

**GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING
Victor Town Hall
85 East Main Street
Victor, NY**

March 16, 2017

GTC BOARD MEMBERS PRESENT

Steve LeRoy, Wayne County

John F. Marren, Ontario County and Genesee/Finger Lakes Regional Planning Council (G/FLRPC)
(Chairperson)

ALTERNATE REPRESENTATIVES PRESENT

Kevin Bush, New York State Department of Transportation (NYSDOT), representing Mathew Driscoll

Bill Carpenter, Rochester Genesee Regional Transportation Authority (RGRTA), representing Geoffrey Astles

Angela Ellis, Livingston County, representing Eric Gott (Vice Chairperson)

Andrea Guzzetta, Rochester City Council, representing Loretta Scott

Thomas Goodwin, Monroe County Planning Board

Chris Bollin, Monroe County – At-large, representing Daniel Hogan

William Moehle, Monroe County Supervisor's Association, representing John Moffitt

William Napier, Monroe County – At-Large

Charles Nesbitt, representing David B. Callard

Terrence Rice, Monroe County, representing Cheryl Dinolfo

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

A. Douglas Berwanger, Wyoming County

Allen G. Casey, City of Rochester – At-Large

Raymond Cianfrini, Genesee County

Anthony Daniele, Monroe County

Dr. Timothy Dennis, Yates County

Bill Finch, NYS Thruway Authority (NYSTA)

Stephen Goodman, Federal Transit Administration (FTA)

Peter Osborn, Federal Highway Administration (FHWA)

Basil Seggos, New York State Department of Environmental Conservation

Robert Shipley, Seneca County

Steven Urlass, Federal Aviation Administration

Lovely Warren, City of Rochester – Mayor

David L. Watson, Rochester City Planning Commission

Howard Zemsky, Empire State Development Corporation

OTHERS IN ATTENDANCE

Jody Binnix, GTC staff

Joseph Bovenzi, GTC staff

Daniel DeLaus, RGRTA

Peter Ingalsbe, Town of Farmington

Joel Kleinberg, NYSDOT-Region 4

Scott Leathersich, Monroe County

Richard Papaj, NYSDOT-Region 4

Christopher Reeve, NYSDOT-Region 4

James Stack, GTC staff

James Willer, NYSDOT-Region 4

David Zorn, G/FLRPC

1. Call to Order and Roll Call

Chairman Marren called the meeting to order at 8:38 a.m.

Jody Binnix, GTC staff, called the roll; a quorum was present.

2. Public Forum

No one from the public spoke during the Public Forum.

Chairman Marren reported that Ed Muszynski, who was not able to attend the meeting, had asked him to inform the board that he would be retiring at the end of June after 33 years at Empire State Development (ESD). Steve Golding will replace Ed to represent ESD at GTC. Steve previously worked for the City of Rochester and has been involved in several high profile projects.

3. Approval of Minutes

Kevin Bush moved to approve the minutes from the December 8, 2016 Quarterly Meeting as presented; Terrence Rice seconded the motion. The motion passed unopposed.

4. Communications and Announcements

a. Joint FHWA & FTA Certification Review

James Stack provided the following report:

- Every four years, GTC must go through a Certification Review conducted by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The primary purpose of the review is to ensure that the planning requirements that govern Transportation Management Areas are being satisfactorily implemented. On January 24, FHWA and FTA notified Jack Marren, GTC Chairperson, that they have begun the review process.

A field visit has been scheduled for March 22 through March 24. FHWA and FTA are interested in meeting with Board members from 3:15 p.m. to 4:30 p.m. on Wednesday, March 22. All Members or their Alternates are welcome and encouraged to participate. After discussing with Chairman Marren last week, I reached out to the FHWA requesting that your Planning Committee representatives be allowed to participate given the high level of interaction they have with GTC staff. They have indicated they prefer Board members participate but will work with us to accommodate those who are able to speak to the planning process issues that Board members might be facing, or the various challenges in the region that you might see as opportunities for MPO involvement. If any of you or someone from your agency plans to attend, please let Alex Kone or me know so that we can provide names of all expected visitors to the building security to facilitate entry.

(1) Board Member Questionnaire

FHWA and FTA have developed a questionnaire to solicit feedback from GTC Board members, stakeholders, and the general public. The questionnaire was included in your meeting package on a yellow sheet of paper. Any feedback should be sent directly to the federal review team and be submitted by April 24. If you need another copy, please let me know.

James Stack provided the following announcements:

- By his election as the Chairman of the Seneca County Board of Supervisors, Robert Shipley is a Member of the GTC Board
- By his appointment as Acting Regional Administrator for FTA Region 2 office, Stephen Goodman is a Member of the GTC Board
- Darin Ramsay has been hired as GTC's new Program Manager for Active Transportation and started last week. He will focus primarily on bicycle, pedestrian, and transit matters
- On January 31, the US Senate confirmed Elaine Chao as the Secretary of Transportation by a vote of 93 to 6. Secretary Chao's husband, Senate Majority Leader Mitch McConnell of Kentucky, voted "present" to avoid any conflict. Both New York Senators voted against Ms. Chao.

Ms. Chao has previously served as Labor Secretary under George W. Bush and as Deputy Transportation Secretary under George H.W. Bush. During her nomination hearing, she emphasized the need for sustained funding for transportation projects with the potential to use private funding for some support.

5. Reports and Action on Old Business

a. Planning Committee Report – Scott Leathersich, Chairman

Scott Leathersich provided the following report:

The Planning Committee met January 5th and February 9th and recommends that the GTC Board:

- Adopt the *FY 2017-2018 Unified Planning Work Program*;
- Accept reports as evidence of completion of two Unified Planning Work Program tasks;
- Amend the *2017-2020 Transportation Improvement Program* as requested by the New York State Department of Transportation, the City of Rochester, and the Village of Fairport.

Additionally, the Planning Committee took the following action:

- Approved thirteen administrative modifications to the *2017-2020 Transportation Improvement Program* as requested by NYSDOT, the Counties of Genesee, Monroe, and Wyoming, the City of Rochester, and the Town of Farmington; and
- Approved the Scope of Work for one Unified Planning Work Program task.

b. GTC Staff Report – James Stack, Executive Director

James Stack stated that he did not have a separate staff report for the board. He noted that other items on the agenda would cover key issues typically found in the staff report.

c. Old Business

1. Federal Legislative and Funding Update

James Stack provided the following report:

- FY 2017 Appropriations

As reported at the last meeting, Congress failed to come to agreement on an appropriation for USDOT in Federal Fiscal Year (FFY) 2017 prior to the end of the last fiscal year. A Continuing Resolution (CR) funded the federal government through December 9. Another CR is in place to fund the federal government through April 28, 2017. The CR maintains the FFY 2016 budget amounts despite the higher authorization included in the FAST Act.

Congress will 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 next month and another CR is highly likely. There is a possibility that the CR 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 Fixing America's Surface Transportation or FAST Act this year.

- Infrastructure Plans

At this time, there is broad consensus on Capitol Hill that a new infrastructure package will not be delivered within the first 100 days of the Trump administration. House Transportation Committee Chairman Bill Shuster of Pennsylvania has indicated he expects that Congress will look for ways to pay for infrastructure spending in the first 100 days. Once the funding is identified, Congress can focus on a big infrastructure package during the second 100 days.

Another consideration yet to be settled is the size of the package. During the campaign, proposals ranged from \$500 million to \$1 trillion but Congress has

not come to agreement on what they feel can be supported. At this point, there is no way to know what the final proposal will amount to. However, there is broad consensus that any proposal should broadly cover infrastructure and not be limited to roads and bridges.

President Trump has shown a preference for incorporating private funding into the mix. If the public-private partnership model is pursued, then there is an expectation of a return on investment. This will likely come in the form of tolls but can also be in the form of set payments like you might see with a bond. Since our regional needs are on the existing system and there is no significant congestion in the region, there is not much potential for new toll facilities. There would be many other options people can use to avoid the tolls. During her confirmation hearing, Secretary Chao did indicate there may be a willingness for direct federal spending on transportation.

There is also a desire to reduce the red tape than slow a project. A chief complaint of the "shovel-ready" projects funded via the American Recovery and Reinvestment Act was they took too long to get off the ground. Secretary Chao expressed the need to increase the pipeline of available projects. Whatever can be done in this region to accelerate the design of projects may position the region to take advantage of any discretionary funding that results from an infrastructure package.

On January 21, Senate Democrats announced a plan for a \$1 trillion infrastructure package covering a broad range of facilities. Of note, the proposal includes \$210 billion to repair roads and bridges and \$180 billion for rail and bus transit. Republicans have warned that they will not support a plan that would require a large allocation of federal funds. Senate Majority Leader Mitch McConnell has indicated that any package considered by Congress needs to be paid for and not add to the deficit. While this plan is not likely to pass, it does establish a footing from which the Democrats can begin to negotiate.

On February 2, Senator Deb Fischer of Nebraska, chairwoman of the Surface Transportation Subcommittee, announced a new idea to pay for federal highway aid. The legislation would temporarily divert freight cargo and passenger revenue from Customs and Border Patrol to the Highway Trust Fund. The Build USA Infrastructure Act would divert \$21.4 billion annually for five years to cover the projected shortfall in the Highway Trust Fund. There is concern in rural areas that President Trump's plan for private investments would likely favor urban and high-traffic areas that can generate a revenue stream.

On February 7, Peter DeFazio, the Ranking Member of the House Transportation & Infrastructure sent President Trump a letter outlining three potential solutions for increased revenue that can be used to improve infrastructure. The first solution in the *A Penny for Progress* proposal provides more than \$500 billion in 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 FY 2030. To finance the additional investment, the *A Penny for Progress* proposal 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 fuel taxes beginning in 2017. Indexing these taxes 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.

The second solution deals with ports and harbors. The proposal unlocks \$9 billion that has already been deposited in the Harbor Maintenance Trust Fund. The third solution generates additional revenue for airport improvements by raising the cap on the Passenger Facility Charge.

On February 1, a broad coalition of organizations with an interest in national transportation policy and funding sent a letter to President Trump encouraging him to work with Congress to find a way to make sustainable funding for transportation projects a reality. They note that any proposal needs to cover all types of infrastructure across the country but transportation is the main focus of the letter. The organizations that have signed for which GTC is closest to are:

- American Association of State Highway and Transportation Officials
- American Council of Engineering Companies – New York
- American Highway Users Alliance
- American Public Transportation Association
- American Road & Transportation Builders Association
- Associated General Contractors – New York State
- Capital District Transportation Authority
- National Association of Regional Councils
- Rochester-Genesee Regional Transportation Council

Bill Carpenter reported that he recently returned from a transit legislative conference in Washington, D.C. The feedback he received there was that Congress is focused on tax reform and revisions to the Affordable Care Act, and that no infrastructure package is anticipated until work on those first two issues is complete. An infrastructure package might be pushed out until 2018 until it can be implemented with bipartisan support.

Terry Rice asked what the impact of the Continuing Resolution is on current projects programmed in the Transportation Improvement Program (TIP) and whether or not rescissions will be necessary.

James Stack replied that he has received no information on rescissions. He noted that another TIP cycle will be coming up so there will be an

opportunity to adjust project costs. Currently, he is not expecting to need to cut any projects from the TIP. Kevin Bush confirmed that he had not heard anything about rescissions that would impact current projects.

6. Action Items

- a. Adopting the *FY 2017-2018 Unified Planning Work Program / Proposed Resolution 17-1*

James Stack provided the following report:

At its January 5 meeting, the Planning Committee approved the *Draft FY 2017-2018 UPWP Project List* for public review. The list was made available for public review from January 9 through February 7. The document was available at GTC, NYSDOT-Region 4; the County Planning offices in Genesee, Livingston, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates counties; and the reference desks of the Rochester Central Library, the Lyons Public Library, the Wadsworth Library in Geneseo, and the Wood Library in Canandaigua. GTC did not receive any comments on the list.

In accordance with the GTC Public Participation Plan, GTC staff recommended to the Planning Committee a classification for each new UPWP-funded task. The Plan requires UPWP-funded tasks to establish public input opportunities based on the project's classification. The Planning Committee accepted the recommended classifications, which are listed with each project. Classifying projects as part of the UPWP adoption allows sponsors of new projects to be able to present scopes of work for Planning Committee consideration as early as April.

A draft of the full UPWP is separately bound in the meeting package for the Board Member's consideration. The UPWP contains the program of planning activities that will be conducted under the auspices of GTC using federal transportation funds beginning April 1. It includes on-going activities of GTC staff, projects begun under a prior UPWP but not yet completed as of end of our third quarter (i.e., rollover projects), and new projects recommended for funding. The UPWP also includes projects to be conducted by NYSDOT using federal planning funds for informational purposes. Consistent with past practice, staff will present a budget amendment in June that reflects fourth quarter activity related to the rollover projects.

James expressed his appreciation for the work of the UPWP Development Committee in reviewing new proposals for inclusion in the UPWP and providing valuable input during the deliberations.

Bill Carpenter moved to approve proposed Resolution 17-1; Kevin Bush seconded the motion. The motion passed unopposed.

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

James Stack explained that Proposed Resolution 17-2 was reviewed and recommended for the Board's approval by the Planning Committee at its January 5 meeting.

Proposed Resolution 17-3 was reviewed and recommended for the Board's approval by the Planning Committee at its February 9 meeting.

Chairman Marren suggested grouping proposed Resolutions 17-2 and 17-3 together into a single action; no Member or Alternate objected.

James Stack provided the following overview:

- (1) Accepting the *Hojack Trail Feasibility Study* as evidence of completion of UPWP Task 6527 / Proposed Resolution 17-2

The Town of Greece conducted this study with participation from the Town of Parma, Village of Hilton, and Rochester Gas & Electric. The project's main focus was extending the current Hojack Trail. The study found the extension to be feasible and the consultant proposed doing so in two separate phases. The Hojack Trail project is the number one priority trail project for the Town of Greece. Once funding is secured the Town is confident that the project can be implemented.

- (2) Accepting the *Monroe Avenue Parking and Mobility Study* as evidence of completion of UPWP Task 6361 / Proposed Resolution 17-3

The City of Rochester conducted this study, which was initiated to provide a comprehensive assessment of existing parking and mobility conditions along the Monroe Avenue corridor from the former Inner Loop to Culver Road in the City of Rochester. The goal is to improve and enhance the overall mobility options, parking availability, walkability and transportation choices available to the public within the study area.

While there were many complaints that lack of parking along the corridor was an issue, it was found to be a perception problem, not a supply issue. Overall, an excess parking exists along the corridor. There are "hot spots" where parking demand is high and willingness to walk is low. From a user perspective current parking restrictions are confusing and inconsistent, which in turn make finding parking difficult, leading to the perception problem. Recommendations include creating an implementation committee and a parking district.

Kevin Bush moved to approve proposed Resolutions 17-2 and 17-3; Chris Bollin seconded the motion. The motion passed unopposed.

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

James Stack explained that Proposed Resolutions 17-4 through 17-23 were reviewed and recommended for the Board's approval by the Planning Committee at its February 9 meeting.

Chairman Marren suggested grouping proposed Resolutions 17-4 through 17-23 into a single action; no Member or Alternate objected.

Terry Rice moved to approve proposed Resolutions 17-4 through 17-23; Steve LeRoy seconded the motion.

James provide the following overview:

- (1) Amending the *2017-2020 TIP* by changing select phases of the East Main Street Reconstruction Project / Proposed Resolution 17-4

This amendment is requested by the City of Rochester. This change incorporates an award of \$1.5 million of State funds through the Finger Lakes Regional Economic Development Council. The reduced total cost reflects the latest estimate. The combination of new State funds and reduced estimate mean the City's share of the project is reduced about \$3.2 million. There is no change in the amount of Federal funds on the project.

- (2) Amending the *2017-2020 TIP* by increasing the cost of the Marsh Road Over the Erie Canal Bridge Minor Rehabilitation project / Proposed Resolution 17-5

This amendment is requested by NYSDOT. This change reflects the latest cost estimate and incorporates an increased State share to cover the increase. There is no change in the amount of Federal funds on the project.

- (3) Amending the *2017-2020 TIP* by adding select phases of the Fairport Rt. 31F West Church St. Resurfacing project / Proposed Resolution 17-6

This amendment is requested by the Village of Fairport. The Village originally planned to fund early engineering activity with local funds; however, they had unexpected expenses on other projects. The additional Federal funds will come from available balances.

- (4) Amending the *2017-2020 TIP* by increasing the cost of the Region 4 Pavement Marking Contract (2018) project / Proposed Resolution 17-7

This amendment is requested by NYSDOT. This action will combine a State funded project in 2017 with a Federal funded project in 2018. This will allow NYSDOT to enter into a two-year contract that allows geographic flexibility to install new pavement marking where it makes the most sense. There is no change in the amount of Federal funds on the project.

- (5) Amending the *2017-2020 TIP* by increasing the cost of the Rt 88 (Main Street) Reconstruction, Village of Newark project / Proposed Resolution 17-8

This amendment is requested by NYSDOT on behalf of the Village of Newark. The cost increase reflects the latest cost estimate and is supported by the Memorandum of Understanding between the Governor, the State Senate, and the State Assembly (MOU). This change does not affect any other project.

- (6) Amending the *2017-2020 TIP* by adding the Rt 63 Pavement Preservation from Rt 20 to Batavia City Line project / Proposed Resolution 17-9

This amendment is requested by NYSDOT. This is a new project and is supported by the MOU. This change does not affect any other project.

- (7) Amending the *2017-2020 TIP* by adding the Village of Holley Pavement Preservation project / Proposed Resolution 17-10

This amendment is requested by NYSDOT. This is a new project and is supported by the MOU. This change does not affect any other project.

- (8) Amending the *2017-2020 TIP* by adding the Ridgeway Segment of the City of Rochester Eastman Trail project / Proposed Resolution 17-11

This amendment is requested by NYSDOT on behalf of the City of Rochester. This is a new project and is supported by the repurposing of unused Congressional earmarks. This change does not affect any other project.

- (9) Amending the *2017-2020 TIP* by adding the Railroad Crossing Improvement Project at Quaker Rd and Canandaigua Rd project / Proposed Resolution 17-12

This amendment is requested by NYSDOT on behalf of the Town of Macedon. This is a new project and is supported by the repurposing of unused Congressional earmarks. This change does not affect any other project.

- (10) Amending the *2017-2020 TIP* by adding the 390 Multi-Use Trail project / Proposed Resolution 17-13

This amendment is requested by NYSDOT. This is a new project and is supported by the repurposing of unused Congressional earmarks. This change does not affect any other project.

- (11) Amending the *2017-2020 TIP* by advancing select phases of the Four Canal Bridges Rehabilitation project / Proposed Resolution 17-14

This amendment is requested by NYSDOT. This action will accelerate the engineering for this project. The reduction in the Detailed Design phase reflects an updated estimate. An offset for the 2017 phases is provided by the Route 941B/404 Pavement MbC, Rochester CL to Gravel Road project, #12 on the agenda.

- (12) Amending the *2017-2020 TIP* by deferring select phases of the Route 941B/404 Pavement MbC, Rochester CL to Gravel Road project / Proposed Resolution 17-15

This amendment is requested by NYSDOT. This action will defer the Detailed Design phase to allow for a smoother schedule. An offset for the 2018 phase is provided by the project, #11 on the agenda.

- (13) Amending the *2017-2020 TIP* by adding the Region 4 Pedestrian Safety Action Plan Implementation Phase I project / Proposed Council Resolution 17-16

This amendment is requested by NYSDOT. This is a new project and is supported by the statewide allocation of Highway Safety Improvement Program funds. This change does not affect any other project. It should be noted that Phase I is focused on State-owned facilities. A solicitation for local facilities is expected later this year.

- (14) Amending the *2017-2020 TIP* by reinstating the City of Rochester Highway Preventive Maintenance Group #3 project / Proposed Resolution 17-17

This amendment is requested by the City of Rochester. The actual cost of engineering was higher than provided for in the previous TIP. An offset is provided by available balances.

- (15) Amending the *2017-2020 TIP* by reinstating the Ames St., Buffalo Rd., Main St., and West Ave. Preventive Maint. project / Proposed Council Resolution 17-18

This amendment is requested by the City of Rochester. The actual cost of engineering was higher than provided for in the previous TIP. An offset is provided by available balances.

- (16) Amending the *2017-2020 TIP* by adding the NY 63 at Court Street Intersection Improvements project / Proposed Council Resolution 17-19

This amendment is requested by NYSDOT. This is a new project and is supported by the regional balance of Highway Safety Improvement Program, or HSIP, funds and is a result of a solicitation of safety projects this past fall. This change does not affect any other project.

- (17) Amending the *2017-2020 TIP* by adding the NY 286 at Five Mile Line Intersection Improvements project / Proposed Council Resolution 17-20

This amendment is requested by NYSDOT. This is a new project and is supported by the regional balance of HSIP funds and is a result of a solicitation of safety projects this past fall. This change does not affect any other project.

- (18) Amending the *2017-2020 TIP* by adding the Ridgeway Avenue Safety Improvements project / Proposed Council Resolution 17-21

This amendment is requested by Monroe County. This is a new project and is supported by the regional balance of HSIP funds and is a result of a solicitation of safety projects this past fall. This change does not affect any other project.

- (19) Amending the *2017-2020 TIP* by adding the Monroe County Reflective Backplate project / Proposed Council Resolution 17-22

This amendment is requested by Monroe County. This is a new project and is supported by the regional balance of HSIP funds and is a result of a solicitation of safety projects this past fall. This change does not affect any other project.

Kevin Bush commented that the new reflective backplates made a noticeable difference in traffic safety during the widespread power outages from the previous week's windstorm.

Terry Rice stated that the reflective backplates are a requirement for new traffic signals. He noted that up to 150 signals lost power as a result of the windstorm. When the power is out, the backplates provide an additional clue to drivers that a dark signal is present. Dark signals are to be treated as an all-way stop by motorists.

- (20) Amending the *2017-2020 TIP* by decreasing the costs of the Bridge Painting in Ontario & Wayne Counties (FFY 2017) project / Proposed Council Resolution 17-23

This amendment is requested by NYSDOT on behalf of Ontario County. This change reflects a reduction in the cost estimate and corresponds to the amount obligated for the project. This action increases available balances.

The motion passed unopposed.

- d. Amending the *2017-2020 Transportation Improvement Program* by changing the funding sources of Kilian Road (CR #32) over Tonawanda Creek and the Papermill Road Bridge Replacement and adding twelve projects awarded funding through the BRIDGE NY Program / Proposed Council Resolution 17-24

James Stack explained that this amendment is requested by NYSDOT on behalf of several local agencies. These projects are the result of the NYSDOT solicitation of local bridge projects to be funded under the BRIDGE NY program. Twelve of the bridges are new to the TIP. Two of the bridges are existing projects that are programmed with regional balances. This change will increase the available balances. GTC staff will work with the TIP Development Committee to identify projects that can take advantage of the available funds.

Please note that this action is different than typical TIP amendments. At the time of the Planning Committee meeting, we did not have all the details needed to add the projects to the TIP. The Proposed Resolution authorizes the GTC Executive Director to make changes to the TIP and the Statewide TIP once I have satisfactory information. NYSDOT Region 4 has worked to obtain the needed information and the Resolution reflects the information we have. The reason for seeking authorization for me to make the changes is that bridge owners are expected to get to construction within 18 months of the signed State Local Agreement. Waiting for another Board meeting could make the timeline too tight.

Another thing the Board needs to be aware of is that the Papermill Road Bridge is being considered for historic designation. If this designation occurs, it would be nearly impossible for Livingston County to get to construction within 18 months of an agreement. A determination is imminent and, if the bridge is designated as historic, Livingston County has requested to leave the project as currently programmed in the TIP. If it is not designated historic, switching funds to the BRIDGE NY program will increase the available balances.

Kevin Bush moved to approve proposed Resolution 17-24; Terry Rice seconded the motion. The motion passed unopposed.

7. New Business

Chairman Marren asked the board members to let James know if there were available to participate in next week's quadrennial certification interview.

Chairman Marren requested that the GTC Board meet in Executive Session to discuss the employment history of a particular person.

Bill Carpenter moved to enter into Executive Session; Steve LeRoy seconded the motion. The motion passed unopposed.

Chairman Marren requested that anyone who was not a Member or Alternate leave the room with the exception of Daniel DeLaus, RGRTA General Counsel and Jim Stack, GTC Executive Director. The Board entered Executive Session at 9:30 a.m.

No action was taken during Executive Session.

Terry Rice moved to end the Executive Session; Kevin Bush seconded the motion. The motion passed unopposed.

The Board returned from Executive Session at 9:41 a.m.

8. Next Meeting

Chairman Marren stated that the next GTC Board meeting is scheduled for June 8, 2017 at the Penfield Town Hall, 3100 Atlantic Avenue in Penfield.

9. Adjournment

The meeting adjourned at 9:42 a.m.