

**GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING**

**Radisson Hotel
Henrietta, NY**

March 10, 2011

GTC BOARD MEMBERS PRESENT

Jeffrey Adair, Monroe County
Jerry Davis, Genesee/Finger Lakes Regional Planning Council
Mary Pat Hancock, Genesee County
James Hoffman, Wayne County

ALTERNATE REPRESENTATIVES PRESENT

Mark Aesch, Roch. Gen. Regional Trans. Authority, representing James Redmond
Alinda Drury, City of Rochester, representing Carlos Carballada
David Dunning, Monroe County Supervisors Association, representing Ron Nesbitt
Angela Ellis, Livingston County, representing James Merrick
Tom Goodwin, Monroe County, representing Linda A. Faubel
E. Joseph Gozelski, Wyoming County, representing A. Douglas Berwanger
Andrea Guzzetta, Rochester City Council, representing Lovely Warren
Dan Hallowell, NYS Department of Transportation (NYSDOT), representing Joan McDonald
Dorothy Huber, Ontario County, representing Theodore Fafinski
Scott Leathersich, Monroe County At-Large, representing Daniel DeLaus, Jr.
Terrence Rice, Monroe County, representing Maggie Brooks
C. Mitchell Rowe, Seneca County, representing Chuck Lafler
John Thomas, Rochester – At Large, representing Paul E. Haney

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Kenneth Adams, Empire State Development Corporation
Philip Brito, Federal Aviation Administration
David B. Callard, Orleans County
Mike Davies, Federal Highway Administration
H. Taylor Fitch, Yates County
Michael Fleischer, NYS Thruway Authority
Dan Hogan, Monroe County At-Large
Brigid Hynes-Cherin, Federal Transit Administration
Joe Martens, NYS Department of Environmental Conservation
David L. Watson, Rochester City Planning Commission

OTHERS IN ATTENDANCE

Bill Carpenter, RGRTA
Kristen Mark Hughes, Ontario County
Ken Lauderdale, Wayne County
Tony Favro, GTC staff
Richard Perrin, GTC staff
John Polimeni, NYSDOT – Region 4
James Stack, GTC staff
Paul Zakrzewski, NYS Thruway Authority
David Zorn, Genesee/Finger Lakes Regional Planning Council

1. Call to Order and Roll Call

Chairperson Hancock called the meeting to order at 8:35 a.m.

James Stack, 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

Richard Perrin noted that there was an error in the minutes from the December 9, 2010 Quarterly Meeting. Bill Carpenter, RGRTA, should be listed in attendance.

Terry Rice moved for approval of the minutes from the December 9, 2010 Quarterly Meeting; Jeff Adair seconded the motion. The minutes were approved as corrected.

4. Communications and Announcements

Richard Perrin noted the following GTC Board designations:

- Livingston County Board of Supervisors Chairman James Merrick has re-designated Angela Ellis, Livingston County Planning Director, as his alternate to the GTC Board.
- By his appointment as Acting Mayor of the City of Rochester, Carlos Carballada is now a GTC Board Member.
- By his nomination as Commissioner of the NYS Department of Economic Development, Kenneth Adams is now a GTC Board Member.
- Ontario County Board of Supervisors Chairman Theodore Fafinski has re-designated Dorothy Huber, Town of East Bloomfield Supervisor, as his alternate to the GTC Board.
- By his election as Monroe County Supervisors' Association President Ronald Nesbitt, Town of Webster Supervisor, is now a GTC Board member. Supervisor Nesbitt has designated David Dunning, Town of Chili Supervisor, as his alternate to the GTC Board.
- Monroe County Executive Maggie Brooks has re-designated Daniel DeLaus, Jr. and Daniel Hogan as the Monroe County At-Large members of the GTC Board. Scott Leathersich and Chris Bollin will serve as Mr. DeLaus and Mr. Hogan's alternates, respectively.
- By their confirmations on March 8, NYSDOT Commissioner Joan McDonald and NYSDEC Commissioner Joseph Martens are now GTC Board members.

Mary Pat Hancock recognized Terry Rice for receiving the Public Works Leader of the Year Award from the American Public Works Association (APWA) Genesee Valley section.

James Hoffman informed the Board that Mary Pat Hancock will become President of the New York State Association of Counties in September.

5. Reports and Action on Old Business

a. Planning Committee Report – Kristen Mark Hughes, Chairman

Kristen Mark Hughes provided the following report:

The Planning Committee met January 6 and February 10 and recommends that the GTC Board:

- Adopt the *FY 2011-2012 Unified Planning Work Program (UPWP)*;
- Accept the submissions of two reports and one executive summary as evidence of completion of three Unified Planning Work Program tasks;
- Adopt 42 amendments to the *2011-2014 Transportation Improvement Program (TIP)* as requested by the New York State Department of Transportation and the Rochester Genesee Regional Transportation Authority; and
- Add 17 new bridge preventive maintenance projects to the *2011-2014 TIP*.

Additionally, the Planning Committee met on March 1 to discuss the Draft *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 (LRTP 2035)* and approve it for public review.

b. GTC Staff Report – Richard Perrin, Executive Director

Richard Perrin provided the following report:

As discussed at the December 9, 2010 Board meeting, staff have advanced the development of the *2011-2012 UPWP* and the selection of additional bridge preventive maintenance projects to be added to the *2011-2014 TIP*. Both items will be considered by the Board later in the meeting.

A major priority for staff since the last Board meeting has been the development of the *LRTP 2035*. The LRTP is one of the three major products that GTC must produce as the federally-designated Metropolitan Planning Organization for the region (the UPWP and TIP are the other two). The first public involvement period was held from November 5, 2010 through December 17, 2010. Comments received were limited but two particular needs emerged: increasing safety for bicyclists and pedestrians, and ensuring transportation options for seniors. Staff developed a draft of the plan, which was provided to the Planning Committee and reviewed at the special meeting of that committee on March 1. Comments from member agencies are due March 10 and the revised draft document will be provided for public review and comment from March 17 through April 29. At its May 12 meeting, the Planning Committee will review and recommend a revised draft plan and associated air quality conformity statement for consideration at the June 16 Board meeting.

Staff are implementing the TIP project monitoring activities included in the updated *TIP Procedures Manual* that became effective October 1, 2010. The initial

comparison of amounts programmed in the TIP to the amounts actually obligated to projects last Federal Fiscal Year (FFY 2010) has been completed. Staff will also be working with NYSDOT and the TIP Development Committee over the next two months to conduct a review of the status of projects scheduled to be advanced in this FFY 2010, including discussions with project sponsors. These are necessary to ensure that schedules, costs, and scopes are being adhered to as much as possible. Based on FFY 2010, there is significant room for improvement. Not counting projects funded through the American Recovery and Reinvestment Act of 2009, approximately 60 percent of projects did not advance per their schedule in the last TIP and there were cost overruns of 10 percent or more on two out of three project phases. Based on these analyses, performance measures for project delivery will be developed with associated benchmarks and goals.

Staff have also been working on developing resources to increase the coordination of transportation and land use planning, and gain a better understanding of our region's seniors and their transportation needs. Initial review both by staff and those outside of GTC is being conducted and we anticipate publicizing the availability of these resources within the next few weeks. Ensuring that land use decisions fully incorporate the transportation needs of residents and businesses and that we are providing appropriate transportation options to an aging population are both critical to quality of life and economic development in the region.

Mary Pat Hancock noted that GTC's new resources are timely and can help Board members and their municipalities plan for the future.

c. Old Business

1. Federal and State Transportation Funding Update

Richard Perrin provided the following report:

The House and the Senate were unable to reach agreement on funding for the remainder of FFY 2011. Instead a two-week Continuing Resolution (CR) that maintains federal funding was passed and signed by the President. This CR expires on March 18 and cuts \$4 billion in spending from FFY 2010 levels. Approximately \$967 million was cut from the USDOT budget coming from a one-time \$650 million increase in highway formula funds (which was never intended for apportionment to states and metropolitan areas), \$293 million in FFY 2011 earmarks, and \$24.5 million for railroad relocation and improvement projects. Given the differences in the proposed House and Senate spending plans for the remainder of FFY 2011 (House wants to cut \$61.5 billion/Senate wants to cut \$10.9 billion), it is likely that another short-term CR will be necessary.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) was extended through the remainder of FFY 2011 on March 4. Work continues on the development of a successor multi-year authorization bill. The timeline is for the introduction of a bill by the House in April for consideration by the Senate. However, if the House and Senate are unable to agree on proposed legislation for the President to consider prior to September, it is unlikely that it will be passed before 2013 due to the forthcoming Presidential election. The President's

FFY 2012 USDOT budget request did contain a number of details on the Administration's position for reauthorization, including policy positions such as a consolidation of federal programs, significant increase for transit, continuation of high speed passenger rail development, a national infrastructure bank, and the funding level (\$556 billion over six years), but no indication of how to pay for it.

How to pay for the bill is the primary concern with the solvency of the Highway Trust Fund in question as the highway account is expected to be negative in 2013 and the transit account negative in 2014. House Transportation and Infrastructure Committee Chairman John Mica has been holding roundtables across the country on the bill. Working with Congressman Reed, one was scheduled in Rochester on February 18 but was canceled and is expected to be rescheduled. Several representatives from our region were included on the original list of roundtable participants, including Mark Aesch, Donald House, Terry Rice, Bill Wright, and Richard Perrin.

6. Action Items

- a. Adopting the *FY 2011-2012 Unified Planning Work Program* / Proposed Resolution 11-1.

Richard Perrin reiterated that the UPWP is one of the three major federally-required products that GTC develops. The *FY 2011-2012 UPWP* includes funding for GTC staff activities and existing and new projects being undertaken by member agencies and communities throughout the region from April 1, 2011 through March 31, 2012. All projects included in the current UPWP that are not complete by March 31 will be rolled over into the new UPWP. A public review of the new projects to be included in the proposed UPWP was held from January 7 to February 7.

The UPWP includes funds for the GTC Core Budget that sustains staff activities to meet federal requirements and conduct value-added planning activities on the regional level. After allocating needed funding to the GTC Core Budget, there was \$699,500 available for proposals submitted by member agencies and communities throughout the region. Requests by these organizations were almost double the amount available - \$1.35 million. Accordingly, a number of quality planning activities are not able to be funded.

The Planning Committee recommended the *FY 2011-2012 UPWP* for GTC Board approval at its February 10 meeting.

James Hoffman moved to approve Resolution 11-1; Dorothy Huber seconded the motion. The motion passed unopposed.

- b. Accepting submission of reports and an executive summary as evidence of completion of various UPWP Tasks.

Chairperson Hancock suggested that proposed Resolutions 11-2 through 11-4 be considered as a single action; no Member or Alternate objected.

- (1) Accepting the *City of Geneva Lakefront/Downtown Connectivity Study* as evidence of completion of UPWP Task 7601 / Proposed Resolution 11-2.

Richard Perrin stated that the City of Geneva has completed UPWP Task 7601, City of Geneva Lakefront/Downtown Connectivity Study, for the purpose of identifying safe and effective alternatives to facilitate movement of pedestrians and cyclists across and along Routes 5&20 within the study area, reconnecting the Geneva lakefront to downtown, and improving the experience of visitors and residents. Recommendations include planning and regulatory measures, enhancements to the existing roadway, reconfiguration of the roadway, and dedicated pedestrian and bicycling projects. The study builds on previous planning efforts by the City of Geneva.

- (2) Accepting the executive summary, *Regional Traffic Count Collection*, as evidence of completion of UPWP Task 4370 / Proposed Resolution 11-3.

Richard Perrin stated that GTC, on behalf of Monroe County and Ontario County, has completed the most recent component of UPWP Task 4370, Regional Traffic Count Collection. The purpose of the task is to obtain current traffic volume and vehicle classification data for non-state, federal-aid eligible roadways in the region. Many of the counts that have been conducted through the GTC Regional Traffic Count Collection Program will begin being done by NYSDOT in response to new federal requirements related to the Highway Performance Monitoring System, a national level highway information system that includes data on the extent, condition, performance, use, and operating characteristics of public roads.

- (3) Accepting the report, *Genesee-Finger Lakes Regional Inventory of Culturally Significant Areas*, as evidence of completion of a component of UPWP Task 5332 / Proposed Resolution 11-4.

Richard Perrin stated that the Genesee/Finger Lakes Regional Planning Council has completed UPWP Task 5332, Genesee-Finger Lakes Regional Inventory of Culturally Significant Areas, for the purpose of inventorying and documenting historical and cultural landscapes in the Genesee-Finger Lakes Region. Nearly 60 natural and designed landscapes were identified and described with tools for considering these places in the transportation planning process also discussed.

Richard Perrin noted that proposed Resolution 11-2 was reviewed and recommended for GTC Board approval by the Planning Committee at its January 6, 2011 meeting. Proposed Resolutions 11-3 and 11-4 were reviewed and recommended for GTC Board approval by the Planning Committee at its February 10, 2011 meeting.

Joseph Gozelski moved to approve Resolutions 11-2 to 11-4; Dan Hallowell seconded the motion. The motion passed unopposed.

- c. Adopting amendments to the *2011-2014 Transportation Improvement Program* (TIP).

Richard Perrin stated that it's important to note that the large number of amendments is a result of more rigorous requirements being placed on NYSDOT regions by NYSDOT-Main Office. This has increased the volume of formal actions necessary by the GTC Board but assures the fiscal constraint of the TIP. For every dollar added in a fund source in a particular year there is dollar reduced in that year.

Richard further noted that proposed Resolutions 11-5 through 11-46 were reviewed and recommended for GTC Board approval by the Planning Committee at its February 10, 2011 meeting.

Dan Hallowell added that the NYSDOT requirements are the result of federal requirements for more fiscal constraint. Dan also recognized Jim Stack and John Polimeni for their efforts in revising the TIP.

Chairperson Hancock suggested that proposed Resolutions 11-5 and 11-6 be considered as a single action; no Member or Alternate objected.

- (1) Amending the *2011-2014 TIP* by increasing the cost of, renaming, and modifying the description of the Kirk Road Bridge over Round Pond Creek project / Proposed Resolution 11-5.
- (2) Amending the *2011-2014 TIP* by increasing the cost of the Burnt Mill Road Bridge over Black Creek Preventive Maintenance project / Proposed Resolution 11-6.

Richard Perrin stated that these amendment are requested by Monroe County. The first provides additional funds for Right-of-Way Acquisition and expands the project scope to include replacement of a second bridge in close proximity to the first bridge. The second bridge was required to be assessed as it lies within the same hydraulic area as the first bridge. The second proposed amendment adds supplemental funding for the design phase of the project to maintain the schedule programmed in the TIP. The funding offset for both projects to maintain fiscal constraint would come from the deferral of the Route 18 Bridge over Moorman Creek project from FFY 2011 to FFY 2012.

Richard Perrin noted that Resolutions 11-5 and 11-6 were recommended for approval by the Planning Committee at its February 10 meeting.

Dan Hallowell moved to approve Resolutions 11-5 and 11-6; Terry Rice seconded the motion. The motion passed unopposed.

- (3) Amending the *2011-2014 TIP* by changing the phase costs and schedules of select TIP Projects / Proposed Resolution 11-7.

Richard Perrin explained that, on behalf of multiple project sponsors, NYSDOT is requesting amendments to the *2011-2014 TIP* by modifying the schedules of

projects funded with earmarks to incorporate phases that were not obligated in FFY 2010 as anticipated. Funds for these projects are only available to the respective projects and, therefore, do not require an offset. The proposed changes are detailed in Exhibit 1 of the Resolution.

Joe Gozelski noted that projects are often done two years in the future and asked what would happen if costs increased. Richard Perrin responded that the earmarks are set at a fixed dollar amount. If costs increase, then the project sponsor will need to cover the increase or request more federal funds. If more federal funds are requested, the request would come before this Board.

James Hoffman moved to approve Resolution 11-7; Dan Hallowell seconded the motion. The motion passed unopposed.

Chairperson Hancock suggested that proposed Resolutions 11-8 through 11-36 be considered as a single action; no Member or Alternate objected.

- (4) Amending the *2011-2014 TIP* by decreasing the cost of the Rochester/Monroe County Traffic Control Center project / Proposed Resolution 11-8.
- (5) Amending the *2011-2014 TIP* by deferring phases of the Buffalo Road Preventive Maintenance project / Proposed Resolution 11-9.
- (6) Amending the *2011-2014 TIP* by reprogramming phases of the Canandaigua Downtown Rail-with-Trail project / Proposed Resolution 11-10
- (7) Amending the *2011-2014 TIP* by increasing the cost of the Dewey Avenue Preventive Maintenance project / Proposed Resolution 11-11.
- (8) Amending the *2011-2014 TIP* by increasing the cost of the Lyell Avenue Reconstruction project / Proposed Resolution 11-12.
- (9) Amending the *2011-2014 TIP* by increasing the cost of the Edgemere Drive Bridge over Round Pond Outlet project / Proposed Resolution 11-13.
- (10) Amending the *2011-2014 TIP* by increasing the cost of the Union Street Bridge Replacement project / Proposed Resolution 11-14.
- (11) Amending the *2011-2014 TIP* by increasing the cost of the Long Pond Road Reconstruction project / Proposed Resolution 11-15.
- (12) Amending the *2011-2014 TIP* by deferring phases of the Black Street over Mud Creek project / Proposed Resolution 11-16.
- (13) Amending the *2011-2014 TIP* by advancing phases of the Clarendon Street Bridge over Falls Road Railroad project / Proposed Resolution 11-17.
- (14) Amending the *2011-2014 TIP* by deferring a phase of the Straub Road over Round Pond Creek project / Proposed Resolution 11-18.
- (15) Amending the *2011-2014 TIP* by adding the NYS Route 20 at Genesee County Road 35 (East Rd.) project / Proposed Resolution 11-19.
- (16) Amending the *2011-2014 TIP* by increasing the cost of and deferring phases of the Rt. 18 over Moorman Creek project / Proposed Resolution 11-20.

- (17) Amending the *2011-2014 TIP* by deleting the Quaker Street Bridge over the Erie Canal project / Proposed Resolution 11-21.
- (18) Amending the *2011-2014 TIP* by deferring phases of the Inner Loop Bridge over Brown's Raceway project / Proposed Resolution 11-22.
- (19) Amending the *2011-2014 TIP* by deferring phases of the Rt. 390 Multi-Use Trail - Canalway Trail to the 390 Bike Path at Rt. 104 project / Proposed Resolution 11-23.
- (20) Amending the *2011-2014 TIP* by advancing the Technology Initiatives for Driving Excellence (TIDE) - Phase II project / Proposed Resolution 11-24.
- (21) Amending the *2011-2014 TIP* by advancing a portion of a phase of the Mt. Hope Station project / Proposed Resolution 11-25.
- (22) Amending the *2011-2014 TIP* by deferring a phase of the I-390 Rest Areas project / Proposed Resolution 11-26.
- (23) Amending the *2011-2014 TIP* by deferring phases of the Rt. 590 Bridges over Rt. 941V (Blossom Rd.) project / Proposed Resolution 11-27.
- (24) Amending the *2011-2014 TIP* by deferring phases of the Rt. 590 Bridges over Rt. 286 (Browncroft Blvd.) project / Proposed Resolution 11-28.
- (25) Amending the *2011-2014 TIP* by deferring phases of the Interstate Overhead Sign Structure Improvement (2011) project / Proposed Resolution 11-29.
- (26) Amending the *2011-2014 TIP* by increasing the cost of the I-390 Interchange Improvements @ Rt. 15A (Exit 16 Part 1) project / Proposed Resolution 11-30.
- (27) Amending the *2011-2014 TIP* by decreasing the cost of the I-390 Interchange Improvements @ Rt. 15 (Exit 16 Part 2) project / Proposed Resolution 11-31.
- (28) Amending the *2011-2014 TIP* by adding the I-390 Interchange @ East River Rd. (Exit 16A Stage 3 of 4) project / Proposed Resolution 11-32.
- (29) Amending the *2011-2014 TIP* by advancing the Rt. 39 (Main St.) Norfolk Southern Rail Crossing project / Proposed Resolution 11-33.
- (30) Amending the *2011-2014 TIP* by adding the Wilkinson Road Railroad Crossing (CSX RR) project / Proposed Resolution 11-34.
- (31) Amending the *2011-2014 TIP* by adding the School Street Railroad Crossing (OMID RR) project / Proposed Resolution 11-35.
- (32) Amending the *2011-2014 TIP* by adding the Evans Road Railroad Crossing (R&S RR) project / Proposed Resolution 11-36.

Richard Perrin stated that these amendments are requested by NYSDOT on behalf of the respective project sponsors. He discussed the need for the changes and the interdependence of the changes to maintain fiscal constraint across multiple funds sources and multiple Federal Fiscal Years.

John Thomas moved to approve Resolutions 11-8 to 11-36; Joseph Gozelski seconded the motion. The motion passed unopposed.

Chairperson Hancock suggested that proposed Board Resolutions 11-37 to 11-46 be considered as a single action; no Member or Alternate objected.

- (33) Amending the *2011-2014 TIP* by adding the On-Board Video System Replacements project / Proposed Resolution 11-37.
- (34) Amending the *2011-2014 TIP* by adding the Fluids Management System for RTS & Lift Line project / Proposed Resolution 11-38.
- (35) Amending the *2011-2014 TIP* by adding the RGRTA Server Virtualization project / Proposed Resolution 11-39.
- (36) Amending the *2011-2014 TIP* by adding the RGRTA Software for Claims and Workers Compensation project / Proposed Resolution 11-40.
- (37) Amending the *2011-2014 TIP* by decreasing the Prior Years cost of the Renaissance Square Transit Center project / Proposed Resolution 11-41.
- (38) Amending the *2011-2014 TIP* by renaming and decreasing the cost of the Purchase 24 Lift Line Buses (FFY 2012) project / Proposed Resolution 11-42.
- (39) Amending the *2011-2014 TIP* by decreasing the cost of the Replace 33 Transit Buses (FFY 2012) project / Proposed Resolution 11-43.
- (40) Amending the *2011-2014 TIP* by decreasing the cost of the Replace 10 Articulated Transit Buses (FY 2012) project / Proposed Resolution 11-44.
- (41) Amending the *2011-2014 TIP* by increasing the cost of the Preventive Maintenance (2011) project / Proposed Resolution 11-45.
- (42) Amending the *2011-2014 TIP* by increasing the cost of the RGRTA Site and Facility Improvements project / Proposed Resolution 11-46.

Richard Perrin noted that, by means of Resolutions 11-37 through 11-46, RGRTA is requesting amendments to add four new projects to improve RTS operations and management, reallocate funds between existing bus replacement and preventive maintenance projects, and combine earmark and formula funds for RGRTA Site and Facility Improvements into a single project. RGRTA is proposing to use Federal Transit Administration funds that are only available to RGRTA for the new projects. These funds would be transferred from the Renaissance Square Transit Center project and RGRTA has provided assurances that that project can be completed as proposed with the available funding inclusive of the proposed amendment.

Alinda Drury asked if RGRTA was confident of building the transit center with \$1.1 million less in funding. Mark Aesch responded that RGRTA is confident they can meet the needs of RGRTA and the desires of the community as agreed upon within the proposed budget.

Alinda Drury then asked if there were any design changes to the proposed transit center. Mark Aesch replied that there were changes from the original design but not what was last presented to the public, and said that RGRTA was confident that it can meet community goals for less money.

John Thomas moved to approve Resolutions 11-37 to 11-46; James Hoffmann seconded the motion. The motion passed unopposed.

- d. Amending the *2011-2014 TIP* by adding new bridge preventive maintenance projects / Proposed Resolution 11-47.

Richard Perrin stated that on November 19, 2010, GTC and NYSDOT conducted a targeted solicitation for new bridge preventive maintenance projects that can be delivered in Federal Fiscal Year (FFY) 2013. The emphasis of this solicitation was to identify and program projects that can extend the life of bridges by addressing elements that are severely deficient before the entire bridge deteriorates to the point of needing more extensive capital (rehabilitation or reconstruction) repairs.

Secondary consideration was to be given to new bridge capital projects that can be delivered in FFY 2013 if they are supported by evidence that the design has been progressed by the project sponsor to the point that there is certainty that obligation of the construction and construction inspection phases can occur in FFY 2013.

NYSDOT and GTC received 32 project applications for preventive maintenance, rehabilitation, or reconstruction proposals. These 32 proposals address 171 bridges and total \$23,794,183 in federal funds requested.

The Highway Bridge Block Program in the *2011-2014 Transportation Improvement Program* (2011-2014 TIP) project has \$3,009,528 of federal funds available in FFY 2011 for pre-construction activities and \$11,457,327 of federal funds available in FFY 2013 for construction and inspection. Given the available funding, the Planning Committee is recommending only preventive maintenance projects. NYSDOT-Main Office has verified that any remaining balance from FFY 2011 can be used in FFY 2013.

Proposed Resolution 11-47 was reviewed and recommended for Board approval by the Planning Committee at its February 10, 2011 meeting.

Terry Rice moved to approve Resolution 11-47; Alinda Drury seconded the motion. The motion passed unopposed.

7. New Business

Chairperson Hancock expressed appreciation to the GTC staff for their work and asked Richard Perrin to discuss the information that has been compiled for a presentation to the Board but is not being made today due to time constraints. Richard briefly described a presentation on options to the gas tax to fund transportation. He noted that there will be an opportunity for a full presentation at the June 16 meeting. He added that there was a thorough discussion of federal revenue at the December 9, 2010 meeting.

Richard noted the overall reluctance of elected officials to raise the federal gas tax while business and labor groups view it as a necessity. Last week, heads of the U.S. Chamber of Commerce and AFL-CIO went before Congress together and suggested that they raise the gas tax. Also, the American Trucking Association has recently requested an increase

in the federal tax on diesel fuel. These requests are made with the understanding that the fuel tax revenue would continue to be dedicated to the Highway Trust Fund.

At the federal level, there also needs to be consideration of alternative means of funding via the private sector such as tolling, leasing, and availability payments.

The bottom line is that people need infrastructure. There is a disconnect in how to pay for it. This region is focusing on asset management to get the most bang for the buck. Ultimately, more revenue needs to be raised to meet the infrastructure needs.

Chairperson Hancock noted the importance of Board members keeping informed so they can speak authoritatively to their federal representatives.

Scott Leathersich congratulated Terry Rice for being named New York State APWA Leader of the Year, in addition to receiving the same honor from the APWA Genesee Valley section.

8. Next Meeting

The next GTC Board meeting will be held Thursday June 16, 2011 at 8:30 a.m. at the Radisson Hotel, 175 Jefferson Road, in Henrietta.

9. Adjournment

The meeting adjourned at 9:27 a.m.

**GENESEE TRANSPORTATION COUNCIL
PLANNING COMMITTEE MEETING
Ontario County Municipal Building
Canandaigua, New York**

April 14, 2011

PLANNING COMMITTEE MEMBERS PRESENT

Angela Ellis, Livingston County
Erik Frisch, City of Rochester – At Large
Todd Gadd, Wyoming County
Tom Goodwin, Monroe County
Andrea Guzzetta, Rochester City Council
James Fletcher, Monroe County – At Large
Daniel Hallowell, New York State Department of Transportation (NYSDOT) – Region 4
Scott Leathersich, Monroe County – At Large (Vice Chairperson)
Terrence J. Rice, Monroe County
Kevin Rooney, Wayne County
Douglas Tokarczyk, New York State Thruway Authority (NYSTA)
David Zorn, Genesee/Finger Lakes Regional Planning Council (G/FLRPC)

ALTERNATE REPRESENTATIVES PRESENT

David Cook, Rochester Genesee Regional Transportation Authority (RGRTA), representing Mark Aesch

PLANNING COMMITTEE MEMBERS ABSENT AND UNREPRESENTED

Robert Colby, Monroe County
Robert Griffith, Federal Highway Administration (FHWA)
Timothy Hens, Genesee County
Paul Holahan, City of Rochester
Kristen Mark Hughes, Ontario County (Chairperson)
Peter McCann, Monroe County Supervisors' Association
Edward Muszynski, Empire State Development Corporation
C. Mitchell Rowe, Seneca County
Henry Smith, Jr., Orleans County
Steven Urlass, Federal Aviation Administration (FAA)
(Vacant), Federal Transportation Administration (FTA)
(Vacant), NYS Department of Environmental Conservation (NYSDEC)
(Vacant), Rochester City Planning Commission
(Vacant), Yates County

OTHERS IN ATTENDANCE

Joseph Bovenzi, GTC staff
Mike Guyon, Town of Brighton
Don Higgins, Livingston County
Richard Perrin, GTC staff
Jody Pollot, GTC staff
James Stack, GTC staff

1. Call to Order & Introductions

The meeting was called to order at 10:08 a.m. Scott Leathersich welcomed everyone and Members, Alternates, and others present introduced themselves.

Scott asked if anyone had additions to the agenda. Kevin Rooney asked that an item be added to discuss phase authorization of federal funds for TIP projects.

2. Public Forum

No one from the public spoke during the Public Forum.

3. Approval of Minutes

Terry Rice moved for approval of the minutes from the February 10, 2011 Planning Committee meeting; Erik Frisch seconded the motion. The minutes were approved as presented.

Scott Leathersich suggested that the agenda be revised to move item 5.d., action concerning consideration of Unified Planning Work Program (UPWP) scopes of work, forward in order to accommodate the Committee's guests. No member or alternate objected.

5. Action Items

d. Action concerning consideration of UPWP Project Scopes of Work

1. Task 6225 – Monroe County Horizontal Curve Sign Study.

Terry Rice discussed the scope of work for the Monroe County Horizontal Curve Sign Study. He explained that this project will involve reviewing the locations of advisory signs along horizontal road curves and assessing whether or not the signs need to be changed to meet current standards.

Richard Perrin asked if a GIS database showing the location of each sign would be useful. Scott Leathersich replied that the Monroe County Department of Transportation (MCDOT) could look further into doing so subject to current budget.

Jim Fletcher asked if MCDOT is only looking at signed curves. Terry replied in the affirmative and noted that he expects that the vast majority of the curves that need signage are already signed. He noted that the project budget is not enough to investigate all of the potential sign locations in the county and that he can use in-house staff to investigate potential locations on an as-needed basis.

2. Task 8160 – Livingston County Transportation Connectivity Plan

Angela Ellis reviewed the scope of work for the Livingston County Transportation Connectivity Plan. This project will result in a multi-modal transportation plan and include a sub-plan for Geneseo. This project is in-line with the guiding principles

of the draft *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 (LRTP 2035)*. It will involve broad participation from stakeholders throughout the county and will be incorporated with a “buy local” campaign. It will consider trail, sidewalk, and street networks, public transportation services, and emphasize the importance of connectivity in improving mobility.

Dan Hallowell asked if there was a time horizon for the plan. Angela responded that the recommendations would likely look out over five to ten years but some recommendations could be for a longer term.

3. **Task 8301 – RGRTA Suburban Transit Station Study**

David Cook discussed the scope of work for the RGRTA Suburban Transit Station Study, noting that this scope was originally developed in 2010 but RGRTA realized it did not have enough funding to complete the study as initially scoped. RGRTA solicited and received additional funding via the *2011-2012 UPWP*. Additionally, RGRTA has budgeted \$75,000 of its own funds for this study. The budget for contractual service has gone from the original \$75,000 to \$225,000. The study will look at transit mobility and connections with and among suburban destinations.

Angela Ellis noted that that the Livingston County Transportation Connectivity Plan would also look at the connections between LATS and RTS.

Dan Hallowell asked if the Park and Ride assessment will consider potential new lots and identify potential partnerships with developers. David Cook replied in the affirmative, and noted that the study would look at potential joint development opportunities for on-going maintenance and operation of the lots.

Terry Rice asked how suburban transit stations would be different from Park and Ride lots. David Cook replied that the study will look at the potential for stations to offer a variety of services and be more of a destination, including associated residential development. The study would also look at connections and services between stations.

Terry Rice requested that MCDOT and municipalities be involved in the study in order to consider potential traffic impacts. He noted that a retail destination will have different traffic needs than a typical Park and Ride lot.

Jim Fletcher asked if suburb-to-suburb connections would be assessed as part of this study. David Cook replied in the affirmative and noted that, due to the low density of suburban development and the dispersion of origin and destination points, these types of connections require dedicated analysis which is one of the purposes of this study.

4. **Task 8760 – Brighton Pedestrian and Bicycle Master Plan**

Mike Guyon, Town Engineer for the Town of Brighton, discussed the scope of work for the Brighton Pedestrian and Bicycle Master Plan. He explained that the Town is looking to develop a master plan that will guide the development of a well-connected

bicycle/pedestrian network and enhance safety. The Plan will incorporate existing on- and off-street trails. It will recommend trail links with adjacent communities, university campuses, parks, and the Erie Canal trail. The Plan will provide some guidance for the Monroe Avenue study and for the Town when it revises its comprehensive plan. The target completion date is September 2012. An RFP will be developed shortly.

Jim Fletcher noted that the town of Penfield recently conducted a similar effort and can share the information collected (as one of Brighton's neighboring towns) and their insights into the process.

Dan Hallowell noted that the Monroe Avenue Design Charette did not include sufficient design analysis to reduce the roadway from a four-lane to a three-lane design. He requested that the study consider incorporating a maintenance plan for the recommendations.

Scott suggested that the Steering Committee include MCDOT and NYSDOT. Mike responded that both agencies would be invited to participate on the project Steering Committee.

Terry Rice moved to recommend approval of items 5.d.1 through 5.d.4; Jim Fletcher seconded the motion. The motion passed unopposed.

4. Reports and Action on Old Business

a. Reports on UPWP Projects and Other Activities

GTC

Richard Perrin reported:

- The remaining elements of the Supplemental Professional Services – Database Programming project are being finalized and it will be presented to the Committee for its consideration at the May meeting.
- The NYSMPOs Association conducted a strategic planning session in Syracuse on February 11 to determine future goals and activities for the organization. One outcome is to improve collaboration and coordination between the MPOs and with NYSDOT in data collection and planning activities. A red-lined version of the federal transportation planning regulations with proposed revisions was provided to the House Transportation & Infrastructure Committee at the request of Chairman Mica as follow-up to the roundtable held on March 24.
- As part of Long Range Transportation Plan (LRTP) Update/Implementation, the draft *LRTP 2035* document was made available for public review on March 16, incorporating Planning Committee comments from the March 1 Special Meeting and those received through March 12. Four public meetings have been held with a total of 12 attendees. Comments can be submitted through April 29 by e-mail, fax, and regular mail. Proposed revisions based on the comments received to date will be discussed as agenda item 4.b.2.
- With regard to the Air Quality Planning and Outreach task, the draft conformity statement for the *LRTP 2035* was developed and submitted to the Interagency

Consultation Group for their review and will be discussed as agenda item 5.b. GTC staff is assessing capabilities and needs related to transitioning to MOVES, the new EPA-required emissions model that will need to be used in conformity analyses beginning in March 2012.

- Resource Systems Group with C&S Engineers and Corey, Canapary & Galanis Research has been selected as the preferred consultant for the GTC Household Travel Survey. The contract is being finalized and a kickoff meeting has been scheduled for May 2.
- The Intelligent Transportation Systems (ITS) Strategic Plan Update will be presented for committee consideration as agenda item 5.c.1.
- The contract scope of work for the Diversion Route Planning Initiative is expected to be provided to the preferred consultant by mid-May.
- The Priority Trails Advancement Program consists of two projects. The Pultneyville to Marion Trail project is restarting with revised consultant personnel due to the departure of a key staff member. A Steering Committee meeting was held March 24 for the Route 104 – Ontario to Sodus Trail and the consultant is scheduling a meeting with RG&E to discuss right-of-way issues.
- All five projects funded under the Circulation, Parking, Accessibility, and Parking Program are complete.
- The update of the Congestion Management Process (CMP) is included in the draft *LRTP 2035* with recommendations that directly address delay noted as such in the associated document. GTC staff is beginning to scope extended CMP activities to identify causes of congestion by affected link to target LRTP recommendations.
- With regard to the Greater Rochester Regional Commuter Choice Program, the consultant has drafted the program capabilities assessment and emissions methodology memos. They were provided to GTC staff last week and earlier this week and staff has provided feedback on both.
- With regard to the Travel Time Data Collection Program, data collection is complete for the second phase on Principal Arterials and will be presented for committee consideration as agenda item 5.c.3. GTC staff is conducting an assessment of methodologies to determine if the current approach should remain as the preferred approach for future phases.
- With regard to the Coordinated Public Transit/Human Services Transportation Plan Update, the Steering Committee met February 16 to review the draft inventory of conditions and needs assessment report prior to the public meetings held March 31. The committee met on April 1 to review comments received at these meetings. Alternatives are being developed based on the public comments and Steering Committee feedback.
- With regard to the Regional Goods Movement Strategy, the regional economic and freight profile has been finalized. The first Steering Committee meeting has been scheduled for April 26 to gather input on the draft regional profile and discuss associated needs. GTC staff is working with the consultant to identify performance measures.

G/FLRPC

Dave Zorn reported:

- With regard to the 2010 Census TAZ Analysis and Revisions project, 2010 Census data has been released and G/FLRPC has restarted the TAZ update in the Census Bureau's required format.
- Follow-up for the 2010 Regional Land Use Monitoring Report is underway with data collection nearly complete.
- The Genesee-Finger Lakes Regional Inventory of Culturally Significant Areas project is complete and was accepted by the GTC Board at its March 10, 2011 meeting.

Erik Frisch noted that the LUCA effort seems to have been successful and congratulated G/FLRPC and other agencies involved in the LUCA effort for their accomplishments.

Scott Leathersich asked if the Census Bureau has established an error rate.

Dave Zorn responded that the data has been released for redistricting but the full short form data has not been released yet. He added that municipalities still have an opportunity to review data and challenge the count via a rigorous process.

Jim Fletcher asked what the census blocks were based on. Dave Zorn explained that they are based on population thresholds and similarities in socioeconomic characteristics.

Livingston County

Don Higgins reported:

- The Contract Reporter Ad for the Safe Passing Zone study will be released soon. The consultant is expected to be selected by June and the project completed in the fall.

Monroe County

Tom Goodwin reported:

- Data for the Monroe County Land Use Monitoring Report is being compiled. Only three municipalities have not yet responded.

Terry Rice reported:

- The Monroe County Audible/Tactile Pedestrian Signal Device Study is being wrapped up and the closeout presentation is expected at the May meeting.
- The Monroe County Vertical Curve Safety Study is being wrapped up and the closeout presentation is expected at the May meeting.
- The consultant for the Monroe County Sign Inventory Location Upgrade has

collected the necessary data and is integrating it into the project database.

- As part of the Monroe County High Accident Location Program, one additional site has been analyzed. The project is 30 percent complete.
- A consultant for the Monroe County Accident Rate Database GIS Conversion project will be selected in late April.

City of Rochester

Erik Frisch reported:

- The consultant for the Center City Tourist/Visitor Circulation and Pedestrian Wayfinding Study is completing the inventory and analysis. The next Project Advisory Committee meeting will be held on April 14 to discuss preliminary findings.
- The final public meeting for the Center City Circulator Study was held on March 24. A meeting with the business community was held on March 25. There has been a positive reaction so far. The Project Advisory Committee is reviewing the draft report and project closeout is expected in May.
- The RFP for the City of Rochester Urban Trail Linkages Feasibility Study has been released with proposals due April 25.
- The draft final report for the Susan B. Anthony Neighborhood Parking and Circulation Study is complete. The Project Advisory Committee will hold a meeting on May 11 to discuss it. The final public meeting has not been scheduled yet.
- The contract for the St. Paul and North Clinton Two-Way Conversion Study has been executed and a kick-off meeting was held April 12. Data collection is underway. Project completion is expected by May 2012.

RGRTA

David Cook reported:

- The scope of work for the Suburban Transit Station Study was approved and the contract will be executed shortly.
- There is no progress to report on the RTS Signal Prioritization Study.
- The RGRTA Energy Study is complete.
- There is no progress to report on the RGRTA Transit-Supportive Development Guidelines project; however, the project should be underway by the next meeting.
- The RGRTA Route Analysis project is ongoing. This project was critical for preparing for potential state budget cuts. Even though the budget cuts were not as severe as they could have been, the analysis undertaken in preparation for them has resulted in some refinements to bus routes that took effect on April 4. Service to many "splinters" into developments along bus routes has been pulled back to the roadway to improve overall performance, although splinters with significant ridership were left intact.

Seneca County

Richard Perrin reported:

- The NYS Routes 5 & 20/414 Corridor Study is complete and was accepted by the GTC Board at its June 17 meeting.

Wayne County

Kevin Rooney reported:

- There is no progress to report on the Cluster Development Enhancement Project Feasibility study.
- The Wayne County Safe Passing Zone Survey will be presented for committee consideration as agenda item 5.c.2.

Other Agencies

Richard Perrin reported:

- The most recent component of the Regional Traffic Count Collection project is complete and was accepted by the GTC Board at its March 10, 2011 meeting.
- The preferred consultant for the Auburn Trail/Ontario Pathways Trail Connection Feasibility Study was selected on March 22 and a draft contract was provided for GTC review on April 8.
- There is no progress to report on the Irondequoit Seneca Multi-Use Trail Feasibility Study.
- The Village of Arcade Main Street Study is complete and was accepted by the GTC Board at its December 9, 2010 meeting.
- The Dewey Avenue Corridor Traffic Calming Study is complete and was accepted by the GTC Board at its December 9, 2010 meeting.
- The Town of Macedon NYS Route 31 Corridor Study is complete and was accepted by the GTC Board at its September 8, 2010 meeting.
- The final steering committee meeting for the Genesee County Central Corridor Plan was held on March 7 and the second public meeting was held on March 22. The closeout presentation to the Committee is expected in either May or July.
- The City of Geneva Lakefront/Downtown Connectivity Study is complete and was accepted by the GTC Board at its March 10, 2011 meeting.
- With regard to the Victor Transportation Systems Plan, the steering committee for the Town of Victor Comprehensive Plan has begun meeting regularly again and the UPWP-funded transportation component is nearly finalized.

b. Any Other Old Business or Announcements

Richard Perrin announced the following:

- On March 4 Monroe County Executive Maggie Brooks re-designated Daniel DeLaus, Jr. and Daniel Hogan as the Monroe County At-Large members of the GTC Board. Scott Leathersich and Chris Bollin will serve as Mr. DeLaus' and Mr.

- Hogan's alternates, respectively.
- By his election as Mayor of Rochester, Thomas Richards is now a member of the GTC Board.
- By their confirmations, NYSDOT Commissioner Joan McDonald, NYSDEC Commissioner Joseph Martens, and New York State Department of Economic Development Commissioner Kenneth Adams are now GTC Board members.

1. Proposed federal legislation update and discussion

Richard Perrin provided the following report:

The House and the Senate have been unable to reach agreement on funding for the remainder of FFY 2011. After maintaining federal activities via multiple Continuing Resolutions (CR), agreement between the House of Representatives and Senate for the remainder of FFY 2011 has been reached. The House is expected to act on HR 1473, which would finalize appropriations for FFY 2011, on April 14. Senate action is expected on April 15 so that the President can sign the legislation prior to midnight when the current CR expires. The legislation would cut federal spending by nearly \$40 billion compared to FFY 2010, not including reductions in previous CRs. With respect to funding levels, Federal Highway Administration (FHWA) net appropriations (after rescissions and offsets) would be reduced 9.5 percent compared to FFY 2010 levels (from \$42.8 billion to \$38.7 billion) and Federal Transit Administration (FTA) net appropriations would be reduced 6.8 percent (from \$10.7 billion to \$10 billion). Select cuts include:

- The final legislation eliminates all new funding in fiscal year 2011 for the high-speed intercity passenger rail program. The final bill also reaches back and rescinds \$400 million of the funding appropriated for the program in FY 2010.
- Amtrak's capital and debt service grants are cut by \$80 million below the FY 2010 level.
- \$2.5 billion in unobligated balances of highway formula contract authority held by states will be rescinded.
- \$630 million is rescinded from old highway earmarks from the Transportation Equity Act for the 21st Century and earlier authorization laws for which at least 90 percent of the amount provided remains unobligated.
- The FTA Capital Improvement Grants program (i.e., New Starts and Small Starts) was cut to \$1.6 billion, 20 percent less than FY 2010's \$2.0 billion.
- TIGER grants were reduced to \$527 million from \$600 million in 2010.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) was extended through the remainder of FFY 2011 on March 4. Work continues on the development of a successor multi-year authorization bill. The timeline is for the introduction of a bill by the House in April for consideration by the Senate. However, if the House and Senate are unable to agree on proposed legislation for the President to consider prior to September, it is unlikely that it will be passed before 2013 due to the Presidential election cycle. The President's FFY 2012 USDOT budget request did contain a number of details on the Administration's position for the reauthorization including policy positions (consolidation of federal programs, a significant increase for transit, continuation of high speed passenger rail

development, and a national infrastructure bank) and the funding level (\$556 billion over three years) but no indication of how to pay for it.

How to pay for the bill is the primary concern with the solvency of the Highway Trust Fund (HTF) in question – the highway account is expected to be negative in 2013 and the transit account negative in 2014. House Transportation and Infrastructure (T&I) Committee Chairman John Mica along with Congressman Tom Reed held one of 16 public meetings on the next authorization in Rochester on March 24 (this listening session was originally scheduled for February 18). Several representatives from GTC participated, including Donald House, Mark Aesch, Terry Rice, Bill Wright, and Richard Perrin. Comments from participants seemed to be well-received by Chairman Mica based on feedback about other meetings.

House T&I Committee staff have begun drafting the bill. Funding levels are expected to match current projections of receipts to the HTF, which, based on the Congressional Budget Office, would total approximately \$232 billion over the next six years. This would be significantly less than what most professional organizations and others have called for but is consistent with the House Republican majority's intent to restore the solvency of the HTF without raising the gas tax.

Terry Rice asked if the rescission would impact the existing TIP by reducing available funds. Richard responded that he was not sure yet because he would need to see how it would impact New York State and the allocations to the region. However, even if minor reductions occurred, the impacts would likely be less severe than in 2009 when the regional allocations were reduced significantly.

Erik Frisch asked if Richard had any sense of the impact of Congressman Ryan's 2012 budget proposal and President Obama's April 13 speech. Richard responded that initial indications are that the transportation program would be reduced approximately 30 percent from the Federal Fiscal year 2010 level.

Terry Rice noted that he had heard from good sources that of all the reauthorization roundtables Chairman Mica held around the country, he had received the best feedback from the Rochester session.

2. LRTP Update and Discussion

Richard Perrin provided the following report:

Based on GTC staff review and comments received to-date, the document can be improved by emphasizing that the recommendations of the *LRTP 2035* are fiscally-constrained and making a stronger connection between the recommendations and the identified transportation needs and emerging issues and opportunities. The LRTP is likely the only plan in the region that is fiscally-constrained and, absent emphasis on the need for it to be per federal regulations, appears to not be assertive enough in addressing the identified needs compared to other plans (e.g., comprehensive plans, vision plans, etc). By further describing how the recommendations address the needs, it will, hopefully, provide policymakers and the public with an understanding of the issues being faced due to lack of funding and an appreciation for the

recommendations that are included.

5. Action Items

a. Action concerning **classifying 2011-2012 Unified Planning Work Program in accordance with the *GTC Public Participation Plan***

Richard Perrin discussed the proposed UPWP classifications. The *GTC Public Participation Plan* requires UPWP-funded projects to establish public input opportunities. GTC staff must recommend to the GTC Planning Committee one of three classifications that determines the extent of public input opportunities. The classifications are Administrative, Technical/Data Collection, and Planning/Policy. Only Planning/Policy projects are required to have a public input component consisting mainly of a Steering Committee, at least two public meetings that are advertised appropriately, and the use of a website for project information. A summary matrix of the recommended classifications is provided on page 28 of the meeting package.

Richard noted that the project scopes of work that were considered earlier in the meeting were developed consistent with the GTC staff recommendation for project classification.

Jim Fletcher moved to approve classifying *FY 2011-2012 Unified Planning Work Program* tasks in accordance with the *GTC Public Participation Plan*; Tom Goodwin seconded the motion. The motion passed unopposed.

b. Action concerning **approving the Draft *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 and 2011-2014 Transportation Improvement Program* for 30-day public review pending Interagency Consultation Group concurrence**

Richard Perrin discussed the draft *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 and 2011-2014 Transportation Improvement Program* (Conformity Statement). He noted that the Rochester Metropolitan Statistical Area was designated by the U.S. Environmental Protection Agency (EPA) as being in nonattainment of the National Ambient Air Quality Standard for ground-level ozone on April 15, 2004. Accordingly, the current long range transportation plan and transportation improvement program must receive a positive conformity determination from FHWA and FTA.

NYS DOT and GTC staffs completed the technical analysis and associated documentation in the required format for the draft Conformity Statement. GTC staff completed the TMA portion of the analysis April 4. However, NYS DOT – Main Office staff did not complete the non-TMA portion of the analysis until April 12. The draft conformity statement was submitted to the New York State Air Quality Interagency Consultation Group (ICG) for consideration at their April 13, 2011 meeting. The ICG has requested additional time to review the draft conformity statement and will provide comments by April 22.

The 30-day public review period would be held from April 25 through May 24 and include a public meeting.

The conformity statement is a compliance document to satisfy federal requirements and does not establish any new policy or investment decisions. Accordingly, public comments received during the public review period for the draft conformity statement will not impact the recommendations of the *LRTP 2035* nor the projects and programs included in the *2011-2014 TIP*. The 30-day public review period will offer an opportunity for the public to gain an understanding of the conformity process and how transportation decisions impact air quality.

The analysis indicates an 80 percent reduction in Volatile Organic Compounds (VOC) and a 90 percent reduction in Oxides of Nitrogen (NOx) through 2035. Further, the emissions of VOC and NOx in the 2035 Build scenario are less than the 2035 No-Build scenario. Given the significant reduction in ground-level ozone precursors, GTC staff anticipates requesting Planning Committee recommendation to the GTC Board to adopt the conformity statement at the May 12 meeting.

Dan Hallowell moved to approve the Draft *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 and 2011-2014 Transportation Improvement Program* for 30-day public review pending Interagency Consultation Group concurrence; Kevin Rooney seconded the motion. The motion passed unopposed.

- c. Recommendations to the GTC Board **concerning accepting submission of reports as evidence of completion of various UPWP Tasks**

Scott Leathersich suggested that proposed Council Resolutions 11-48 through 11-50 be considered as a single action; no Member or Alternate objected.

1. Action concerning **recommending the acceptance of the report, *Intelligent Transportation Systems (ITS) Strategic Plan for Greater Rochester, as evidence of completion of UPWP Task 5601*** / Proposed Council Resolution 11-48

Joseph Bovenzi presented the Intelligent Transportation Systems (ITS) Strategic Plan for Greater Rochester. He noted that this plan is an update of the 1996 IMAGE Plan and was developed to further enable Transportation Systems Management and Operations practices as cost-effective measures to improve the safety, reliability, and efficiency of the regional transportation system.

The Plan was developed with extensive stakeholder participation. The Plan includes nine categories of recommendations, identifies the geographic areas where ITS instrumentation will be deployed, recommends establishing one or more Regional Concepts of Transportation Operations to coordinate interagency operation of ITS elements, and discusses ways to mainstream ITS planning efforts into existing transportation planning processes.

Joe informed the Committee that a full update of the Regional ITS Architecture was completed as part of this project.

2. Action concerning **recommending the acceptance of the report, *Wayne County No Passing Zone Study*, as evidence of completion of UPWP Task 6224** / Proposed Council Resolution 11-49

Kevin Rooney presented the Wayne County No Passing Zone Study. The study was completed by Mastermind Systems, Inc. and focused on existing no passing zones. Many of the recommendations are already being implemented by the Wayne County Highway Department as they lay new pavement markings.

Terry Rice asked if there are instances where a passing zone could be allowed but the County has elected not to allow them.

Kevin responded that the County has elected not to allow passing in 30 mph zones within hamlets due to the dangers posed by people backing out of driveways.

David Cook asked if any striping changes will result from the study.

Kevin replied that about 50 miles of roads that are posted for between 30 and 40 miles per hour will be changed to double yellow lines.

3. Action concerning **recommending the acceptance of the report, *Travel Time Data Collection Program: Principal Arterials - Phase 2*, as evidence of completion of a component of UPWP Task 7121** / Proposed Council Resolution 11-50

Jody Pollot presented the Travel Time Data Collection Program: Principal Arterials - Phase 2 project. She noted the purpose of this program is to measure mobility by tracking speeds and average travel time along principal arterials in the Rochester TMA, resulting in the Travel Time Index (TTI).

Compared to the first phase of the program the Rochester TMA saw a slight overall decrease in the TTI from 2007. The overall TTI in 2007 was 1.10 compared to an overall TTI of 1.08 in 2010. The TTI for the a.m. peak period held steady for both years at 1.07. While the p.m. peak period TTI saw the greatest decline – 1.14 TTI in 2007 compared to 1.09 TTI in 2010.

The report highlights several possibilities for the decrease in overall TTI, including a higher unemployment rate in 2010, road construction projects, and variations in the time of day the data were collected.

Terry Rice moved to recommend approval of Proposed Council Resolutions 11-48 through 11-50; Tom Goodwin seconded the motion. The motion passed unopposed.

6. New Business

- Richard Perrin discussed the upcoming TIP Project Delivery Review. In conjunction with NYSDOT-Region 4 and consistent with the TIP Procedures Manual, GTC staff is conducting a review of transportation projects scheduled to be let between now and May 2012 to determine the current status of the project in relation to the programmed schedule. This review is being conducted in an effort to ensure the region maximizes its use of federal funds in the current Federal Fiscal Year (FFY) and to ensure that project sponsors are advancing their projects in a timely manner. This review will occur at the April 28 GTC TIP Development Committee (TDC) meeting.

It is important that GTC know the status of projects so that, if needed, schedule adjustments can be made and funding offsets can be identified. While it is recognized project schedules don't always proceed as expected, it is critical that project sponsors make every effort to adhere to the programmed schedule. The four-year program is so tight that there generally is not capacity in the next FFY for projects that slip and any delay impacts other projects (i.e., could have a domino effect on the program). On the other hand, projects that can be progressed more quickly than programmed may be in a position to be accelerated if capacity opens up in an earlier FFY.

Part of this review will try to identify common issues that are beyond a project sponsor's control so they can be remedied or better accommodated in future project schedules. In advance of the meeting, NYSDOT-Region 4 will be sending lists of projects to be reviewed and the basic questions being asked of all project sponsors.

- Kevin Rooney said that he was informed this week of a new Federal requirement for a resolution from the project sponsor before allowing phase authorization. This creates a conflict because it means that the local government has to pass a resolution to expend funds on a project without knowing how much that project will cost.

Dan Hallowell explained that this requirement is not new, but that the process by which the State has to implement the requirement has changed. A Federal project delivery audit questioned the reasons why projects are not advancing. This is an issue from the Federal point of view because funds could be used for other projects instead of being tied up in projects that are not progressing.

Richard Perrin asked how requiring a resolution improves project delivery.

Terry Rice noted that Monroe County has a Capital Improvement Program (CIP) with bonding authority authorized via a resolution so all projects meet the requirement as it is currently being interpreted. If a bid comes in high then he has to go to the County Legislature to amend the bond resolution.

Don Higgins noted that Livingston County is becoming increasingly reluctant to authorize funding for projects without federal authorization.

Dan Hallowell noted that Region 4 sees the State-Local Agreement as the commitment to constructing a project. The federal auditors did not realize the

implications of this requirement on local governments. NYSDOT is holding a conference call to discuss this issue later in the day and will follow up with Committee members after this call.

- David Cook updated the Committee on the status of four RGRTA projects. He reported that RGRTA had recently completed the retrofit of all RTS buses to meet the Diesel Emissions Reduction Act (DERA) requirements. This was paid for in part by American Recovery and Reinvestment Act (ARRA) funds obtained through the New York State Department of Environmental Conservation (NYSDEC). Subsequent to the retrofit of buses, the DERA requirements were rescinded. Construction of the RGRTA campus improvements will start in four to six weeks. The Renaissance Square Transit Center project will utilize a Design-Build contract and the RFP will be issued soon. The University of Rochester has engaged a developer, Fairmount Properties, to begin work on the College Town project. Design and construction of the Mount Hope Station facility as part of the over project is being supported by federal transportation funds.

7. Public Forum

No one from the public spoke during the public forum.

8. Next Meeting

Next Meeting: May 12, 2011 at the Rochester Bureau of Water

9. Adjournment

The meeting adjourned at 12:02 p.m.

**GENESEE TRANSPORTATION COUNCIL
PLANNING COMMITTEE MEETING
Rochester Water Bureau
10 Felix Street, Rochester**

May 12, 2011

PLANNING COMMITTEE MEMBERS PRESENT

Erik Frisch, City of Rochester – At Large
Timothy Hens, Genesee County
Paul Holahan, City of Rochester
Kristen Mark Hughes, Ontario County (Chairperson)
Todd Gadd, Wyoming County
Tom Goodwin, Monroe County
Andrea Guzzetta, Rochester City Council
James Fletcher, Monroe County – At Large
Daniel Hollowell, New York State Department of Transportation (NYSDOT) – Region 4
Scott Leathersich, Monroe County – At Large (Vice Chairperson)
Terrence J. Rice, Monroe County
Kevin Rooney, Wayne County
David Zorn, Genesee/Finger Lakes Regional Planning Council (G/FLRPC)

ALTERNATE REPRESENTATIVES PRESENT

Richard Beers, Federal Highway Administration (FHWA), representing Robert Griffith,
David Cook, Rochester Genesee Regional Transportation Authority (RGRTA), representing Mark Aesch
Don Higgins, Livingston County, representing Angela Ellis

PLANNING COMMITTEE MEMBERS ABSENT AND UNREPRESENTED

Douglas Tokarczyk, New York State Thruway Authority (NYSTA)
Robert Colby, Monroe County
Peter McCann, Monroe County Supervisors' Association
Edward Muszynski, Empire State Development Corporation
C. Mitchell Rowe, Seneca County
Henry Smith, Jr., Orleans County
Steven Urlass, Federal Aviation Administration (FAA)
(Vacant), Federal Transportation Administration (FTA)
(Vacant), NYS Department of Environmental Conservation (NYSDEC)
(Vacant), Rochester City Planning Commission
(Vacant), Yates County

OTHERS IN ATTENDANCE

David Dunning, Town of Chili
John Polimeni, NYSDOT – Region 4
Jim Pond, Monroe County
Richard Perrin, GTC staff
Jody Pollot, GTC staff
James Stack, GTC staff

1. Call to Order & Introductions

The meeting was called to order at 10:03 a.m. Kris Hughes welcomed everyone and Members, Alternates, and others present introduced themselves.

2. Public Forum

No one from the public spoke during the Public Forum.

Kris Hughes suggested that the agenda be revised to move item 5.e., action concerning consideration of a Unified Planning Work Program (UPWP) scope of work, forward in the agenda. No member or alternate objected.

5. Action Items

e. Action concerning consideration of a UPWP Project Scope of Work

1. **Task 6525 – Black Creek Stream Corridor Trail Feasibility Study** (Town of Chili)

David Dunning, the Town of Chili Supervisor, presented the project scope of work. He reviewed the impetus for the study and discussed participating agencies and the formation of a steering committee. He noted this project directly ties into the goals of the local universities and colleges to increase connectivity through the local trail system.

Jim Pond noted the Genesee Valley Greenway Trail currently has a gap in the project area. This study may help close that gap in the trail system.

Supervisor Dunning agreed noting that the Town has also identified this issue and it will be considered as part of the study.

Erik Frisch moved to recommend approval of the scope of work for Task 6525 – Black Creek Stream Corridor Trail Feasibility Study; Scott Leathersich seconded the motion. The motion passed unopposed.

3. Approval of Minutes

Terry Rice moved for approval of the minutes from the April 14, 2011 Planning Committee meeting; David Cook 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

Richard Perrin reported:

- The Supplemental Professional Services – Database Programming project will be

- presented for recommendation to the GTC Board as agenda item 5.c.1.
- With regard to GTC Strategic Planning, GTC staff continue to monitor developments related to the next surface transportation authorization legislation. There are a number of items on this front as the House, Senate, and Administration are all in various stages of creating drafts of the legislation. In addition, staff are developing a three-pronged approach to improving the development and management of the TIP with the three elements being project selection, delivery, and addition.
- The *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 (LRTP 2035)* will be presented for recommendation to the GTC Board as agenda item 5.a.
- With regard to the Air Quality Planning and Outreach task, the conformity statement for the *LRTP 2035* will be presented for recommendation to the GTC Board as agenda item 5.b. GTC staff will participate in a Plug-in Electric Vehicle Feasibility Study that Genesee Region Clean Communities will be advancing.
- The kickoff meeting for the GTC Household Travel Survey was held May 2. The consultant is developing the survey for a pre-test in June/July prior to conducting the full survey in September/October.
- The Intelligent Transportation Systems (ITS) Strategic Plan Update was recommended for Board adoption by the Planning Committee at its April 14 meeting.
- There is no progress to report for the Diversion Route Planning Initiative.
- The Priority Trails Advancement Program consists of two projects. Alternatives have been developed for the Route 104 - Ontario to Sodus Trail and a Steering Committee meeting will be scheduled to review them. The Pultneyville to Marion Trail will restart this summer as consultant personnel changes have been finalized.
- The update of the Congestion Management Process (CMP) is included in the draft *LRTP 2035* with recommendations that directly address delay noted as such in the associated document. GTC staff continues to scope extended CMP activities and have begun the development of a congestion monitoring plan and graduated scale of delay.
- The consultant is progressing the development of the beta version of the website for the Greater Rochester Regional Commuter Choice Program and working through use agreements for various data.
- With regard to the Travel Time Data Collection Program, the second round of data collection on Principal Arterials was recommended for Board adoption by the Planning Committee at its April 14 meeting. GTC staff is evaluating the change in travel times on Principal Arterials between the two phases as part of the CMP graduated scale of delay.
- With regard to the Coordinated Public Transit/Human Services Transportation Plan Update, alternatives have been developed based on the public comments and Steering Committee feedback. These will be provided to the Steering Committee by May 20. The second round of public meetings has been scheduled for June 1 in Batavia and June 2 in Canandaigua and Rochester to solicit comments. The Steering Committee will meet on June 3 to review the alternatives and associated public comments.
- The first Steering Committee meeting for the Regional Goods Movement Strategy was held on April 26. The Regional Economic and Freight Profile will be finalized

based on comments from the meeting and those submitted by May 13. Focus groups are being scheduled for mid-June. The draft needs assessment and associated performance measures are being drafted and the Steering Committee will meet on June 15 to discuss them.

On April 27, the Greater Rochester Active Transportation Symposium was held in Downtown Rochester. The symposium was organized by a working group led by the Monroe County Department of Planning and Development and sponsored in part by GTC and the Rochester Cycling Alliance. Rochelle Bell led the development of the symposium and was a major reason for its success. Bob Torzynski of GTC was instrumental in the planning and execution of the program. With nearly 200 attendees, this full-day event brought together a diverse group of attendees from government, colleges and universities, and community organizations to discuss how active transportation can be promoted and encouraged to improve quality of life and public health. GTC has been charged with continuing the momentum from that event by developing an initiative to bring together all stakeholders to further plan and implement the ideas that were identified at the symposium. GTC staff are currently developing a work plan to accomplish this.

Paul Holahan noted there is support from elected officials to implement the improvements discussed at the symposium.

Richard added that GTC staff are also working towards reconvening the Regional Planning Working Group that was formed to consider submitting an application for the USDOT/HUD/EPA Sustainable Communities Planning Grant last summer. A meeting of this group will be scheduled either in June or July based on the availability of the group's members. The emphasis will be on not only considering submitting an application should another round of the program occur but also on low-cost actions that can be implemented to improve regional coordination.

Terry Rice noted that Tom Goodwin will be taking the lead for Monroe County on the Regional Goods Movement Strategy.

G/FLRPC

Dave Zorn reported:

- With regard to the 2010 Census TAZ Analysis and Revisions project, G/FLRPC staff is continuing the TAZ update in the Census Bureau's required format.
- G/FLRPC staff is finalizing follow-up data collection activities for the 2010 Regional Land Use Monitoring Report and has begun drafting sections of the report.

Livingston County

Don Higgins reported:

- Consultant selection for the Safe Passing Zone study is underway and the project

is expected to be completed in the fall.

- The scope of work for the Livingston County Transportation Connectivity Plan was approved at the April 14 Planning Committee meeting and a request for proposals (RFP) is being developed. Richard Perrin noted that the Ithaca-Tompkins County Transportation Council has offered to share the RFP for a similar study they are conducting; hopefully, Livingston County can adopt some their language and concepts for similar work tasks.

Monroe County

Tom Goodwin reported:

- Data collection for the Monroe County Land Use Monitoring Report is nearly complete. Only one municipality has not yet responded but they are expected to do so by the end of the day.
- The Monroe County Audible/Tactile Pedestrian Signal Device Study will be presented for recommendation to the GTC Board as agenda item 5.c.2.
- The Monroe County Vertical Curve Safety Study is being wrapped up and the closeout presentation is expected at the July meeting.
- The consultant for the Monroe County Sign Inventory Location Upgrade has collected the necessary data and Monroe County is working closely with the consultant to integrate the data into the database.
- The RFP for the Monroe County Horizontal Curve Sign Study will be advertised in the New York State Contract Reporter soon.
- As part of the Monroe County High Accident Location Program, two additional sites have been analyzed. The project is 34 percent complete.
- Bergmann Associates has been selected as the consultant for the Monroe County Accident Rate Database GIS Conversion project.

Ontario County

Kris Hughes reported:

- The scope of work for the Routes 5 & 20 and State Route 364 Multi-Modal Study is being developed and is expected to be presented at the July meeting.

City of Rochester

Erik Frisch reported:

- The consultant for the Center City Tourist/Visitor Circulation and Pedestrian Wayfinding Study has completed the inventory and analysis. The next Project Advisory Committee meeting will be held on June 2 and the first public meeting will be held in mid-June.
- The Center City Circulator Study will be presented as agenda item 5.c.3.
- Regarding the City of Rochester Urban Trail Linkages Feasibility Study, seven proposals have been received and a preferred consultant has been identified. City Council is expected to approve the consultant on May 25.
- The Project Advisory Committee for the Susan B. Anthony Neighborhood Parking

and Circulation Study met on May 11, comments on the draft report are due back May 25. A short parking survey has been sent to residents. The final public meeting will be held in late-June.

- The existing conditions analysis for the St. Paul and North Clinton Two-Way Conversion Study is underway.
- There is no progress to report on the Mt. Read Boulevard Corridor Study.

RGRTA

David Cook reported:

- Nelson Nygaard has been selected as the consultant for the Suburban Transit Station Study. The contract has been executed and the steering committee will meet in June.
- The RTS Signal Prioritization Study is currently being finalized. A close out presentation is expected this summer.
- There is no progress to report on the RGRTA Transit-Supportive Development Guidelines project.
- The RGRTA Route Analysis project is ongoing.

Wayne County

Kevin Rooney reported:

- The draft report for the Cluster Development Enhancement Project Feasibility study has been sent to the steering committee for review and comment.
- The Wayne County Safe Passing Zone Survey was recommended for Board adoption by the Planning Committee at its April 14 meeting.

Other Agencies

Richard Perrin reported:

- Regarding the Auburn Trail/Ontario Pathways Trail Connection Feasibility Study the Town, GTC, and consultant met on May 11 to discuss the project and conduct a field visit of the study area.
- There is no progress to report on the Irondequoit Seneca Multi-Use Trail Feasibility Study.
- The scope of work for the Black Creek Stream Corridor Trail Feasibility Study was presented earlier in the meeting.
- The Genesee County Central Corridor Plan will be presented at the July Planning Committee meeting.
- With regard to the Victor Transportation Systems Plan, the steering committee for the Town of Victor Comprehensive Plan has begun meeting regularly again and the UPWP-funded transportation component is nearly complete.

b. Any Other Old Business or Announcements

1. Proposed federal legislation update and discussion

Richard Perrin provided the following report:

The House of Representatives, Senate, and Administration are all in various phases of drafting the next surface transportation authorization. At present, the House Transportation and Infrastructure Committee (T&I) is expecting to release its version later this month or in early-June. The Senate Environment and Public Works Committee (EPW) has stated that their version is approximately 80 percent complete. An unofficial draft of the Administration's proposal was made public earlier this month. The White House has stated that this bill is not to be considered an official version of legislation to be proposed by the Administration as it has not received approval from the Office of Management and Budget since, like previous policy statements on authorization (including the President's FFY 2012 budget proposal), it does not identify how the programs contained in it would be funded.

All three proposals are being drafted as six-year bills, but Senator Max Baucus – Chairman of the Senate Finance Committee – is interested in discussing a two- or three-year bill. All three would also consolidate existing highway and transit programs. Only the unofficial draft Administration proposal includes details on program consolidation as the others are still being developed. It is garnering attention from the House T&I and Senate EPW regarding its contents to see what may serve their purposes as well. Similar to intimations by the House T&I and Senate EPW, the unofficial draft Administration proposal includes an emphasis on achieving defined outcomes that would be monitored and reported based on performance measures.

MPOs would be greatly affected. They would be split into two tiers: Tier I MPOs would be those areas with a population of one million or more. Tier II MPOs would be those with a population of 200,000 to 999,999. It is unclear as to what tier GTC would be classified as, and would depend on whether the population of the Rochester Transportation Management Area, the Census-defined Metropolitan Statistical Area, or the nine-county Genesee-Finger Lakes Region is recognized. MPOs under 200,000 would be dissolved – these MPOs account for 199 of the 381 in existence.

If considered a Tier I MPO, GTC would have to develop LRTPs, UPWPs, and TIPs and be subject to performance-based decision making. If considered a Tier II MPO, GTC would have to develop LRTPs, UPWPs, and TIPs but would be stripped of official project selection authority in TIPs since the Surface Transportation Program would be eliminated and consolidated into the "Flexible Investment Program." Projects and programs funded in the TIP would be chosen by states in cooperation with Tier II MPOs. Performance based LRTPs and TIPs may be required of Tier II MPOs at the discretion of the USDOT Secretary.

Richard continued that all of this is still very much subject to debate and some observers are considering the unofficial draft Administration proposal to have been leaked intentionally to see how the policy ideas would be received by the House, Senate, states, and metropolitan areas.

Terry Rice asked if the six-year proposals are retroactive to the end of SAFETEA-LU or going forward. Richard responded that he expects they from the time of enactment based on the revenue projections being used.

Richard stated that at the joint NYSDOT-Association of NYSMPOs meeting in Utica on May 6, forecasts for the new allocations are reduced from what was used to program the *2011-2014 TIP*. This may require tweaking existing projects.

Terry asked if anyone had heard about a "TIGER 3" program. Erik Frisch responded that he has heard there will be some type of program but that it would be smaller than TIGER 2.

Terry noted during the previous funding cycles of the TIGER grants regions are not allowed to resubmit a project that has already been submitted for the grant in the previous round. If this rule is carried over for TIGER 3 it will affect the projects that are allowed to be submitted.

5. Action Items

- a. Recommendation to the GTC Board concerning **adopting the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035*** / Proposed Council Resolution 11-51.

Richard Perrin discussed the proposed changes to the *Long Range Transportation Plan for the Genesee-Fingers Lakes Region 2035 (LTRP 2035)* from the version that was provided for public review. GTC staff are currently working on preparing the final draft of the *LRTP 2035* for GTC Board consideration.

Two rounds of public involvement were conducted including eight public meetings and approximately three months for submittal of comments. The last public involvement period ended Friday, April 29, 2011. Based on comment received during the public involvement periods GTC staff is preparing specific edits to the document for the Board's consideration.

Richard summarized the proposed revisions based on public input and GTC staff review as follows:

- Create a stronger connection between the recommendations and the emerging opportunities and issues;
- Emphasize the impacts of fiscal constraint on the recommendations that can be included;
- Incorporate the results of the New York State Energy Plan analysis; and
- Add the summary of public comments received and the LRTP Non-Air Environmental Scan as appendices.

With respect to the public comments received, Richard called specific attention to the proposal submitted by the Center for Disability Rights to improve paratransit services, and their request that GTC support the proposal. GTC staff has evaluated

the proposal and have determined that it should be considered as part of the implementation of the recommendation to design and implement a mobility management program that coordinates existing and future services of public (including Liftline), not-for-profit, and private transportation providers in the immediate term (2011-2014). Making a commitment (i.e., signing on to this proposal) prior to conducting the necessary planning and design process for the program would be irresponsible as alternative options would not be able to be considered within the larger strategic context. The Committee concurred.

David Cook noted that Lift Line service is driven by the requirements of the Americans with Disabilities Act (ADA). The Center for Disability Rights is critical of the enhanced services that exceed the requirements of ADA.

Terry Rice moved to recommend approval of the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035*; Jim Fletcher seconded the motion. The motion passed unopposed.

- b. Recommendation to the GTC Board concerning **adopting the *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 and the 2011-2014 Transportation Improvement Program*** / Proposed Council Resolution 11-52

Richard Perrin noted at the April 14, 2011 Planning Committee meeting the draft *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 and the 2011-2014 Transportation Improvement Program* was approved for the 30-day public comment period pending Interagency Consultation Group (IGC) concurrence.

The IGC concurred with the draft conformity statement on Friday, April 22. The 30-day public review period is being conducted from Monday, April 25 to Tuesday, May 24 with a public meeting held May 3. Given that the conformity statement is an analysis of previous decisions, public comments must be of a technical nature to affect GTC Board action.

The draft conformity statement is a compliance document to satisfy federal requirements and does not establish any new policy or investment decisions. As with previous conformity determinations, GTC chose to use the "less than 2002" test. Through 2035, Volatile Organic Compounds (VOC) and Oxides of Nitrogen (NOx) will decrease 85 percent. Richard noted the analysis also demonstrates that the *L RTP 2035* would pass the more stringent "build/no-build" test in 2035 as well.

GTC staff are requesting Planning Committee recommendation to the GTC Board at this time, subject to completion of the 30-day public review period.

Jim Fletcher moved to recommend approval of the *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 and the 2011-2014 Transportation Improvement Program*; Scott Leathersich seconded the motion. The motion passed unopposed.

Richard Perrin introduced a new agenda item, recommendation to the GTC Board concerning **amending the *FY 2011-2012 UPWP to reflect the contribution of actual FY 2010-2011 rollover amounts*** / Proposed Council Resolution 11-88

Richard distributed a draft Resolution and apologized for the oversight of not including it in the meeting package. This is the same amendment that is presented in May of each year. He explained that the draft UPWP that is adopted in March is developed using third quarter reports for projects expected to carryover into the new fiscal year. The updated tables reflect the fourth quarter billings. He asked the Committee if there are any questions.

Dan Hallowell moved to recommend *amending the FY 2011-2012 UPWP to reflect the contribution of actual FY 2010-2011 rollover amounts*; Todd Gadd seconded the motion. The motion passed unopposed.

- c. Recommendations to the GTC Board concerning **accepting submission of reports as evidence of completion of various UPWP Tasks**

Kris Hughes suggested that proposed Council Resolutions 11-53 through 11-55 be considered as a single action; no Member or Alternate objected.

1. Action concerning **recommending the acceptance of the executive summary, *Supplemental Professional Services – Database Programming, as evidence of completion of UPWP Task 1200*** / Proposed Council Resolution 11-53

James Stack presented the executive summary for Supplemental Professional Services – Database Programming project. Jim discussed the objective and the approach of the project. He noted that the project ultimately focused on the database to manage the TIP. The project resulted in a new database built on the SQL database platform. The SQL database stores the information and is accessed via an internet browser. Crystal Reports is used to display the data. Jim highlighted the benefits of the new database.

2. Action concerning **recommending the acceptance of the report, *Audible/Tactile Pedestrian Signal Device Study, as evidence of completion of UPWP Task 5530*** / Proposed Council Resolution 11-54

Jim Pond presented the Audible/Tactile Pedestrian Signal Device Study. Jim noted this project is one of the first in the nation to be done using a proactive approach. This study sought to evaluate intersections in Monroe County and rank them according to the need. He noted that, as part of the project, criteria and a methodology were developed to evaluate intersections.

Richard Perrin noted that the color graphics did not photocopy well but were made available via the GTC website, as indicated in the transmittal memo.

Jim Fletcher asked what intersections were covered in the study. Jim Pond responded that all intersections under Monroe County jurisdiction were surveyed as part of the study.

Dan Hallowell asked if MCDOT has a budget for implementation. Jim Pond responded that MCDOT has \$30,000 per year budgeted at this time.

Jim Stack asked if the evaluation methods can be applied to intersections in other jurisdictions. Jim Pond responded in the affirmative.

3. Action concerning **recommending the acceptance of the report, *Rochester Center City Circulator Study*, as evidence of completion of UPWP Task 6352** / Proposed Council Resolution 11-55

Erik Frisch discussed the Rochester Center City Circulator Study. The project was guided by a multi-agency advisory committee. He noted a parking demand survey was completed by downtown employees which measured the elasticity in the demand for parking compared to the monthly cost. A best practices review was undertaken to review successful circulator systems elsewhere across the nation. The consultant provided five alternatives with two to be considered further. Overall there was a preference in the community for alternative number three. A variety of funding streams have been proposed. The end goal is to have the service fully operational by fall 2013.

Richard Perrin noted that the color graphics did not photocopy well but were made available via the GTC website, as indicated in the transmittal memo.

Dan Hallowell asked if there is a common funding stream for those areas that were reviewed as part of the best practices. Erik noted parking fees and parking lot charges were used in Grand Rapids. However, that approach would most likely not be as successful in Rochester. Several areas used a Business Improvement District fee, an option that is being explored further.

Kevin Rooney moved to recommend approval of Proposed Council Resolutions 11-53 through 11-55; Tom Goodwin seconded the motion. The motion passed unopposed.

- d. Action and Recommendations to the GTC Board concerning **amendments to the *2011-2014 TIP***

Richard Perrin noted that at the April 24, 2011 TIP Development Committee meeting a review of projects currently scheduled to have funds obligated for construction through May 2012 was conducted with project sponsors. This review identified project adjustments to ensure that federal funds are obligated and not lost to the region. Some of these adjustments are reflected in the TIP amendments to be considered at this meeting.

Kris Hughes suggested that proposed Council Resolutions 11-57 through 11-80 be considered as a single action; no Member or Alternate objected.

1. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost and modifying the schedule of the John Street Extension, Bailey Rd. to Lehigh Station Rd. project** / Proposed Council Resolution 11-57 (Monroe County)
2. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost of the Kirk Road Bridge over Round Pond Creek project** / Proposed Council Resolution 11-58 (Monroe County)
3. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by deferring a portion of a phase of the Inner Loop East project** / Proposed Council Resolution 11-59 (NYSDOT)
4. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by combining five City of Rochester highway preventive maintenance projects** / Proposed Council Resolution 11-60 (NYSDOT)
5. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by deleting phases from the CR 26 (Bullis Rd.) Bridge over Cayuga Creek Preventive Maintenance project and adding the same phases to the Wyoming County Bridge Preventive Maintenance project** / Proposed Council Resolution 11-61 (NYSDOT)
6. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by modifying the scope and increasing the cost of the Alderman Road Bridge project** / Proposed Council Resolution 11-62 (NYSDOT)
7. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by advancing phases of the Yellow Mills Road Bridge over Ganargua Creek project** / Proposed Council Resolution 11-63 (NSYDOT)
8. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by deferring phases of the Black Street over Mud Creek project** / Proposed Council Resolution 11-64 (NYSDOT)
9. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by modifying the scope and increasing the cost of the Maple Beach Hill Road project** / Proposed Council Resolution 11-65 (NYSDOT)
10. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by combining four Livingston County bridge preventive maintenance projects** / Proposed Council Resolution 11-66 (NYSDOT)
11. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost of the Wildcat Road Bridge over Wildcat Gully project** / Proposed Council Resolution 11-67 (NYSDOT)
12. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost of the Swanson Road Bridge over Buck Run Creek project** / Proposed Council Resolution 11-68 (NYSDOT)
13. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by deferring a portion of phases of the Highland Park / Canalway Connector Trail project** / Proposed Council Resolution 11-69 (NYSDOT)

14. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by deleting the Oak Orchard Road Bridge over Manning Muckland Creek project** / Proposed Council Resolution 11-70 (NYSDOT)
15. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost of the I-390 Interchange Improvements @ Rt. 15A (Exit 16 Part 1) project** / Proposed Council Resolution 11-71 (NYSDOT)
16. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost of the I-390 Interchange Improvements @ Rt. 15 (Exit 16 Part 2) project** / Proposed Council Resolution 11-72 (NYSDOT)
17. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by adding the Interstate Overhead Sign Structure Improvement (2012) project** / Proposed Council Resolution 11-73 (NYSDOT)
18. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by adding the I-390 Culvert Lining/Repairs project** / Proposed Council Resolution 11-74 (NYSDOT)
19. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by adding the Portageville Bridge project** / Proposed Council Resolution 11-75 (NYSDOT)
20. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by modifying the source of a portion of the funding for the I-590 Interchange at Winton Road project** / Proposed Council Resolution 11-76 (NYSDOT)
21. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by renaming and increasing the cost of the Replace 4 RTS Transit Buses (FFY 2010) project** / Proposed Council Resolution 11-77 (RGRTA)
22. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by renaming and increasing the cost of the Replace 33 Transit Buses (FFY 2012) project** / Proposed Council Resolution 11-78 (RGRTA)
23. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by adding four Recreational Trails Program projects** / Proposed Council Resolution 11-79 (NYSDOT)
24. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by modifying the schedules of two CMAQ-funded projects** / Proposed Council Resolution 11-80 (GTC staff)

Kevin Rooney moved to recommend approval Proposed Council Resolutions 11-57 through 11-80; Andrea Guzzetta seconded the motion. The motion passed unopposed.

6. New Business

Richard Perrin distributed additional proposed amendments and a proposed

administrative modification to the *2011-2014 TIP* that were developed after the Planning Committee mailing package was sent out.

Richard suggested that proposed Council Resolutions 11-81 through 11-87 be considered as a single action while the remaining Resolutions be considered separately; no Member or Alternate objected.

1. Recommendation to the GTC Board concerning amending the *2011-2014 TIP* by adding a phase to and decreasing the cost of the Jefferson Avenue, Ayrault Road to Route 31F project / Proposed Council Resolution 11-56

Terry Rice moved to recommend approval of Proposed Council Resolution 11-56; Todd Gadd seconded the motion. The motion passed unopposed.

Richard Perrin discussed the High Risk Rural Roads program as related to proposed Council Resolutions 11-81 through 11-87.

2. Recommendation to the GTC Board concerning amending the *2011-2014 TIP* by deleting the High Risk Rural Road Improvements for 2012 project and adding the High Risk Rural Road Improvement in Wyoming County project / Proposed Council Resolution 11-81
3. Recommendation to the GTC Board concerning amending the *2011-2014 TIP* by deleting the High Risk Rural Road Improvements for 2011 project / Proposed Council Resolution 11-82
4. Recommendation to the GTC Board concerning amending the *2011-2014 TIP* by decreasing the cost of the Highway Safety Improvement Block Program project / Proposed Council Resolution 11-83
5. Recommendation to the GTC Board concerning amending the *2011-2014 TIP* by deleting the High Risk Rural Road Improvements for 2013 project and adding the High Risk Rural Road Improvement in Ontario County project / Proposed Council Resolution 11-84
6. Recommendation to the GTC Board concerning amending the *2011-2014 TIP* by increasing the cost of the Rt. 251 Rehabilitation project / Proposed Council Resolution 11-85
7. Recommendation to the GTC Board concerning amending the *2011-2014 TIP* by increasing the cost of the CR 10 Intersections Improvement and CR 10 Preventive Maintenance project) / Proposed Council Resolution 11-86
8. Recommendation to the GTC Board concerning amending the *2011-2014 TIP* by increasing the cost of the High Risk Rural Road Improvements for 2014 project / Proposed Council Resolution 11-87

Terry Rice noted that he did not recall recommending funding for a project for Ontario County. Richard responded that those discussions took place at the County Highway Superintendents meeting so he cannot comment on those discussions. The projects presented here are based on information from NYSDOT.

Jim Fletcher moved to recommend approval of Proposed Council Resolutions 11-81 through 11-87; Timothy Hens seconded the motion. The motion passed unopposed.

9. Action concerning modifying the *2011-2014 TIP* by modifying the costs of select phases of the High Street Reconstruction project / Proposed Planning Committee Resolution 11-4

Richard Perrin explained this is an earmark project and will not affect funding for other projects in the *2011-2014 TIP*.

Kevin Rooney moved to approve Proposed Planning Committee Resolution 11-4; David Cook seconded the motion. The motion passed unopposed.

Richard Perrin distributed a clarification to the *TIP Procedures Manual* that was approved by the TIP Development Committee and an additional proposed modification to the *2011-2014 TIP* that were developed after the Planning Committee mailing package was sent out.

He explained that Monroe County approached GTC noting that they are required to analyze treatments during the design phase. This sometimes results in a less intense project scope than originally proposed. Previously, the TIP Procedures Manual did not explicitly discuss this situation. The GTC TIP refers to a project type which is different than what FHWA defines as the scope. FHWA does not consider a change in project type to be a scope change.

The change to the *TIP Procedures Manual* clarifies this distinction between project type and project scope. If the required design evaluation results in a project type change to a less intense treatment then it can be made as an Administrative Modification.

1. Action concerning modifying the *2011-2014 TIP* by modifying the project type and project description of the Edgemere Drive Bridge over Round Pond Outlet project) / Proposed Planning Committee Resolution 11-3

Jim Fletcher moved to recommend approval of Proposed Council Resolution 11-3; Erik Frisch seconded the motion. The motion passed unopposed.

7. Public Forum

No one from the public spoke during the public forum.

Kevin Rooney announced that Sharon Lilla is retiring as the Director of the Wayne County Planning Department.

8. Next Meeting

Next Meeting: July, 14 at the Wayne County Courthouse.

9. Adjournment

The meeting adjourned at 11:59 p.m.