

**GENESEE TRANSPORTATION COUNCIL
PLANNING COMMITTEE MEETING
Rochester City Council Chambers
30 Church Street, Rochester**

April 13, 2017

PLANNING COMMITTEE MEMBERS PRESENT

Erik Frisch, City of Rochester – At-Large
Todd Gadd, Wyoming County
Thomas Goodwin, Monroe County Planning Board
Andrea Guzzetta, Rochester City Council
David Hartman, Yates County
Zina Lagonegro, Rochester City Planning Commission
Scott Leathersich, Monroe County – At-Large (Chairperson)
Terry Rice, Monroe County
Kevin Rooney, Wayne County
James Willer, New York State Department of Transportation (NYSDOT)
David Zorn, Genesee/Finger Lakes Regional Planning Council (G/FLRPC)

ALTERNATE REPRESENTATIVES PRESENT

Jim McIntosh, City of Rochester, representing Norman Jones

PLANNING COMMITTEE MEMBERS ABSENT AND UNREPRESENTED

Mark Assini, Monroe County Supervisors' Association
Thomas Beck, Monroe County – At-Large
Bill Carpenter, Rochester Genesee Regional Transportation Authority (RGRTA)
Maria Chau, Federal Highway Administration (FHWA)
Sean Delehanty, Monroe County
Angela Ellis, Livingston County (Vice Chairperson)
Roy Gates, Seneca County
Timothy Hens, Genesee County
Thomas Hurley, NYS Thruway Authority
Stephen Golding, Empire State Development Corporation
Charles H Nesbitt Jr, Orleans County
Steven Urlass, Federal Aviation Administration (FAA)
William Wright, Ontario County
(Vacant), Federal Transportation Administration (FTA)
(Vacant), NYS Department of Environmental Conservation (NYSDEC)

OTHERS IN ATTENDANCE

Jody Binnix, GTC staff	Razy Kased, G/FLRPC
Mike DeRaddo, RGRTA	Alex Kone, GTC staff
Eric Farr, RGRTA	Chris Sichak, Erdman Anthony
Kerry Ivers, Town of Irondequoit	Julie Tolar, RGRTA
Dennis Judson, Fisher Associates	James Stack, GTC staff

1. Call to Order & Introductions

Scott Leathersich, Planning Committee Chairperson, called the meeting to order at 10:09 a.m. Members, Alternates, and others present introduced themselves.

2. Public Forum

No member of the public spoke during the Public Forum.

3. Approval of Minutes

Kevin Rooney moved to approve the minutes from the February 9, 2017 Planning Committee meeting; Terry Rice seconded the motion. The minutes were approved as presented.

4. Reports and Action on Old Business

a. Reports on UPWP Projects and Other Activities

GTC

James Stack reported:

- GTC Strategic Planning: Staff is monitoring the performance measures rulemaking as well as various proposals to enact a large infrastructure investment package. Transit Asset measures are expected to be discussed at the May meeting.
- Regional Traffic Count Collection: Counts began in Monroe County the week of March 27.
- LRTP Update/Implementation: The Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040 (*LRTP 2040*) was adopted by the GTC Board on June 9. The GTC website will be the primary platform for making *LRTP 2040* available. GTC staff will print copies on demand.
- Advancing Health-Informed Transportation Decision Making: The second Steering Committee meeting was held March 8, analysis is progressing.
- Genesee-Finger Lakes Regional Critical Transportation Infrastructure Vulnerability Assessment: The project was accepted by the GTC Board at its June 9 meeting.
- Genesee-Finger Lakes Regional TSMO Strategic Plan: The Steering Committee met April 5. The project team is revising the draft recommendations based on Steering Committee feedback.
- Vulnerable Users Safety Assessment Program Phase 1: A draft Scope of Work will be developed and is expected to be presented at the May or July meeting.
- Congestion Management Process (CMP): GTC staff have integrated the CMP toolbox into *LRTP 2040*.

- Greater Rochester Regional Commuter Choice Program: ROCeasyride website is being promoted via Twitter. Staff will work to increase exposure over the next 6 months.
- Travel Time Data Collection Program: GTC staff continue to review the data to conduct brief assessments of major incidents and other events as applicable. Network information was shared with consultant for the Irondequoit Bay Outlet Bridge study to assess whether or not INRIX data can inform the study.
- Cross Asset Highway and Bridge Evaluation and Prioritization Tool: A draft Scope of Work has been under development. NYSDOT has made significant progress on a Transportation Asset Management Program cross-asset tool. Staff is working to determine if this tool can meet GTC's needs and if NYSDOT will allow MPO access to it. If so, this task can potentially be eliminated.
- Livingston County Human Services Trip Planning Website: Information on how this project was developed and contracted shared with Rural Health Network of South Central NY.

G/FLRPC

Razy Kased reported:

- Regional Land Use Monitoring Report: The survey response rate is currently 85 percent, follow-up is being conducted. Sections of the report are being drafted.

David Zorn reported:

- Regional Transportation and Food Systems Analysis: The project was accepted by the GTC Board at its June 9 meeting.

Livingston County

James Stack reported:

- Hamlet of Greigsville Transportation Safety & Access Improvement Plan: The first Steering Committee meeting was held on March 2. A Public Participation Plan has been drafted. The consultant is working on data collection to document existing and projected conditions along the corridor and will be in touch regarding the timing of the next Steering Committee meeting and first Public Meeting.

Monroe County

Tom Goodwin reported:

- Monroe County Land Use Monitoring: The surveys have been sent out. The County is awaiting seven responses. Work will begin on the draft report shortly.

Terry Rice reported:

- Monroe County Guiderail Inventory Program: The draft report was reviewed by MCDOT and revisions have been received. The project should be ready to be presented for close-out at the May meeting. The report is short in length as the

project focused on constructing a database.

- Monroe County High Accident Location Program: Analysis of two additional locations have been completed.

Ontario County

James Stack reported:

- Ontario County Freight Corridor Development Plan: The Village of Clifton Springs put restrictions on the development of one of the studied sites after the State Environmental Quality Review Act (SEQRA) process was conducted. The County, consultant, and GTC staff collaborated on addressing this change and allowing for public comment prior to finalizing the study.

Orleans County

James Stack reported:

- Orleans County Sign Inventory Program: GTC staff provided GIS information on County roads and locations of crashes.
- Orleans County Guiderail Inventory Program: See the Orleans County Sign Inventory Program above.
- Lake Ontario State Parkway Transportation Alternatives Feasibility Study: A contract was executed with an April 1 start date. On April 11, the County Planner reached out to GTC staff to let us know that their point person for the study is leaving for another job. The County will not have the capacity to work on the study until a replacement is on board. GTC staff will work with the County and the consultant on a path forward.

Todd Gadd asked why the accident locations were being reviewed as part of the Sign/Guiderail Inventory Programs. Did Orleans County review accident locations as part of their effort? Jim Stack responded that he did not know what the information would be used for.

Terry Rice replied that MCDOT did not review accident locations. They simply took an inventory of the existing conditions.

Todd responded that the Inventory Programs should be focused on inventorying existing guiderail, while analyzing accidents data to determine where new guiderail should be located is a different type of study.

City of Rochester

Zina Lagonegro reported:

- City of Rochester Monroe Avenue Parking Study: The project was accepted by the GTC Board at its March 9 meeting.

- City of Rochester Mobility Enhancement Study: The project is kicking off. The first Steering Committee meeting was held on March 24 and data collection is underway.

Erik Frisch reported:

- City of Rochester Comprehensive Access & Mobility Plan: The draft RFP is under development.

RGRTA

Eric Farr reported:

- RGRTA Regional Operational Service Audit: The study will be presented for closeout later in the meeting.
- RTS Route Overhaul and Refinement Analysis: A request for a Scope of Work change will be presented as Agenda Item 5.b.1.
- Super Transit Zones Development Study: A request for a Scope of Work change will be presented as Agenda Item 5.b.2.

Wyoming County

Todd Gadd reported:

- Wyoming County Guide Rail Installation Assessment: The technical memorandum was received and is under review. Data collection and processing is underway.

Other Agencies

James Stack reported:

- Hojack Trail Feasibility Study: The project was accepted by the GTC Board at its March 9 meeting.
- Silver Lake Trail Feasibility Study: Public meeting for input on recommendations held April 5. The study nearly complete.
- Irondequoit Bay Outlet Bridge Alternatives Analysis Study: The second Steering Committee meeting was held March 30. The consultant presented information on traffic volumes, areas of environmental concern, results of a boat survey, other restrictions, and descriptions of potential alternatives. The Steering Committee identified and prioritized key criteria for evaluating alternatives. The first public meeting was held April 12 to gather community input; it was well attended.
- Route 96 Transformative Corridor Strategic Infrastructure Plan: The first Steering Committee meeting was held March 29 where background materials were reviewed. GTC staff is reviewing INRIX data to determine potential to inform the study.
- Pittsford Active Transportation Plan: The consultant is developing a draft report for Steering Committee review and comment.

- Geneva Active Transportation Plan: The second Steering Committee meeting was held March 7. A Draft report was provided to Steering Committee on March 21 for review and comment. GTC staff provided comments on April 3. A final public meeting is scheduled for April 29.
 - Town of Irondequoit Active Transportation Plan: The study will be presented for closeout later in the meeting.
 - Town of Perinton Active Transportation Plan: The project was accepted by the GTC Board at its September 1 meeting.
- b. Any Other Old Business or Announcements

James Stack provide the following report:

Darin Ramsay has been hired as GTC's new Program Manager for Active Transportation about a month ago. He will focus primarily on bicycle, pedestrian, and transit matters.

1. Joint FHWA/FTA Certification Review

Every four years, GTC must go through a Certification Review conducted by FHWA and FTA. The primary purpose of the review is to that the planning requirements that govern Transportation Management Areas are being satisfactorily implemented. FHWA and FTA conducted a field visit from March 22 through March 24.

James expressed his appreciation to Jim Willer (NYSDOT-Region 4) as well as Cathy Kuzsman and Mike Flynn (NYSDOT-Main Office) for being present for the entire review. Also, thank you to Jack Marren, Terry Rice, Scott Leathersich, and Jim Bensley for attending the public agency stakeholder portion. He also noted appreciation to Bill McDonald from the United Way, Richard DeSarra from the Rochester Cycling Alliance, and Michael Damico from the American Society of Landscape Architects for attending the non-public agency stakeholder portion. Lastly, he thanked Lora Barnhill and Dan McCusker from NYSDOT-Region 4 for joining GTC for particular topic discussions.

2. Performance Based Planning

James previously reported that the Final Rules to implement the Bridge and Pavement Measures and the System Performances Measures were postponed indefinitely on January 25. Staff from both Association of Metropolitan Planning Organizations (AMPO) and American Association of State Highway and Transportation Officials (AASHTO) had indicated that putting rule on hold is fairly routine when transitioning to a new Administration. On March 21, a Federal Register notice indicated these Final Rules would be delayed until May 20.

GTC staff has coordinated with RGRTA on transit asset management performance measures. While the transit operator can establish performance

measures by action of “accountable executive”, MPOs need formal action by their Policy Board. GTC must set its initial transit measures by June 30. With a single transit operator in the region, it is not expected that GTC would set different measures from RGRTA. This will be discussed at the May 11 meeting.

3. Infrastructure Plans

James stated there continues to be conversation on the Hill regarding a major infrastructure investment package. The Trump administration is still indicating a desire for an investment of \$1 trillion over 10 years. It is expected that the package would include public and private funding. The current thinking is to bundle the infrastructure package with tax reform to find a bi-partisan compromise on both major initiatives. The administration has expressed the potential to introduce a proposal in May.

Secretary Chao is also raising the need to streamline and reduce regulatory hurdles to implementing infrastructure projects. There is a belief that such regulations cost too much time and increase the cost of implementing projects. Secretary Chao has previously expressed the need to increase the pipeline of available projects. Whatever this region can do to accelerate the design of projects may position us well to take advantage of any discretionary funding that results from an infrastructure package.

James continued to state that on March 27, Peter DeFazio, the Ranking Member (or top Democrat) of the House Transportation & Infrastructure introduced legislation entitled, *A Penny for Progress*. The proposal provides about \$500 billion over 30 years for infrastructure investment to improve the conditions of our Nation’s highways, bridges, and public transit systems, address the Federal underinvestment which has caused the current state-of-good-repair backlog, and address future highway and transit needs through fiscal year (FY) 2030. To finance the additional investment, the *A Penny for Progress* authorizes the U.S. Department of Treasury to issue 30-year Invest in America Bonds annually, through 2030. Each bond will be repaid at the end of its 30-year term, using revenues from indexing the gasoline and diesel user fees beginning in 2017. Indexing will likely increase the gas and diesel user fees by approximately 1 cent per year, and the increase will be capped at no more than 1.5 cents annually. This proposal is estimated to generate \$20.3 billion per year in additional federal funding.

4. BRIDGE NY

James stated that, at the February 9 meeting, the Planning Committee recommended amending the Transportation Improvement Program to include funding from the BRIDGE NY program. One of the bridges selected for funding, the Papermill Road Bridge in Avon, was already programmed in the Transportation Improvement Program (TIP) with regional funds. At that meeting, Don Higgins noted that the bridge was being reviewed by the New York State Historic Preservation Office and had the potential to be designated as historic. If

this happened, Don did not feel that Livingston County would be able to bring the project to construction within the 18 month requirement of BRIDGE NY. He requested that regional funds be kept on the project until a determination was made. Yesterday, GTC staff was informed that this bridge has been determined non-eligible. Therefore, GTC staff will proceed with converting the Construction funds from regional sources to statewide sources. With this bridge and the Pratt Road Bridge in Genesee County receiving BRIDGE NY funds, approximately \$2.9 million will be available to reprogram in FFY 2018. GTC staff will work with the TIP Development Committee to develop a recommendation for this group's consideration.

5. FFY 2017 Appropriations

James reported that Congress failed to come to agreement on an appropriation for USDOT in FFY 2017 prior to the end of the last fiscal year. A Continuing Resolution funded the federal government through December 9. Another Continuing Resolution funds the federal government through April 28, 2107. The Continuing Resolution maintains the FFY 2016 budget amounts despite the higher authorization included in the Fixing America's Surface Transportation Act (FAST Act).

Congress still needs to work with the Trump administration on the eleven budget bills that have yet to be approved for FFY 2017. At this time, there is no indication that agreement on the budget bills will be in place by the end of the month and another Continuing Resolution is highly likely. Congress returns from its Easter break on April 24 and indications are that there is a possibility that the next Continuing Resolution would be in effect until September 30, or the end of the current fiscal year. If this happens, there will be no benefit realized by the higher authorized funding levels in the FAST Act this year.

5. Action Items

a. Action concerning **consideration of UPWP Project Scopes of Work**

1. Task 4103 – Genesee-Finger Lakes Local Update of Census Addresses (LUCA) 2020

Dave Zorn introduced Razy Kased to present the Scope of Work for Task 4103. Razy stated the purpose of the project is to update the Census Master Address File (MAF) for each of the nine counties of the Region to increase participation rates in the 2020 Decennial Census. G/FLRPC completed a similar effort for the 2010 Census and in turn increased participation rates. Many federal grants are apportioned to the Region based on population, increasing participation rates increases federal dollars that are available locally.

Dave noted that the MAF is what the Census uses to send the short-form to your house. Due to the previous effort, many addresses were added to the MAF for the 2010 Census.

Terry Rice asked what the timeframe was to conduct the LUCA process.

Dave replied that the timeline is built off of the MAF availability and the Census update schedule. The new MAFs will be available for review by G/FLRPC in 2018 therefore, the local effort to collect new addresses to compare to the MAF must start now.

Tom Goodwin stated the LUCA process, as conducted by G/FLRPC, is a huge help to the County.

Dave further noted that the 2020 Census budget must hold at the 2010 Census level, therefore there will be less address canvassers sent out by the Census, the process will be even more dependent on the locales to update the MAF.

Jim Stack recalled that about 80,000 addresses were added to the MAF during the 2010 update.

Tom Goodwin moved to approve the UPWP Project Scope of Work for Task 4103; Erik Frisch seconded the motion. The motion passed unopposed.

Scott Leathersich suggested moving up Agenda Item 5.c.2. to accommodate meeting guests. No member or alternate objected.

- c. Recommendation to the GTC Board concerning **accepting a report as evidence of completion of a UPWP Task**
2. Recommendation to the GTC Board concerning **accepting the *Town of Irondequoit Active Transportation Plan* as evidence of completion of UPWP Task 8766** / Proposed Council Resolution 17-26

Kerry Ivers, from the Town of Irondequoit, presented Task 8766. The Active Transportation Plan: established a framework for the Town to understand community preferences and needs related to active transportation including walking, biking, transit; analyzed current gaps within these networks; and identified infrastructure improvements, programming and policy changes. Kerry noted that the public outreach was comprehensive and utilized a variety of methods.

The document reflects both quantitative and qualitative analysis. Kerry suggested that the Planning Committee conditionally approve the Plan, noting that additional revisions from MCDOT still needed to be incorporated; however, approving the Plan today would allow the Town to proceed swiftly with their adoption process.

Terry Rice stated that the Executive Summary is not up to date and the revisions suggested by MCDOT still need to be incorporated into the Plan. Terry suggested tabling approval of the Plan until revisions have been made.

Kerry stated that the Plan balanced competing planning interests. In the spirit of continuing with their planning process the Town would like the Planning Committee to recommend the Plan today.

Terry noted that Monroe County's responsibilities regarding ownership of facilities is misleading.

Kerry stated that revisions clarifying the ownership can be made. The Plan clearly states a disclaimer on the top of page 2 of the Executive Summary starting with "All recommendations are "concept level planning and design" and intended as guidance for further consideration and/or development." and also state, "... the Plan's recommendations won't occur until all facility-owner concerns are addressed..."

Terry stated that MCDOT was okay with the disclaimer but insisted that revisions be made to the document before seeking final approval from the Planning Committee.

James Stack stated that the Town has to balance their needs with the requests from MCDOT. He suggested that the Town work with the consultant to finalize the Plan and clarify MCDOT's role as requested. If changes are made the Planning Committee can revisit accepting the Plan at the May meeting. He further noted that the Town of Irondequoit would not be required to attend the May meeting, as the project was presented to the Planning Committee today.

David Hartman moved to table Proposed Council Resolution 17-26; Todd Gadd seconded the motion. The motion passed unopposed.

Todd Gadd asked why the Irondequoit Town Board had not yet adopted the Plan.

Kerry stated that the Town staff felt it was best if the funding agency, GTC, accept the Plan before taking it to the Town Board. She stated if GTC had further comments or revisions, she would want them fully incorporated before the Town Board adopted the Plan.

- b. Action concerning amending existing UPWP Project Scopes of Work
 - 1. Task 8538 – RTS Route Overhaul and Refinement Analysis

Julie Tolar presented the RTS Route Overhaul and Refinement Analysis Scope of Work amendment request. The Scope of Work for Task 8538 was originally approved on May 23, 2013. The current Scope of Work defines the project's objective as: "To conduct an in-depth analysis of select RTS routes, including route spacing, geographic coverage, and opportunities for reconfiguring existing routes, destination analysis, and other detailed data necessary to refine service levels." RGRTA is proposing to amend this objective to include all RTS Monroe routes (not just "select" routes) as part of a complete system redesign. Due to the changing transportation environment and RTS's desire to provide the best

possible transit system for the community, RGRTA has decided to pursue a System Redesign Project for Monroe County. The project will effectively analyze all fixed-route service within Monroe County (but not service originating from RGRTA Regional Properties) at the same time. In order to take on a project of this size, RGRTA feels it necessary to bring in an outside consultant. The consultant will be paid entirely with RGRTA funds.

UPWP funds will only be used to cover staff time that will be necessary to complete tasks previously outlined in the Scope of Work as they relate to the System Redesign. Additionally, a new task related to public involvement activities has been added to the Scope.

2. Task 8540 – Super Transit Zones Development Study

Julie Tolar presented the Super Transit Zones Development Study Scope of Work amendment request. The Scope of Work for Task 8540 was originally approved by the Planning Committee on July 14, 2016. RTS is seeking to remove Tasks 5, determine implementation strategy/schedule, including a pilot project to test feasibility, and 6, conduct a public outreach meeting. Tasks 1 through 4 were completed as anticipated. Data and analysis performed during Tasks 1 through 4 resulted in a determination that implementation of Super Transit Zones is not financially sustainable at this time. As a result, RGRTA is proposing to eliminate Tasks 5 and 6 in order to conserve funding and resources, and proceed with a draft and final report documenting the findings of the study.

Julie noted that this Study did identify routes with potential to support higher frequency service and will be used to inform the System Redesign Study. While such routes are not financially sustainable within the existing system, they may be so within a redesigned system.

Erik Frisch moved to approve amending existing UPWP Project Scopes of Work for Tasks 8538 and 8540 as requested, Kevin Rooney seconded the motion. The motion passed unopposed.

c. Recommendation to the GTC Board concerning **accepting a report as evidence of completion of a UPWP Task**

1. Recommendation to the GTC Board concerning **accepting the *Regional Operational Service Efficiency Study* as evidence of completion of UPWP Task 8210 / Proposed Council Resolution 17-25 (RGRTA)**

Mike DeRaddo, from RGRTA, presented Task 8210. This study was the first time the Authority comprehensively reviewed operations of their regional service providers. After Ontario County joined the Authority in 2014, new opportunities for connections were available and the need for this study was presented. There were many established and legacy routes, a new and fresh approach was needed. Study objectives included analyzing service efficiencies, identifying sustainable improvements, identifying opportunities for regional connections, and recommending a new fare structure. Public outreach was a major component of the study and helped shape the final priorities and action items. In select

counties RGRTA is already implementing changes and by September initial changes to the remaining routes will be implemented.

Jim Willer moved to recommend that the GTC Board adopt Proposed Council Resolution 17-25; David Hartman seconded the motion. The motion passed unopposed.

d. Action concerning **identifying prioritized Critical Urban Freight Corridors for consideration for inclusion in National Highway Freight Network**

James Stack reported that the National Highway Freight Program (NHFP), established by the FAST Act, is charged with improving efficient freight movement on the National Highway Freight Network (NHFN). Critical Urban Freight Corridors (CUFCs) and Critical Rural Freight Corridors (CRFCs) are two components of the NHFN.

This program has dedicated funding that may be used to contribute to the efficient movement of freight on the national network. The funding is only available for facilities on the national network and projects that are identified as part of a fiscally constrained, FAST Act-compliant state freight plan. Designation of critical corridors is not required for a compliant state freight plan, however, the designation of the corridors makes freight projects on these routes eligible for NHFP funding.

GTC has been asked by the New York State Department of Transportation-Main Office (NYSDOT-MO) to identify potential Critical Urban Freight Corridors for inclusion in the NYS Freight Plan. These corridors are meant to serve as first- and last-mile connectors and are not meant to replace missing routes and interstates on the Primary Highway Freight System (PHFS).

NYSDOT-MO has not established a formal process for designating the CUFCs. Due to the mileage cap of about 115 center line miles for the whole state, NYSDOT-MO has asked MPOs to submit CUFCs in priority order. There will be opportunities for reconsideration and re-designations in the future. NYSDOT-MO noted that potential CUFCs, even if not designated, will be critical to the development of the State's Freight Plan. NYSDOT-MO has asked for a priority list of CUFCs by Friday, April 21.

GTC and NYSDOT-Region 4 staff coordinated on identifying potential CUFCs for designation. Staffs reviewed facilities for the percent trucks and total volume of trucks, noting if the corridors serve existing freight related businesses and/or have intermodal connections. The following corridors surfaced as the suggested CUFCs:

1. Route 390 (I-490 – Route 104)
2. Mount Read Boulevard (I-490 – Route 104)
3. Route 383 (I-390 – Route 252)
4. Route 204/33A (I-390 – I-490)

We are asking for your concurrence to submit these corridors on behalf of the region.

David Zorn asked if the transformative corridors developed by the Finger-Lakes Regional Economic Development Council were reviewed. James stated that Route 77 is not an urban corridor; Route 96 primarily handles commercial traffic; and Mount Read Boulevard is included in the proposed CUFCs.

Scott Leathersich asked if the Mount Read Boulevard Corridor Study would support a freight designation. Erik Frisch stated the study supported freight development in the corridor.

Erik then asked if non-Interstates were part of the PHFS. Jody Binnix stated that non-Interstates are not part of the identified PHFS in our region.

Kevin Rooney moved to approve submitting the CUFCs to NYSDOT-MO for consideration, Jim Willer seconded the motion. The motion passed unopposed.

6. New Business

On behalf of Don Higgins, Kevin Rooney asked why the Scoping, Preliminary Engineering and Right-of-Way Incidentals phases for the Papermill Road Bridge were still being programmed in the TIP with regional funds rather than BRIDGE NY funds. Alex Kone responded that the funding for those phases has already been obligated with regional funds.

Jim Willer stated he had several updates for the committee. The State budget was approved and it includes another solicitation for BRIDGE NY in the summer of 2017. Additional monies will be allocated specifically for culvert repairs. PAVE NY is also continued in the new State budget.

Jim continued that Empire State Trail has approximately \$200 million in the budget, of which \$2.5 million will be programmed for the GTC Planning Region. The Region already has a robust trail network hence a lower funding amount. The Pedestrian Safety Action Plan has a summer timeline for project solicitation for local facilities within the Census Urbanized Area.

Erik Frisch asked if the Empire State Trail would support the City's efforts with the Riverway Trail. Jim Willer replied, as the program is currently defined, the Riverway Trail would not be supported.

Erik asked for an update regarding TAP and CMAQ funds. Jim Willer stated he hoped an announcement would be made soon.

7. Public Forum

No member of the public spoke during the Public Forum.

- 8. Next Meeting:** May 11, 2017 at Ontario County Human Resources
3019 County Complex Drive - Room 204
Canandaigua, NY

All materials for items to be considered at this meeting should be submitted to GTC staff no later than Friday, April 28, 2017.

9. Adjournment

The meeting adjourned at 11:56 a.m.