LRTP, we will be going to customers rather than relying solely on traditional public meetings. We have identified over 200 groups and 75 venues that we will reach out to gather input directly. We have also

developed the first of what will be several surveys that will be available online and in hard copy for distribution at the meetings and venues.

Transportation Alternatives Program (TAP)

As reported at the March 13 meeting, the former Transportation Enhancement, Safe Routes to School, and Recreational Trails programs were consolidated into the Transportation Alternatives Program (TAP) in MAP-21. While the total amount of funding was reduced approximately 35 percent, MAP-21 apportioned approximately \$50 million in TAP funding to New York State. The amount expected to be awarded for projects in the NYSDOT-Region 4 area is \$3.6 million. The call for projects was issued on February 11 and mandatory applicant workshops were held on March 25, 26, and 27 in Batavia, Rochester, and Canandaigua, respectively. Seventeen applications requesting \$10.7 million were submitted by the June 11 deadline. NYSDOT-Region 4 and GTC staffs along with the Finger Lakes Health Systems Agency will review and evaluate the proposed projects which will serve as the basis for the Planning Committee recommendation that will be presented for your consideration at the September 11 meeting.

Staff Strategic Plan

The initial draft of the GTC staff strategic plan is under development with all of the necessary components complete. Recent guidance and proposed rulemakings from FHWA and FTA will be integrated as necessary.

Status of Federal Funding and Reauthorization

The Highway Trust Fund is once again projected to be insolvent. The latest estimate from the U.S Department of Transportation is that this will occur in early-September but USDOT will implement cash management strategies when the Highway Account goes below \$2 billion. In addition to the HTF being insolvent before the end of the current FFY, the current authorizing legislation (MAP-21) – expires at the end of the FFY (September 30, 2014).

On April 29, the USDOT transmitted the Administration's proposal for a four-year, \$302 billion reauthorization to the Congress. The Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America (GROW AMERICA) Act would increase annual funding levels by 37 percent above the enacted FFY 2014 level. The largest percent increases would be for public transportation and passenger rail service and the largest absolute increase would be to highways and bridges, but only 60 percent of the increase would be to funds apportioned to states and regions. The Highway Trust Fund would provide approximately \$35 billion per year, requiring an infusion of approximately \$150 billion more (\$78 billion to match current levels and \$84 billion for the increases). This would come from "pro-growth business tax reform", which won't be in place by the end of the FFY, is not a long-term solution, and doesn't represent a user-based fee. The proposal does provide for increased project

selection by metropolitan planning organizations through direct incentives tied to cooperative decision making and performance-based planning and programming.

On May 15, the Senate Environment and Public Works Committee approved the highway portion of a reauthorization bill that would provide for current funding levels plus a small increase for inflation. The transit and other portions of the reauthorization along with a means to pay for anything above what the HTF provides is yet to be decided.

On May 30, the House of Representatives released a proposal to extend MAP-21 for eight months through May 2015 with a \$12 billion transfer of General Fund revenues to the HTF that would be offset primarily by eliminating mail deliveries on Saturday (\$10.7 million); the remainder of the funds would come from the Leaking Underground Storage Tank Trust Fund (\$1.3 billion). This proposal was immediately renounced by Senate Democrats on the Environment and Public Works Committee.

In short, all of the respective parties are pursuing different paths but the FFY 2015 appropriations process is progressing with the House of Representatives having passed its Transportation-Housing and Urban Development version on June 10 and the Senate debating it yesterday as part of a minibus package that includes Agriculture and Commerce-Justice-Science.

While MAP-21 expires in less than four months, many of its major provisions for metropolitan planning organizations are either in the rulemaking phase or haven't yet begun. The notice of proposed rulemaking for the new Statewide and Metropolitan Planning Rule was released on June 2 and is closely related to the performance management rulemakings, of which only the first of three has been released. One MAP-21-related item that GTC should consider addressing is the joint FHWA/FTA guidance of June 2 that requires representation by providers of public transportation in each metropolitan planning organization (MPO) that serves a transportation management area (TMA) no later than October 1, 2014. GTC fully complies with this guidance and it would be worthwhile to take action at the September 11 meeting via resolution acknowledging this point formally to FHWA and FTA.

William Carpenter stated that RGRTA, as the regional transit provider, is treated as an equal partner in the metropolitan planning process. This is unlike the situation that many peer transit agencies face in other parts of the country where transit is not afforded the same decision making roles as other MPO stakeholders.

Terrence Rice reported that several county highway superintendents have been meeting with Congressional delegations regarding the successor legislation to MAP-21. The county highway superintendents are working to regain some flexibility in programming federal transportation funds. In addition, they are working to ensure there is a balance between preventive maintenance and rehabilitation/reconstruction projects.

- c. Old Business

No report provided.

6. Action Items

- a. Modifying the *FY 2014-2015 UPWP* to reflect the contribution of actual FY 2013-2014 rollover amounts / Proposed Resolution 14-32

Jeffery Adair moved to approve proposed Resolution 14-32; Daniel Hogan seconded the motion.

Richard Perrin stated that the *FY 2014-2015 UPWP* was adopted by the GTC Board at its March 13 meeting. It included rollover amounts for existing projects based on expenditures through the third quarter of Fiscal Year (FY) 2013-2014, which is the quarter ending December 31, 2013. The actual rollover amounts as of March 31, 2014 (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 14-32 was reviewed and recommended for GTC Board approval by the Planning Committee at its May 8 meeting.

The motion passed unopposed.

- b. Accepting reports as evidence of completion of various Unified Planning Work Program tasks.

Chairperson Hoffman suggested considering Proposed Resolutions 14-31 and 14-33 in a single motion. No Member or Alternate objected.

Jerry Davis moved to approve Proposed Resolutions 14-31 and 14-33; Scott Leathersich seconded the motion.

Richard Perrin discussed the following reports to be considered as evidence of completion of various UPWP tasks:

1. Accepting the *Victor Transportation Systems Plan* (Task 7700) / Proposed Resolution 14-31

This project resulted in the creation of a transportation component for the Town's draft comprehensive plan, which also includes the Village, as well as follow-on planning activities. The follow-on activities provide more detailed analysis and recommendations for priority areas and issues. The products were used by the Victor Traffic Task Force. This task force was comprised of town and

village officials, residents, and GTC and NYSDOT-Region 4 staff members, and its findings were presented in a public forum to the Town Board.

2. Accepting the *Genesee/Finger Lakes Regional Atlas* (Task 5820) / Proposed Resolution 14-33

The Regional Atlas presents socioeconomic data for the region on numerous topics in a convenient, easy-to-read document. The topics covered include land use, population and housing, transportation, the economy, government, agriculture, education, health, and public safety. It updates and builds upon the previous atlas that was published in 2005. In addition to the hard copy version, the Regional Atlas data will also be available electronically in MS Excel format so individuals can conduct their own analyses.

Richard Perrin stated that proposed Resolutions 14-31 and 14-33 were reviewed and recommended for GTC Board approval by the Planning Committee at its April 10 and May 8 meetings, respectively.

The motion passed unopposed.

c. Proposed Resolutions 14-34 through 14-60 and 14-63 through 14-70 – Amending the *2014-2017 Transportation Improvement Program*

Chairperson Hoffman suggested considering the Proposed Resolutions 14-34 through 14-60 and 14-63 through 14-70 in a single motion. No Member or Alternate objected.

Terrence Rice moved to approve Proposed Resolutions 14-34 through 14-60 and 14-63 through 14-70; John F. Marren seconded the motion.

Richard Perrin discussed the proposed amendments to the *2014-2017 TIP*, explaining the need for each and the offsets and other funding sources that would be applied to maintain fiscal constraint.

Richard Perrin stated that proposed Resolutions 14-34 through 14-60 and 14-63 through 14-65 were reviewed and recommended for GTC Board approval by the Planning Committee at its May 8, 2014 meeting. Proposed Resolutions 14-66 through 14-70 were developed after the May 8 Planning Committee meeting; these were reviewed by and agreed to by the TIP Development Committee. The TIP Development is a subset of the Planning Committee that conducts the initial review of proposed changes to the TIP.

Consistent with previous June Board meetings, many of the TIP amendments being provided for the Board's consideration are based on a review of projects that have funds programmed in the current Federal Fiscal Year, with adjustments proposed so that the maximum amount of federal funds allocated to the region are able to be obligated by the end of the FFY.

Richard stated that proposed Resolutions 14-34 through 14-36 and 14-49 are related to projects that have dedicated funding from either the Recreational Trails Program, which NYSDOT-Main Office selects, or a federal earmark. Accordingly, no other project budgets are affected.

- (1) Amending the *2014-2017 TIP* by reinstating the Conesus Inlet Fish & Wildlife Management Area Trail project / Proposed Resolution 14-34
- (2) Amending the *2014-2017 TIP* by reinstating the Finger Lakes Spur at Grimes Glen County Park project / Proposed Resolution 14-35
- (3) Amending the *2014-2017 TIP* by deferring select phases of the Monroe Co. Camera Deployment & ITS Integration Stage 5 project / Proposed Resolution 14-36

Richard Perrin stated that proposed Resolution 14-37 provides the additional funding requested for proposed Resolution 14-38.

- (4) Amending the *2014-2017 TIP* by deleting the Rt. 33A Bridge over Black Creek project / Proposed Resolution 14-37
- (5) Amending the *2014-2017 TIP* by increasing the cost of the Rt. 33 (Buffalo Rd) Improvements from I-490 to Marway Circle project / Proposed Resolution 14-38

Richard Perrin stated that proposed Resolutions 14-39 through 14-48 amend NYSDOT projects on the National Highway System (NHS), which is comprised of Interstates and other major roadways along with the bridges that carry them. The source of funds is the National Highway Performance Program (NHPP) which can only be programmed to projects on the NHS.

- (6) Amending the *2014-2017 TIP* by decreasing the cost of the NYSDOT Principal Art. or Higher Prev. Maint. @ 4 Locations (2015) project / Proposed Resolution 14-39
- (7) Amending the *2014-2017 TIP* by adding the Route 383 (Rt. 252 to City Line) Preventive Maintenance project / Proposed Resolution 14-40
- (8) Amending the *2014-2017 TIP* by adding the I-590 (I-390 to Highland Ave.) Preventive Maintenance project / Proposed Resolution 14-41
- (9) Amending the *2014-2017 TIP* by decreasing the cost of the Rt. 947A (LOSP) Bridge over Salmon Creek project / Proposed Resolution 14-42
- (10) Amending the *2014-2017 TIP* by increasing the cost of the Route 5 Bridge over NFSRR & FLRR project / Proposed Resolution 14-43
- (11) Amending the *2014-2017 TIP* by decreasing the cost of the NYSDOT Principal Art. or Higher Prev. Maint. @ 6 Locations (2016) project / Proposed Resolution 14-44
- (12) Amending the *2014-2017 TIP* by increasing the cost of the Route 441 Prev. Maint. & I-490 Bridges Prev. Maint. project / Proposed Resolution 14-45

- (13) Amending the *2014-2017 TIP* by adding the Route 63 (Wyoming Co. Line to Rt. 408) Preventive Maintenance project / Proposed Resolution 14-46
- (14) Amending the *2014-2017 TIP* by decreasing the cost of the I-490 Westbound Exit 4 to Exit 3 MbC project / Proposed Resolution 14-47
- (15) Amending the *2014-2017 TIP* by increasing the cost of the I-390 Interchange Improvements @ Exit 16 project / Proposed Resolution 14-48

Richard Perrin stated that there is a balance of earmarked funds available from previous Federal Fiscal Years for the Route 531 Interchange project.

- (16) Amending the *2014-2017 TIP* by increasing the cost of the Route 531 Interchange at Rt. 31 and Rt. 36 - Reconstruction project / Proposed Resolution 14-49

Richard Perrin stated that NYSDOT-Main Office has eliminated its NHPP set-aside for rest areas. The building and sewer improvements are being implemented by the Office of General Services, which will allow for the parking lot expansion at a later time subject to finding new funds.

- (17) Amending the *2014-2017 TIP* by deleting the I-390 Rest Areas project / Proposed Resolution 14-50

Richard Perrin stated that proposed Resolutions 14-51 through 14-53 are for projects selected by NYSDOT-Main Office and funded from the Railway-Highway Crossings Program, a set-aside of the Highway Safety Improvement Program.

- (18) Amending the *2014-2017 TIP* by adding the LA&L RR Crossing Improvements - Monroe and Livingston Counties project / Proposed Resolution 14-51
- (19) Amending the *2014-2017 TIP* by adding the GVT Rail Lines Grade Crossing Improvements project / Proposed Resolution 14-52
- (20) Amending the *2014-2017 TIP* by adding the Norfolk Southern Railroad Crossing Improvements project / Proposed Resolution 14-53

Richard Perrin stated that proposed Resolution 14-54 provides the additional funding requested for proposed Resolutions 14-56 and 14-58 and a portion of proposed Resolution 14-55. In addition, it allows for the reinstatement of the Summit Street Reconstruction project (proposed Resolution 14-57), which was removed from the TIP in 2011, reapplied for funds in the latest round, and can be added back in FFY 2016 as it is the next highest ranked Surface Transportation Program-Flex-eligible project.

- (21) Amending the *2014-2017 TIP* by decreasing the cost of the STP-Flex Block Program project / Proposed Resolution 14-54

Richard Perrin stated that proposed Resolution 14-66 provides the remainder of the funding requested for proposed Resolution 14-55.

- (22) Amending the *2014-2017 TIP* by increasing the cost of the CR 8 @ CR 41 & Shortsville Rd. Intersection Improvement project / Proposed Resolution 14-55
- (23) Amending the *2014-2017 TIP* by increasing the cost of the Wyoming County Horizontal Curve Sign Replacement project / Proposed Resolution 14-56
- (24) Amending the *2014-2017 TIP* by reinstating the Summit Street Reconstruction project / Proposed Resolution 14-57
- (25) Amending the *2014-2017 TIP* by increasing the cost of the Whitbeck Road over Ganargua Creek Bridge Minor Rehabilitation project / Proposed Resolution 14-58

Richard Perrin stated that, along with a small balance from proposed Resolution 14-54, proposed Resolution 14-59 provides the funding to add the Everman Road Bridge project (proposed Resolution 14-60) as it is the next highest ranked Surface Transportation Program-Off System Bridge-eligible project.

- (26) Amending the *2014-2017 TIP* by decreasing the cost of the STP-Off System Bridge Block Program project / Proposed Resolution 14-59
- (27) Amending the *2014-2017 TIP* by adding the Everman Road Bridge Replacement project / Proposed Resolution 14-60

Richard Perrin stated that proposed Resolution 14-63 aligns the TIP with the RGRTA capital program for Regional Transit Service and Lift Line projects utilizing Federal Transit Administration funds that are directly apportioned to RGRTA, inclusive of the federally-required Associated Transportation Improvements. The Federal Transit Administration emphasizes the need for consistency between the transit operator's capital program and the respective MPO(s) TIP, and commended RGRTA for their grants administration and project delivery when they were in Rochester for the RGRTA semi-annual capital review on May 13.

- (28) Amending the *2014-2017 TIP* by reprogramming RGRTA transit projects / Proposed Resolution 14-63

Richard Perrin stated that proposed Resolution 14-64 provides the additional funding requested for proposed Resolution 14-65

- (29) Amending the *2014-2017 TIP* by decreasing the cost of the NHPP Block Program project / Proposed Resolution 14-64
- (30) Amending the *2014-2017 TIP* by increasing the cost of the I-490 EB to Route 590 NB Safety Improvements project / Proposed Resolution 14-65

Richard Perrin stated that the City of Geneva has decided not to advance its Traffic Signal Optimization project. As noted earlier, proposed Resolution 14-66 provides the additional funding requested for the CR 8 @ CR 41 & Shortsville Rd. Intersection Improvement project (proposed Resolution 14-55).

- (31) Amending the *2014-2017 TIP* by deleting the Geneva City-wide Traffic Signal Optimization project / Proposed Resolution 14-66

Richard Perrin stated that proposed Resolutions 14-67 through 14-70 advance pre-construction phases of several projects from next year (FFY 2015) to use as much the Surface Transportation Program–Flex (STP-Flex) balance in the current year as possible. These actions will make STP-Flex funds available for programming in FFY 2015.

- (32) Amending the *2014-2017 TIP* by advancing a phase of the River Street over Tonawanda Creek Minor Rehabilitation project / Proposed Resolution 14-67
- (33) Amending the *2014-2017 TIP* by advancing select phases of the County Road 9 Preventive Maintenance project / Proposed Resolution 14-68
- (34) Amending the *2014-2017 TIP* by advancing select phases of the Monroe County Highway Preventive Maintenance #3 project / Proposed Resolution 14-69
- (35) Amending the *2014-2017 TIP* by advancing select phases of the Monroe County Highway Preventive Maintenance #4 project / Proposed Resolution 14-70

The motion passed unopposed.

Richard Perrin stated that the Village of Albion had requested additional funds for the Clarendon Street bridge replacement project. The current bridge crosses the Class III Falls Road Railroad serving two trains per week. The TIP Development Committee considered the Village’s request at its April 28 meeting but was unable to recommend the Village’s request for Planning Committee consideration due to a lack of funds. The Village is unable to provide the additional funding needed to replace the bridge. As a result, the Village has proposed that removal of the bridge be considered as the preferred alternative. Richard noted that the detour is approximately two-thirds of a mile and affects approximately 1,500 vehicles per day. This would allow for the creation of an at-grade crossing at a later date, once the necessary approvals and funding can be obtained.

The removal of the bridge as the preferred option was presented at the June 11 Village Board meeting with the two-week comment period closing June 25. If the Village decides to move forward with removal, the total project cost will be less making additional federal highway funds available in the current year. To ensure that GTC programs and obligates the funds made available to this region, GTC staff has prepared Proposed Resolution 14-71. Proposed Resolution 14-71 would program a portion of the funds made available by decreasing the cost of the Clarendon Street bridge project to Preliminary Engineering for the River Street over Tonawanda Creek Minor Rehabilitation project. Proposed Resolution 14-67 accelerates the River Street over Tonawanda Creek Minor Rehabilitation project by including FFY 2014 funds for the Scoping phase and that project would be adjusted via Resolution 14-72 to also include the funds from the Clarendon Street bridge project for the Preliminary Engineering phase. GTC staff will work with NYSDOT and the TDC to identify other opportunities to use the remaining STP-Flex funds which would be presented for GTC Board consideration at its September 11 meeting.

Richard explained that the Proposed Resolutions would take effect on June 30, 2014, and be contingent on the Albion Village Board selecting removal of the bridge as the preferred alternative.

William Carpenter moved to approve Proposed Resolutions 14-71 and 14-72; Tony LaFountain seconded the motion. The motion passed unopposed.

8. New Business

- a. Presentation and discussion: "Genesee-Finger Lakes Regional Bridge Network Needs Assessment and Investment Strategy"

Richard Perrin delivered a presentation on the Genesee-Finger Lakes Regional Bridge Network Needs Assessment and Investment Strategy project.

Mark Assini asked what condition the I-35 Bridge over the Mississippi River in Minneapolis was in when it collapsed in August 2007. Richard explained that that particular bridge was fracture-critical and that it was undergoing repairs at the time it collapsed. The contractor had staged construction equipment and building materials on the bridge at the time of its collapse; the added weight of this equipment and materials was a contributing factor to the collapse.

Ken Miller explained that the Division Street bridge over the Erie Canal in the Village of Palmyra is currently closed to traffic. However, the bridge remains open to pedestrians because the Erie Canalway Trail uses it to cross the canal. For this reason, he doesn't think the bridge can be removed.

Edward Muszynski commented on the availability of various models that can generate different results. He noted that someone who does not agree with the results of the model used in the Bridge Network Needs Assessment could use a different model to generate different results. Richard explained that documenting the validity of the model is a way to address this. This project will not identify specific improvements to individual bridges, but will aggregate groups of bridges by work type.

Mark Assini commented on the impacts of the closure of the I-495 Bridge over the Christina River in Wilmington, Delaware. This closure is having a major impact on traffic movements along the eastern seaboard. He asked how the public can be educated on potential impacts of the closure of a major facility in our region such as the NYS Route 390/I-490 Interchange in the Town of Gates. Richard responded that GTC is advancing a diversion route study for Interstates and Principal Arterials that will communicate what the length of detours for these facilities would be, but that most people only pay attention to the issue after the fact.

Norman Jones commended GTC staff on its responsiveness in developing the RFP for this project so rapidly. He suggested that several factors, such as public safety and economic impacts, be considered for the rating scale when determining the importance and impact of infrastructure assets.

William Carpenter asked if the Finger Lakes Regional Economic Development Council Transportation and Infrastructure Workgroup should include the PowerPoint slides from the presentation that compare funding levels across the state in its presentation to the Regional Economic Development Council. John Marren noted that there is value to presenting the concept of the funding levels to the Regional Economic Development Council. Richard Perrin agreed and stated GTC would prepare a slide for the Workgroup's use.

Richard Perrin stated that severely limited funding is the new reality and that issues that used to be considered transportation-related need to now consider non-transportation solutions.

James Hoffman reported that the International Joint Commission recently released a new plan, *Plan 2014*, for managing the water level of Lake Ontario and the St. Lawrence River. *Plan 2014* could affect infrastructure in the lakeshore counties; however, the impact of the plan on transportation infrastructure assets is currently unclear. Richard Perrin responded that GTC staff will look into if and how the impacts of changing lake levels can be incorporated into the GTC long range planning process.

9. Next Meeting

The next GTC Board meeting will be held on September 11, 2014 at the Radisson Hotel, 175 Jefferson Road in Henrietta.

10. Adjournment

The meeting adjourned at 9:51 a.m.