

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

September 6, 2018

GTC BOARD MEMBERS PRESENT

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

ALTERNATE REPRESENTATIVES PRESENT

Chris Bollin, Monroe County At-Large, representing Daniel Hogan
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
Angela Ellis, Livingston County, representing David LeFeber
Tim Frelier, Monroe County, representing Cheryl Dinolfo
Stephen Golding, Empire State Development Corporation, representing Howard Zemsky
Andrea Guzzetta, Rochester City Council, representing Loretta Scott
Norman Jones, City of Rochester, representing Lovely Warren
Scott Leathersich, Monroe County At-Large, representing William Napier
William Moehle, Monroe County Supervisors Association, representing John Moffitt
Mitch Rowe, Seneca County, representing Robert Shipley

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)
Lynne Johnson, Orleans County
Michael Canavan, Federal Highway Administration (FHWA)
Basil Seggos, New York State Department of Environmental Conservation
Steven Urlass, Federal Aviation Administration (FAA)
David L. Watson, Rochester City Planning Commission

OTHERS IN ATTENDANCE

Rochelle Bell, Monroe County Planning	Alex Kone, GTC staff
Joseph Bovenzi, GTC staff	Ken Miller, Wayne County
Sean Carrington, NYS Thruway Authority	James Stack, GTC staff
Kamal Crues, City of Rochester	James Willer, NYSDOT
Jeffery Jamberdino, NYSDOT	David Zorn, G/FLRPC
Joel Kleinberg, NYSDOT	

1. Call to Order and Roll Call

Chairperson Marren called the meeting to order at 8:35 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 June 14, 2018, GTC Board meeting were included in the meeting package. Chairman Marren added that Minutes from the August 9, 2018 Planning Committee meeting are provided for informational purposes.

William Santos moved to approve the minutes from the June 14, 2018, Quarterly Meeting as presented; Kevin Bush seconded the motion. The motion passed unopposed.

4. Communications and Announcements

James Stack made the following announcements:

- Seneca County has designated Mitch Rowe as the Alternate for Robert Shipley on the GTC Board

5. Reports and Action on Old Business

a. Planning Committee Report

Scott Leathersich provided the following report:

The Planning Committee met August 9 and recommends that the GTC Board:

- Accept the following reports as evidence of completion of four Unified Planning Work Program tasks:
 - *Genesee-Finger Lakes Regional Transportation System Management and Operations Strategic Plan* (UPWP Task 5901)
- Adopt the *National Performance Measures Report for the Genesee-Finger Lakes Region*
- Amend the *2017-2020 Transportation Improvement Program* as requested by Counties of Monroe, Ontario, Wayne and Wyoming, the City of Rochester, RGRTA, and NYSDOT

Additionally, the Planning Committee took the following action:

- Approved twenty-seven Administrative Modifications to the *2017-2020 Transportation Improvement Program* as requested by the Village of Fairport, the City of Rochester, the Counties of Monroe, Orleans, and Wayne, and NYSDOT

- Approved the Scope of Work for one Unified Planning Work Program task:
 - Task 6812 – Honeoye Falls Circulation, Access, and Parking Study

b. GTC Staff Report

James Stack provided the following report:

On September 5th, GTC staff distributed the joint GTC/NYS DOT-Region 4 Call for Projects for the upcoming FFY 2020-2023 Transportation Improvement Program or TIP. Federal regulations require that the metropolitan transportation planning process include the cooperative development of the TIP consistent with the Long Range Transportation Plan.

The TIP is a staged multi-year program of projects. It identifies the timing and funding of all highway, bridge, transit, bicycle, pedestrian, and other surface transportation projects scheduled for implementation over the next four years that use federal transportation funds. The 2020-2023 TIP will encompass the federal fiscal years beginning October 1, 2019 and concluding September 30, 2023

The TIP covers the seven-county area that includes Genesee, Livingston, Monroe, Ontario, Orleans, Wayne, and Wyoming counties, which we refer to as the TIP Area. Within the TIP area, GTC is responsible for programming projects in the Rochester Metropolitan Planning Area, or MPA, and NYSDOT – Region 4 is responsible for programming projects outside the MPA. The MPA includes all of Monroe County, plus the adjacent densely settled areas of Ontario, Livingston, and Wayne Counties. GTC and NYSDOT-Region 4 staffs work together to coordinate the programming of all projects in the seven-county TIP area.

The Call for Projects is sent to the Lead Elected Official of each of the aforementioned seven counties as well as the Cities, Towns, and Villages in those counties. Additionally, the notice is sent to highway and planning officials in these same jurisdictions. Besides municipalities, the Rochester Genesee Regional Transportation Authority and NYSDOT receive the notice. Not-for-profit and other entities that have expressed interest were included in the distribution but must have a municipal sponsor to pursue a project. Lastly, GTC Board Members and Alternates as well as Planning Committee Members and Alternates who would not otherwise receive the notice were also on the distribution.

Final applications are due on November 9th.

The next round of proposal solicitation for the Unified Planning Work Program, or UPWP, will kick off on September 14. Once again, we are emphasizing that the UPWP supports planning partnerships between GTC and local communities. As we note in the proposal solicitation, the UPWP provides federal funds for transportation planning activities undertaken by GTC, its member agencies, and on behalf of other municipalities throughout the nine-county Genesee-Finger Lakes Region. It conveys the annual work program conducted by and on behalf of GTC.

GTC staff will work with the UPWP Development Committee, consisting of representatives of the member agencies in the Metropolitan Planning Area, to prioritize project proposals for the Planning Committee's consideration and approval for public review. After a 30-day public review, the Planning Committee will make a final recommendation for your consideration at the March 2019 meeting. The UPWP will go into effect on April 1, 2019.

At the last meeting I mentioned that I participated in a roundtable discussion in Kansas City, MO to discuss rightsizing infrastructure as part of a National Cooperative Highway Research Program study. I was invited to talk about the Inner Loop project that is getting significant recognition across the Country. The lead researcher for that project submitted a proposal to present on this topic at the Association of Metropolitan Planning Organizations' Annual Conference at the end of this month. The proposal was accepted and I will be part of the panel. Towards the end of today's meeting, I will give a preview of my presentation. I welcome any feedback you have.

Norman Jones commented that there needs to be more outreach to the community about the meaning of the term "rightsizing." This term is not well understood by the general public and transportation management agencies must do more to ensure that the public understands what this term means and why it is done. Kevin Bush noted that he agreed with Commissioner Jones. James Stack explained that GTC could work on a public outreach process to publicize this term and its meaning.

c. Old Business

1. Federal Legislative and Funding Update

James Stack provided the following report:

At the June 14 meeting I highlighted both the Senate and House appropriations bills related to Transportation. The two bodies have not yet completed reconciling the differences in Conference Committee. All indications are that Congress expects to finalize an appropriation bill related to Transportation for the President's signature before the end of the current Federal Fiscal Year on September 30.

On July 23, Representative Bill Shuster, Chairman of the House Transportation and Infrastructure Committee, released a framework for an infrastructure proposal in the hopes of spurring Congressional deliberation leading to new legislation. In his vision statement, Shuster states, "This discussion draft is intended to further the national conversation about the current state of America's infrastructure and highlight some of the major roadblocks to funding and improving our transportation network."

The American Association of State Highway Transportation Officials, or AASHTO, has provided a nice summary of the proposal. First, Shuster proposes to increase federal motor fuel taxes on gasoline and diesel by 15 and 20 cents, respectively, then index those taxes for inflation. However, those fuel taxes would then be

completely phased out after 10 years and replaced with a new funding mechanism recommended by a commission whose recommendation would receive an automatic vote in Congress

Second, to further address near-term revenue shortfalls in the Highway Trust Fund, Shuster's proposal would create "new levies" on electric vehicles and bicycles – a 10 percent fee on the wholesale price of electric vehicle batteries and a 10 percent user fee on the wholesale price of adult bicycle tires. Also, it would reinstate the 4.3 cent per gallon fuel tax on diesel fuel (indexed to inflation) used by passenger trains eligible for funding under certain federal public transportation programs.

Third, Shuster's discussion draft seeks to extend the FAST Act by one year, which would repeal the \$7.6 billion rescission of unobligated highway contract authority scheduled for July 2020.

Fourth, on the spending side, the plan permanently authorizes the TIGER/BUILD discretionary grant program, authorizes general fund support for surface transportation seen in fiscal year 2018 appropriations, creates additional project-specific grant programs that receive Congressional approval (such as the Infrastructure for Rebuilding America or INFRA program), ensures spending levels are brought up to receipts generated by the Harbor Maintenance Trust Fund, and provides \$10 million in seed money for a national-level vehicle miles traveled/road user charge (VMT/RUC) pilot program.

Fifth, Shuster's proposal seeks to continue improvements in project delivery by speeding up the environmental review and permitting process – enshrining the "One Federal Decision" executive order from the Trump Administration, while expanding categorical exclusion under NEPA to apply to all transportation projects, beyond just highway and multimodal projects.

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 June 14 meeting in accordance with the TIP Procedures Manual.

6. Action Items

a. Accepting reports as evidence of completion of a UPWP Task

James Stack stated that proposed Resolution 18-54 was reviewed and recommended for approval by the Planning Committee at its August 9, 2018 meeting.

- (1) Accepting the *Genesee-Finger Lakes Regional Transportation System Management and Operations Strategic Plan* as evidence of completion of UPWP Task 5901 / Proposed Resolution 18-54

James Stack reported that this project was conducted by GTC staff. The Executive Summary of the project starts on page 38 of the meeting package.

The purpose of the project was to update Intelligent Transportation System Plan for the Greater Rochester Area and the associated Regional ITS Architecture.

A steering committee was organized to oversee the plan development. Work started out with data collection and inventory preparation. From the inventory, two key regional needs were identified: one, to maintain existing ITS capabilities, and two, to adapt that system to emerging technologies. Ten broad objectives were identified to guide member agency actions to meet those needs. These objectives informed the plan recommendations, including:

- continuing and expanding interagency coordination activities;
- renewal and targeted expansion of ITS field instrumentation;
- establishing partnerships with non-traditional stakeholders; and
- using operations data in planning and investment decision-making.

Two public meetings were held to obtain feedback on the project's purpose and recommendations. This was a major departure from previous ITS planning efforts that were primarily focused on agency technical staff. The project also included a review and update of the Regional ITS Architecture, which is a Federal mandate for ITS projects that are deployed with federal-aid resources.

William Carpenter moved to approve proposed Resolution 18-54; James McIntosh seconded the motion. The motion passed unopposed.

b. Adopting the *National Performance Measures Report for the Genesee-Finger Lakes Region* / Proposed Resolutions 18-55

James Stack reported that the Moving Ahead for Progress in the 21st Century Act of 2012, or MAP-21, 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 of 2015, or FAST Act, 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, noted in the transmittal memo, which require that state Departments of Transportation and providers of public transportation must:

- 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.

The regulation requires that each Metropolitan Planning Organization, or MPO, such as GTC, establish Performance Targets that address the Performance Measures to use in tracking progress toward attainment of critical outcomes for the region. These measures will supplement, not replace the regional performance measures adopted

in 2016 as part of the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040 or the LRTP. I'll refer to this requirement as the National Performance Measures to contrast with the earlier Regional Performance Measures.

To meet the planning requirement, GTC has already appended the LRTP to incorporate Performance Measures for Transit Asset Management and Safety as noted in Table 1 on the transmittal memo.

Under the National Performance Measures requirements, the Rochester Genesee Regional Transportation Authority, or RGRTA, and the New York State Department of Transportation, or NYSDOT, are responsible for establishing targets for specific performance measures. As the designated MPO for the region, GTC has the option of adopting the targets set by RGRTA and/or NYSDOT and programming projects towards achieving those targets or to establish different targets. GTC has elected to adopt the RGRTA and NYSDOT targets as each performance measure area was finalized.

Since RGRTA and NYSDOT have the opportunity, and sometimes obligation, to adjust their performance targets outside of the MPO process, GTC staff recommends using a stand-alone document for the National Performance Measures rather than fully integrating them into the Long Range Transportation Plan. This is contrary to actions already taken with the Performance Measures for Transit Asset Management and Safety.

This evolution in thinking came about earlier this summer when NYSDOT provided MPOs new Safety targets for the next year. A stand-alone document offers greater flexibility for GTC to respond to changes made by the "owner" of a performance target without the need to amend the LRTP. Accordingly, any modifications contained in this stand-alone document, including establishing the targets Pavement and Bridge Condition and for System Performance, will supersede the National Performance Measures and/or Targets already included in the LRTP. However, this stand-alone document does not affect the regional Performance Measures in the LRTP.

Jim recognized the efforts of Jody Binnix who made the appearance of this document on par with the Long Range Plan and easier for the casual reader to understand.

Scott Leathersich moved to approve proposed Resolution 18-55; Kevin Bush seconded the motion. The motion passed unopposed.

- c. Amending the *2017-2020 Transportation Improvement Program* / Proposed Resolutions 18-51, 18-52, and 18-56 through 18-76

Chairman Marren suggested that consideration of all of the TIP amendments be done under five separate actions. No member or alternate objected.

James Stack stated that proposed Resolutions 18-51, 18-52, and 18-56 through 18-76 were reviewed and recommended for approval by the Planning Committee at its August 9, 2018 meeting.

The amendments covered by items 1 and 2 are transit related.

Jim provided the following report:

- (1) Amending the *2017-2020 TIP* by adding the Section 5311 Block Program (2018) project / Proposed Resolution 18-56

This amendment is requested by RGRTA. It reflects the awarding of funds under the FTA Section 5311 program administered by NYSDOT – Main Office. This funding program supports capital and operating expenses outside of urbanized areas. The table on page 54 of the meeting package identifies the funding amounts by county and work type.

Bill Carpenter explained that these funds will enable RGRTA to purchase 40 buses for use in rural counties and build two new operations centers, one in Seneca County and one in Wyoming County.

- (2) Amending the *2017-2020 TIP* by adding the Section 5310 (Urban) Block Program project / Proposed Resolution 18-76

This amendment is requested by NYSDOT on behalf of various social service agencies. It reflects the awarding of funds under the FTA Section 5310 program administered by NYSDOT – Main Office. This funding program supports capital and operating expenses for not-for-profit entities that provide accessible transportation for seniors and people with disabilities. The table on page 55 of the meeting package identifies the funding amounts by agency. This is consistent with the priorities established by the Planning Committee for projects in the urbanized area. Additional awards for projects outside the urbanized will be coordinated by NYSDOT-Main Office.

Steve LeRoy Carpenter moved to approve proposed Resolutions 18-56 and 18-76; William Carpenter seconded the motion. The motion passed unopposed.

The amendments covered by items 3 through 12 are funded by the Surface Transportation Program.

Jim Stack provided the following report:

- (3) Amending the *2017-2020 TIP* by increasing the Total Cost of the Rehabilitation of Arcadia Zurich Road Bridge over Ganargua Creek project / Proposed Resolution 18-57 (*See page 71*)

This amendment is requested by Wayne County. It reflects a change in project scope. During the design process, it was determined that this bridge is no longer a viable candidate for rehabilitation and, due to its condition, must be replaced. The increased cost reflects the latest estimate.

- (4) Amending the *2017-2020 TIP* by increasing the Total Cost of the Rt 941B Pavement MbC, Culver to Helendale Rd project / Proposed Resolution 18-58

This amendment is requested by NYSDOT. The project was previously split from a longer project in order to address greater right-of-way needs in this section for ADA requirements. Due to the time needed to complete the engineering and for right-of-way acquisition, this project is unlikely to be ready for construction obligation in FFY 2019. The increased cost reflects the latest estimate.

- (5) Amending the *2017-2020 TIP* by adding the Monroe County Highway Preventive Maintenance #8 project / Proposed Resolution 18-59

- (6) Amending the *2017-2020 TIP* by adding the Highway Lighting Rehabilitation – North project / Proposed Resolution 18-60

These two amendments are requested by Monroe County. These projects are being added to take advantage of available balances to start the engineering phases. Beginning the design early positions the projects for construction earlier in the next TIP than would otherwise be possible. The projects would still need to compete for additional funding with other TIP applications in the next cycle. Also, the projects are in a better position to take advantage of other statewide or federal programs that may provide funds for projects that can quickly move to construction.

- (7) Amending the *2017-2020 TIP* by adding the Schoellkopf Road Bridge Rehabilitation project / Proposed Resolution 18-61

- (8) Amending the *2017-2020 TIP* by adding the Hillside Road Bridge Replacement project / Proposed Resolution 18-62

These two amendments are requested by Wyoming County. These projects are being added to take advantage of available balances to start the engineering phases. Beginning the design early positions the projects for construction earlier in the next TIP than would otherwise be possible. The projects would still need to compete for additional funding with other TIP applications in the next cycle. Also, the projects are in a better position to take advantage of other statewide or federal programs that may provide funds for projects that can quickly move to construction.

- (9) Amending the *2017-2020 TIP* by adding the Northwest, Group 12 project / Proposed Resolution 18-63

This amendment is requested by the City of Rochester. This project is being added to take advantage of available balances to start the engineering phases. Beginning the design early positions the project for construction earlier in the next TIP than would otherwise be possible. The project would still need to compete for additional funding with other TIP applications in the next cycle. Also, the project is in a better position to take advantage of other statewide or federal programs that may provide funds for projects that can quickly move to construction.

- (10) Amending the *2017-2020 TIP* by increasing the Total Cost of the Rt 96 Pavement MbC, Mitchell Rd to Garnsey Rd project / Proposed Resolution 18-71
This amendment is requested by NYSDOT. The increased cost reflects the latest estimate.
- (11) Amending the *2017-2020 TIP* by increasing the Total Cost of the Wyoming County Bridge Preventive Maintenance project / Proposed Resolution 18-75
This amendment is requested by Wyoming County. The increased cost reflects the latest estimate.
- (12) Amending the *2017-2020 TIP* by increasing the Total Cost of the Northeast, Group 1 project / Proposed Resolution 18-64
This amendment is requested by the City of Rochester. The increased cost reflects the bids received.

Kevin Bush moved to approve proposed Resolutions 18-57 through 18-64, 18-71, and 18-75; James McIntosh seconded the motion. The motion passed unopposed.

The amendments covered by items 13 through 16 are funded by the Highway Safety Improvement Program.

Kevin Bush provided the following report:

- (13) Amending the *2017-2020 TIP* by adding the Pedestrian Safety Action Plan Implementation Phase III (Monroe County) project / Proposed Resolution 18-51
- (14) Amending the *2017-2020 TIP* by adding the Pedestrian Safety Action Plan Implementation Phase III (City of Rochester) project / Proposed Resolution 18-52

These amendment are requested by NYSDOT on behalf of Monroe County and the City of Rochester. These funds were awarded to implement projects that are expected to reduce the number of serious injury and fatal crashes involving pedestrians on facilities under County, City, and some Town jurisdictions. Combined, these projects will result in pedestrian improvements at over 525 locations. And, these are in addition to the more than 820 locations under NYSDOT jurisdiction that were added to the TIP last year

When all phases are considered, 1,350 locations will be improved and over \$12.2 million will be invested. This compares \$11.7 million of traditional safety funds allocated to the region during the same time period.

Jim Stack noted a correction to the materials which incorrectly stated that the Federal share in excess of 90% was provided by Toll Credits. It is permitted per the Highway Safety Improvement Program for eligible projects.

Jim Stack provided the following report:

- (15) Amending the *2017-2020 TIP* by adding the County Road 46 & Smith Road Intersection Improvement project / Proposed Resolution 18-65

This amendment is requested by Ontario County. This project is being added to take advantage of available balances to start the engineering phases. Beginning the design early positions the project for construction earlier in the next TIP than would otherwise be possible. The project would still need to compete for additional funding with other TIP applications in the next cycle. Also, the project is in a better position to take advantage of other statewide or federal programs that may provide funds for projects that can quickly move to construction. It should be noted that Ontario County originally responded to a solicitation to utilize STP Flex funds but, given the crash history at this intersection, the project is eligible for Safety funds.

- (16) Amending the *2017-2020 TIP* by adding the Rt 15 from Rt 252 to I-390 Corridor Improvements project / Proposed Resolution 18-66

This amendment is requested by NYSDOT. This project is being added to take advantage of available balances to start the engineering phases. This corridor has been identified through the Vulnerable Users Safety Assessment Program to have a higher than average number of pedestrian and bicycle crashes. The expectation is that any recommendations that come from a Roadway Safety Assessment will be able to quickly move into engineering that will further explore the issues and identify appropriate countermeasures to benefit non-motorized users of the corridor.

Steve LeRoy moved to approve proposed Resolutions 18-51, 18-52, 18-65, and 18-66; William Santos seconded the motion. The motion passed unopposed.

The amendments covered by items 17 through 20 are funded by the Highway Safety Improvement Program.

Jim Stack provided the following report:

- (17) Amending the *2017-2020 TIP* by increasing the Total Cost of the Rt 252 Pavement MbC, Lowenthal Rd to Marketplace project / Proposed Resolution 18-67

This amendment is requested by NYSDOT. They have determined that this project will not achieve Design Approval in FFY 2018 and, therefore is at risk of not obtaining construction obligation in FFY 2019. The increased cost reflects the latest estimate.

- (18) Amending the *2017-2020 TIP* by increasing the Total Cost of the Rt 104 Pavement MbC, Rt 259 to Rt 261 project / Proposed Resolution 18-68

This amendment is requested by NYSDOT. They have determined that this project will not achieve Design Approval in FFY 2018 and, therefore the Detailed Design and Right-of-Way Acquisition phases cannot be obligated until FFY 2019. The increased cost reflects the latest estimate.

- (19) Amending the *2017-2020 TIP* by advancing phases of the Highway Lighting Rehabilitation - Northeast 2 project / Proposed Resolution 18-69

This amendment is requested by Monroe County. The County has progressed the design of this project to the point that it can be ready for construction in FFY 2019. Accelerating the project takes advantage of available balances and makes funding available for other projects in FFY 2020.

- (20) Amending the *2017-2020 TIP* by changing the limits of the Joint Repair at 24 Locations project / Proposed Resolution 18-70

This amendment is requested by NYSDOT. Since the TIP was adopted, all but three of the locations originally expected to be included in this project have been able to be addressed under other projects. This change adds 18 new locations with budget capacity for one more location yet to be identified.

William Carpenter moved to approve proposed Resolutions 18-67 through 18-70; Norman Jones seconded the motion. The motion passed unopposed.

The amendments covered by items 21 through 23 are funded by the statewide programs.

Jim Stack provided the following report:

- (21) Amending the *2017-2020 TIP* by deferring phases of the Ridge Road Multi-Modal Corridor project / Proposed Resolution 18-72

This amendment is requested by NYSDOT on behalf of the Town of Webster. This amendment reprograms funds between phases to allow more funding for Right-of-Way Acquisition, but there is no change in the total cost or federal share. Due to the time necessary to secure right-of-way, the construction cannot be obligated in FFY 2018 and is being deferred. These funds are not available for any other project.

- (22) Amending the *2017-2020 TIP* by increasing the Total Cost of the I-390 Interchange Improvements @ 490 (Stage 2) project / Proposed Resolution 18-73

This amendment is requested by NYSDOT. This amendment adds funding managed by NYSDOT-Main Office to cover the actual cost for design of the project. These funds are not available for any other project.

- (23) Amending the *2017-2020 TIP* by adding the Empire State Trail - Quaker/O'Neil Road Bridge Rehabilitation project / Proposed Resolution 18-74

This amendment is requested by NYSDOT. This amendment adds a new project that rehabilitates the Quaker/O'Neil Road to be better able to be used for the Canalway Trail as part of a broader commitment to completing the Empire State Trail. These funds are not available for any other project.

James McIntosh moved to approve proposed Resolutions 18-72 through 18-74; Steve LeRoy seconded the motion. The motion passed unopposed.

7. New Business

James Stack provided a presentation, *Right-sizing as an Asset Management Technique*. He noted that he will be making this presentation at the Association of Metropolitan Planning Organizations (AMPO) Annual Conference in San Antonio in October and welcomed any comments.

Chairman Marren announced that James Stack is a candidate for the AMPO Board of Directors.

William Carpenter reported that, as a result of the Volkswagen Settlement, New York State will be accepting applications for \$50 million for electric transit and school buses and \$19.2 million electric charging and fuel cell stations.

8. Next Meeting

Chairman Marren stated that the next GTC Board meeting is scheduled for December 13, 2018, at 8:30 a.m. at the Brighton Town Hall, 2300 Elmwood Avenue in Brighton.

9. Adjournment

The meeting adjourned at 9:55 a.m.