

**GENESEE TRANSPORTATION COUNCIL
PLANNING COMMITTEE MEETING**

**Livingston County Highway Department
4389 Gypsy Lane, Mt. Morris**

February 14, 2019

PLANNING COMMITTEE MEMBERS PRESENT

Scott Leathersich, Monroe County – At-Large (Chairperson)
Rochelle Bell, Monroe County Planning Board
Frank Billittier, NY State Department of Transportation (NYSDOT) – Region 4
Timothy Frelier, Monroe County
Erik Frisch, City of Rochester – At-Large
Todd Gadd, Wyoming County
Andrea Guzzetta, Rochester City Council
David Lindsay, Monroe County – At-Large
Kevin Rooney, Wayne County
William Wright, Ontario County
David Zorn, Genesee/Finger Lakes Regional Planning Council (G/FLRPC)

ALTERNATE REPRESENTATIVES PRESENT

Eric Farr, Rochester Genesee Regional Transportation Authority (RGRTA), representing Bill Carpenter
Don Higgins, Livingston County, representing Angela Ellis
Harriet Haynes, Seneca County, representing Mitchell Rowe
Laura Wadhams, Genesee County, representing Tim Hens

PLANNING COMMITTEE MEMBERS ABSENT AND UNREPRESENTED

James Bensley, Orleans County
Maria Chau, Federal Highway Administration (FHWA)
Stephen Golding, Empire State Development Corporation
David Hartman, Yates County
Thomas Hurley, NYS Thruway Authority
Norman Jones, City of Rochester
Dorraine Kirkmire, Rochester City Planning Commission
Mike Rockow, Monroe County
Steven Urlass, Federal Aviation Administration (FAA)
(Vacant), Federal Transportation Administration (FTA)
(Vacant), Monroe County Supervisors' Association
(Vacant), NYS Department of Environmental Conservation (NYSDEC)

OTHERS IN ATTENDANCE

Zac Cracknell, Livingston County Highway Department
Matt Ingalls, Ingalls Planning & Design
Jeff Jamberdino, NY State Department of Transportation (NYSDOT) – Region 4
Dennis Judson, Fisher Associates, Inc.
Joel Kleinberg, NY State Department of Transportation (NYSDOT) – Region 4
Alex Kone, GTC staff
Lori Maher, GTC staff
Rick Papaj, NY State Department of Transportation (NYSDOT) – Region 4
Shannon Rice, Livingston County Highway Department
Terry Rice, Barton and Loguidice, Inc.
James Stack, GTC staff
Jason Wolfanger, Livingston County Highway Department

1. Call to Order & Introductions

Scott Leathersich, Planning Committee Chairperson, called the meeting to order at 10:05 a.m. Members, Alternates, and others present introduced themselves.

2. Public Forum

Nobody from the public spoke during the Public Forum.

3. Approval of Minutes

Joel Kleinberg noted that Item 9, Adjournment, was 11:01 a.m., not p.m.

William Wright moved to approve the minutes from the January 10, 2018 Planning Committee meeting as corrected; Rochelle Bell seconded the motion. The minutes were approved with the correction.

4. Reports and Action on Old Business

a. Reports on UPWP Projects and Other Activities

GTC

Jim Stack reported:

- GTC Strategic Planning: An Agreement to document the process for conducting performance measurement among MPOs, transit operators, and NYSDOT has been fully executed.
- Long Range Transportation Plan Update/Implementation: Revisions to Performance Measures were accepted by the GTC Board at its December 13 meeting.
- Genesee-Finger Lakes Scenario Tool: An RFQ was released on December 7 with Statements of Qualifications due January 11. GTC received 6 responses. An evaluation team consisting of planners from Genesee County, Livingston County, Monroe County, Orleans County, the City of Rochester, the Town of Irondequoit, and Common Ground health has invited 3 teams to be interviewed on February 14. GTC staff is seeking authorization to enter into a contract at the March 7 RGRTA Board of Commissioners meeting. Given timing relative to the fiscal year, the contract will not commence until April 1.
- Advancing Health-Informed Transportation Decision Making: Accepted by the GTC Board at its June 14 meeting. GTC staff has been tracking various stories on the project, particularly the portion related to bike-share.
- Genesee-Finger Lakes Regional Local Bridge Vulnerability Assessment: The consultant conducted field visits to select bridges with Highway departments in each of the 9 counties. A draft report is expected to be provided to GTC staff for review the week of February 18.
- Genesee-Finger Lakes Regional TSMO Strategic Plan: Accepted by the GTC Board at its September 6 meeting.

- Vulnerable Users Safety Assessment Program Phases 1 & 2: The consultant is finalizing draft reports for each Roadway Safety Audit and expects to distribute them to the respective review teams for review and comment the week of February 18.
- Congestion Management Process (CMP): GTC staff has integrated the CMP toolbox into LRTP 2040.
- Greater Rochester Regional Commuter Choice Program: GTC staff is coordinating with NY 511 to migrate this activity to the statewide platform. A demonstration of the platform and a portal for our region for GTC staff is scheduled for February 27.
- Travel Time Data Collection Program: GTC staff pulled INRIX data for use on the Maple Ridge Road corridor study in Medina.
- Lake Ontario State Parkway Lane Transportation Alternatives Feasibility Study: NYSDOT recently provided the consultant with cost data for various construction scenarios in order to finalize the draft recommendations for Steering Committee review prior to a final public meeting. Consultant activities are expected to be complete by March 31.

William Wright asked if any information is available publically or posted online. James Stack responded that the consultant is still finalizing the alternatives, so it has not yet been released to the public. He expected to have all of the consultant contract work completed by end of the fiscal year, March 31. The Steering Committee will then hold another round of public outreach to seek input.

- Genesee-Finger Lakes Regional Performance Measurement Monitoring & Evaluation System: An RFQ was developed and released on August 10 with Statements of Qualifications due September 14. GTC received only one response. GTC staff worked with NYSDOT and Monroe County to ensure there is comfort moving forward without being able to compare to another vendor. An interview was conducted on February 7 and all parties are comfortable moving forward. GTC staff is seeking authorization to enter into a contract at the March 7 RGRTA Board of Commissioners meeting. Given timing relative to the fiscal year, the contract will not commence until April 1.
- Transportation Impacts on Economic Development in the Greater Rochester International Airport (GRIA) Area: GTC staff met with the Town of Chili on February 13 and is working to schedule meetings with other stakeholders before finalizing the scope of work. The Scope of Work is expected to be presented to the Planning Committee in April.
- Cross Asset Highway and Bridge Evaluation and Prioritization Tool: This project is on the backburner. GTC is considering options to rework the RFQ and will make a decision whether or not to reissue it.
- Genesee-Finger Lakes Regional Flood Vulnerability Model: In November, the Planning Committee agreed with the GTC staff recommendation to drop this project. The funding that had been programmed for contractual expenses was made available for use in the next UPWP.
- Livingston County Human Services Trip Planning Website: GTC staff is working with Livingston County on ways to more effectively promote and use the website. The working group has planned to meet on January 31 but had to

postpone due to weather. GTC staff will coordinate with Livingston County on a closeout presentation at a future meeting. They have been able to review things via email.

G/FLRPC

David Zorn reported:

- Genesee Finger Lakes Region Local Update of Census Addresses 2020: Feedback from the Census Bureau will be received by August 2019.
- Regional Land Use Monitoring Report: The survey for 2018 was sent out the first week of January and feedback is being received. Jurisdictions that have not yet respond are being sent reminders.

Monroe County

Rochelle Bell reported:

- Monroe County Land Use Monitoring: The survey for the 2018 permit data will be submitted to local jurisdictions in February.

Tim Frelier reported:

- Monroe County High Accident Location Program: Six additional locations have been completed since the last Planning Committee meeting. 28 out of 49 locations have been completed to date.

NYSDOT

Jim Stack reported:

- NYSDOT Safety Investigations and Analysis: GTC staff released an RFQ on December 7 with Statements of Qualifications due January 11. Seven responses were received. The evaluation team consisted of GTC and NYSDOT-Region 4 staff. GTC staff is seeking authorization to enter into a contract at the March 7 RGRTA Board of Commissioners meeting with the preferred consultant. Given timing relative to the fiscal year, the contract will not commence until April 1.

Ontario County

Jim Stack reported:

- County Road 16 Pedestrian & Bicycle Accommodations Feasibility Study: Accepted by the GTC Board at its December 13 meeting.

City of Rochester

Erik Frisch reported:

- City of Rochester Comprehensive Access & Mobility Plan: A Street Design Guide workshop was held on December 3 with an overview of peer cities' guides and a review of draft typologies for Rochester. The next Steering Committee meeting is scheduled for February 22 to review the Focus Area concept plans and draft Street Design Guide.

- City of Rochester Mobility Enhancement Study: Accepted by the GTC Board at its December 13 meeting.

RGRTA

Eric Farr reported:

- RTS Access Ridership and Facility Evaluation: The recommendation is to relocate the current facility. RGRTA has contracted a realtor to seek locations. The consultant completed the space evaluations and is reviewing the alternative sites.
- RTS System Redesign: The Community Advisory Committee met February 5 to review recommendations on Community Mobility Zones, Mobility Hubs, and implications for RTS Access service. Public open houses have been held to review recommendations. The sessions in Brockport and Henrietta were postponed due to poor weather and will be rescheduled. The plans will be presented to the RGRTA Board of Commissioners in June.
- Mobility Management Implementation Study: The draft proposals for the Community Mobility Zones have been presented for public review. A final report is due March 1.

Wayne County

Jim Stack reported:

- Ontario Midland Strategic Plan: Three proposals were received on December 14. Due to an extended illness, the review team has not yet been able to meet. GTC staff has been able to discuss some aspects with Wayne County staff.

Other Agencies

Jim Stack reported:

- Irondequoit Bay Outlet Bridge Alternatives Analysis Study: Accepted by the GTC Board at its June 14 meeting.
- Route 96 Transformative Corridor Strategic Infrastructure Plan: Accepted by the GTC Board at its June 14 meeting.
- Honeoye Falls Circulation, Accessibility, and Parking (CAP) Study: A contract has been fully executed. A project kick-off meeting was scheduled for January 30 but was postponed due to the weather. The project team is working to reschedule the meeting.
- Penn Yan Circulation, Accessibility, and Parking (CAP) Study: A contract has been fully executed. A project kick-off meeting was held January 24. The first public meeting was held February 11 in conjunction with a public meeting for the Downtown Revitalization Initiative or DRI. Given the nature of the overlapping issues, this was very effective and there was significant turnout.
- Uptown Canandaigua Mixed-Use & Transportation Corridor Feasibility Study: The project is complete. The Town wishes to present the final report to the Town Board before the Planning Committee and is expected to do so this month. GTC staff is coordinating with the Town on a closeout presentation at a future

meeting, likely the May meeting in Ontario County.

- Pittsford Active Transportation Plan: The project will be presented for closeout under agenda item 5.a.1.
- Geneseo Active Transportation Plan: A contract has been fully executed. A project kick-off meeting was held January 17.
- Sodus Point Active Transportation Plan: The evaluation team identified a preferred consultant. GTC staff has drafted a contract for internal review that will likely be mailed this week. GTC staff is coordinating with the Consultant but would prefer to commence the project on or after April 1, or the start of the fiscal year, if it won't interfere with public input during peak season.
- Maple Ridge Corridor Study: A contract has been fully executed. A project kick-off meeting was held December 12. The Consultant has provided a technical memo on the existing conditions for Steering Committee review and comment. One issue that was identified at the kickoff meeting was a narrow bridge with very little room for pedestrians living nearby. The Orleans EDA and the Town of Shelby IDA have identified funds that can be put towards a parallel pedestrian bridge. The funding is coming from existing revolving loan funds that the State is requiring to be dissolved. If the funds are not allocated to a local project that helps low to moderate income residents or improve handicap accessibility by March 31, they must be forfeited to the State. A separate pedestrian bridge was likely to be recommended as an interim solution until the bridge was scheduled for replacement or major rehabilitation.
- Ontario County SR 364/CR 11 Active Transportation Corridor Plan: The contract has been fully executed, a project kick-off meeting is being scheduled.

b. Any Other Old Business or Announcements

Jim Stack provided the following report:

Planning Committee Membership

Dave Lindsay from the Town of Chili is now the Monroe County At-Large member of the Planning Committee with Jason Kennedy from the Town of Perinton as his alternate.

Federal Legislative and Funding Update

Under pressure to end the partial shutdown of the federal government, Congress passed and the president signed another Continuing Resolution that fund the seven remaining Appropriations through February 15. Earlier this week, a bipartisan and bicameral committee agreed to a framework to fund these seven Appropriations through the end of FFY 2019. Indications so far are that the President will sign the Appropriations.

FFY 2020 – 2023 TIP

As previously mentioned, GTC and NYSDOT-Region 4 jointly solicited projects to be considered for funding for the FFY 2020 – 2023 TIP that will commence on October 1, 2019. The final deadline for applications was January 18.

- A total of 269 applications were received with a total value of \$1.085 billion with nearly \$877 million of Federal funds requested.
- Excluding transit funding, our planning targets for the next four years total about \$323 million, or less than 37 percent of the requested amount.
- A little over \$62 million is already programmed in FFY 2020 so there is only about \$260 million available for new projects. This cycle will absolutely leave many worthy projects unfunded.

Of the 269 applications:

- 132 costing \$547 million matched were for Highway projects;
- 82 costing \$407 million matched were for Bridge projects;
- 17 costing \$30 million matched were for traffic operations projects;
- 14 costing \$19 million matched were for Culvert projects;
- 5 costing \$6 million matched were for Bike/Ped projects; and
- 19 costing \$80 million matched were for Transit projects.

As in past TIP update cycles, GTC staff and NYSDOT-Region 4 staff will be scoring the projects separately then concurring on a single score. The scoring process will result in tiered project lists by mode for TIP Development Committee consideration and recommendation for projects to be funded.

Given the need to postpone the application date and the volume of applications received, it is necessary to adjust the TIP development schedule to allow sufficient time to come up with a fiscally constrained program.

The date of the May Planning Committee meeting was moved to the third Thursday to allow for a 30-day public review between the April and May meetings. This would have allowed public comments to be considered by the Planning Committee in May. Due to the volume of work to do, an April deadline to deliver a fiscally-constrained program for consideration is not feasible.

Jim Stack recommended the May meeting be moved from the 16th back to the 9th when a draft TIP would be presented for consideration and approved for public review. This would allow for a 30-day public review from May 10 through June 9; however, it would not allow time for comments to come back to the Planning Committee for review and consideration. Rather, any comments would be taken directly to the GTC Board.

In lieu of the Planning Committee reviewing public comments, Jim suggested that any significant comments that trigger a need to reconsider the recommended projects be presented to the TIP Development Committee via email for consideration and recommendation prior to the June 13 GTC Board meeting. He noted that the recommended list has not needed to be revised after public review since about 2001.

Kevin Rooney asked if project interviews with sponsors will be held. Jim Stack responded that there will not be interviews since this aspect was part of the pre-application review and feedback process.

Tim Frelier asked when the tiered list of TIP projects would be available. Jim Stack responded that the TIP Development Committee meetings originally planned for March and the Planning Committee meeting in May would be rescheduled and revised notifications are forthcoming.

FAST Act Rescission

At the November 8 meeting, Jim Stack discussed the FAST Act Rescission. When the FAST Act was signed into law, it included a \$7.6 Billion rescission scheduled for July 1, 2020. The rescission allowed the bill to meet the requirement to balance revenues and expenditures over 10-years as part of the Congressional Budget Office scoring process. This technique is common in Authorization Acts with the expectation that a future Congress will find a fix before the rescission hits.

On a conference call with MPO Directors on January 18, Dave Rettig from NYSDOT Main Office noted that NYSDOT no longer has confidence that there will be a legislative fix stop the rescission. This will cause about 95 percent of unobligated balances to be rescinded in July 2020. The key word there being “unobligated”, as the rescission does not apply to funds committed to a project; however, the rescission will be calculated based on unobligated balances at the end of the current Federal Fiscal Year, or September 30th.

The best way to minimize the impact of the rescission is to move projects so phases can be obligated as programmed. Main Office is comfortable managing the balances of some fund sources through accounting maneuvers such as conversion from Advance Construction. But they have major concerns about the unobligated balance of STP Off-System Bridge on a statewide balance. This fund source is heavily impacted by the distribution formula that allocated a significant share to the New York City area where the OSB eligible bridges did not align with City and State priorities. Therefore, Main Office is asking MPOs and the NYSDOT Regional offices to work together to identify existing projects with FFY 2019 phases that are eligible for OSB funds. Main Office has offered to exchange STP-OSB funds for another fund source and manage fiscal constraint on a statewide basis. While this does not result in any gain in funds for the region, it does help to minimize the impact of the rescission. There are several proposed TIP amendments for this purpose that will be discussed later in the meeting.

Jim Stack encouraged everyone that has project phases in this fiscal year, regardless of the fund source, to keep progressing them so phase obligation can happen as programmed. There is no guarantee that there will be funds in FFY 2020 to accommodate them.

Kevin Rooney asked if the recently awarded BRIDGE NY projects were at risk from the rescission. Joel Kleinberg noted that the Scoping, Preliminary Engineering, and Detailed Design phases will all be obligated prior to the end of the fiscal year since an Initial Project Proposal is all that needs to be completed. Rick Papaj added that the Construction funds are all in FFY 2020. Therefore, these projects are not expected to be impacted.

Todd Gadd asked for clarification regarding the vulnerability of FFY 2019 funds that are to be rescinded in FFY 2020. Jim Stack replied that the rescission has to

occur before the end of FFY 2020, the end of the current Federal authorization, so the funds being targeted are from FFY 2019.

Joel Kleinberg offered to provide a list of projects and respective remaining FFY 2019 phases to be obligated at the next TDC meeting. Jim Stack noted the TDC will consider strategic steps that should be taken to minimize the impact such as progressing projects so funds can be obligated by August 2019. He added that projects submitted for the FFY 2020-2023 TIP may be advanced to the current TIP as well.

Terry Rice asked about the methodology for funding projections for the next TIP, noting the expiration of the FAST Act at the end of FFY 2020. Jim Stack replied that flat line projections of existing programs were used by NYSDOT Main Office.

Former GTC staff

Jim Stack reported that on January 29th Lauren Melendez, an intern at GTC in the summer of 2011, was appointed by Governor Cuomo as the Assistant Secretary for Transportation. She currently serves as a Senior Analyst for Transportation and Infrastructure for the NY State Senate Finance Committee.

TIP Staff Modifications

Alex Kone distributed a summary report on TIP Staff Modifications that were approved by the GTC Executive Director after notifying the TIP Development Committee and receiving no objections.

5. Action Items

- a. Recommendation to the GTC Board concerning **accepting reports as evidence of completion of a UPWP Task**
 1. Recommendation to the GTC Board concerning **accepting the *Pittsford Active Transportation Plan as evidence of completion of UPWP Task 8764* / Proposed Council Resolution 19-02 (Town and Village of Pittsford)**

Matt Ingalls presented the Executive Summary of the project. He outlined and summarized the report for the group. He noted the plan reflects additional pedestrian safety efforts that have taken place since the Plan process began including the NYS *Pedestrian Safety Action Plan* and the *North Main Street Transformational Streetscape Plan*. He acknowledged the Steering Committee members present for their efforts and thanked NYSDOT for considering recommendations to their facilities.

Jim Stack noted that a color version of the Executive Summary is available on the GTC website under the meeting materials for this meeting.

Erik Frisch moved to recommend that the GTC Board adopt proposed Resolution 19-2; Frank Billittier seconded the motion. The motion pass unopposed.

- b. Recommendation to the GTC Board concerning **approving the FY 2019-2020 Unified Planning Work Program** / Proposed Council Resolution 19-1

James Stack provided the following report:

As reported in January, the Unified Planning Work Program, or UPWP, is the program of federally-funded transportation planning activities to be undertaken by GTC staff, its member agencies, and other jurisdictions in the Genesee-Finger Lakes Region. The Fiscal Year 2019-2020 UPWP will support planning activities for the period beginning April 1, 2019 and ending March 31, 2020. Projects included in the current UPWP that are not complete as of March 31, 2019 will roll over into the FY 2019-2020 UPWP.

In January, a full draft was presented for your consideration and approval for a 30-day public review. The public review period was conducted from January 11 through February 12. GTC did not receive any public comments. The draft UPWP was distributed to NYSDOT Main Office, the Federal Highway Administration, and the Federal Transit Administration for review and concurrence that it satisfied the requirements of the Metropolitan Planning Rule. NYSDOT noted two minor typographical errors that were corrected.

Jim Stack recognized the efforts of the GTC staff, in particular Jody Binnix who managed the UPWP effort and Eileen Yates who kept all the financials straight. They managed to complete the effort despite losing a full month from our original schedule to meet the State and Federal request to submit the final UPWP earlier than in past years.

Jim Stack expressed appreciation to the members of the UPWP Development Committee who helped evaluate and recommend a program of projects that will provide funding for a significant amount of transportation planning activities. This collaborative effort is why the UPWP can have such an impact beyond the basic MPO requirements.

Kevin Rooney motioned to recommend that the GTC Board approve proposed Resolution 19-1; William Wright seconded the motion. The motion pass unopposed.

- c. Recommendation to the GTC Board concerning **modifying and amending the 2017-2020 Transportation Improvement Program** / Proposed Planning Committee Resolutions 19-1 through 19-3 and Proposed Council Resolutions 19-3 through 19-24

Scott Leathersich suggested grouping Items 5.c.1 through 5.c.3 into a single action. No Member or Alternate objected.

1. Action concerning **modifying the 2017-2020 TIP by increasing the Federal Share of the Clarkson Parma Townline Road Over Otis Creek project** / Proposed Planning Committee Resolution 19-1
2. Action concerning **modifying the 2017-2020 TIP by changing the Project Type of the Route 104 over Oak Orchard Bridge Rehabilitation project** / Proposed Planning Committee Resolution 19-2

William Wright asked if there is a commensurate change in the Total Cost to reflect the change in Project Type. Joel Kleinberg replied that the project is only approved for early engineering phases in the TIP and that updated Construction costs will be considered in the FFY 2020-2023 TIP. Therefore, the programmed amount is sufficient.

3. Action concerning **modifying the 2017-2020 TIP by deferring a phase of the Rt 19 and Rt 98 Erie Canal Lift Bridge Rehab project** / Proposed Planning Committee Resolution 19-3

William Wright motioned to approve PC Resolutions 19-1 through 19-3; Tim Frelier seconded the motion. The motion passed unopposed.

Scott Leathersich suggested grouping Items 5.c.4 through 5.c.25 into a single action. No Member or Alternate objected.

4. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by increasing the Total Cost of the Preventive Maintenance – RTS & RTS Access for FFY 2019 project** / Proposed Council Resolution 19-3
5. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by reducing the scope of the Replace 50 Transit Buses FFY 2020 project** / Proposed Council Resolution 19-4
6. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the Replace 15 Transit Buses FFY 2022 project** / Proposed Council Resolution 19-5
7. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the Replace 10 Articulated Transit Buses FFY 2022 project** / Proposed Council Resolution 19-6
8. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by increasing the Total Cost of the Associated Transit Improvements FFY 2019 project** / Proposed Council Resolution 19-7
9. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the Purchase 17 On Demand Vans FFY 2019 project** / Proposed Council Resolution 19-8
10. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the RTS Access Fluids Storage Tank Upgrades FFY 2019 project** / Proposed Council Resolution 19-9
11. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the Connection Hubs FFY 2019 project** / Proposed Council Resolution 19-10
12. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by increasing the Total Cost of the Preventive Bridge Maintenance - East Oak Orchard Street project** / Proposed Council Resolution 19-11

13. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by deferring the Route 33A over Erie Canal Superstructure Replacement project** / Proposed Council Resolution 19-12

Joel Kleinberg noted that the project was originally scoped for replacement of the superstructure only, but during the scoping phases, it has been determined that a full replacement is needed to accommodate the Erie Canalway trail. It will therefore have to be resubmitted for the FFY 2020-2023 TIP.

14. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by increasing the Total Cost of the Route 96 Pavement MbC, Mitchell Rd to Garnsey Rd project** / Proposed Council Resolution 19-13

William Wright asked about the factors increasing the Construction costs. Joel Kleinberg responded that the cost increased because right-of-way acquisition is necessary, there are additional signal requirements, and a large culvert was added to the scope.

15. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by increasing the Total Cost of the Route 77 at Ledge Road Intersection Improvement project** / Proposed Council Resolution 19-14

Joel Kleinberg noted that the project cost has increased \$600,000 due to increased cost of materials, addition of splitter islands and additional drainage work.

16. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by changing the limits of the Ridge Road Multi-Modal Corridor project** / Proposed Council Resolution 19-15

17. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by changing the limits of the 390 Multi-Use Trail project** / Proposed Council Resolution 19-16

18. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by increasing the Total Cost of the Route 19 over Oatka Creek Bridge Rehabilitation project** / Proposed Council Resolution 19-17

19. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by adding the I-490 Bridges at Meigs and Averill project** / Proposed Council Resolution 19-18

Joel Kleinberg responded that it is a new project accompanied by new funds to the region.

20. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by changing the funding source of the Hillside Road Bridge Replacement (TIP # B17-49-WY2, PIN 4WY004) and adding eight projects awarded through the BRIDGE NY project** / Proposed Council Resolution 19-19

21. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by changing the funding source of the Rix Hill Road Bridge Replacement project** / Proposed Council Resolution 19-20

22. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by changing the funding source of the 5-Bridge Preventive/Corrective Maintenance project** / Proposed Council Resolution 19-21

23. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by changing the funding source of the Preventive Bridge Maintenance – 4 Bridges project** / Proposed Council Resolution 19-22
24. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by changing the funding source of the Preventive Bridge Maintenance – Lakeside Road project** / Proposed Council Resolution 19-23
25. Recommendation to the GTC Board concerning **amending the 2017-2020 TIP by advancing the Main Street Fishers Bridge over Irondequoit Creek project** / Proposed Council Resolution 19-24

William Wright motioned to recommend that the GTC Board approve proposed Resolutions 19-3 through 19-24; Don Higgins seconded the motion. The motion passed unopposed.

6. New Business

Joel Kleinberg noted the TIP Available Balances on page 46. He encouraged project sponsors to review phases that are to be obligated in FFY 2020 that could potentially be advanced into 2019.

Jim Stack noted there is an effort from NYSDOT Main Office to replace existing rustic rail in the state. He reminded County representatives to provide locations to GTC so they can work with the State to advance opportunities for funding replacements.

7. Public Forum

No member of the public spoke during the Public Forum.

8. Next Meeting:

Jim Stack noted that the next meeting is scheduled for April 11, 2019 at Rochester City Council Chambers, 30 Church Street, Rochester

All materials for items to be considered at this meeting should be submitted to GTC staff no later than Friday, March 29, 2019.

9. Adjournment

The meeting adjourned at 11:45 a.m.