

**GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING
Penfield Town Hall
Penfield, NY**

June 18, 2015

GTC BOARD MEMBERS PRESENT

Allen G. Casey, City of Rochester – At-Large
Eric Gott, Livingston County
James Hoffman, Wayne County (Chairperson)
Daniel Hogan, Monroe County – At-Large
John F. Marren, Ontario County and Genesee/Finger Lakes Regional Planning Council
William Moehle, Monroe County Supervisors’ Association
William W. Napier, Monroe County – At-Large

ALTERNATE REPRESENTATIVES PRESENT

Kevin Bush, New York State Department of Transportation (NYSDOT), representing Joan McDonald
Bill Carpenter, Rochester Genesee Regional Transportation Authority (RGRTA), representing James Redmond
Jerry Davis, Wyoming County, representing A. Douglas Berwanger
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
Donald House, Yates County, representing Dr. Timothy Dennis
Norman Jones, City of Rochester, representing Lovely Warren
Edward G. Muszynski, representing Howard Zemsky
Terrence J. Rice, representing Maggie Brooks

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Jeffrey Adair, Monroe County (Vice Chairperson)
Raymond Cianfrini, Genesee County
Donald Earle, Seneca County
Joe Martens, New York State Department of Environmental Conservation
Jonathan McDade, Federal Highway Administration (FHWA)
Robert L. Megna, NYS Thruway Authority
Marilyn Shazor, Federal Transit Administration (FTA)
Steven Urlass, Federal Aviation Administration
David L. Watson, Rochester City Planning Commission

OTHERS IN ATTENDANCE

Scott Adair, RGRTA
Joseph Bovenzi, GTC staff
Angela Ellis, Livingston County
Daniel Hallowell, NYSDOT-Region 4
Joel Kleinberg, NYSDOT-Region 4
Tony LaFountain, Town of Penfield
Scott Leathersich, Monroe County
Sharon Lilla, Barton & Loguidice
Ken Miller, Wayne County
Richard Perrin, GTC staff
Christopher Reeve, NYSDOT-Region 4
James Stack, GTC staff

John Thomas
David Zorn, G/FLRPC

1. Call to Order and Roll Call

Chairperson James Hoffman called the meeting to order at 8:30 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

Eric Gott moved to approve the minutes from the March 12, 2015 Quarterly Meeting as presented; John Marren seconded the motion. The motion passed unopposed.

4. Communications and Announcements

Richard Perrin provided the following communications and announcements:

- By his election as Chairman of the Genesee/Finger Lakes Regional Planning Council, John F. Marren now represents the Council (in addition to Ontario County) on the GTC Board.

5. Reports and Action on Old Business

a. Planning Committee Report – Scott Leathersich, Chairman

Scott Leathersich provided the following report:

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

- Accept the *Bus Stop Optimization Study* as evidence of completion of Unified Planning Work Program Task 8539;
- Amend the *Fiscal Year 2015-2016 Unified Planning Work Program (FY 2015-2016 UPWP)* to reflect the contribution of actual FY 2014-2015 rollover amounts; and
- Amend the *2014-2017 Transportation Improvement Program (2014-2017 TIP)* as requested by Monroe County, NYSDOT, Ontario County, RGRTA, and Wayne County.

Additionally, the Planning Committee took the following action:

- Classified new *FY 2015-2016 UPWP* tasks in accordance with the *Public Participation Plan*;
- Approved Scopes of Work for nine new Unified Planning Work Program tasks;
- Approved five administrative modifications to the *2014-2017 TIP* as requested by Monroe County, NYSDOT, and Wayne County; and
- Endorsed RGRTA's application for funds under the USDOT's Transportation Investment Generating Economic Recovery (TIGER) Program.

b. GTC Staff Report – Richard Perrin, Executive Director

Richard Perrin provided the following report:

1. Transportation Improvement Program

GTC staff will begin the development of the next TIP, with the expectation that it will cover Federal Fiscal Years (FFYs) 2017-2020 and be adopted at the June 16, 2016 meeting. The GTC TIP would be combined with those of the other 13 metropolitan planning organizations (MPOs) and projects selected by NYSDOT in areas not served by MPOs to create the Statewide TIP for review and approval by the Federal Highway Administration and Federal Transit Administration prior to October 1, 2016 (the beginning of FFY 2017).

GTC staff expect to receive regional Planning Targets (i.e., projected levels of funding by FHWA program) from NYSDOT-Main Office later this month. To our knowledge, no adjustment has been made to the distribution formulas, which do not account for the amount of traffic carried by bridges or include locally-owned roadways, even though those in more urban areas may serve more traffic than NYSDOT-owned roadways in rural areas. These current formulas result in NYSDOT regions with less population and less employment than ours receiving more federal and state highway and bridge funding. In addition, there has been no indication that NYSDOT-Main Office will revise their practice of retaining approximately \$400 million of National Highway Performance Program funds per year for projects to be selected by NYSDOT-Main Office versus distributing those funds to the regions.

GTC staff and NYSDOT-Region 4 staff expect to begin the TIP development process with a call for projects in early-September. Applications would be due in mid-October, project sponsors would be invited to provide presentations to the joint GTC staff-NYSDOT-Region 4 evaluation team in early-November, and the TIP Development Committee would use the joint GTC staff-NYSDOT-Region 4 preliminary evaluations to develop an initial draft program over the holiday season and into January 2016.

The initial draft program would be considered by the Planning Committee at its February 11, 2016 meeting and the Planning Committee-approved draft would be made available for a 30-day public review. Public comments would be considered by the Planning Committee and a second public review period would be held if significant changes are deemed necessary. The Planning Committee-recommended draft would be provided for GTC Board consideration at the June 16, 2016 meeting.

2. TIGER

On April 2, U.S. Secretary of Transportation Anthony Foxx announced the seventh round of the TIGER competitive grant program. There is \$500 million available nationwide in this round and applications were due June 5. The first six

rounds have resulted in \$4.1 billion in awards. However, it's important to note that the program is highly competitive: \$124 billion has been requested during those six rounds.

RGRTA is the only applicant in the region applying in this round and submitted a proposal for their Real-Time Fleet Technology Replacement Project. This initiative would upgrade existing radio and Computer-Aided Dispatch/ Automatic Vehicle Location Systems, introduce new systems to monitor vehicle health, manage vehicles on the RGRTA campus (i.e., "yard management"), and expand customer information systems. As stated by Scott Leathersich in the Planning Committee Chairperson's report, the Planning Committee adopted a resolution endorsing the project as the region's highest priority.

3. Transformative Corridors

A sub-committee of the Finger Lakes Regional Economic Development Council's Infrastructure and Transportation Workgroup was formed to identify opportunities to create permanent, good-paying jobs and leverage private investment in key sectors of the economy by making transportation improvements that improve reliability, reduce delay, and increase safety for people and freight. While the region's highest priority continues to be preservation and maintenance of our existing infrastructure, it is recognized that we must also make strategic investments to grow the economy. To that end, the sub-committee is suggesting that a High Priority Project of the Finger Lakes Regional Economic Development Council be a total allocation of \$3 to \$4 million to complete Detailed Design for three Transformative Corridors:

- Mt. Read Boulevard: Buffalo Road (NYS Route 33) to West Ridge Road (NYS Route 104)
- NYS Route 77: NYS Thruway (I-90) to Judge Road (NYS Route 63)
- NYS Route 96: NYS Thruway (I-90) to the Town/Village of Victor Line

Richard noted that Bill Carpenter is one of the co-chairs of the Infrastructure and Transportation Workgroup, which meets June 19.

Richard thanked County Executive Brooks for her comments regarding the need to improve transportation infrastructure and her gracious acknowledgements of GTC in her final State of the County address on June 10.

c. Old Business

Richard Perrin provided the following report:

1. Federal Legislative and Funding Update

On August 8, 2014, the Moving Ahead for Progress in the 21st century Act (MAP-21), the current federal surface transportation authorizing legislation, was extended through May 31 at funding levels that are the same as the two previous Federal Fiscal Years (FFYs). After debate leading up to the May 31

deadline, Congress ultimately decided on a two-month extension through July 31 which was signed by the President on May 29. The latest estimate is that there will be a sufficient balance in the Highway Trust Fund to cover outlays through July 31 without an infusion of monies from the general fund of the Treasury so this allows Congress to not have to address the revenue issue for another two months.

Even without the sources of revenue identified, the Senate Environment and Public Works Committee is scheduled to begin debate on its portion of a six-year reauthorization bill on June 24. If revenues are identified, it may prompt the other Senate Committees (Housing, Banking, and Urban Affairs and Commerce, Science, and Transportation) to develop and release drafts of their portions of a reauthorization.

The House Ways and Means Committee held a hearing June 17 and the Senate Finance Committee is meeting June 18 to discuss long-term funding options. The Congressional Budget Office estimates that the Highway Trust Fund will require an extra \$85 to \$90 billion through 2021 just to maintain current funding levels with minimal adjustments for inflation.

Congress is also working on developing appropriations for FFY 2016. On June 9, the House passed the transportation and housing appropriations bill for next year by a slim margin. The surface transportation portion maintains highway funding at \$41 billion but overall is approximately \$1 billion less than FFY 2015: \$400 million of this is reductions in the National Infrastructure Investments Program (i.e., TIGER), \$240 billion is reductions in capital and debt subsidies to Amtrak, and \$200 million is reductions in the FTA Capital Investment Grants (i.e., New Starts/Small Starts).

Daniel Hogan raised a concern about the process by which project costs are estimated. He stated that during the past three to four months he has noticed a rise in the number of projects that have not been awarded because they were not properly estimated.

Richard Perrin explained that, at a certain point, this issue falls outside the TIP programming process but that the actual bid price on a project is more important than the estimate. GTC staff is conducting a project delivery review to identify the reasons for differences between estimates and actual bid prices, as well as project delays.

Norman Jones asked if this issue is regional or occurs statewide. Daniel Hogan replied that he has seen this occur in Syracuse, Rome, and Rochester. Norman Jones suggested that if it is a statewide problem, then a statewide approach must be taken to resolve it.

Daniel Hogan commented that due to conflict of interest regulations, it is difficult for public agencies to obtain informal feedback on project estimates from contractors. In the past, this was possible, but now a contractor might be

prohibited from bidding on a project if that contractor helped a public agency prepare its estimates.

Dan Hallowell commented that there are several competing influences on the project estimation process. Project funding is very tight and NYSDOT-Main Office measures whether or not projects are delivered on time and within budget.

Terry Rice commented that one of the challenges agencies face in developing project estimates is that high estimates programmed in the TIP could tie up funds that might otherwise be used for other projects.

Richard Perrin stated that he does not think the project estimate issue is limited to this region. However, regional stakeholders have an obligation to the public to do a better job of delivering projects.

Kevin Bush stated that NYSDOT-Region 4 typically does a good job with developing project estimates. One issue that they are dealing with is that material prices are higher than originally expected, which can affect estimates. He stated that he can try to get feedback on this issue from NYSDOT's Quality Assurance office. Richard Perrin asked Kevin if the Quality Assurance office considers the entire Federal Aid program or is limited to NYSDOT projects only. Kevin replied that he was not sure if they look at non-NYSDOT projects.

Bill Carpenter reported that he was recently in Washington, D.C. to discuss RGRTA's TIGER application. He explained that he had had discussions about the corporate tax rate and corporate overseas income repatriation with members of Congress. This is supported by both chambers of Congress as a potentially fruitful concept, but there are still a lot of details to be deliberated.

Richard Perrin noted that the last two gas tax increases were done as part of omnibus budget reform acts. The fact that Congress is working on these issues now provides a potential opportunity for additional revenues to transportation in the near-term.

2. Status of Proposed Resolution 15-3 (Updating the Functional Classification of Roadways within the Rochester Metropolitan Planning Area)

Per Brighton Supervisor Bill Moehle's request at the March 12 meeting, proposed Resolution 15-3 was tabled pending a discussion with the Monroe County Supervisors' Association. GTC staff have reached out to Supervisor Moehle to identify a future meeting of the association that Terry Rice and Richard Perrin can attend to provide an overview of Functional Classification and answer questions on what it is and how the roads are categorized based on it.

6. Action Items

- a. Adopting the *Bus Stop Optimization Study* as evidence of completion of UPWP Task 8539 / Proposed Resolution 15-27

Bill Carpenter moved to approve proposed Resolution 15-27; John Marren seconded the motion.

Richard reported that RGRTA has completed UPWP Task 8539, Bus Stop Optimization Study, to identify and assess the location of existing RTS Monroe bus stops and recommend how the placement of stops can improve operations, which will enhance service for existing customers and attract new customers.

This included inventorying the location, presence of signs and amenities, and condition of approximately 3,400 bus stops. A comparison of the spacing of RTS Monroe stops to other fixed-route, fixed-schedule public bus operations was conducted using a custom-built evaluation tool. In addition, an assessment of industry standards regarding the location of shelters was developed as well.

There were 618 critical stops identified, around which placement standards were applied to achieve optimal spacing. This resulted in the recommendation that 472 stops along urban routes be eliminated and 437 stops along suburban routes be eliminated.

Two public meetings were held to gather feedback and present the draft recommendations. RTS is currently implementing the recommendations, including advance notification of bus stop removal to customers and updating signs with current branding and route information.

Richard Perrin stated that proposed Resolution 15-27 was reviewed and recommended for GTC Board approval by the Planning Committee at its May 14, 2015 meeting.

Norman Jones noted that John Thomas had voiced concerns over certain elements of this project and invited John to speak. John stated that he had expressed his concerns at the May 14 Planning Committee meeting and supports the acceptance of the plan provided additional consideration of seating and amenities was conducted on behalf of seniors (including aging Baby Boomers who will be turning 65 over the next several years) and persons with disabilities.

Norman Jones stated that he wanted to ensure that there will be future opportunities to adjust bus stop locations after changes recommended in this report are implemented. Bill Carpenter replied that there will be future opportunities.

The motion passed unopposed.

- b. Modifying the *FY 2015-2016 UPWP* to reflect the contribution of actual FY 2014-2015 rollover amounts / Proposed Resolution 15-28

Terry Rice moved to approve proposed Resolution 15-28; Daniel Hogan seconded the motion.

Richard Perrin stated that the *FY 2015-2016 UPWP* was adopted by the GTC Board at its March 12 meeting. It included rollover amounts for existing projects based on expenditures through the third quarter FY 2014-2015, which is the quarter ending December 31, 2014. The actual rollover amounts as of March 31, 2015 (i.e., 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 balances with the expenditures through the end of the fiscal year in the UPWP.

Richard Perrin stated that proposed Resolution 15-28 was reviewed and recommended for GTC Board approval by the Planning Committee at its May 14, 2015 meeting.

The motion passed unopposed.

c. Amending the *2014-2017 Transportation Improvement Program (TIP)*

Jim Hoffman suggested grouping all the proposed Resolutions into a single action. No members or alternates objected.

John Marren moved to approve proposed Resolutions 15-29 through 15-48; Terry Rice seconded the motion.

Richard Perrin discussed each of the Resolutions including the source of funding offsets, if any, as noted below.

- (1) Amending the *2014-2017 TIP* by deferring select phases of the Monroe Co. Camera Deployment & ITS Integration Stage 5 project / Proposed Resolution 15-29

Monroe County is requesting that the funds for their Camera Deployment & ITS Integration Stage 5 project be deferred from the current FFY to the next. These are earmarked funds and, accordingly, have no impact on any other projects or fiscal constraint.

- (2) Amending the *2014-2017 TIP* by deferring a select phases of the North Avenue Connector Project / Proposed Resolution 15-30

NYSDOT on behalf of the Village of Webster is requesting that the funds for the North Avenue Connector Project be deferred from the current FFY to the next. The source of funds is the Transportation Alternatives Program and, similar to earmarks, the funds are dedicated to the specific project. There is no impact on any other projects in the TIP or fiscal constraint.

- (3) Amending the *2014-2017 TIP* by increasing the cost of the I-490 Bridge over Marsh Road project / Proposed Resolution 15-31

NYSDOT-Main Office has awarded National Highway Performance Program funds for the construction phase of the I-490 Bridge over Marsh Road project. This will provide for the replacement of the lowest-rated bridge in Monroe County, which

carries approximately 45,000 vehicles per day. These are new funds to the region, are dedicated to the specific project, and have no impact on fiscal constraint.

- (4) Amending the *2014-2017 TIP* by deferring a phase of the Mount Hope Avenue Improvements - Phase 2 project / Proposed Resolution 15-32

The City of Rochester is requesting that the Detailed Design phase be deferred so that the impact of the Access 390 project on Mount Hope Avenue can be evaluated. These National Highway Performance Program funds were awarded by NYSDOT-Main Office and are dedicated to the specific project. There is no impact on fiscal constraint.

- (5) Amending the *2014-2017 TIP* by deferring select phases of the Applinville Road Bridge Replacement project / Proposed Resolution 15-33

- (6) Amending the *2014-2017 TIP* by reprogramming select phases of the Summit Street Reconstruction project / Proposed Resolution 15-34

The Applinville Road Bridge Replacement project will not be ready to have funds obligated for the Detailed Design and Right-of-Way Acquisition phases in the current FFY. The Summit Street Reconstruction project has funding in the next FFY but has been advanced to the point where it can obligate funds for the Detailed Design phase in the current FFY. This allows the region to maintain full funding for both projects and accommodate the deferral of phases on the Applinville Road Bridge Replacement project.

- (7) Amending the *2014-2017 TIP* by decreasing the cost of the I-590 (I-390 to Highland Ave.) Preventive Maintenance project / Proposed Resolution 15-35

- (8) Amending the *2014-2017 TIP* by increasing the cost of the Lake Ontario State Parkway Preventive Maintenance (Rt. 390 to O'Rorke Bridge) project / Proposed Resolution 15-36

- (9) Amending the *2014-2017 TIP* by increasing the cost of the Route 63 (Wyoming Co. Line to Rt. 408) Preventive Maintenance project / Proposed Resolution 15-37

- (10) Amending the *2014-2017 TIP* by advancing phases of the Route 104 Preventive Maintenance (Rt. 390 to Kodak Park Bridge) project / Proposed Resolution 15-38

- (11) Amending the *2014-2017 TIP* by increasing the cost of the NHPP Block Program project / Proposed Resolution 15-39

- (12) Amending the *2014-2017 TIP* by decreasing the Federal share of the Route 332 and Route 5&20 Preventive Maintenance project / Proposed Resolution 15-40

- (13) Amending the *2014-2017 TIP* by increasing the cost of the Route 531 Interchange at Rt. 31 and Rt. 36 - Reconstruction project / Proposed Resolution 15-41

Proposed Resolutions 15-35 through 15-41 provide for an increase in the cost of the Detailed Design phase of the Lake Ontario State Parkway Preventive Maintenance (Rt. 390 to O'Rorke Bridge) project, the addition of a Detailed Design phase for the Route 63 (Wyoming Co. Line to Rt. 408) Preventive Maintenance project, the acceleration of the Construction and Construction

Inspection phases of the Route 104 Preventive Maintenance (Rt. 390 to Kodak Park Bridge) project, and the addition of a Detailed Design phase for the Route 531 Interchange at Rt. 31 and Rt. 36 - Reconstruction project. The funding offsets to maintain fiscal constraint come from the I-590 (I-390 to Highland Ave.) Preventive Maintenance project and the Route 332 and Route 5&20 Preventive Maintenance project. The source of the funds in the National Highway Performance Program.

- (14) Amending the *2014-2017 TIP* by decreasing the cost of the Replace 20 RTS Buses (2014) project / Proposed Resolution 15-42
- (15) Amending the *2014-2017 TIP* by decreasing the cost of the Replace 28 Transit Buses (FFY 2015/2016) project / Proposed Resolution 15-43
- (16) Amending the *2014-2017 TIP* by decreasing the cost of the Replace 12 Lift Line Buses FFY 2016 / Proposed Resolution 15-44
- (17) Amending the *2014-2017 TIP* by reprogramming phases of the RTS Campus Improvement Project / Proposed Resolution 15-45
- (18) Amending the *2014-2017 TIP* by increasing the cost of the Preventive Maintenance - RTS & Lift Line for FFY 2015 project / Proposed Resolution 15-46
- (19) Amending the *2014-2017 TIP* by adding the RTS Customer Relationship Management System project / Proposed Resolution 15-47

Proposed Resolutions 15-42 through 15-47 align the TIP with RGRTA's revised bus replacement plan and current budget, which places an increased emphasis on preventive maintenance to extend the service life of RTS Monroe and RTS Access vehicles. In addition, funds are made available for the purchase and installation of a new customer relationship management system. The source of the funds is the Federal Transit Administration Section 5307 Program-Urbanized Area Formula Grants, which apportions funds directly to RGRTA for capital projects in the Rochester Urbanized Area. There is no impact on any other projects in the TIP or fiscal constraint.

- (20) Amending the *2014-2017 TIP* by increasing the cost of the CR 8 @ CR 41 & Shortsville Rd. Intersection Improvement project / Proposed Resolution 15-48

Proposed Resolution 15-48 is requested by Ontario County to provide additional funding for the construction of a roundabout at the CR 8 @ CR 41 & Shortsville Rd. Intersection. In addition to improving safety at the intersection, GTC conducted the requisite analysis to determine that there will also be an air quality benefit. GTC staff, with support from NYSDOT-Region-4, requested that additional Congestion Mitigation and Air Quality Improvement Program funds be made available to the region for this project. NYSDOT-Main Office agreed and the funds to be added to this project represent new funds to the region.

Proposed Resolutions 15-29 through 15-48 were reviewed and recommended for GTC Board approval by the Planning Committee at its March 12, 2015 meeting.

William Moehle asked about the reduced cost of the I-590 (I-390 to Highland Ave.) Preventive Maintenance project. Chris Reeve explained that the designers determined that a different treatment than originally anticipated was the optimal, most cost-effective treatment and resulted in significant savings due to the number of bridges involved.

The motion passed unopposed.

- (21) Amending the *2014-2017 TIP* by increasing the cost of the FTA Section 5310 Blocked Program project / Proposed Resolution 15-49

Bill Carpenter moved to approve Proposed Resolution 15-49; Kevin Bush seconded the motion.

Richard Perrin distributed Proposed Resolution 15-49. He explained that the FTA Section 5310 Program provides funding for projects that improve mobility for seniors and persons with disabilities. In the past, FTA Section 5310 funds have been awarded for the purchase of vehicles by not-for-profit agencies (e.g., county ARCs, Medical Motor Service, etc.). We now have the opportunity to award FTA Section 5310 Program funds for mobility management initiatives. Mobility management focuses on meeting the needs of individuals by matching their travel needs with appropriate providers via a single point of contact. Mobility management continues to grow as a priority for regional public and not-for-profit human service agencies and transportation providers as it improves the customer experience and more cost-effectively utilizes existing vehicles and services.

In previous years, NYSDOT conducted the solicitation for the FTA Section 5310 program for all areas of the State as the funds were directly apportioned from FTA to NYSDOT. On July 6, 2012, legislation entitled Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law. A provision in MAP-21 resulted in the direct apportionment of funds from FTA to large urbanized areas (i.e., areas with an urbanized population of 200,000 or greater). Given NYSDOT's experience with the FTA Section 5310 program and their offer to continue to administer the program, all of the metropolitan planning organizations (MPOs) in the State representing large urbanized areas selected NYSDOT as the Designated Recipient. GTC did so for the Rochester Urbanized Area on June 20, 2013 via Resolution 13-60. NYSDOT is also the Designated Recipient for the remainder of the state, excluding Tompkins County.

The solicitation for FFYs 2013, 2014, and 2015 was issued by NYSDOT on April 30 with applications due June 8. Funds apportioned to the Rochester Urbanized Area total approximately \$2.1 for these three years. Beginning in September 2013, the status of the FTA Section 5310 program and the funds authorized in MAP-21 has been a standing item on the New York State Association of MPOs bi-weekly teleconferences.

The GTC Board is under a very expedited timeline that requires action at this meeting so that the FFY 2013 funds are not lost. This issue was discussed with the Planning Committee at its May 14 meeting and, given the urgency of the issue, the Planning Committee concurred with having the TIP Development Committee making the recommendation to the GTC Board.

Richard Perrin stated that proposed Resolution 15-49 was reviewed and recommended for GTC Board approval by the TIP Development Committee on June 17, 2015.

The motion passed unopposed.

7. New Business

Chairman Hoffman announced that he would not be seeking reelection as the Supervisor of the Town of Williamson. Accordingly, he will be stepping down from that position at the end of 2015 and will be unable to continue serving as the Chairman of the GTC Board in 2016. He stated that Kevin Bush, in his capacity as Secretary of the GTC Board, will convene a nominating committee to identify a replacement that will fill the vacancy from January to March 2016.

Richard Perrin presented Daniel Hallowell with a certificate of appreciation for his service to GTC. Dan thanked the GTC Board and Richard.

John Thomas stated that June 18 is ROC Transit Day and thanked RGRTA for providing 1,000 free bus passes to the public. He encouraged everyone to try riding the bus for a day.

- a. Presentation and discussion: "Disruptive Technologies and the Future of Transportation"

Richard Perrin delivered a presentation on Disruptive Technologies, which reviewed the anticipated impacts of emerging technologies on the transportation system.

8. Next Meeting

The next GTC Board meeting is scheduled for September 10, 2015 at the Penfield Town Hall, 3100 Atlantic Avenue in Penfield.

9. Adjournment

The meeting adjourned at 10:03 a.m.