

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

**September 1, 2016**

GTC BOARD MEMBERS PRESENT

Eric Gott, Livingston County (Vice Chairperson)  
Steven LeRoy, Wayne County  
John F. Marren, Ontario County and Genesee/Finger Lakes Regional Planning Council (Chairperson)

ALTERNATE REPRESENTATIVES PRESENT

Robert Bausch, Genesee County, representing Raymond Cianfrini  
Kevin Bush, New York State Department of Transportation (NYSDOT), representing Mathew Driscoll  
Bill Carpenter, Rochester Genesee Regional Transportation Authority (RGRTA), representing Geoffrey Astles  
Jerry Davis, Wyoming County, representing A. Douglas Berwanger  
Tom Goodwin, Monroe County Planning Board  
BJ Scanlon, Rochester City Council, representing Loretta Scott  
Norman Jones, City of Rochester, representing Lovely Warren  
Zina Lagonegro, Rochester City Planning Commission, representing David L. Watson  
Scott Leathersich, Monroe County – At-Large, representing William Napier  
Charles Nesbitt, Jr., Orleans County, representing David B. Callard  
William Moehle, Monroe County Supervisor's Association, representing John Moffitt  
Edward G. Muszynski, Empire State Development Corporation, representing Howard Zemsky  
Terrence Rice, Monroe County, representing Cheryl Dinolfo  
John Thomas, City of Rochester – At-Large, representing Allen G. Casey

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Henrika Buchanan-Smith, Federal Transit Administration (FTA)  
Anthony Daniele, Monroe County  
Dr. Timothy Dennis, Yates County  
Daniel Hogan, Monroe County – At-large  
Maria Lehman, NYS Thruway Authority (NYSTA)  
Peter Osborn, Federal Highway Administration (FHWA)  
Basil Seggos, New York State Department of Environmental Conservation  
Steven Urlass, Federal Aviation Administration  
Gary Westfall, Seneca County

OTHERS IN ATTENDANCE

Joseph Bovenzi, GTC staff	Ken Miller, Wayne County
Angela Ellis, Livingston County	Christopher Reeve, NYSDOT-Region 4
Joel Kleinberg, NYSDOT-Region 4	James Stack, GTC staff
Alexander Kone, GTC staff	James Willer, NYSDOT-Region 4
Sharon Lilla, Barton & Loguidice	David Zorn, G/FLRPC

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

Chairman Marren called the meeting to order at 8:33 a.m.

James Stack introduced Alex Kone as the new GTC Assistant Director. Alex comes to GTC from our counterpart in Austin, Texas where he has worked for the past six years. Most recently, Alex was responsible for managing the Transportation Improvement Program in Austin but also has experience with the Long Range Transportation Plan and public transit planning.

Alex is a native of Avon, Livingston County. After graduating from McQuaid Jesuit High School in Brighton, he earned a Bachelor's degree from Tulane University in New Orleans and a Master's degree from the University of Texas at Austin.

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**

**Terry Rice moved to approve the minutes from the July 10, 2016 Quarterly Meeting as presented; Bill Carpenter seconded the motion. The motion passed unopposed.**

## **4. Communications and Announcements**

Jim Stack provided the following communications and announcements:

- Monroe County Executive Cheryl Dinolfo has appointed William Napier as an At-Large Member of GTC.
- On August 3, GTC staff unveiled a new website. The website has a more professional look and we have migrated away from a software platform that is no longer supported. The website is mobile friendly, meets accessibility guidelines, and is easy to maintain. Staff will continue to enhance the website as a resource for the region.

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

### **a. Planning Committee Report – Scott Leathersich, Chairman**

Scott Leathersich provided the following report:

The Planning Committee met July 14<sup>th</sup> and August 4<sup>th</sup>, and recommends that the GTC Board:

- Accept reports as evidence of completion of three Unified Planning Work Program tasks;

- Amend the *2014-2017 Transportation Improvement Program* as requested by New York State Department of Transportation, the Town of Victor, the City of Rochester, the City of Batavia, and the Town of Farmington.
- Amend the *2017-2020 Transportation Improvement Program* as requested by the New York State Department of Transportation, Monroe County, Ontario County, the City of Rochester, and the Town of Victor.

Additionally, the Planning Committee took the following action:

- Approved the project Scopes of Work of five new *FY 2016-2017 Unified Planning Work Program* tasks;
- Approved five administrative modifications to the *2014-2017 Transportation Improvement Program* as requested by the Village of Clyde and Monroe County.
- Approved one administrative modification to the *2017-2020 Transportation Improvement Program* as requested by the Village of Clyde.

b. GTC Staff Report – Jim Stack, Executive Director

Jim Stack provided the following report:

- With respect to the Unified Planning Work Program, or UPWP, GTC staff has begun preparations for the next cycle. Staff has reached out to the UPWP Development Committee for feedback on some suggested changes to the process that further emphasizes the UPWP as a partnership with local communities, clarification on provisions of cash match, and an emphasis on managing professional services contracts in-house. The UPWP will ultimately be considered by this Board in March 2017.

GTC staff has been working with Monroe, Orleans, and Wyoming counties to procure professional services for data collection and assessment as well as studying the Lake Ontario State Parkway.

- Earlier this year, the Federal Highway Administration – NY Division reached out MPOs across the State to gauge the level of interest in offering a workshop to provide training to local public agencies on the Americans with Disabilities Act, and the required development of Transition Plans by agencies that own, or are responsible for, the public rights-of-way. Given the level of interest, we were able to get a commitment from the FHWA Resource Center in Colorado for a Specialist to provide free training in five locations across the State over a single week. The training will take place in at the City Place building in Rochester on Tuesday, September 27. GTC is partnering with the Center for Disability Rights, which will be providing wheelchairs for workshop participants to use during the outdoor exercise to give them a greater appreciation for the challenges faced by people in our communities every day.

Last week staff sent invitations to the lead elected official in every County, City, Town, and Village in the region along with others we knew to be responsible for public rights-of-way. Registrations are already rolling in.

- Staff has been able to utilize the Critical Transportation Infrastructure Vulnerability Assessment that was adopted at the June 9 meeting to inform local applications for funding under the Bridge NY program. Resiliency is one of the four specific factors that NYSDOT will be looking at for the initial ranking. The application has a place for project commentary that we think bridge owners can use to provide information from the Assessment. To my knowledge, there is not another region in the State with a similar Assessment. I am hopeful that this will give our region an edge when competing for the \$109 million available for Upstate.

Bill Carpenter asked if the applications could be reviewed by the Finger Lakes Economic Development Council Infrastructure and Transportation Working Group members.

Terry Rice explained the BridgeNY evaluation process and noted that it may not be possible for the Economic Development Council members to review the applications, but that he would check on this.

Kevin Bush noted that copies of the applications could be provided to the Economic Development Council members for their information.

#### c. Old Business

##### 1. Federal Legislative and Funding Update

Jim Stack provided the following report:

- As reported at the last meeting, the Fixing America's Surface Transportation or FAST Act established the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies, or FASTLANE, grant program. NYSDOT submitted an application for the I-490 @ I-390 Interchange improvement project. This was one of 136 projects in urban areas and 76 in rural areas. In total nearly \$9.8 billion was requested versus a total of \$800 million available.

On July 5<sup>th</sup>, Senators Schumer and Gillibrand announced that New York State was proposed to receive \$32 million for this project. Per the FAST Act, USDOT was required to present proposed project awards to the Congressional authorizing committees of jurisdiction where the lists must remain for 60 days before issuing the awards. We will be coordinating with NYSDOT on the particulars of the grant and will offer a TIP Amendment for Board consideration at a later date.

- On behalf of the 14 Metropolitan Planning Organization, or MPOs, in New York, the New York State Association of MPOs submitted comments on August 8 to the Federal Highway Administration, or FHWA, in response to the Notice of Proposed Rulemaking for National Performance Management

Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program. The primary concern is to ensure that performance measures are appropriate; therefore, NYSAMPO proposed that FHWA revisit the system performance metrics so that States and MPOs will in fact make the best investment choices to support the attainment of national goals. Another concern is the timing of various the rulemakings to implement different performance management rules with different effective dates and transition periods. Essentially, MPOs have to begin establishing performance targets in some areas before the rulemaking is complete in others. Any interplay between performance measures has to be accounted for later. There is no opportunity to establish comprehensive performance targets at one time.

At the last meeting I reported that FHWA and FTA issued the Final Rule for Statewide and Nonmetropolitan and Metropolitan Transportation Planning on May 27. Just four weeks later, on June 22, FHWA released a Notice of Proposed Rulemaking for MPO Coordination and Planning Area Reform. Essentially, FHWA is proposing to redefine Metropolitan Planning Areas based on Census-defined Urbanized Areas. While this won't impact GTC, it affects the Binghamton MPO and would have a profound impact on the New York City and Hudson Valley MPOs. On behalf of the 14 MPOs in New York, the New York State Association of MPOs submitted comments to FHWA on August 24.

As proposed, FHWA would require a single Long Range Transportation Plan and Transportation Improvement Program for Urbanized Areas and the adjacent area expected to become urbanized within 20 years, including any associated air quality analysis and public review. This one size fits all approach fails to recognize the difficulty in trying to achieve this across State lines when each State has different approaches to how they program Federal transportation funds. It can also undo existing coordination efforts that are adapted to the unique needs of different metropolitan areas. If implemented, this rule could give someone in Connecticut say on a project in New Jersey. If taken to full 20-year projections, it is not inconceivable to have a single Metropolitan Planning Area that extends from southern Maine to northern Virginia!

The national Association of Metropolitan Planning Organizations, National Association of Development Organizations, and National Association of Regional Councils submitted a joint request to rescind the rulemaking. The American Association of State Highway Transportation Officials has also requested the proposed rulemaking be rescinded. In the absence of a rescission, these organization, as well as, NYSDOT have all offered specific comments on various elements of the proposed rulemaking.

- As reported at the last meeting, on May 19, the US Senate passed the Fiscal Year 2017 Transportation, Housing and Urban Development, and Related Agencies, or T-HUD Appropriations Act. The bill would also rescind \$2.211 billion for the coming year from state DOTs' unobligated highway contract authority, and require that the cuts be applied in some federal highway programs that are most widely used by the states. This action could limit the ability of state departments of transportation to use all of their authorized funds.

Then on May 24, the House Appropriations Committee approved the Fiscal Year 2017 Transportation, Housing and Urban Development, or T-HUD, funding bill. The House bill does not contain the rescission called for in the Senate bill.

Congress returns to session on September 6. The House and the Senate will need to work out the differences in their respective Appropriations legislation. Meanwhile, Congress will be pressed for time to pass all the Appropriations before the end of the Federal Fiscal Year on September 30. If Continuing Resolutions are needed, there is a fear that the Senate's rescission could be included and impact funding to States that saw only a small increase in the FAST Act.

## 6. Action Items

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

Chairman Marren suggested grouping proposed Resolutions 16-51 through 16-53 into a single action; no Member or Alternate objected.

**Bill Carpenter moved to approve proposed Resolutions 16-51 through 16-53; Charles Nesbitt seconded the motion.**

Jim Stack explained that proposed Resolutions 16-51 and 16-52 were reviewed and recommended for approval by the Planning Committee at its July 14, 2016 meeting. Proposed Resolution 16-53 was reviewed and recommended for approval by the Planning Committee at its August 4, 2016 meeting.

Jim provided the following overviews:

- (1) Accepting the *Regional Land Use Monitoring Report (2015)* as evidence of completion of UPWP Task 4220 / Proposed Resolution 16-51

The Genesee/Finger Lakes Regional Planning Council conducted this study to seek to document land use and development trends in the Genesee-Finger Lakes Region for use by GTC and member agencies, as well as others. In 2015, the highest numbers of residential building permits were issued in Towns in Monroe County. Over the past 10 years, the majority of residential development occurred in Monroe County and the surrounding areas in Ontario and Wayne Counties

- (2) Accepting the *Town of Perinton Pedestrian and Bicycle Master Plan* as evidence of completion of UPWP Task 8773 / Proposed Resolution 16-52

The Town of Perinton conducted this study to identify recommendations for improving the mobility, comfort, accessibility, and connectivity of pedestrian and bicycle travel in the Town. The study resulted in recommendations related to pedestrian network improvements, traffic calming, bicycle network improvements, policies, and programs. At the Planning Committee meeting, Monroe County did raise concerns about the Town making recommendations on facilities owned by another jurisdiction, namely Monroe County or NYSDOT. The Town agreed to incorporate footnotes alongside the recommendations to clarify that any changes are contingent on the concurrence of the facility owner.

- (3) Accepting the *Land Use Report for Monroe County, New York – Major Projects Proposed, Approved, and Constructed in 2015 Executive Summary* as evidence of completion of UPWP Task 8773 / Proposed Resolution 16-53

Monroe County conducted this study to monitor growth and development across the county. The effort is coordinated with Genesee/Finger Lakes Regional Planning Council so there is a consistent approach across the region. Additionally, Monroe County tracks major projects by three types of proposed projects: 1.) five or more lots or dwelling units, 2.) 5,000 square feet of non-residential gross floor area, 3.) rezoning for an areas of ten acres or more. County staff obtain building permit data from the municipalities and analyze it for this report. The report's findings are compiled into a database maintained by the Planning Department that allows it to analyze growth trends, and this data is contributed to GTC's Travel Demand Model (TDM).

**The motion passed unopposed.**

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

Chairman Marren suggested grouping proposed Resolutions 16-54, 16-57 through 16-62, 16-71 and 16-72 into a single action; no Member or Alternate objected.

**Steven LeRoy moved to approve proposed Resolutions 16-54, 16-57 through 16-62, 16-71 and 16-72; Kevin Bush seconded the motion.**

Jim Stack explained that proposed Resolutions 16-54, 16-57 through 16-62, 16-71 and 16-72 were reviewed and recommended for approval by the Planning Committee at its August 4, 2016 meeting. The materials for this item start on page 64 of the meeting package.

- (1) Amending the *2014-2017 TIP* by changing the locations addressed under the NYSDOT Bridge Preventive Maintenance at 7 Locations (FFY 2017) project / Proposed Resolution 16-54

All the bridges originally included under this project have been addressed through other projects. This amendment will include a new set of bridges where

element-specific work is required and will update the project title and notes to reflect that work.

- (2) Amending the *2014-2017 TIP* by adding the Route 77 @ Ledge Road Intersection Improvements project / Proposed Resolution 16-57

This is a new project that was awarded funds from the statewide Highway Safety Improvement Program. This represents new funding to the region and no other project is affected.

- (3) Amending the *2014-2017 TIP* by decreasing the cost of the I-490 ITS Improvements project / Proposed Resolution 16-58

This amendment reflects cost savings on this project after NYSDOT selected a less expensive alternative than originally contemplated. Taking this action now allows the region to maximize the use of available funds before the end of the current Federal Fiscal Year on September 30.

This action provides offsets to the Routes 5 & 20 (Rt. 247 to Geneva Town Line) Preventive Maintenance project (#5), the Route 370 (Rt. 104 to Wayne Co. Line) Preventive Maintenance project (#6), and the I-490 from Thruway to Rt 33A MbC project (#7).

- (4) Amending the *2014-2017 TIP* by decreasing the cost of the Driving Park Avenue Bridge Preventive Maintenance project / Proposed Resolution 16-59

This amendment reflects cost savings on this project. Taking this action now allows the region to maximize the use of available funds before the end of the current Federal Fiscal Year on September 30.

This action provides an offset to the Route 370 (Rt. 104 to Wayne Co. Line) Preventive Maintenance project (#6).

- (5) Amending the *2014-2017 TIP* by renaming the project and modifying select phases of the Routes 5 & 20 (Rt. 247 to Geneva Town Line) Preventive Maintenance project / Proposed Resolution 16-60

This amendment reflects a correction to the project limits to what has always been contemplated for the project. The western limit is adjacent to a recently completed project. Since this is technically a change in the project limits, it requires Board action. The additional Federal funds provide the full 80 percent eligible share of the project.

An offset is provided by the I-490 ITS Improvements project (#3).

- (6) Amending the *2014-2017 TIP* by increasing the cost of the Route 370 (Rt. 104 to Wayne Co. Line) / Proposed Resolution 16-61

This amendment reflects a change in the selected treatment. This project was initially proposed as a mill and fill, but since the original proposal the work type has changed to more durable but more expensive treatment.

Offsets are provided by the I-490 ITS Improvements project (#3) and the Driving Park Avenue Bridge Preventive Maintenance project (#4).

- (7) Amending the *2014-2017 TIP* by increasing the cost of the I-490 from Thruway to Rt 33A MbC project / Proposed Resolution 16-62

This amendment will increase the cost of the project to allow for implementation of a more durable but more expensive treatment.

An offset is provided by the I-490 ITS Improvements project (#3).

- (8) Amending the *2014-2017 TIP* changing the description and deferring select phases of the City of Batavia Healthy Schools Corridor project / Proposed Resolution 16-71

This amendment is intended to account for a change in one of the locations originally proposed for work under this project. Work on the Summit Street location was completed under a different project, and the City of Batavia substituted the Tracy Avenue location in its place. However, this change will require altering the project schedule by deferring the Detailed Design and Right-of-Way Acquisition phases to the next fiscal year.

No offset is required. Corresponding changes to the *2017-2020 TIP* will be addressed via proposed Resolution 16-80.

- (9) Amending the *2014-2017 TIP* by modifying the phases of the Auburn Trail Connector project / Proposed Resolution 16-72

This amendment is needed due to a delay to accommodate the endangered species screening process, which means that the Detailed Design and Right-of-Way Acquisition phases currently programmed for 2016 will not be obligated this federal fiscal year.

No offset is required. Corresponding changes to the *2017-2020 TIP* will be addressed via proposed Resolution 16-81.

**The motion passed unopposed.**

Chairman Marren suggested grouping proposed Resolutions 16-73 through 16-79 and 16-86 into a single action; no Member or Alternate objected.

**Kevin Bush moved to approve proposed Resolutions 16-73 through 16-79 and 16-86; Eric Gott seconded the motion.**

Jim Stack explained that at the August 4 Planning Committee meeting it was reported that a relatively small amount of 2016 funds are still available in the STP-Urban and STP-Flex Block Programs. If these funds are not programmed to specific projects, they will be lost to the region. The Planning Committee discussed proposed changes to the Bowerman Road Bridge project and the City of Rochester Highway Preventive

Maintenance Group #3 project, and supported accelerating phases of other eligible projects to maximize the use of these funds. The Planning Committee directed GTC staff to work with and NYSDOT-Region 4 staff to identify such changes and prepare the associated Proposed Resolutions.

Proposed Resolutions 16-73 through 16-79 and 16-86 effect these changes. The addition of projects to the *2014-2017 TIP* reflects the acceleration of early design phases of projects that were selected for the *2017-2020 TIP* that this Board adopted on June 9. While these changes allow for the obligation of funding before the close of the Federal Fiscal Year, for all intents and purposes, there is no change to the project schedule from a sponsor's stand point. Corresponding changes to the *2017-2020 TIP* will be addressed via separate amendments.

- (10) Amending the *2014-2017 TIP* by decreasing the cost of the STP-Urban Block Program project / Proposed Resolution 16-73
- (11) Amending the *2014-2017 TIP* by adding the Route 252 Pavement MbC, Village of Pittsford to Commons Way project / Proposed Resolution 16-74
- (12) Amending the *2014-2017 TIP* by adding the Route 96 Pavement MbC, Pittsford VL to Bushnells Basin project / Proposed Resolution 16-75
- (13) Amending the *2014-2017 TIP* by increasing the cost of the City of Rochester Highway Preventive Maintenance Group #3 project / Proposed Resolution 16-76
- (14) Amending the *2014-2017 TIP* by decreasing the cost of the STP-Flex Block Program project / Proposed Resolution 16-77
- (15) Amending the *2014-2017 TIP* by adding the 5-Bridge Preventive/Corrective Maintenance Project / Proposed Resolution 16-78
- (16) Amending the *2014-2017 TIP* by adding the Region 4 Vehicle Detection & ITS Maintenance Project / Proposed Resolution 16-79
- (17) Amending the *2014-2017 TIP* by adding the East Main Street Reconstruction Project / Proposed Resolution 16-86

**The motion passed unopposed.**

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

Chairman Marren suggested grouping proposed Resolutions 16-56, 16-63 through 16-70, 16-80, and 16-81 into a single action; no Member or Alternate objected.

**Bill Carpenter moved to approve proposed Resolutions 16-56, 16-63 through 16-70, 16-80, and 16-81; Kevin Bush seconded the motion.**

Jim Stack explained that proposed Resolutions 16-56, 16-63 through 16-70, 16-80, and 16-81 were reviewed and recommended for your approval by the Planning Committee at its August 4, 2016 meeting. The materials for these items start on page 120 of the meeting package.

- (1) Amending the *2017-2020 TIP* by adding the Dewey Avenue and Driving Park Intersection Realignment project / Proposed Resolution 16-56

This is a new project that was awarded funds from the statewide Highway Safety Improvement Program. This represents new funding to the region and no other project is affected. This project had earlier phases that were accomplished under the *2014-2017 TIP*.

- (2) Amending the *2017-2020 TIP* by changing the locations addressed under the NYSDOT Bridge Joint Repair at 11 locations in Monroe County project / Proposed Resolution 16-63

All the bridges originally included under this project have been addressed through other projects. This amendment will include a new set of bridges, at nearly twice the number of locations, where element-specific work is required and will update the project title and notes to reflect that work.

- (3) Amending the *2017-2020 TIP* by changing the locations addressed under the NYSDOT Bridge Preventive Maintenance at 7 locations (FFY 2017) project / Proposed Resolution 16-64

All the bridges originally included under this project have been addressed through other projects. This amendment will include a new set of bridges where element-specific work is required and will update the project title and notes to reflect that work.

- (4) Amending the *2017-2020 TIP* by increasing the cost of the Town of Victor Community Connectivity project / Proposed Resolution 16-65

This amendment reflects the addition of a locally-funded betterment to the overall project cost. There is no change in the Federal funds.

- (5) Amending the *2017-2020 TIP* by adding the County Road 23 @ McIvor Road/Fort Hill Road Intersection Improvement project / Proposed Resolution 16-66

This is a new project that was awarded funds from the statewide Highway Safety Improvement Program. This represents new funding to the region and no other project is affected.

- (6) Amending the *2017-2020 TIP* by increasing the cost of the Elmwood Ave. @ Lac de Ville Blvd Intersection Improvement project / Proposed Resolution 16-67

This amendment incorporates funds awarded from the statewide Highway Safety Improvement Program. This represents new funding to the region and no other project is affected. This project was programmed with region safety funds that will now be available for other projects. The increase represents a higher award than the amount originally programmed.

- (7) Amending the *2017-2020 TIP* by adding the Route 77 @ Ledge Road Intersection Improvements project / Proposed Resolution 16-68

This is a new project that was awarded funds from the statewide Highway Safety Improvement Program. This represents new funding to the region and no other project is affected.

- (8) Amending the *2017-2020 TIP* by reinstating the Elmwood Avenue/Collegetown Cycle Track project / Proposed Resolution 16-69

This amendment is reinstating a project previously on the *2014-2017 TIP* and defers the Construction and Inspection phases by one year since they will not be obligated by the end of the current federal fiscal year. The project is funded by the Transportation Enhancements Program and this amendment will have no impact on other projects.

- (9) Amending the *2017-2020 TIP* by adding the County Road 28 & Shortsville Road Intersection Improvement project / Proposed Resolution 16-70

This is a new project that has been recommended to receive funds from the regional Highway Safety Improvement Program. Given the level of unprogrammed safety funds in the draft *2017-2020 TIP*, Ontario County prepared a TIP application and a safety cost/benefit analysis for this location. At its July 21 meeting, the TIP Development Committee discussed an approach to solicit additional safety projects but recommended this project based on its merits.

- (10) Amending the *2014-2017 TIP* by adding the Route 77 @ Ledge Road / Proposed Resolution 16-80

This amendment is intended to account for a change in one of the locations originally proposed for work under this project. Work on the Summit Street location was completed under a different project, and the City of Batavia substituted the Tracy Avenue location in its place. However, this change will require altering the project schedule by deferring the Detailed Design and Right-of-Way Acquisition phases by one year.

No offset is required. Corresponding changes to the *2014-2017 TIP* were addressed via proposed Resolution 16-71.

- (11) Amending the *2017-2020 TIP* by increasing the costs of the Auburn Trail Connector project / Proposed Resolution 16-81

This amendment is needed due to a delay to accommodate the endangered species screening process, which means that the Detailed Design and Right-of-Way Acquisition phases currently programmed for 2016 will not be obligated this federal fiscal year.

No offset is required. Corresponding changes to the *2014-2017 TIP* were addressed via proposed Resolution 16-72.

**The motion passed unopposed.**

Chairman Marren suggested grouping proposed Resolutions 16-82 through 16-85 into a single action; no Member or Alternate objected.

**Steven LeRoy moved to approve proposed Resolutions 16-82 and 16-85; Kevin Bush seconded the motion.**

Jim Stack explained that, as he mentioned earlier, a relatively small amount of 2016 funds are still available in the STP-Urban and STP-Flex Block Programs. Proposed Resolutions 16-74, 16-75, 16-78, and 16-79 accelerated phases of eligible projects to maximize the use of these funds in the *2014-2017 TIP*. Proposed Resolutions 16-82 through 16-85 are corresponding changes to the *2017-2020 TIP*.

- (12) Amending the *2017-2020 TIP* by reducing the cost of the Route 252 Pavement MbC, Village of Pittsford to Commons Way project / Proposed Resolution 16-82
- (13) Amending the *2017-2020 TIP* by decreasing the cost of the Route 96 Pavement MbC, Pittsford VL to Bushnells Basin project / Proposed Resolution 16-83
- (14) Amending the *2017-2020 TIP* by decreasing the cost of the 5-Bridge Preventive/Corrective Maintenance project / Proposed Resolution 16-84
- (15) Amending the *2017-2020 TIP* by decreasing the cost of the Region 4 Vehicle Detection & ITS Maintenance project / Proposed Resolution 16-85

**The motion passed unopposed.**

- d. Amending the *2014-2017 TIP* by increasing the cost of the FTA Section 5310 Block Program project / Proposed Resolution 16-87

**William Moehle moved to approve proposed Resolution 16-87; Scott Leathersich seconded the motion.**

James Stack reported that proposed Resolution 16-87 was reviewed and recommended for your approval by the Planning Committee at its August 4, 2016 meeting. The materials for this item start on page 170 of the meeting package.

On May 31, 2016, the New York State Department of Transportation (NYSDOT) announced the availability of funding made available through the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310). This program is intended to enhance mobility for seniors and persons with disabilities by supporting activities that serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Following the NYSDOT's receipt of the applications, they were screened and processed. On July 22, 2016, they were provided to GTC staff for review and recommendation. Twelve applications were received including two determined by NYSDOT not to be eligible for funding.

These funds reflect a balance from federal fiscal year 2014 that has not yet been utilized. The balance of funds for the Rochester Urbanized Area is \$138,670 and project selection is made by GTC. The balance of funds available outside of any urbanized area in the State is \$401,585 and project selection is made by NYSDOT.

For the region, the ten eligible applications requested a total of nearly \$825,000. The table on page 173 summarizes the applications and is ranked by score. The highest rated project is within the Rochester Urbanized Area and the request can be fully funded. The third highest rated project is within the Rochester Urbanized Area and the request can be partially funded. The Planning Committee recommends funding these two projects to the maximum amount available.

The second highest rated project is outside the Rochester Urbanized Area and is requesting about 23 percent of the amount available for all non-urbanized areas Statewide. The Planning Committee recommends requesting that NYSDOT select this project for funding. GTC staff does not anticipate that the region will receive any funding beyond this request.

Typically, GTC selects projects for the Rochester Urbanized Area and staff submits an approved prioritization for projects outside the Urbanized Area. Any funds awarded outside the Urbanized Area are added to the TIP via subsequent action. Since these funds expire on September 30, staff is requesting that the Board authorize staff to make any changes to the TIP necessary to incorporate funding awarded to projects outside the urbanized area. The proposed Resolution reflects this change from past years.

Bill Carpenter noted a potential discrepancy on the date of the Medical Motor Service application submission. The summary table accompanying the proposed resolution states that the application was received on August 29, only a few days before the Board meeting.

Jim Stack replied that the date shown on the table is an error and that it would be corrected. This correction does not affect the resolution.

**The motion passed unopposed.**

**8. New Business**

Jim Stack noted that it has been many years since the Board was asked if any members wanted to receive meeting materials in another format. Several members do receive a condensed package that summarizes actions to be considered. The full meeting materials are made available on the GTC website. At the December meeting, staff will be asking for individual preferences and will start distributing packages accordingly in 2017.

Jim delivered a presentation on the Long Range Transportation Plan that was adopted at the June Board Meeting. He discussed the background, development process, and key recommendations in the Plan, which guide GTC's planning and programming activities.

Chairman Marren asked if an electronic version the presentation could be provided to the Board members. Jim replied in the affirmative.

Norman Jones stated that the plan should mention the city's bike share program, which is currently under development. In addition, he commented on the importance of linking technologies from different sectors and breaking down the silos that have traditionally stood in the way of opportunities to more effectively manage cities.

**9. Next Meeting**

Chairman Marren stated that the next GTC Board meeting is scheduled for December 8, 2016 at the Penfield Town Hall, 3100 Atlantic Avenue in Penfield.

**10. Adjournment**

The meeting adjourned at 10:10 a.m.