

**GENESEE TRANSPORTATION COUNCIL  
QUARTERLY BOARD MEETING  
Penfield Town Hall  
3100 Atlantic Avenue  
Penfield, NY**

**June 8, 2017**

**GTC BOARD MEMBERS PRESENT**

Anthony Daniele, Monroe County  
Eric Gott, Livingston County (Vice Chairperson)  
Daniel Hogan, Monroe County At-Large  
William Napier, Monroe County At-Large

**ALTERNATE REPRESENTATIVES PRESENT**

Robert Bausch, Genesee County, representing Raymond Cianfrini  
Bill Carpenter, Rochester Genesee Regional Transportation Authority (RGRTA), representing Geoffrey Astles  
Jerry Davis, Wyoming County, representing A. Douglas Berwanger  
Stephen Golding, Empire State Development Corporation, representing Howard Zemsky  
Andrea Guzzetta, Rochester City Council, representing Loretta Scott  
Doraine Kirkmire, Rochester City Planning Commission, representing David L. Watson  
William Moehle, Monroe County Supervisor's Association, representing John Moffitt  
Ken Miller, Wayne County, representing Steve LeRoy  
Terrence Rice, Monroe County, representing Cheryl Dinolfo  
James Willer, New York State Department of Transportation (NYSDOT), representing Mathew Driscoll  
David Zorn, Genesee/Finger Lakes Regional Planning Council (G/FLRPC), representing John F. Marren

**GTC BOARD MEMBERS ABSENT AND UNREPRESENTED**

David B. Callard, Orleans County  
Dr. Timothy Dennis, Yates County  
Bill Finch, NYS Thruway Authority (NYSTA)  
Stephen Goodman, Federal Transit Administration (FTA)  
John F. Marren, Ontario County (Chairperson)  
Peter Osborn, Federal Highway Administration (FHWA)  
Basil Seggos, New York State Department of Environmental Conservation  
Robert Shipley, Seneca County  
Steven Urlass, Federal Aviation Administration  
Lovely Warren, City of Rochester – Mayor  
Vacant, Monroe County Planning Board  
Vacant, City of Rochester At-Large

**OTHERS IN ATTENDANCE**

Jody Binnix, GTC staff  
Angela Ellis, Livingston County  
Alex Kone, GTC staff  
Chris Lama, Wendel  
Scott Leathersich, Monroe County  
Sharon Lilla, Barton & Loguidice  
James McIntosh, City of Rochester  
James Stack, GTC staff

**1. Call to Order and Roll Call**

Vice Chairperson Gott called the meeting to order at 8:34 a.m.

Alex Kone, 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**

**Terrence Rice moved to approve the minutes from the March 16, 2017 Quarterly Meeting as presented; Bill Carpenter seconded the motion. The motion passed unopposed.**

**4. Communications and Announcements**

- Monroe County Legislature President Anthony Daniele has designated Legislator Sean Delehanty as his Alternate to the GTC Board
- Empire State Development Commissioner Howard Zensky has designated Stephen Golding as his Alternate to the GTC Board
- City of Rochester Mayor Lovely Warren has designated Dorraine Kirkmire as an Alternate to the GTC Board to represent the Rochester City Planning Commission Chairman David Watson

**5. Reports and Action on Old Business**

a. Planning Committee Report – Scott Leathersich, Chairman

Scott Leathersich provided the following report:

The Planning Committee met April 13<sup>th</sup> and May 11<sup>th</sup> and recommends that the GTC Board:

- Accept reports as evidence of completion of four Unified Planning Work Program tasks;
- Amend the *FY 2017-2018 Unified Planning Work Program (UPWP)* to reflect the contribution of actual FY 2016-2017 rollover amounts
- Adopt an addendum to the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040* regarding Transit Asset Management Performance Measures
- Amend the *2017-2020 Transportation Improvement Program* as requested by the Cities of Batavia and Rochester, the Village of Holley, Livingston and Monroe Counties, NYSDOT, and RGRTA.

Additionally, the Planning Committee took the following action:

- Approved four administrative modifications to the *2017-2020 Transportation Improvement Program* as requested by the Counties of Monroe and Ontario and NYSDOT:
  - Increasing the cost of the County Road 42 Preventative Maintenance project
  - Changing the name and description of the Highway Lighting Rehabilitation – East project
  - Increasing the cost of the Railroad Crossing Improvement Project at Quaker Rd and Canandaigua Rd. project
  - Decreasing the cost of the Rt 20 over Oatka Creek Superstructure Replacement project
- Approve the Scopes of Work for five Unified Planning Work Program (UPWP) tasks:
  - Task 4103 – Genesee-Finger Lakes Local Update of Census Addresses (LUCA) 2020
  - Task 5751 – Genesee-Finger Lakes Regional Local Bridge Vulnerability Assessment
  - Task 6532 – County Road 16 Pedestrian & Bicycle Accommodations Feasibility Study
  - Task 7704 – Uptown Canandaigua Mixed-Use & Transportation Corridor Feasibility Study
  - Task 8426 – RTS Access Ridership and Facility Evaluation
- Amend the existing Scopes of Work for two Unified Planning Work Program task.
  - Task 8538 – RTS Route Overhaul and Refinement Analysis
  - Task 8540 – Super Transit Zones Development Study
- Modified the *FY 2017-2018 UPWP* to reprogram funds between tasks
- Provided concurrence with four NYS Freight Plan

b. GTC Staff Report – James Stack, Executive Director

James Stack provided the following report:

On May 1, the Federal Highway Administration added the Genesee-Finger Lakes Regional Critical Transportation Infrastructure Vulnerability Assessment as a case study on their resource page related to resiliency planning.

This study was accepted by the GTC Board last June. As Jim reported then, GTC staff conducted this study to evaluate vulnerable transportation infrastructure and identify strategies to mitigate hazard impacts, whether natural or man-made. GTC staff recognized that one key asset that was missing is locally-owned bridges that are not

on federal-aid eligible roads. The current UPWP adopted in March includes a project to resolve this.

Joe Bovenzi will be presenting the study at the New York State Association of Metropolitan Planning Organizations (MPOs) conference later this month and it has been submitted for consideration to be presented at the national MPO conference in October.

The National Association of Chronic Disease Directors (NACDD) hosted a workshop in Decatur, Georgia April 3rd through 6th, 2017. The workshop brought together interdisciplinary regional teams of elected officials, transportation planners, and public health professionals. The Institute provided an interactive curriculum for making policy, systems, and environmental improvements that increase walkability through community design.

GTC submitted an application for admission and travel assistance on behalf of the project team that also included the City of Rochester and Common Ground Health, formerly Finger Lakes Health Systems Agency. We were one of 10 teams selected for the program.

The primary deliverable of the Institute MOU was to submit a Walkability Action Plan. The scope of the Action Plan is to focus on forging programmatic connections between the three partner agencies over an approximately two-year horizon. The Action Steps are organized under three Goals:

- Planning and Policy
- Data and Analysis
- Community Engagement

The Action Plan builds upon the existing collaborations between the three agencies and targets programmatic activities towards the nexus of public health and active transportation. The partners aim to build an operational foundation for future collaboration and engagement with other agencies, partner organizations, and the broader community. By the end of 2018, the partners seek to convene an Active Transportation / Public Health Summit.

c. Old Business

1. Federal Legislative and Funding Update

James Stack provided the following report:

In early May, the House and Senate each passed an omnibus measure to fund the Federal Government through September 30, or the end of the current Federal Fiscal Year which has been signed by the President. This allows states and transit operators access to the funding increase authorized in the Fixing America's Surface Transportation Act (FAST Act).

Political leaders at all levels of government, industry groups, private businesses and other advocates have been pushing for a fix to the Highway Trust Fund that restores the ability to support projects at authorized levels while minimizing transfers from the General Fund. Some have advocated that this be done as part of a tax overhaul while others have pushed for increase in the motor fuel excise taxes that have not changed since 1993. There is concern that continuing to collect excise taxes on a per gallon basis is not sustainable given increase fuel economy of traditionally-fueled vehicles and the growing penetration of alternative-fueled vehicles. An easy solution is not at hand.

The Trump Administration has released its 2018 Budget Proposal, including an outline for an Infrastructure Initiative. A stated goal is to seek long-term reforms on how infrastructure projects are regulated, funded, delivered, and maintained. The sentiment is that providing more Federal funding, on its own, is not the solution to our infrastructure challenges. The four key principles are:

- **Make Targeted Federal Investments:** Focus Federal dollars on the most transformative projects and processes. Funds should be awarded to projects that address problems that are a high priority from the perspective of a region or the Nation, or to projects that lead to long-term changes in how infrastructure is designed, built, and maintained.
- **Encourage Self-Help:** Many States, tribes, and localities have raised their own dedicated revenue for infrastructure. The Federal Government should support more communities moving toward a model of independence.
- **Align Infrastructure Investment with Entities Best Suited to Provide Sustained and Efficient Investment:** The Federal Government provides services that non-Federal entities, including the private sector, could deliver more efficiently. The Administration will look for opportunities to appropriately divest from certain functions, which will provide better services for citizens, and potentially generate budgetary savings.
- **Leverage Private Sector:** The private sector can provide valuable benefits for the delivery of infrastructure, through better procurement methods, market discipline, and a long-term focus on maintaining assets.

The President's target of \$1 trillion in infrastructure investment will be funded through a combination of new Federal funding, incentivized non-Federal funding, and newly prioritized and expedited projects. The 2018 Budget includes \$200 billion in outlays related to the infrastructure initiative that is expected to result in at least \$1 trillion in total infrastructure spending over ten years.

There has been concern raised throughout the country that private investment will only be attracted to projects that can generate revenue to repay that investment and that rural areas would not benefit. Although I haven't seen details, earlier this week the Administration indicated rural areas will see investment in infrastructure.

Various analyses of the proposed budget show that obligation authority through the Highway Trust Fund in the first year would be limited to 2015 levels and keep them flat through 2020, wiping out any increase authorized through the FAST Act. Beyond 2020, Highway Trust Fund outlays would be limited to receipts, resulting in a 40 percent cut in the highway program in 2021 and zeroing out the transit program through 2023. The Highway Trust Fund shortfall has been covered by transfers from the General Fund for the past few years, but the President's budget does not include similar transfers beyond 2020.

Of course, this is the Administration's budget proposal and Congress must weigh in. Democratic leadership in both the House and the Senate have indicated they are not supportive of the Administration's approach. Some Republicans have even indicated the budget is "dead on arrival."

Bill Carpenter reported that he recently spoke with staffers at Senator Chuck Schumer's office and Congressman Tom Reed's office regarding the President's budget proposal. The budget, as written, is likely "dead on arrival." James Stack added that he expects Congress to pass Continuing Resolutions based upon the FAST Act authorization. He encouraged Board members to reach out to their respective representatives in their individual capacities. He noted that he is prohibited from lobbying members of Congress but offered to provide any transportation policy information as requested.

## **6. Action Items**

### **a. Accepting reports as evidence of completion of various UPWP Tasks**

James Stack explained that Proposed Resolution 17-25 was reviewed and recommended for approval by the Planning Committee at its April 13, 2017 meeting. Proposed Resolutions 17-26 through 17-28 were reviewed and recommended for approval by the Planning Committee at its May 11, 2017 meeting.

Vice Chairman Gott suggested grouping proposed Resolutions 17-25 and 17-28 together into a single action; no Member or Alternate objected.

James Stack provided the following overview:

- (1) Accepting the *Regional Operational Service Efficiency Study* as evidence of completion of UPWP Task 8210 / Proposed Resolution 17-25

The Rochester-Genesee Regional Transportation Authority conducted this study, which was initiated to undertake service audits of regional operations outside of Monroe County as part of an ongoing effort to minimize expenses while maximizing efficiency. The audits would identify what service components are currently working well within the regional operations as well as where improvements and/or changes are necessary to create rural transit operations

that are both successful and financially sustainable for RGRTA and the communities that are being served.

The study has resulted in recommendations common to all regional operations as well as for individual operations. RGRTA has met with each County to discuss relevant findings and has already begun to implement changes.

Bill Carpenter noted that previously RTS buses would stop at a county line, as a result of the study now RTS buses will cross county lines. This is a much anticipated service change. Additionally, hours will be expanded along select routes. All changes have been well received among riders.

- (2) Accepting the Town of Irondequoit Active Transportation Plan as evidence of completion of UPWP Task 8766 / Proposed Resolution 17-26

The Town of Irondequoit conducted this project, which was initiated to develop a plan to understand current and future needs and identify strategies to better accommodate bicycle, pedestrian, and transit-oriented travel to, from, and through the town.

The plan identifies specific recommendations for the sidewalk network, transit stops, bicycle facilities, and roadway intersections. The Town recognizes that, in many of these locations, there will need to be additional coordination with and an agreement by the facility owner, such as Monroe County or NYSDOT, before the recommendations can be implemented.

The Plan includes additional recommendations related to facility design, Town land use regulation, outreach and education, and implementation.

- (3) Accepting the Monroe County Guiderail Inventory Program as evidence of completion of UPWP Task 6212 / Proposed Resolution 17-27

Monroe County conducted this study, which was initiated to collect field information on all guiderail systems owned by Monroe County, review the inventory to see if they meet current design and safety standards, then organize and categorize the inventory in a prioritized order. The project is intended to provide a systematic programming tool for replacing or upgrading the inventory to meet the latest acceptable standards.

- (4) Accepting the Super Transit Zones Development Study as evidence of completion of UPWP Task 8540 / Proposed Resolution 17-28

RGRTA conducted this study, which was initiated to assess the potential to develop areas of high frequency public transportation service to meet the demand prompted by popular destinations, job sites and dense residential areas when the increased service is determined to be financially sustainable. If it was determined that high frequency service areas can be developed in a financially sustainable manner, the result would be the creation of Super

Transit Zones along existing bus routes, where customers can rely on frequent service connecting them to high-demand destinations. A major focus of this project would be creating more job access from dense residential areas to dense employment areas.

Data and analysis resulted in a determination that implementation of Super Transit Zones is not financially sustainable at this time. As a result, RGRTA requested, and the Planning Committee, agreed to forego determining an implementation strategy and schedule, including a pilot project, to test feasibility. This eliminated the need to conduct a public outreach meeting related to a pilot project. Eliminating a portion of the scope of work conserved funding and resources that could be used for other planning efforts.

It should be noted that, although Super Transit Zones are not able to be implemented as a stand-alone addition to service at the present time, all data and analysis compiled during this study will be carried forward into RTS's System Redesign Project that is getting underway. The analysis conducted as part of this project supports the Steering Committee's opinion that the implementation of service changes similar to the Super Transit Zones can be financially sustainable and have a better chance of success when done as part of a comprehensive system redesign and in combination with other key changes to service.

William Moehle asked if the study reviewed vehicle size. Bill Carpenter stated in the affirmative and noted that determining the optimum vehicle size for various services will be part of the System Redesign Project.

**Bill Carpenter moved to approve proposed Resolution 17-25 through 17-28; William Moehle seconded the motion. The motion passed unopposed.**

- b. Amending the *FY 2017-2018 Unified Planning Work Program* to reflect the contribution of actual FY 2016-2017 rollover amounts / Proposed Resolution 17-29

James Stack explained that Proposed Resolution 17-29 was reviewed and recommended for approval by the Planning Committee at its May 11, 2017 meeting. The materials for this item start on page 73 of the meeting package.

The Unified Planning Work Program, or UPWP, is the annual work program for GTC staff and supports transportation planning for local communities. This Board adopted the *2017-18 UPWP* at its March 9, 2017 meeting. The UPWP was developed with estimated rollover amounts based on activity through the third quarter of the last fiscal year for projects that were not expected to be completed by March 31. Now that the accounting for FY 2016-17 has been closed out, the budgets for these projects can be adjusted to reflect fourth quarter activity. This is a routine adjustment that is made every June. Exhibit 1 on page 75 demonstrates a significant level of progress in the fourth quarter. The one exception is Task 1600 under GTC, which is a reflection of savings from the staff core budget. These savings will be available for future projects.



**Terry Rice moved to approve proposed Resolutions 17-29, James Willer seconded the motion.**

- c. Adopting an addendum to the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040* regarding Transit Asset Management Performance Measures / Proposed Resolution 17-30

James Stack explained that Proposed Resolution 17-30 was reviewed and recommended for approval by the Planning Committee at its May 11, 2017 meeting. The materials for this item start on page 76 of the meeting package.

The Moving Ahead for Progress in the 21st Century (MAP-21) Act of 2012 directed the U.S. Department of Transportation to establish a set of performance measures to increase the accountability and transparency of the federal highway and transit programs and improve project decision-making through performance-based planning and programming through the rulemaking process. The Fixing America's Surface Transportation Act (FAST Act) of 2015 continued the performance management and performance-based planning and programming requirements of MAP-21 with minor changes.

The Final Rules established national performance measures across four subject areas, as noted in Table 1 on page 76, which require that state that Departments of Transportation and providers of public transportation:

- Establish performance targets that reflect the measures;
- Report on progress towards achieving those targets;
- Develop performance based plans for safety and asset management; and
- Implement a performance based approach to planning and programming.

Each MPO, such as GTC, is required to establish performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region. To meet this planning requirement, the GTC Planning Committee recommends appending Chapter 7 – Performance Measures, of the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040 to incorporate these measures. These measures will supplement, not replace, the performance measures adopted in 2016. The "GTC Board Action" noted in Table 1 reflects the anticipated timeline for GTC adoption of performance targets in accordance with each of the Final Rules.

All transit providers that are recipients or subrecipients of Federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage transit capital assets used in the provision of public transportation are required to develop Transit Asset Management (TAM) Plans to achieve and maintain a State of Good Repair. Initial TAM Plans are due to FTA by October 1, 2018. However, initial performance targets were due by January 1, 2017.

The Final Rule on Transit Asset Management requires MPOs to coordinate with transit providers to set TAM performance targets, and integrate those performance targets into their planning documents. MPO's have the option to either agree to program investments in support of the transit operator's targets or set their own quantifiable targets. In consultation with the Rochester Genesee Regional Transportation Authority, the Tier I transit provider, the GTC Planning Committee recommends concurrence and support of RGRTA's performance targets.

**Bill Carpenter moved to approve proposed Resolutions 17-30; Daniel Hogan seconded the motion.**

d. Amending the *2017-2020 Transportation Improvement Program (TIP)*

James Stack explained that the materials for this item begin on page 83 of your meeting package. Proposed Resolutions 17-31 through 17-73 were reviewed and recommended for approval by the Planning Committee at its May 8, 2017 meeting.

Vice Chairman Gott suggested grouping proposed Resolutions 17-31 through 17-73 into a single action; no Member or Alternate objected.

**Bill Carpenter moved to approve proposed Resolutions 17-31 through 17-73; Terry Rice seconded the motion.**

- (1) Amending the *2017-2020 TIP* increasing the cost of the Elmwood Ave. @ Lac de Ville Intersection Improvement Project / Proposed Resolution 17-31
- (2) Amending the 2017-2020 TIP increasing the cost of the Dewey Avenue & Driving Park Intersection Realignment project / Proposed Resolution 17-32
- (3) Amending the 2017-2020 TIP increasing the cost of the Rix Hill Road Bridge Rehabilitation project / Proposed Resolution 17-33
- (4) Amending the 2017-2020 TIP by increasing the cost of the Ames St., Buffalo Rd., Main St., and West Ave. Preventive Maint. project / Proposed Resolution 17-34
- (5) Amending the 2017-2020 TIP by increasing the cost of the Applinville Road Bridge Replacement project / Proposed Resolution 17-35
- (6) Recommendation to the GTC Board concerning amending the 2017-2020 TIP decreasing the cost of the Rt 104 Pavement MbC from Monroe CL to Furnace Rd project / Proposed Resolution 17-36
- (7) Amending the 2017-2020 TIP I-490 Pavement Micro-Resurface from Erie Canal to Winton Rd, VPP project / Proposed Resolution 17-37
- (8) Amending the 2017-2020 TIP decreasing the cost of the I-390 Pavement Micro-Resurface from Thruway to Rt 590 project / Proposed Resolution 17-38

- (9) Amending the 2017-2020 TIP by decreasing the cost of the I-390 Pavement Micro-Resurface from Exits 5-6 project / Proposed Resolution 17-39
- (10) Amending the 2017-2020 TIP by adding the I-390 Appurtenance Upgrade project / Proposed Resolution 17-40
- (11) Amending the 2017-2020 TIP decreasing the cost of the Rt 88 (Main Street) Reconstruction, Village of Newark project / Proposed Resolution 17-41
- (12) Amending the 2017-2020 TIP by adding the Railroad Crossing Improvement Project at Gough Road project / Proposed Resolution 17-42
- (13) Amending the 2017-2020 TIP by increasing the cost of the Preventive Maintenance – RTS & RTS Access for FFY 2017 project / Proposed Resolution 17-43
- (14) Amending the 2017-2020 TIP by decreasing the cost of the Preventive Maintenance – RTS & RTS Access for FFY 2018 project / Proposed Resolution 17-44
- (15) Amending the 2017-2020 TIP by decreasing the cost of the Preventive Maintenance – RTS & RTS Access for FFY 2019 project / Proposed Resolution 17-45
- (16) Amending the 2017-2020 TIP by decreasing the cost of the Preventive Maintenance – RTS & RTS Access for FFY 2020 project / Proposed Resolution 17-46
- (17) Amending the 2017-2020 TIP by increasing the cost of the Replace 18 Transit Buses FFY 2017 project / Proposed Resolution 17-47
- (18) Amending the 2017-2020 TIP by deleting the Replace 22 Transit Buses FFY 2018 project / Proposed Resolution 17-48
- (19) Amending the 2017-2020 TIP by increasing the cost of the Replace 25 Transit Buses FFY 2019 project / Proposed Resolution 17-49
- (20) Amending the 2017-2020 TIP by increasing the cost of the Replace 10 Paratransit Buses FFY 2017 project / Proposed Resolution 17-50
- (21) Amending the 2017-2020 TIP by increasing the cost of the Replace 10 Paratransit Buses FFY 2018 project / Proposed Resolution 17-51
- (22) Amending the *2017-2020 TIP* by increasing the cost of the Replace 6 Paratransit Buses FFY 2019 project / Proposed Resolution 17-52

- (23) Amending the 2017-2020 TIP by deleting the Replace 14 Paratransit Buses FFY 2020 project / Proposed Resolution 17-53
- (24) Amending the 2017-2020 TIP by adding the Associated Transit Improvements FFY 2017 project / Proposed Resolution 17-54
- (25) Amending the 2017-2020 TIP by adding the Associated Transit Improvements FFY 2018 project / Proposed Resolution 17-55
- (26) Amending the 2017-2020 TIP by adding the Associated Transit Improvements FFY 2019 project / Proposed Resolution 17-56
- (27) Amending the 2017-2020 TIP by adding the Associated Transit Improvements FFY 2020 project / Proposed Resolution 17-57
- (28) Amending the 2017-2020 TIP by adding the RTS Campus Improvement Project FFY 2017 project / Proposed Resolution 17-58
- (29) Amending the 2017-2020 TIP by adding the Fare Collection Improvements Design FFY 2017 project / Proposed Resolution 17-59
- (30) Amending the 2017-2020 TIP by adding the Transit Center Improvements FFY 2017 project / Proposed Resolution 17-60
- (31) Amending the 2017-2020 TIP by adding the RTS Access Campus Improvements FFY 2017 project / Proposed Resolution 17-61
- (32) Amending the 2017-2020 TIP by adding the Tow Truck Replacement FFY 2017 project / Proposed Resolution 17-62
- (33) Amending the 2017-2020 TIP by adding the Office Productivity Software Update FFY 2017 project / Proposed Resolution 17-63
- (34) Amending the 2017-2020 TIP by adding the On-Board Voice and Data Systems Replacement FFY 2017 project / Proposed Resolution 17-64
- (35) Amending the 2017-2020 TIP by adding the Mason Road Sidewalks project / Proposed Resolution 17-65
- (36) Amending the 2017-2020 TIP by adding the Ridge Road Multi-Modal Corridor project / Proposed Resolution 17-66
- (37) Amending the 2017-2020 TIP by adding the Village of Holley Sidewalk Reconstruction project / Proposed Resolution 17-67
- (38) Amending the 2017-2020 TIP by adding the City of Batavia Pedestrian Way project / Proposed Resolution 17-68

- (39) Amending the 2017-2020 TIP by adding the Main Street Streetscape – Phase 2 project / Proposed Resolution 17-69
- (40) Amending the 2017-2020 TIP by adding the Mobile Ticketing System project / Proposed Resolution 17-70
- (41) Amending the 2017-2020 TIP by adding the 5 Electric Buses project / Proposed Resolution 17-71
- (42) Amending the 2017-2020 TIP by adding the Shared Mobility Program project / Proposed Resolution 17-72
- (43) Amending the 2017-2020 TIP by reducing the cost of the Rt 252 Pavement MbC, RIT Entrance to Marketplace Dr project / Proposed Resolution 17-73

**The motion passed unopposed.**

## **7. New Business**

Bill Carpenter, the co-chair of the Infrastructure and Transportation Working Group for the Finger Lakes Regional Economic Development Council, noted that changes are coming to the Consolidated Funding Application process. In the past, T&I Working Group members noted that scoring projects was difficult given the limited information. Information had been held back to prevent conflicts of interest. Project scoring will now take place a higher level.

The T&I Working Group will focus on the following tasks:

- Continue to publish metrics for the transportation system and other infrastructure;
- Provide progress updates of projects that have received funding through the CFA process; and
- Identify new projects.

If GTC members have related project ideas, Bill noted it is worth seeking support through the Working Group. The Working Group's endorsement of a project will aid in bringing additional funding to our region.

Ken Miller, on behalf of Steve LeRoy, passed along a thank you regarding the outpouring of support that Sodus Point has received from the community during the recent flooding.

## **8. Next Meeting**

Vice-Chairman Gott stated that the next GTC Board meeting is scheduled for September 7, 2017 at the Penfield Town Hall, 3100 Atlantic Avenue in Penfield.

## **9. Adjournment**

The meeting adjourned at 9:23 a.m.