

**GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING
Radisson Hotel
Henrietta, NY**

December 9, 2010

GTC BOARD MEMBERS PRESENT

Jeffrey Adair, Monroe County
Jerry Davis, Genesee/Finger Lakes Regional Planning Council
Daniel DeLaus, Jr., Monroe County At-Large
David Dunning, Monroe County Supervisors' Association
Paul E. Haney, Rochester – At Large
James Hoffman, Wayne County (Vice Chairperson)
Dan Hogan, Monroe County At-Large

ALTERNATE REPRESENTATIVES PRESENT

Mark Aesch, Roch. Gen. Regional Trans. Authority, representing James Redmond
Alinda Drury, City of Rochester, representing Robert Duffy
Tom Goodwin, Monroe County, representing Linda A. Faubel
Andrea Guzzetta, Rochester City Council, representing Lovely Warren
Donald House, Yates County, representing H. Taylor Fitch
Kristen Mark Hughes, Ontario County, representing Theodore Fafinski
Edward G. Muszynski, Empire State Development, representing Dennis Mullen
Terrence Rice, Monroe County, representing Maggie Brooks
C. Mitchell Rowe, Seneca County, representing Chuck Lafler
Chuck Thomas, City of Rochester, representing David L. Watson

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

A. Douglas Berwanger, Wyoming County
Philip Brito, Federal Aviation Administration
David B. Callard, Orleans County
Michael Davies, Federal Highway Administration
Michael Fleischer, NYS Thruway Authority, representing
Stanley Gee, NYS Department of Transportation (NYSDOT)
Mary Pat Hancock, Genesee County (Chairperson)
Brigid Hynes-Cherin, Federal Transit Administration
Peter Iwanowicz, NYS Department of Environmental Conservation
James Merrick, Livingston County

OTHERS IN ATTENDANCE

William Carpenter, RGRTA
Tony Favro, GTC staff
Richard Perrin, GTC staff
James Stack, GTC staff
Ed Welsh, NYSDOT – Region 4
David Zorn, Genesee/Finger Lakes Regional Planning Council

1. Call to Order and Roll Call

Vice Chairperson Hoffman 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

Jeffrey Adair moved for approval of the minutes from the September 8, 2010 Quarterly Meeting; Jerry Davis seconded the motion. The minutes were approved as submitted.

4. Communications and Announcements

Richard Perrin announced the following appointments:

- Monroe County Executive Maggie Brooks has designated Daniel DeLaus, Jr., Deputy County Executive, as a Monroe County At-Large member of the GTC Board.
- By his election as Chairman of the Rochester Genesee Regional Transportation Authority Board of Commissioners, James Redmond, is now a member of the GTC Board.
- By his appointment as Acting Commissioner of the New York State Department of Environmental Conservation (NYSDEC), Peter Iwanowicz, is now a member of the GTC Board.
- By his appointment as Acting Director of the Federal Highway Administration – New York Division, Mike Davies, is now a member of the GTC Board.
- Then-New York State Department of Environmental Conservation (NYSDEC) Commissioner Pete Grannis designated Paul D’Amato, Director of NYSDEC-Region 8, as his alternate to the GTC Board.

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 October 14 and November 18 and recommends that the GTC Board:

- Adopt the Genesee Transportation Council *Environmental Justice, Title VI, and Americans with Disabilities Act Involvement Plan*;
- Accept the submissions of reports as evidence of completion of five Unified Planning Work Program tasks; and

- Adopt 26 amendments to the *2011-2014 Transportation Improvement Program* (TIP) as requested by Monroe County, the New York State Department of Transportation, Ontario County, the Rochester Genesee Regional Transportation Authority, the City of Rochester, and GTC staff.

Additionally, the Planning Committee took the following actions:

- Approved five administrative modifications to the *2011-2014 Transportation Improvement Program* as requested by the New York State Department of Transportation, the Rochester Genesee Regional Transportation Authority, and GTC staff;
- Approved a Scope of Work for one Unified Planning Work Program task; and
- Discussed the development of the next Long Range Transportation Plan (LRTP).

b. GTC Staff Report – Richard Perrin, Executive Director

Richard Perrin provided the following report:

GTC staff are conducting a solicitation for additional bridge preventive maintenance projects to be added to the *2011-2014 TIP*. When the *2011-2014 TIP* was adopted, it included the Highway Bridge Block Program project (TIP # B11-46-R43, PIN 4HBP14) which set-aside federal Highway Bridge Program (HBP) funds for projects to be identified at a later date. It was determined that the primary focus of the solicitation should be to identify and program projects that can extend the life of bridges by addressing specific elements that are deficient before the bridges require more costly rehabilitation or replacement. This is consistent with current GTC policies that emphasize asset management through preventive and corrective maintenance, whenever appropriate, to ensure that the region is getting the most out of existing infrastructure and other capital assets. The targeted solicitation was sent on Friday, November 19, 2010 with applications due on Wednesday, December 15, 2010.

GTC staff are working with the Unified Planning Work Program Development Committee (UDC) to develop the *FY 2011-2012 Unified Planning Work Program* (UPWP) for GTC Board consideration at the March 10, 2011 meeting. After allocating funds for GTC staff activities to meet federal requirements as the designated metropolitan planning organization for the region, there are approximately \$700,000 of planning funds available for projects proposed by member agencies and communities throughout the region. The Call for Projects issued in September resulted in \$1.4 million in requests. The UDC is developing a draft program for public review that the Planning Committee will consider at its January 6, 2011 meeting. A 30-day public review period will be held from January 7, 2011 through February 7, 2011. It is anticipated that the Planning Committee will recommend a draft *FY 2011-2012 UPWP* at its February 10, 2011 meeting for GTC Board consideration.

GTC staff are also progressing the development of the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035, which will provide a nearly 25-year perspective of existing and projected transportation system capabilities and needs and recommendations to meet these needs to improve the system's contribution to economic development and quality of life. The first round of public involvement

began November 5 and concludes Friday, December 17. Four public meetings were held the week of November 15. Based on public comments received and input from technical professionals, GTC will conduct the second round of public involvement in February and March 2011 to solicit input on the proposed recommendations of the draft plan. The GTC Board will consider the draft plan at its June 16, 2011 meeting along with the associated air quality conformity statement demonstrating that the plan meets the requirements of the Clean Air Act.

As discussed at the September 8 GTC Board meeting, GTC staff are advancing the regional freight plan. The consultant team has obtained the necessary data from GTC, the New York State Department of Transportation (NYSDOT), and other sources and is developing a regional economic and freight profile that will serve as the basis for a needs assessment that will determine priorities and associated criteria for developing recommended projects and programs. This plan is separate and distinct from the Mohawk-Erie Multimodal Transportation Corridor Study being conducted by NYSDOT and the NYS Thruway Authority, which is evaluating all types of transportation along the Thruway corridor. The plan being developed for GTC covers the entire nine-county region and is specific to identifying ways that the region's transportation system can be a distinguishing factor in retaining and attracting goods producing firms and employment such as manufacturing and agriculture. GTC staff are serving on the regional project advisory committee for the Mohawk-Erie Multimodal Transportation Corridor Study and coordinating activities with the respective consultant teams to deter any duplication of efforts.

c. Old Business

1. Southern Corridor Improvement (including Kendrick Road Interchange) Project Application to the TIGER II Discretionary Grants Program Update

Richard Perrin reported:

At the June 17 GTC Board meeting, the Southern Corridor Improvement (including Kendrick Road Interchange) Project was endorsed as the region's highest priority for the second round of Transportation Investments Generating Economic Recovery (TIGER) program. At the September 8 GTC Board meeting, the long range plan and TIP were amended to include the project as illustrative to strengthen the application that was submitted by NYSDOT. Despite a very high-quality application, the project was not selected to receive funding through the program, which was highly competitive with over 1,000 applications requesting approximately \$19 billion submitted for the \$600 million in available funds. Richard expressed appreciation for NYSDOT's efforts to compile the application with valuable input from the University of Rochester, City of Rochester, Monroe County, and other partners.

2. Federal Transportation Funding Update

Richard Perrin reported:

The current Federal Fiscal Year (FFY 2011) began on October 1. Congress has yet to pass appropriations for the year and the first Continuing Resolution expired December 3. On that day, Congress passed the second Continuing Resolution which extends through next December 18. Both Continuing Resolutions provide funding at the FFY 2010 levels. The House is expected to pass a third Continuing Resolution through the remainder of the current fiscal year, September 30, 2011, that will continue to maintain funding at FFY 2010 level. This is approximately \$45 billion less than the President's request for FFY 2011. Once the House passes the bill and sends it to the Senate Appropriations Committee, Chairman Inouye of Hawaii is expected to amend the House legislation into an omnibus appropriations bill. He will need 60 Senators to vote in favor of the bill and then it gets sent back to the House for another favorable vote before the President can sign it. House Republicans would like a shorter Continuing Resolution into February or March in order to cut overall spending back to FFY 2008 levels.

Included in the proposed House Continuing Resolution is an extension of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the multi-year surface transportation authorization bill that provides the federal funding for projects included in the TIP and for GTC activities. SAFETEA-LU expired on September 30, 2009 and has been extended through December 31. The proposal in the House Continuing Resolution would extend SAFETEA-LU through the end of the current fiscal year (September 30, 2011). Even with a nine-month extension, the prospects for a new multi-year surface transportation authorization are unclear. If a new bill is not passed within the next six to nine months – and there is a great deal of skepticism that it won't be since there is no way to pay for it – it is unlikely that one will be developed until 2013 after the next presidential election. The fact that there is this lack of commitment to transportation at the federal level could have significant impacts.

With respect to how to pay for transportation at the federal level, the President's bi-partisan National Commission on Fiscal Responsibility and Reform released its report earlier this month. One of the proposals is to raise federal fuel taxes by 15 cents per gallon. A proposed increase in fuel taxes is consistent with recommendations of two independent federal commissions on transportation policy and finance and reflects the need to stabilize federal revenues for transportation.

Lieutenant Governor Ravitch released a report in late-November stating that "in this period of austerity, national and economic uncertainty, unpredictability of federal funding, and rising social costs there is an increasing risk that funding for infrastructure investments will be curbed to dangerous levels." An analysis conducted by GTC staff found that since 2004 we have been unable to program approximately \$450 million in projects that have requested federal transportation funding.

The underinvestment in the transportation system relative to need is beginning to show. The Canandaigua Road bridge over the Erie Canal in Macedon was closed on December 3 after an inspection by NYSDOT. The closing of bridges in the future because they can't safely handle vehicular traffic will most likely be isolated but the deterioration that leads to closing bridges is systemic.

6. Action Items

- a. Adopting the Genesee Transportation Council *Environmental Justice, Title VI, and Americans with Disabilities Act Involvement Plan* / Proposed Resolution 10-80

Richard Perrin stated that GTC staff developed the *Environmental Justice, Title VI, and Americans with Disabilities Act Involvement Plan* to identify meaningful, cost effective approaches to more proactively engage and gain input from groups that have traditionally not been well-represented in the GTC transportation policy, planning, and investment decision making processes. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are now working with NYSDOT to provide more specific guidance on how MPOs can reach out to minorities, low-income persons, those with limited English proficiency, and persons with disabilities. In the absence of formal guidance, this plan takes a common sense approach to identifying these groups by geography and determining specific actions that can be implemented immediately to ensure that their needs are considered. It is anticipated that this plan will identify measures that can be included in the GTC *Public Participation Plan* when it is next updated.

Richard Perrin noted that Resolution 10-80 was recommended for approval by the Planning Committee at its November 18 meeting.

Chuck Thomas moved to approve Resolution 10-80; Dan Hogan seconded the motion. The motion passed unopposed.

- b. Accepting submission of reports as evidence of completion of various UPWP tasks

Vice Chairperson Hoffman suggested that proposed Resolutions 10-55, 10-79, and 10-81 through 10-83 be considered as a single action; no Member or Alternate objected.

- (1) Accepting the *Dewey Avenue Corridor Traffic Calming Study* as evidence of completion of UPWP Task 6804 / Proposed Resolution 10-55

Richard Perrin stated that this study is a joint undertaking between the Town of Greece and City of Rochester to inventory conditions, assess needs, and develop recommendations to create a more balanced transportation network along Dewey Avenue between Ridge Road West and Latta Road.

- (2) Accepting the *Energy Assessment Report* as evidence of completion of UPWP Task 8425 / Proposed Resolution 10-79

Richard Perrin stated that this report includes an energy efficiency and sustainability study of the facilities and their major systems (envelopes, mechanical, and electrical) at the RGRTA campus on East Main Street in Rochester. It identifies and prioritizes improvements along with associated costs and projections of when the costs will be paid back by the resulting savings.

- (3) Accepting the *Brown's Square Circulation, Access and Parking Study* as evidence of completion of a component of UPWP Task 6800 / Proposed Resolution 10-81

Richard Perrin stated that this study is the fifth in a series of plans developed under the GTC Circulation, Accessibility, and Parking Program, which is aimed at improving the livability and economic vitality of the region's city neighborhoods, villages, and hamlets recognizing their unique needs. It includes recommendations to improve circulation, accessibility, and parking for all users in an area that includes the region's two major sports venues.

- (4) Accepting the *Village of Arcade Main Street Corridor Study* as evidence of completion of UPWP Task 6802 / Proposed Resolution 10-82

Richard Perrin stated that this study evaluates existing and future transportation and land use needs in the Village of Arcade via a concept plan to better manage access, increase connectivity, enhance the gateways leading into the Village, and improve the character along NYS Routes 98 and 39.

- (5) Accepting the *Travel Time Data Collection Program: Minor Arterials and Collectors Phase 1 – Spring 2010* report as evidence of completion of a component of UPWP Task 7121 / Proposed Resolution 10-83

Richard Perrin stated that this study continues the collection of actual travel time data along major roads in the Rochester Transportation Management Area by collecting information and producing a Travel Time Index for select roads classified as Minor Arterials and Collectors. The initial component of this program collected travel time data for Principal Arterials, primarily Interstates and other Expressways, and both components are critical to the further enhancement of the federally-required Congestion Management Process that will be included in the long range transportation plan.

Richard Perrin noted that the Planning Committee recommended approval of Resolutions 10-55 and 10-79 at its October 14 meeting and Resolutions 10-81, 10-82, and 10-83 at its November 18 meeting.

Paul Haney noted that the Brown's Square report contemplates significant changes. He asked if the City has an implementation plan. Richard Perrin responded that the report identifies eligible fund source for implementation. He also noted that most of the proposed changes are in response to concerns raised by the residents in the neighborhood, in particular the reversal of traffic on Verona Street to allow for better

circulation of school buses serving School #5. Conversion of the one-way street should improve circulation in the neighborhood. As for including the improvement in the City's Capital Improvement Program, Richard stated that that is a City decision.

Paul Haney asked how the City envisions the future of the Brown's Square neighborhood. He noted that it does not seem residentially viable. Chuck Thomas responded that the City is looking at a broader area that also includes the JOSANA neighborhood and expects to have a plan within the next year or so.

Paul Haney noted that, in the past, the City has promoted the Erie Canal Industrial Park and asked if this is still the case. Chuck Thomas responded that the City's Department of Environmental Services is taking the lead on a brownfield opportunities grant to look at a broader area and economic development opportunities. There is a need to balance residential and business interests with an eye on economic development in the area.

Dan Hogan moved to approve Resolutions 10-55, 10-79, and 10-81 through 10-83; Terry Rice seconded the motion. The motion passed unopposed.

- c. Adopting amendments to the *2011-2014 Transportation Improvement Program (TIP)*/ Proposed Resolutions 10-84 through 10-109

Vice Chairperson Hoffman suggested that proposed Resolutions 10-84 and 10-85 be considered as a single action; no Member or Alternate objected.

- (1) Amending the *2011-2014 TIP* by decreasing the cost of the Mill Road II project / Proposed Resolution 10-84
- (2) Amending the *2011-2014 TIP* by increasing the cost of the East Ridge Road Rehabilitation project / Proposed Resolution 10-85

Richard Perrin stated that these amendments are requested by Monroe County. The first proposed amendment decreases the construction phase of the Mill Road II reconstruction project by \$275,000 to be transferred for the second proposed amendment to increase the detailed design phase of the East Ridge Road Rehabilitation Project. There is no net increase in the amount of federal funds to either project and the amendments are revenue neutral, maintaining the fiscal constraint of the *2011-2014 TIP*.

Richard Perrin noted that Resolutions 10-84 and 10-85 were recommended for approval by the Planning Committee at its November 18 meeting.

Paul Haney asked what the current timeframe is for the East Ridge Road Rehabilitation project. Terry Rice responded that the construction is expected to begin in 2012.

Jeffrey Adair moved to approve Resolutions 10-84 and 10-85; Andrea Guzzetta seconded the motion. The motion passed unopposed.

Vice Chairperson Hoffman suggested that proposed Resolutions 10-86 through 10-95 be considered as a single action; no Member or Alternate objected.

- (3) Amending the *2011-2014 TIP* by adding the Rt. 98 at Genesee Rd. in Wyoming County project / Proposed Resolution 10-86

Richard Perrin stated that NYSDOT is requesting that this project, which was included in a block project in the previous TIP, be added into the current TIP to continue to advance the safety improvements. The funding source for this project is the High Risk Rural Roads Program and is provided by NYSDOT from a statewide allocation.

- (4) Amending the *2011-2014 TIP* by decreasing the cost and modifying the notes portion of the Rt. 947A (LOSP) Bridge over Salmon Creek project / Proposed Resolution 10-87
- (5) Amending the *2011-2014 TIP* by replacing the federal funds on the Rt. 5 Bridges over Honeoye Creek project / Proposed Resolution 10-88
- (6) Amending the *2011-2014 TIP* by increasing the cost of the Highway Bridge Block Program project / Proposed Resolution 10-89

Richard Perrin stated that, as proposed by NYSDOT, Resolution 10-87, decreasing the cost of the Rt. 947A (LOSP) Bridge over Salmon Creek project, and Resolution 10-88, replacing federal Highway Bridge Program Funds with state Bond Act funds for the Rt. 5 Bridges over Honeoye Creek project, allows additional Highway Bridge Program funds to be allocated to the Highway Bridge Block Program to program projects proposed through the solicitation for new bridge preventive maintenance projects discussed earlier as well as for the Long Pond Road Bridge, Wildcat Road, and Swanson Road Bridge projects to be considered as Resolutions 10-103, 10-104, and 10-105.

- (7) Amending the *2011-2014 TIP* by renaming and changing the description of the Route 531 Extension Project (Rt 36 to Brockport) project / Proposed Resolution 10-90

Richard Perrin stated that the funds for this project are from an earmark that was originally obtained to study the feasibility of extending NYS Route 531 from its current western terminus. Upon completion of the study it was determined that reconstructing the western terminus and making safety improvements along NYS Route 31 were more cost-effective. Accordingly, NYSDOT is requesting that the project name and description be changed to reflect to preferred alternative that it wants to advance.

- (8) Amending the *2011-2014 TIP* by decreasing the cost of the Interstate Overhead Sign Structure Improvement (2010) MbC project / Proposed Resolution 10-91
- (9) Amending the *2011-2014 TIP* by increasing the cost of the I-590 Interchange at Winton Road project / Proposed Resolution 10-92

Richard Perrin stated that NYSDOT has determined that some of the signs originally intended to be replaced through the Interstate Overhead Sign Structure Improvement project are not eligible to be replaced using Interstate Maintenance funds. NYSDOT will use state funds for the replacement of those signs and is requesting that the funds that were originally intended for the sign replacement project be programmed to the I-590 Interchange at Winton Road project. There would be no net increase in federal funds, maintaining the fiscal constraint of the *2011-2014 TIP*.

- (10) Amending the *2011-2014 TIP* by splitting, renaming, changing the description, and decreasing the total cost of the Rt. 33 (Buffalo Rd) and Howard Rd (Rt. 940L) Improvements project / Proposed Resolution 10-93
- (11) Amending the *2011-2014 TIP* by adding the Rt. 33 from Marway Circle to the Canal MbC project / Proposed Resolution 10-94
- (12) Amending the *2011-2014 TIP* by adding the Rt. 940L (Howard Rd.) from Rt. 33A to Rt. 31 MbC project / Proposed Resolution 10-95

Richard Perrin stated that NYSDOT is requesting that the Rt. 33 (Buffalo Rd) and Howard Rd (Rt. 940L) Improvements project be split into three components for advancement and that the project limits be expanded to the west and north.

Richard Perrin noted that Resolutions 10-86 through 10-95 were recommended for approval by the Planning Committee at its November 18 meeting.

Jim Hoffman noted that, as Richard mentioned earlier, the Canandaigua Road bridge over the Erie Canal in Macedon was unexpectedly closed on Friday, December 3. He asked if this would be an appropriate time to request funding to repair and reopen the bridge using funds made available by Resolution 10-88. Richard Perrin responded that the rehabilitation of the bridge is programmed in the TIP and construction is expected in 2013. Given the historic nature of the Erie Canal, this project is subject to review by the State Historic Preservation Office. It may not be possible to get all the necessary approvals to obligate construction funds in the current Federal Fiscal Year, for which the funds are being made available. Ed Welsh added that it would be difficult to accelerate the schedule of this project.

Dan Hogan asked if there is a mechanism to expedite the project like what was done with the Crown Point bridge over Lake Champlain. Ed Welsh responded that Region 4 would not hesitate to pursue accelerating the schedule of the project if it is feasible.

Chuck Thomas moved to approve Resolutions 10-86 through and 10-95; David Dunning seconded the motion. The motion passed unopposed.

- (13) Amending the *2011-2014 TIP* by combining the County Road 10 & County Road 46 Intersection Improvement project and the County Road 10 Preventive Maintenance project and changing the project description / Proposed Resolution 10-96

Richard Perrin stated that Ontario County is requesting that two adjacent projects be combined and the scope be revised to include the construction of a second roundabout to address safety issues at the intersection of County Roads 10 and 4 – a roundabout is already planned for the intersection of County Roads 10 and 46. The proposed amendment is revenue neutral, maintaining the fiscal constraint of the *2011-2014 TIP*.

Richard Perrin noted that Resolution 10-96 was recommended for approval by the Planning Committee at its November 18 meeting.

Jeffrey Adair moved to approve Resolution 10-96; Terry Rice seconded the motion. The motion passed unopposed.

Vice Chairperson Hoffman suggested that proposed Resolutions 10-97 through 10-102 be considered as a single action; no Member or Alternate objected.

- (14) Amending the *2011-2014 TIP* by renaming and decreasing the cost of the Replace 15 RTS Transit Buses (FFY 2010) project / Proposed Resolution 10-97
- (15) Amending the *2011-2014 TIP* by increasing the cost of the RGRTA Site and Facility Improvements project / Proposed Resolution 10-98
- (16) Amending the *2011-2014 TIP* by adding the RGRTA Site and Facility Improvements Phase II project / Proposed Resolution 10-99
- (17) Amending the *2011-2014 TIP* by decreasing the cost of the Replace 33 Transit Buses (FFY 2012) project / Proposed Resolution 10-100
- (18) Amending the *2011-2014 TIP* by renaming and decreasing the cost of the Replace 20 RTS Buses (2013) project / Proposed Resolution 10-101

Richard Perrin stated that RGRTA has reevaluated their fleet needs and associated bus replacement schedule and is requesting that the number of RTS buses purchased in 2011, 2012, and 2013 be decreased and the funds programmed to these projects be allocated to the existing RGRTA Site and Facility Improvements project. These amendments are revenue neutral and maintain the fiscal constraint of the *2011-2014 TIP*.

In addition, RGRTA was awarded approximately \$13 million in competitive discretionary funds through the State of Good Repair Program. Richard noted that RGRTA competed very well for this grant and the award is nearly \$3 million more than the Buffalo and Albany regions combined, and more than the amount awarded to the Dallas and Houston regions.

- (19) Amending the *2011-2014 TIP* by splitting the Technology Initiatives for Driving Excellence (TIDE) project into two separate projects / Proposed Resolution 10-102

Richard Perrin stated that this amendment is requested by GTC staff on behalf of RGRTA to fulfill a request by the Federal Transit Administration for the purpose of simplifying their administration of grants. There is no change to the project scope or cost.

Richard Perrin noted that Resolutions 10-97 through and 10-102 were recommended for approval by the Planning Committee at its November 18 meeting.

Andrea Guzzetta moved to approve Resolutions 10-97 through 10-102; Chuck Thomas seconded the motion. The motion passed unopposed.

- (20) Amending the *2011-2014 TIP* by increasing the cost of the Long Pond Road Bridge over Round Pond Creek project / Proposed Resolution 10-103

Richard Perrin stated that the \$48,000 in federal Highway Bridge Program funds for the detailed design phase of this project were not obligated last fiscal year due to an oversight at NYSDOT-Main Office in Albany. The source of the additional funds in the current fiscal year will come from the replacement of federal Highway Bridge Program funds with state Bond Act funds on the Rt. 5 Bridges over Honeoye Creek Project.

Richard Perrin noted that Resolution 10-103 was recommended for approval by the Planning Committee at its November 18 meeting.

Dan Hogan moved to approve Resolution 10-103; Paul Haney seconded the motion. The motion passed unopposed.

Vice Chairperson Hoffman suggested that proposed Resolutions 10-104 and 10-105 be considered as a single action; no Member or Alternate objected.

- (21) Amending the *2011-2014 TIP* by increasing the cost of the Wildcat Road Bridge over Wildcat Gully project / Proposed Resolution 10-104
- (22) Amending the *2011-2014 TIP* by increasing the cost of the Swanson Road Bridge over Buck Run Creek project / Proposed Resolution 10-105

Richard Perrin stated that NYSDOT, on behalf of Livingston County, is requesting that \$10,000 in federal Highway Bridge Program be programmed to each of these projects (\$20,000 total) to add right-of-way acquisition and incidental phases for both as right-of-way considerations were not originally expected to be needed but were identified as part of the scoping, engineering, and design work. The source of the additional funds for these projects will come from the replacement of federal Highway Bridge Program funds with state Bond Act funds on the Rt. 5 Bridges over Honeoye Creek

Richard Perrin noted that Resolutions 10-104 and 10-105 were recommended for approval by the Planning Committee at its November 18 meeting.

Dan Hogan moved to approve Resolutions 10-104 and 10-105; Jerry Davis seconded the motion. The motion passed unopposed.

- (23) Amending the *2011-2014 TIP* by increasing the cost of the Midtown Redevelopment Transportation Infrastructure Improvements project / Proposed Resolution 10-106

Richard Perrin stated that the City of Rochester is requesting that earmarked funds from the FY 2010 USDOT Appropriations bill be programmed in the current TIP as the funds were not obligated prior to September 30. Because these are earmarked funds they cannot be used for any other project and do not impact the fiscal constraint of the *2011-2014 TIP*.

Richard Perrin noted that Resolution 10-106 was recommended for approval by the Planning Committee at its November 18 meeting.

Alinda Drury moved to approve Resolution 10-106; Andrea Guzzetta seconded the motion. The motion passed unopposed.

- (24) Amending the *2011-2014 TIP* by increasing the funding to the FTA Section 5310 Blocked Program project / Proposed Resolution 10-107

Richard Perrin stated that NYSDOT administers the FTA Section 5310 program, which provides funding to not-for-profits to purchase vehicles to transport seniors and persons with disabilities. This region did particularly well with approximately one of every five vehicles statewide being awarded to organizations in the seven-county TIP region.

Richard Perrin noted that Resolution 10-107 was recommended for approval by the Planning Committee at its November 18 meeting.

Jeffrey Adair moved to approve Resolution 10-107; Terry Rice seconded the motion. The motion passed unopposed.

- (25) Amending the *2011-2014 TIP* by changing the description and increasing the cost of the Rochester Amtrak Station Improvements project / Proposed Resolution 10-108

Richard Perrin stated that the City of Rochester is requesting that earmarked funds from the American Recovery and Reinvestment Act of 2009 be programmed in the current TIP as the funds were not obligated prior to September 30. Because these are earmarked funds they cannot be used for any other project and do not impact the fiscal constraint of the *2011-2014 TIP*. In addition, funds originally intended for improvements inside the current station are being proposed to be reprogrammed for the scoping, engineering, and detailed design for a new station.

Richard Perrin noted that Resolution 10-108 was recommended for approval by the Planning Committee at its November 18 meeting.

Mark Aesch noted that the current funds are for the design of a new Amtrak station and asked if there is any sense of where construction funds would come from. Richard Perrin responded that funds for construction have not been secured but would in all likelihood require additional earmarked funds with the necessary amount between \$20 million to \$25 million.

Paul Haney moved to approve Resolution 10-108; Alinda Drury seconded the motion. The motion passed unopposed.

(26) Amending the *2011-2014 TIP* by increasing the cost of the Paul Road-Fisher Road Corridor Improvements project / Proposed Resolution 10-109

Richard Perrin stated that Monroe County is requesting that earmarked funds from the SAFETEA-LU High Priority Projects program be included in the current TIP as the funds were not obligated prior to September 30. Because these are earmarked funds they cannot be used for any other project and do not impact the fiscal constraint of the *2011-2014 TIP*.

Richard Perrin noted that Resolution 10-109 was recommended for approval by the Planning Committee at its November 18 meeting.

Dan Hogan moved to approve Resolution 10-109; Terry Rice seconded the motion. The motion passed unopposed.

7. New Business

a. 2011 Meeting Calendar

Richard Perrin highlighted the 2011 GTC meeting calendar that was included in the meeting package. He noted that the calendar includes the schedule for the GTC Planning Committee and TIP Development Committee meetings.

Paul Haney noted that everyone at the meeting recognizes that a crisis is looming without adequate funding to support transportation improvements. He asked if there is anything that GTC, perhaps in conjunction with similar organizations, could do to educate the general public. His sense is that there is not enough awareness now but it will be a significant issue in five to ten years. The 2009 economic stimulus (ARRA) was a significant boost to municipalities but there is still a great need. Richard Perrin responded that in a recent interview, outgoing Congressman James Oberstar noted that ARRA provided approximately a 75 percent increase in federal transportation funding in 2009 but addressed only 5 percent of the need. GTC's role is to advocate for the whole surface transportation system.

Paul Haney asked if Richard meets with his peers in New York State. Richard responded that he meets regularly with his peers nationally and within the state. All agree that the

primary hurdle is identifying how additional revenues should be raised. The average driver pays the equivalent of about \$2.30 per week in gas taxes. Even so, there is not the political will to increase the federal excise tax on motor vehicle fuels. Multiple commissions have recommended increasing fuel taxes and advocacy groups such as AAA and the American Trucking Association have stated support for an increase.

Terry Rice noted that the County Highway Superintendents across the state are trying to spread the word on the need to increase funding for transportation infrastructure.

Kris Hughes suggested it would be beneficial to get economic development and private business interests to recognize the issue and get behind it.

Richard offered to prepare a presentation for the March 10, 2011 meeting to inform the Board of various options that can be considered to increase funding for transportation infrastructure improvements. He added that we may need to look at other options besides a fuel tax. We also need complementary national energy and transportation policies.

Ed Welsh noted that the transportation investment approach in this region is very effective. This region has the highest rated system of any region in the state when you consider facilities both on and off the State system.

8. Next Meeting

The next GTC Board meeting will be held Thursday March 10, 2011 at 8:30 a.m. at the Radisson Hotel in Henrietta.

9. Adjournment

The meeting adjourned at 9:32 a.m.