

**GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING
Brighton Town Hall
2300 Elmwood Avenue
Brighton, NY**

June 14, 2018

GTC BOARD MEMBERS PRESENT

Robert Bausch, Genesee County
Daniel Hogan, Monroe County At-large
David LeFeber, Livingston County
Steve LeRoy, Wayne County
John F. Marren, Ontario County and Genesee/Finger Lakes Regional Planning Council (Chairperson)
James McIntosh, City of Rochester At-Large
William Napier, Monroe County At-Large
Douglas Paddock, Yates County
William Santos, Monroe County Planning Board

ALTERNATE REPRESENTATIVES PRESENT

Kevin Bush, New York State Department of Transportation (NYSDOT), representing Paul Karas
Bill Carpenter, Rochester Genesee Regional Transportation Authority (RGRTA), representing Geoffrey Astles
Jerry Davis, Wyoming County, representing A. Douglas Berwanger
William Eick, Orleans County, representing Lynne Johnson
Tim Frelier, Monroe County, representing Cheryl Dinolfo
Stephen Golding, Empire State Development Corporation, representing Howard Zensky
William Moehle, Monroe County Supervisors Association, representing John Moffitt
Robert Scanlon, Rochester City Council, representing Loretta Scott

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Henrika Buchanan-Smith, Federal Transit Administration (FTA)
Dr. Joseph Carbone, Monroe County
Matthew Driscoll, New York State Thruway Authority (NYSTA)
Peter Osborn, Federal Highway Administration (FHWA)
Basil Seggos, New York State Department of Environmental Conservation
Robert Shipley, Seneca County
Steven Ulass, Federal Aviation Administration (FAA)
Lovely Warren, City of Rochester
David L. Watson, Rochester City Planning Commission

OTHERS IN ATTENDANCE

Rochelle Bell, Monroe County Planning	Lori Maher, GTC Staff
Sean Carrington, NYS Thruway Authority	Ken Miller, Wayne County
Angela Ellis, Livingston County	James Stack, GTC staff
Joel Kleinberg, NYSDOT	John Thomas, City of Rochester
Alex Kone, GTC staff	David Zorn, G/FLRPC
Scott Leathersich, Monroe County	

1. Call to Order and Roll Call

Chairperson Marren 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

Chairman Marren noted that draft minutes from the March 8, 2018, GTC Board meeting were included in the meeting package.

Daniel Hogan moved to approve the minutes from the March 8, 2018, Quarterly Meeting as presented; Kevin Bush seconded the motion. The motion passed unopposed.

Chairman Marren added that Minutes from the April 12, 2018 Planning Committee meeting and draft minutes from the May 10, 2018 Planning Committee meeting are provided for informational purposes.

4. Communications and Announcements

James Stack made the following announcements:

- The Monroe County Planning Board has designated Rochelle Bell as the Alternate for William Santos on the GTC Board
- Lori Maher has joined the GTC staff as Program Manager for Community Engagement. She will focus primarily interactions with other agencies, residents, community groups, and stakeholders as well as the public image of GTC. She has already taken steps to increase our social media presence and to more efficiently share information with our stakeholders.

5. Reports and Action on Old Business

a. Planning Committee Report

Scott Leathersich provided the following report:

The Planning Committee met April 12 and May 10 and recommends that the GTC Board:

- Accept the following reports as evidence of completion of four Unified Planning Work Program tasks:
 - *Advancing Health-Informed Transportation Decision* (UPWP Task 5241)
 - *Hamlet of Greigsville Transportation, Safety and Access Improvement Plan* (UPWP Task 6810)

- *Route 96 Transformative Corridor Strategic Infrastructure Plan* (UPWP Task 7575)
- *Irondequoit Bay Outlet Bridge Alternatives Analysis Study* (UPWP Task 7300)
- Amend the *FY 2018-2019 Unified Planning Work Program* to reflect the reprogramming of FHWA Metropolitan Planning funds and the contribution of actual FY 2017-2018 rollover amounts
- Authorize the Chairman of the Genesee Transportation Council to enter into a multi-agency Agreement with the New York State Department of Transportation and the Rochester-Genesee Regional Transportation Authority regarding the Performance Management requirements of 23 CFR 450.314(h)(1)
- Amend the *2017-2020 Transportation Improvement Program* to incorporate an assessment of how the TIP projects contribute to the achievement of performance targets
- Amend the *2017-2020 Transportation Improvement Program* as requested by Counties of Livingston, Monroe, and Orleans, the Town/Village of East Rochester, RGRTA, and the City of Rochester and NYSDOT

Additionally, the Planning Committee took the following action:

- Approved three administrative modifications to the *2017-2020 Transportation Improvement Program* as requested by the Village of Fairport, the City of Rochester, and NYSDOT:
 - Increasing the Federal share of the City of Rochester Highway Preventive Maintenance Group #4 project
 - Increasing the Total Cost of the NY 104 Intersection Improvements at Knickerbocker Road project
 - Increasing the Total Cost of the Fairport Rt. 31F West Church St. Resurfacing project
- Approved the Scopes of Work for eleven Unified Planning Work Program task:
 - Task 4103 - Genesee-Finger Lakes Region Local Update of Census Addresses 2020
 - Task 7620 - Genesee-Finger Lakes Regional Performance Monitoring and Evaluation System
 - Task 8621 - Ontario Midland Strategic Plan
 - Task 6232 – NYSDOT Safety Investigations and Analysis
 - Task 6813 – Penn Yan Circulation, Accessibility, and Parking (CAP) Study
 - Task 8541 – Mobility Management Implementation Study
 - Task 8621 – Ontario Midland Strategic Plan
 - Task 8774 – Genesee Active Transportation Plan
 - Task 8775 – Sodus Point Active Transportation Plan
 - Task 8776 – Maple Ridge Road Corridor Study

- Task 8777 – Ontario County SR 364/CR 11 Active Transportation Corridor Plan
 - Provided concurrence on the Scores and Recommended Funding table and approved GTC staff submitting such as the regional priority for use of FTA Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) funds
- b. GTC Staff Report – James Stack, Executive Director

James Stack provided the following report:

Federal Certification Review - As previously reported, one of the Corrective Actions from the federal Certification Review deals with reporting on activity and expenditures of UPWP funded projects. Staff has worked with NYSDOT Main Office and all of the MPOs in New York to develop a common reporting form that we expect will satisfy the requirement. FHWA has been active in the development of the form and the discussions about using it.

GTC staff compiled the necessary information for the past fiscal year and submitted it as part of the semi-annual report of activity. This report has traditionally been a narrative but now a financial component has been added for the year-end report. FHWA, NYSDOT Main Office, and the other MPOs can evaluate how well this approach satisfies the requirement and make adjustments for future reporting as needed.

Funding Opportunities/Communications - Lori Maher has been focused on improving the efficiency of sharing information with stakeholders in the region. She has worked to increase the roster of local officials on our Constant Contact platform and learn techniques to better use the platform. This made it much more efficient for us to share information about the USDOT's Notice of Funding Opportunity for \$1.5 billion available under the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program. This is the successor to the Transportation Investment Generating Economic Recovery (TIGER) grant program. GTC staff was able to share information on the program and informational webinars that were being offered. The platform is able to keep track of who the message is sent to and whether or not they have opened it. If they don't open within a certain number of days, a reminder is automatically sent. The platform gives us the capability to easily send information updates to the same distribution.

Similarly, staff shared the State's Notice of Transportation Alternatives Program (TAP) and Congestion Mitigation and Air Quality (CMAQ) Improvement Program. This program is making \$100 million available for projects outside of the New York City metropolitan area.

By sharing funding opportunities and other items of interest to various stakeholders, GTC hopes to be a resource for the region. Depending on the information being shared, the message and recipients can be customized. Messages shared will not be limited to funding opportunities.

NHCRP Roundtable - On March 28, Jim Stack participated in a roundtable discussion in Kansas City, MO to discuss rightsizing infrastructure as part of a National Cooperative Highway Research Program (NCHRP) study. He was invited to talk about the Inner Loop project that is getting significant recognition across the Country.

Besides the research team, the panel included:

- the Chief Engineer for the Missouri Department of Transportation;
- the Deputy Director – Technology & Strategic Planning for the Nebraska Department of Transportation;
- the Chief Capital Projects Officer for the City of Kansas City;
- the President/CEO of the Greater Kansas City Chamber of Commerce who is also a former Mayor of Kansas City, KS and a former head of Kansas City Area Transportation Authority;
- the Mayor of the City of Ypsilanti, Michigan;
- the Chief Sustainability Officer for the City and County of Denver; and
- the Executive Director of the Mid-America Regional Council, the MPO for the Kansas City metropolitan area.

Jim worked on a statement of what rightsizing is and it was well received. He stated, "The key to rightsizing transportation infrastructure is to understand that this is not change for the sake of change. It is a deliberate exercise to better use our infrastructure to meet current and expected future transportation needs. In areas with aging infrastructure, the typical course of action is to replace the existing features in-kind while meeting current design standards to the extent practical. Considering that much of this infrastructure was built decades ago, it is incumbent upon us to ask what has changed since the original decisions were made and does that design meet today's conditions and tomorrow's expectations?" Exploring this notion in more depth is something I hope to include in the next Long Range Transportation Plan.

c. Old Business

1. Federal Legislative and Funding Update

James Stack provided the following report:

FFY 2018 Budget & Appropriations - Congress passed and the President signed the Consolidated Appropriations Act, 2018 on March 23. Included within this Omnibus budget bill is the Transportation, Housing and Urban Development, and Related Agencies or T-HUD Appropriations bill.

With regard to transportation, highlights include:

- a total of \$9.7 billion in new infrastructure spending, of which \$7.8 billion is for transportation-related activities;

- \$1.5 billion for TIGER, \$1 billion more than in fiscal year 2017, which was released under the previously mentioned BUILD program;
- \$2.5 billion for Federal Highways to improve roads and bridges;
- \$2.6 billion for transit construction grants;
- a Bipartisan Budget Agreement for 2018 with funding for key transportation programs increased by \$9.9 billion from fiscal year 2017;
- almost \$3 billion in additional FHWA formula funding, which is \$2.5 billion more than the increases included in the Fixing America's Surface Transportation (FAST) Act of 2015;
- \$9.73 billion for Transit formula grants with additional amounts above the FAST Act levels for certain programs, including:
 - \$400 million for State-of-Good-Repair formula grants; and
 - \$400 million for Bus and Bus Facilities grants;
- the TIGER/BUILD program includes a 30 percent set-aside for rural projects, up from 20 percent in fiscal year 2017. This will result in \$450 million in new surface transportation projects for rural communities, an increase of \$340 million above fiscal year 2017;
- \$225 million is provided for a new rural bridge program;
- \$1.1 billion for Bus and Bus Facilities Grants, \$400 million more than the authorized level in the FAST Act with a 10 percent rural set-aside. This program funds the repair and replacement of buses and bus infrastructure;
- \$117 million for research and grants related to the safe deployment of Automated Vehicles, a \$111 million increase from fiscal year 2017; and
- language to ensure that research and grants will be conducted and awarded in both rural and urban areas.

As is typically the case with budgets, there were differences between the House and Senate bills. During the Conference process to reconcile the two bills, riders for an FHWA Rescission and the Woodall Amendment were dropped in the final bill. The rescission of FHWA contract authority in the fiscal year 2018 House bill would have cut into highway maintenance and construction funding for states, while the Woodall Amendment would have allowed states to cut pedestrian and environmental protection programs rather than proportional cuts to all funding programs. This provision could have been devastating for environmental protection programs, pedestrians, cyclists, and transportation planning.

FFY 2019 Appropriations - On May 15, the House Appropriations Subcommittee on Transportation, Housing and Urban Development released the text of its 2019 funding bill. The bill includes \$27.8 billion in discretionary appropriations for the Department of Transportation for fiscal year 2019. This is \$542 million above the fiscal year 2018 enacted level and \$11.7 billion above the President's request. In

total budgetary resources, the bill provides \$87.8 billion for transportation infrastructure.

The bill targets funding to programs and projects that will increase efficiency, safety, reliability, and quality of life for the traveling public, and will help create jobs and spur economic growth. The BUILD program is funded at \$750 million. Language is included to ensure a balanced allocation of funding among rural, suburban, and urban areas, and \$250 million is set aside for rural projects in areas under 200,000 in population. The remaining \$250 million is set-aside for projects within the boundaries of seaport facilities and intermodal connectors serving those facilities. The Secretary shall not use the Federal share as a selection criteria in awarding projects funding.

With regard to highways, the bill is consistent with the FAST Act authorizations and allows approximately \$46 billion from the Highway Trust Fund to be spent on the Federal-aid Highways Program, which is \$1 billion above the fiscal year 2018 level. In addition, the bill provides an extra \$4.25 billion in discretionary highway funding from the General Fund of the Treasury). This is a total increase of \$2.76 billion for roads and bridges over fiscal year 2018. The additional funding is subject to the population sub-allocation under current law.

With regard to transit, the bill provides \$13.6 billion in total budgetary resources for the Federal Transit Administration or FTA. This is \$141 million above the fiscal year 2018 enacted level and \$2.5 billion above the Administration's request. Consistent with the FAST Act, transit formula grants total \$9.9 billion to help local communities build, maintain, and ensure the safety of their mass transit systems. The bill provides an additional \$800 million in transit infrastructure grants, which is \$34 million less than the fiscal year 2018 enacted level. This breaks down to include \$350 million to help communities modernize their bus systems, \$250 million in formula grants to assist both rural and urbanized areas invest in transit, and \$200 million for capital assistance to transit systems across the country to maintain a state of good repair.

On the Senate side, the Senate Transportation, Housing Appropriations Subcommittee approved, by voice vote, a draft bill funding the Departments of Transportation and, Housing and Urban Development for FY19 on June 6. The markup session was short with no amendments. The bill would appropriate a total of \$26.6 billion in discretionary funds to USDOT programs (this does not include HTF programs, which are fully funded according to the FAST Act). The Senate bill provides less discretionary resources to transportation than the House bill. According to the Senate Appropriations Committee website, the bill would reduce spending in transportation by \$698 million as compared to last year.

For comparison, the Senate bill funds the BUILD program at \$1 billion versus \$750 million in the House bill. It adds \$3.3 billion from the General Fund versus \$4.2 billion in the House bill. Overall, the Senate bill has about \$100 million less for Transit programs but I haven't seen a detailed breakdown on where the variation lies. The major categories that impact our region appear to have the same values.

Like all legislation, the difference in House and Senate bills will need to be worked out through a Conference Committee process.

2. TIP Staff Modifications

James Stack directed GTC members to the summary provided in the agenda package for an overview of the staff modifications enacted since the changes to the TIP Procedures Manual was revised at the previous meeting on March 8, 2018.

6. Action Items

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

Chairman Marren suggested consideration of all of the Unified Planning Work Program tasks under a single action. No member or alternate objected.

James Stack stated that proposed Resolution 18-17 was reviewed and recommended for approval by the Planning Committee at its April 12, 2018 meeting. Proposed Resolutions 18-18, 18-19, and 18-53 were reviewed and recommended for approval by the Planning Committee at its May 10, 2018 meeting.

Jim provided the following overview:

(1) Accepting the *Advancing Health-Informed Transportation Decision Making* as evidence of completion of UPWP Task 5241 / Proposed Resolution 18-17

Common Ground Health, formerly Finger Lakes Health Systems Agency, conducted this project. They used the Health Impact Assessment (HIA) methodology to look at the previously conducted Rochester Bike Share feasibility study to identify other recommendations that might emerge with a focus on health. They also conducted an assessment of the Genesee Valley Greenway to identify ways the Greenway may contribute to positive health outcomes. Common Ground Health also document insights learned from the process.

HIA is a specific approach to looking at an issue from a health outcomes perspective. Prior to this effort, only two HIAs have been completed in New York State. These were the first to look at transportation with the HIA approach. Common Ground will be working with the Pew Charitable Trust to get these reports added to the HIA map and resources managed by Pew.

Staff has been working with Common Ground on publicly announcing these studies.

- (2) Accepting the *Hamlet of Greigsville Transportation, Safety and Access Improvement Plan* as evidence of completion of UPWP Task 6810 / Proposed Resolution 18-18

Livingston County conducted this project. The project focused around the intersection of Routes 36 and 63 in the Town of York. Identifying safety enhancements and improving the sense of community in the hamlet were key goals of the project. Key recommendations include improving trail connections to nearby destinations, a proposal for developing a truck stop, and infrastructure enhancements aimed at accommodating truck traffic through the hamlet. Public meetings were held to gauge community interest and obtain feedback on the recommendations. The county will be using the study to support applying for Consolidated Funding Applications (CFA) and Transportation Alternatives Program (TAP) funds to implement the recommendations.

- (3) Recommendation to the GTC Board concerning accepting the *Route 96 Transformative Corridor Strategic Infrastructure Plan* as evidence of completion of UPWP Task 7575 / Proposed Resolution 18-19

The Town of Victor conducted this project. The project was intended to provide a strategic plan for developing a safe and efficient NYS Route 96 corridor from the Eastview Mall area through the Village of Victor. Extensive community outreach was conducted and there was broad support from the community, including local business interests, for conducting this project. Substantial feedback from the community was obtained and that helped to identify six 'High Priority Projects', totaling \$14.8 million.

The town is currently working through the State Environmental Quality Review process and is investigating sources of implementation funding. In addition, work has begun on the first implementation activity from this project, a town-wide access management plan.

- (4) Recommendation to the GTC Board concerning accepting the *Irondequoit Bay Outlet Bridge Alternatives Analysis Study* as evidence of completion of UPWP Task 7300 / Proposed Resolution 18-53

The Town of Irondequoit conducted this project. The focus of the study was to look for feasible alternatives to provide year-round vehicle access across the Outlet. The study included extensive community outreach activities and the public input. The consultant team generated a list of eight alternatives that were reduced to five options for further study. A series of 11 criteria were used to rank and evaluate the alternatives. The two highest-ranked options were to retrofit the existing bridge or build a new moveable bridge across the outlet.

While the steering committee was not able to achieve consensus on a single course of action, the study identified the most appropriate options for managing the bay outlet crossing in the face of diverse interests and expectations. Maritime access to Irondequoit Bay must be maintained to ensure the bay's continued use as a safe harbor for boats in distress. The

report will be helpful as the basis of future decision-making about how to manage the crossing.

Steve LeRoy moved to approve proposed Resolutions 18-17 through 18-19 and 18-53; William Carpenter seconded the motion. The motion passed unopposed.

- b. Amending the *2018-2019 Unified Planning Work Program (UPWP)* / Proposed Resolutions 18-16 and 18-20

Chairman Marren suggested consideration of the two amendments of the Unified Planning Work Program budget under a single action. No member or alternate objected.

- (1) Amending the *FY 2018-2019 UPWP* to reflect the reprogramming of FHWA Metropolitan Planning (PL) funds / Proposed Resolution 18-16
- (2) Amending the *FY 2018-2019 UUPWP* to reflect the contribution of actual FY 2017-2018 rollover amounts / Proposed Resolution 18-20

James Stack stated that proposed Resolution 18-16 was reviewed and recommended for approval by the Planning Committee at its April 12, 2018 meeting and that proposed Resolution 18-20 was reviewed and recommended for approval by the Planning Committee at its May 10, 2018 meeting.

Jim reported that 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 *2018-19 UPWP* at its March 8, 2018 meeting. The UPWP includes Task 8776 – Maple Ridge Road Corridor Pedestrian and Bicycle Accommodations Feasibility Study.

After the UPWP was adopted, the Orleans County Economic Development Agency was notified that future development at Medina Business Park will likely necessitate the addition of a turning lane on Route 31A, in the study area. On behalf of the Village of Medina, Orleans County requested an expansion of the study scope of work to assess access management at the business park so any recommendations for bicycle or pedestrian facilities can be coordinated with vehicle access. The Planning Committee recommended approving the request to add \$15,000 to the study. The funding come from Task 1600 – Program Reserve, which is included for just such occasions. This change would be achieved via proposed Resolution 18-16.

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 2017-18 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 and would be achieved via proposed Resolution 18-20. Exhibit 1 on page 93 of the meeting package 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.

Dan Hogan moved to approve proposed Resolutions 18-16 and 18-20; Steve LeRoy seconded the motion. The motion passed unopposed.

- c. Authorizing the Chairman of the Genesee Transportation Council to enter into a multi-agency Agreement with the New York State Department of Transportation and the Rochester-Genesee Regional Transportation Authority regarding the Performance Management requirements of 23 CFR 450.314(h)(1) / Proposed Resolution 18-21

James Stack provided the following report:

Proposed Resolution 18-21 was reviewed and recommended for your approval by the Planning Committee at its May 10, 2018 meeting. The materials for this item start on page 94 of the meeting package.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration published a Final Rule governing Metropolitan Planning pursuant to the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act. Federal regulations require that MPO(s), State(s), and providers of public transportation jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region. On behalf of all MPOs in New York, the New York Statewide Association of MPOs staff consultant collaborated with MPOs, NYSDOT, FHWA and FTA to prepare a template that can be used to satisfy this requirement.

GTC staff have used the template to prepare a draft Agreement specific to the Genesee-Finger Lakes region. This Agreement has been shared with RGRTA's Legal Counsel and with the NYSDOT MPO Bureau in Albany for review and comment. The Agreement articulates roles and responsibilities of each party regarding the establishment of transportation Performance Measures and associated Targets, sharing information on the Targets, and reporting on progress toward achieving those Targets. Essentially, it documents the process that GTC, NYSDOT, and RGRTA are already conducting and satisfies the requirement for "specific written procedures".

The requirement for "specific written procedures" was not widely realized until earlier this year. FHWA and FTA have informed the MPOs that, after May 27, 2018, they will be unable to approve Amendments to the TIP or the Long Range Transportation Plan (LRTP) until this Agreement is in place. Again, this Agreement documents the process that GTC, NYSDOT, and RGRTA are already conducting and satisfies the requirement for "specific written procedures".

William Carpenter commented that not all agencies across the nation work as collaboratively as here in Rochester and that GTC members are a leading example. He noted that, in Chicago, one MPO has multiple public transit agencies on its Board. He stated that is easy for RGRTA to implement this agreement with GTC.

William Carpenter moved to approve proposed Resolution 18-21; Jim McIntosh seconded the motion. The motion passed unopposed.

- d. Amending the TIP to incorporate an assessment of how the TIP projects contribute to the achievement of performance targets / Proposed Resolution 18-22

James Stack provided the following report:

Proposed Resolution 18-22 was reviewed and recommended for your approval by the Planning Committee at its May 10, 2018 meeting.

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.

Additionally, MPO TIPs "shall include, to the maximum extent practicable, a description of the anticipated effects of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets".

The MPOs in New York collaborated with NYSDOT, FHWA, and FTA to develop common language that can be used in TIPs across the State to provide a description of the anticipated effects of the TIP towards achieving the Performance Targets. Any TIP amended or adopted after May 27, 2018 must include such a description for the Safety Performance Measures and Targets. The remaining Performance Measures have specific dates to comply with this requirement. Without the relevant topical description, FHWA and FTA are precluded from approving TIP Amendments or a new TIP after each new deadline.

Jerry Davis moved to approve proposed Resolution 18-22; Steve LeRoy seconded the motion. The motion passed unopposed.

- e. Amending the *2017-2020 Transportation Improvement Program* / Proposed Resolutions 18-7 and 18-23 through 18-50

Chairman Marren suggested that consideration all of the TIP amendments under three separate actions. No members nor alternates objected.

James Stack stated that proposed Resolutions 18-7 and 18-23 through 18-50 were reviewed and recommended for approval by the Planning Committee at its May 10, 2018 meeting.

Jim provided the following report:

The amendments covered by proposed Resolutions 18-23 through 18-33 are requested by RGRTA. On an annual basis, RGRTA develops a Program of Projects for RTS Monroe and RTS Access in accordance Federal Transit Administration requirements.

- (1) Action concerning amending the *2017-2020 TIP* by increasing the Total Cost of the Preventive Maintenance – RTS & RTS Access for FFY 2018 project / Proposed Resolution 18-23

This amendment reflects the latest cost estimate for Preventive Maintenance of the RTS Monroe and RTS Access fleets for the current fiscal year.

- (2) Action concerning amending the *2017-2020 TIP* by reducing the number of vehicles of the Replace 18 Transit Buses FFY 2017 project / Proposed Resolution 18-24

This amendment reflects the most recent assessment of the replacement of buses that have reached the end of their useful life. The amendment also reflects a reduction of Federal funds made possible by the award of State funds.

- (3) Action concerning amending the *2017-2020 TIP* by reinstating the Replace 22 Transit Buses FFY 2018 project / Proposed Resolution 18-25

This amendment restores a project that was deleted last June and reflects the most recent assessment of the replacement of buses that have reached the end of their useful life. The amendment also reflects a significant share of State funds.

- (4) Action concerning amending the *2017-2020 TIP* by increasing the Total Cost of the Replace 50 Transit Buses FFY 2020 project / Proposed Resolution 18-26

This amendment reflects the most recent assessment of the replacement of buses that have reached the end of their useful life. The amendment adjusts the unit cost for the vehicles. The amendment also shifts a portion of the Federal share from FTA Section 5307 to FTA Section 5339.

- (5) Action concerning amending the *2017-2020 TIP* by deleting the Replace 15 Paratransit Buses FFY 2019 project / Proposed Resolution 18-27

This amendment reflects the most recent assessment of the replacement of paratransit buses that have reached the end of their useful life.

- (6) Action concerning amending the *2017-2020 TIP* by deleting the Fare Collection Improvements Design project / Proposed Resolution 18-28

This project is no longer needed as it programmed funding for the design of a new Fare Collection system. RGRTA successfully secured Congestion Mitigation and Air Quality Improvement Program funds for the design and implementation of a Mobile Ticketing System.

- (7) Action concerning amending the *2017-2020 TIP* by reinstating the RGRTA Data Warehouse & Business Intelligence System project / Proposed Resolution 18-29

This amendment advances the implementation of Information Technologies needs at RGRTA based on their most recent assessment of those needs.

- (8) Action concerning amending the *2017-2020 TIP* by adding the Contract Management System project / Proposed Resolution 18-30

This amendment advances the implementation of Information Technologies needs at RGRTA based on their most recent assessment of those needs.

- (9) Action concerning amending the *2017-2020 TIP* by adding the Paratransit Web Scheduling System project / Proposed Resolution 18-31

This amendment advances the implementation of Information Technologies needs at RGRTA based on their most recent assessment of those needs.

- (10) Action concerning amending the *2017-2020 TIP* by deferring the Mobile Ticketing System project / Proposed Resolution 18-32

This amendment realigns the timing of the project and recognizes that the funding has been converted from the FHWA Congestion Mitigation and Air Quality Improvement Program to the FTA Section 5307 Program. This conversion is typical when these funds are used for public transportation projects.

- (11) Action concerning amending the *2017-2020 TIP* by deferring the 6 Electric Buses project / Proposed Resolution 18-33

This amendment realigns the timing of the project and recognizes that the funding has been converted from the FHWA Congestion Mitigation and Air Quality Improvement Program to the FTA Section 5307 Program. This conversion is typical when these funds are used for public transportation projects.

William Carpenter moved to approve proposed Resolutions 18-23 through 18-33; Kevin Bush seconded the motion. The motion passed unopposed.

The amendments covered by proposed Resolutions 18-7 and 18-34 through 18-38 are requested by various agencies.

- (12) Action concerning amending the *2017-2020 TIP* by advancing and increasing the Total Cost of the Reconstruction of Ontario St Bridge project / Proposed Resolution 18-7

This amendment is requested by the Town & Village of East Rochester. This bridge is the only access to the Public Works facility and is rapidly deteriorating. This amendment accelerates the project by a full construction season.

- (13) Action concerning amending the *2017-2020 TIP* by increasing the Total Cost of and renaming the Rix Hill Road Bridge Rehabilitation project / Proposed Resolution 18-34

This amendment is requested by Livingston County. During the design phases, it was determined that Rehabilitation is no longer a viable option for this bridge. This amendment changes the scope from Rehabilitation to Replacement and increases the cost to reflect the latest estimate.

- (14) Action concerning amending the *2017-2020 TIP* by increasing the Total Cost of the Orleans County Bridge Preventive Maintenance at 6 Locations project / Proposed Resolution 18-35

This amendment is requested by Orleans County. This amendment increases the cost to reflect the latest estimate.

- (15) Action concerning amending the *2017-2020 TIP* by reducing the Total Cost of the NYSDOT Bridge Deck Preventative Maintenance (7 Locations) project / Proposed Resolution 18-36

This amendment is requested by NYSDOT. This amendment removes two bridge locations to be addressed under another project and decreases the cost to reflect the latest estimate. It is anticipated that substitute locations will be identified and incorporated into the project at a later date.

- (16) Action concerning amending the *2017-2020 TIP* by increasing the Total Cost of the NYSDOT Bridge Deck Preventative Maintenance (8 Locations) project / Proposed Resolution 18-37

This amendment is requested by NYSDOT. This amendment removes two bridge locations to be addressed under another project and replaces them with the two locations removed from the previous project. The cost increase reflects the latest estimate. The two locations that are removed from this project are expected to be addressed under a future project to be proposed for the next TIP.

- (17) Action concerning amending the *2017-2020 TIP* by increasing the Total Cost of the Mount Read Blvd (Rt 33 to Rt 31) Preventive Maintenance project / Proposed Resolution 18-38

This amendment is requested by NYSDOT. Previously, this project was amended to revise the fund sources after it was determined that portions were

not eligible for National Highway Performance Program funding. The cost increase reflects the latest estimate and the inclusion of a Locally Funded utility project.

The amendments covered by proposed Resolutions 18-39 through 18-44 are requested by NYSDOT to advance project development activities on eligible National Highway System facilities in Federal Fiscal Years 2018 and 2019 using Available Balances that have accrued since adoption of the TIP. These changes better position the projects for construction funding when available.

- (18) Action concerning amending the *2017-2020 TIP* by adding the Rt 531 MbC (Rt 36 to I-490) project / Proposed Resolution 18-39
- (19) Action concerning amending the *2017-2020 TIP* by adding the I-490 at I-590 Interchange MbC project / Proposed Resolution 18-40
- (20) Action concerning amending the *2017-2020 TIP* by adding the Rt 204 MbC (Rt 33A to Rochester City Line) project / Proposed Resolution 18-41
- (21) Action concerning amending the *2017-2020 TIP* by adding the Rt 31 over Erie Canal Bridge (East) Minor Rehabilitation (BIN 4443270) project / Proposed Resolution 18-42
- (22) Action concerning amending the *2017-2020 TIP* by adding the Rt 31 over Erie Canal Bridge (West) Rehabilitation (BIN 4443290) project / Proposed Resolution 18-43
- (23) Action concerning amending the *2017-2020 TIP* by adding the Rt 104 over Oak Orchard Creek Bridge Rehabilitation (BIN 1036240) project / Proposed Resolution 18-44
- (24) Action concerning amending the *2017-2020 TIP* by adding the Rt 940M (Lake Avenue) MbC (Lyell Avenue to Ridgeway Avenue) project / Proposed Resolution 18-45

This amendment is requested by NYSDOT. The design of this project is being advance with State funding. This amendment takes advantage of an available balance to provide funding for construction.

- (25) Action concerning amending the *2017-2020 TIP* by adding the State Street Reconstruction (Basin Street to Inner Loop) project / Proposed Resolution 18-46

This amendment is requested by the City of Rochester. This amendment takes advantage of an available balance to provide funding for early design phases of this project and positions the project for final design, right-of-way acquisition, and construction funding when available.

Kevin Bush moved to approve proposed Resolutions 18-7 and 18-34 through 18-46; Kevin Bush seconded the motion. The motion passed unopposed.

The amendments covered by proposed Resolutions 18-47 through 18-50 address projects that are programmed with funds administered by NYSDOT Main Office.

- (26) Action concerning amending the *2017-2020 TIP* by adding the Cumming Nature Center Trails Improvement project / Proposed Resolution 18-47

This amendment is requested by NYSDOT on behalf of the Office of Parks, Recreation, and Historic Preservation. This amendment programs funds that were awarded under the Recreational Trails Program administered by OPRHP.

- (27) Action concerning amending the *2017-2020 TIP* by advancing a phase of the Falls Road Railroad Crossing project / Proposed Resolution 18-48

This amendment is requested by NYSDOT. This amendment accelerates the project by a full construction season. The funds for this project are administered by NYSDOT – Main Office.

- (28) Action concerning amending the *2017-2020 TIP* by splitting the Village of Holley Pavement Preservation project / Proposed Resolution 18-49

- (29) Action concerning amending the *2017-2020 TIP* by adding the Village of Holley Pavement Preservation, Rt 237 project / Proposed Resolution 18-50

These amendments are requested by NYSDOT. The existing project, including both Routes 31 and 237 is to be split, with no change in Total Cost or Federal Share, to best maintain the pavements while accounting for concurrent utility work and the Village of Holley Sidewalk Reconstruction project being pursued under the Transportation Alternatives Program. The Rt 31 pavement will be addressed on the original project schedule, with the Rt 237 pavement to be addressed in FFY 2020.

Steve LeRoy moved to approve proposed Resolutions 18-47 through 18-50; Kevin Bush seconded the motion. The motion passed unopposed.

7. New Business

Chairman Marren announced that Angela Ellis was recently appointed Livingston County Deputy Administrator for Planning and Special Projects.

Kevin Bush announced Joel Kleinberg was recently appointed the Capital Program Manager at NYSDOT-Region 4 working under Jim Willer, Regional Planning and Program Manager.

8. Next Meeting

Chairman Marren stated that the next GTC Board meeting is scheduled for September 6, 2018, at 8:30 a.m. at the Brighton Town Hall, 2300 Elmwood Avenue in Brighton.

9. Adjournment

The meeting adjourned at 9:45 a.m.