

**GENESEE TRANSPORTATION COUNCIL
PLANNING COMMITTEE MEETING
Livingston County Highway Department
Groveland, New York**

February 9, 2012

PLANNING COMMITTEE MEMBERS PRESENT

Angela Ellis, Livingston County
James Fletcher, Monroe County – At Large
Erik Frisch, City of Rochester – At Large
Todd Gadd, Wyoming County
Thomas Goodwin, Monroe County Planning Board
Andrea Guzzetta, Rochester City Council
Daniel Hallowell, New York State Department of Transportation (NYSDOT) – Region 4
Kristen Mark Hughes, Ontario County (Chairperson)
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

David Cook, Rochester Genesee Regional Transportation Authority (RGRTA), representing Bill Carpenter
David Hartman, Yates County
James McIntosh, City of Rochester, representing Paul Holahan
Paul Zakrzewski, NYS Thruway Authority, representing Douglas J. Tokarczyk

PLANNING COMMITTEE MEMBERS ABSENT AND UNREPRESENTED

Robert Colby, Monroe County
Robert Griffith, Federal Highway Administration (FHWA)
Timothy Hens, Genesee County
Peter McCann, Monroe County Supervisors' Association
Edward Muszynski, Empire State Development Corporation
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

OTHERS IN ATTENDANCE

Tony Favro, GTC staff
Roy Gates, Seneca County
Dennis Judson, Fisher Associates
Don Higgins, Livingston County
Richard Perrin, GTC staff
John Polimeni, NYSDOT – Region 4
James Stack, GTC staff

1. Call to Order & Introductions

The meeting was called to order at 10:02 a.m. Kristen Mark Hughes welcomed everyone and Members, Alternates, and others present introduced themselves.

2. Public Forum

No one from the public spoke during the Public Forum.

3. Approval of Minutes

Scott Leathersich stated that he had proposed additions to the background and tasks portions of the proposed scope of work for the Mount Read Boulevard Corridor Study at the January 5 Planning Committee meeting. Erik Frisch had agreed that these additions should be included in the scope of work. Scott requested that the draft Minutes be modified to reflect this discussion.

Kevin Rooney moved for approval of the minutes from the January 5, 2012 Planning Committee meeting; Scott Leathersich seconded the motion. The minutes were approved with the suggested addition.

4. Reports on UPWP Projects and Other Activities

a. Reports on UPWP Projects and Other Activities

GTC

Richard Perrin reported:

- Supplemental Professional Services - Database Programming: Accepted by the GTC Board at its June 16, 2011 meeting.
- GTC Strategic Planning: GTC staff has continued to monitor reauthorization proposals and action, as well as discuss the associated implications with elected officials, national and state organizations, and the media at their request. GTC staff is continuing to formulate a strategy for creating partnerships between colleges, universities, and communities with a draft prospectus developed for internal review.
- LRTP Update/Implementation: Adopted by the GTC Board at its June 16, 2011 meeting. Progress continues on the development of Recommendation Advancement Plans for each of the recommendations of the *Long Range Transportation Plan for the Genesee-Finger Lakes Region: 2035 (LRTP 2035)* with initial drafts due at the end of February.
- Air Quality Planning and Outreach: GTC staff participated on the January 18 Interagency Consultation Group teleconference and received concurrence on the exempt status of six railroad crossing projects included in the TIP. GTC staff participated in a February 7 meeting of the steering committee for the Federal

Highway Administration's guidebook for integrating GHG into the transportation planning process.

- GTC Household Travel Survey: Weighting of the data obtained through the survey is complete and model calibration with the weighted data is underway.
- Intelligent Transportation Systems (ITS) Strategic Plan Update: The plan was adopted by the GTC Board at its June 16, 2011 meeting. GTC staff are continuing to develop the regional concept of traffic operations. GTC staff have also agreed to participate on an FHWA panel that will produce a guidebook on integrating traffic incident management and planning for operations.
- Diversion Route Planning Initiative: The first steering committee meeting will be held February 16 and GTC staff are working with the consultant to finalize the meeting materials.
- Priority Trails Advancement: The NYS Route 104 - Ontario to Sodus Trail was accepted by the GTC Board at the December 8, 2011 meeting. The second public meeting for the Pultneyville to Marion Trail Feasibility Study was held January 19 to present the draft alignment and design; there were approximately 20 attendees. A steering committee meeting to finalize the preferred alignment based on public comment has been scheduled for March 1.
- Greater Rochester Regional Commuter Choice Program: Staff is continuing to finalize the roll-out plan, including promotional materials for commuters and businesses, a press conference, and other outreach activities. The roll-out is anticipated to occur in March.
- Travel Time Data Collection Program: The second round of data collection for Principal Arterials was accepted by the GTC Board at its June 16, 2011 meeting.
- Coordinated Public Transit/Human Services Transportation Planning: The plan was accepted by the Board at the September 8, 2011 meeting.
- Regional Goods Movement Strategy: A technical memorandum discussing the project evaluation process and describing the alternatives considered is under development. The next steering committee is expected to be held in either late-February or early-March.

Richard also reported that GTC staff has begun what will be a significant initiative to update the Transportation Improvement Program (TIP) project evaluation criteria. The objective of the initiative is to ensure that projects selected to receive Federal transportation funds through the TIP are those that address the highest and most urgent needs of the region in the most cost-effective manner possible.

The need to do so at this time is driven by three primary factors:

1. Reduction in transportation revenues at all levels for the foreseeable future;
2. Regional consensus around the goals, objectives, needs, strategies, and performance measures of the *LRTP 2035*; and
3. Increased availability of meaningful and reliable data.

GTC staff is proposing that the updated criteria be developed within the context of three major emphasis areas:

1. Improving the linkages between the *L RTP 2035* and the TIP, allowing for direct evaluation of projects against the long-term priorities of the region;
2. Increasing the ability to compare projects across categories, providing appropriate consideration of all types of activities; and
3. Streamlining the TIP application and evaluation of proposals, ensuring that needed information is provided and considered in an efficient manner.

GTC staff discussed the proposed update of the TIP Evaluation Criteria with the TIP Development Committee at its January 27 meeting. The TDC concurred with moving forward with the development of draft criteria for their review. This review is anticipated to occur at the April 26 TDC meeting with updated criteria finalized in July 2012.

G/FLRPC

Dave Zorn reported:

- 2010 Census TAZ Analysis and Revisions: The project is complete.
- Regional Land Use Monitoring Report: Surveys have been distributed and follow-up is underway for the 2011 report.

Livingston County

Don Higgins reported:

- Livingston County Safe Passing Zone Survey: The project is complete.
- Livingston County Transportation Connectivity Plan: Project Advisory Committee meeting is scheduled for February 15.

Monroe County

Tom Goodwin reported:

- Monroe County Land Use Monitoring Report: Surveys are underway for the 2011 report and more than 50 percent have already been returned.

Terry Rice reported:

- Monroe County Audible/Tactile Pedestrian Signal Device Study: The project is complete.
- The Monroe County Vertical Curve Safety Study: The project is complete.
- Monroe County Sign Inventory Location Upgrade: Data continues to be integrated into the project database.
- Monroe County Horizontal Curve Study: The contract is expected to be

presented to the County Legislature in March 2012.

- Monroe County High Accident Location Program: Analyses for twenty-nine sites (55 percent of projected total) are complete.
- Monroe County Accident Rate Database GIS Conversion: A pilot area is now being analyzed before initiating full data conversion.

Ontario County

Kristin Mark Hughes reported:

- Routes 5 & 20 and State Route 364 Multi-Modal Study: The scope of work was approved at the January 5 meeting. An RFP is expected to be released within the next two weeks.

City of Rochester

Erik Frisch reported:

- Center City Tourist/Visitor Circulation and Pedestrian Wayfinding Study: A Steering Committee meeting will be held in February to discuss the preferred alternatives.
- Center City Circulator Study: The project is complete.
- City of Rochester Urban Trail Linkages Feasibility Study: The Project Advisory Committee will meet on February 14 and alternatives are being developed.
- Susan B. Anthony Neighborhood Parking and Circulation Study: Project Advisory Committee met on January 31 to discuss the draft final report. Revisions are being made and a public meeting will be scheduled in February.
- St. Paul and North Clinton Two-Way Conversion Study: Draft alternatives are expected in early-March.

Terry Rice requested that the Monroe County Department of Transportation (MCDOT) have the opportunity to review the draft alternatives before they are released to the public. Erik Frisch responded that the draft alternatives would be provided to MCDOT prior to public release.

- Mt. Read Boulevard Corridor Study: The scope of work was approved at the January 5 meeting.

RGRTA

David Cook reported:

- RGRTA Suburban Transit Station Study: The final report is under review and a public meeting is scheduled for February 28.
- RTS Signal Prioritization Study: No progress to report.

Terry Rice asked about the status of this study. David Cook responded that

RGRTA staff needs to review the draft final report to ensure that all comments, including those of MCDOT, have been addressed.

- RGRTA Transit-Supportive Development Guidelines: No progress to report.
- The RGRTA Route Analysis: The project is ongoing.

Wayne County

Kevin Rooney reported:

- Cluster Development Enhancement Project Feasibility Study: The project is complete.
- Wayne County Safe Passing Zone: The project is complete.

Other Agencies

Richard Perrin reported:

- Auburn Trail/Ontario Pathways Trail Connection Feasibility Study: Feasible alignments have been identified along with associated evaluation criteria and outreach materials to affected landowners have been developed.
- Irondequoit Seneca Trail: No progress to report.
- Black Creek Corridor Trail: A project kick-off meeting was held January 12.
- Brighton Bicycle and Pedestrian Trail Plan: The second Steering Committee meeting will be held February 9. Level of service analyses have been completed for bicyclists and pedestrians and other aspects of the existing conditions inventory are continuing.

Kristen Mark Hughes reported:

- Victor Transportation Systems Plan: The Town Board extended the timeline for the working group to complete the Town Master Plan, which contains a transportation component that is essentially complete. The overall project completion is anticipated for this spring.

b. Any Other Old Business or Announcements

Richard Perrin reported:

James Merrick, Livingston County Board of Supervisors Chairman, has re-designated Angela Ellis as his alternate to the GTC Board and as the County's Planning Committee member. Don Higgins and Heather Ferraro have been designated as Ms. Ellis' alternates to the Planning Committee.

The Ontario County Board of Supervisors has re-designated Dorothy Huber, Supervisor of the Town of East Bloomfield, as an alternate to Board Chairman Theodore Fafinski on the GTC Board.

James Hoffman, Wayne County Board of Supervisors Chairman, has designated Ken Miller, Supervisor of the Town of Palmyra, as his alternate to the GTC Board.

1. Proposed federal legislation update and discussion

Richard Perrin reported:

There has been significant activity on reauthorization in the past week. In the Senate, the Banking, Housing, and Urban Affairs Committee approved the transit component of the legislation on February 2. The Finance Committee approved the revenue provisions on February 7. With the Environment and Public Works and Commerce, Science, and Transportation Committees having already approved their portions of the legislation in late-2011, the full Senate is scheduled to vote on cloture for an amendment that would combine the four committees' components into Moving Ahead for Progress in the 21st Century (MAP-21) and debate would begin next week. The Senate proposal provides \$109 billion for Federal Fiscal Years (FFYs) 2012 and 2013.

The House Transportation and Infrastructure Committee (T&I) introduced its proposal, the American Energy and Infrastructure Jobs Act, on January 31 and approved it on February 3 after an 18-hour mark-up session. Also on February 3, the Ways and Means Committee approved the revenue provisions, which include continuation of the Highway Trust Fund (HTF) through FFY 2016 and extension of current fuel taxes through FFY 2018. The House proposal is for a five-year, \$260 billion bill through FFY 2016. Contract authority for highway funding to New York State would average \$1.66 billion in FFYs 2013 through 2016. No similar revenue estimates have been provided for public transportation or for the Senate proposal.

While the House proposal contains many similar elements to MAP-21 (e.g., consolidation of programs, an increased emphasis on freight, etc.), the committee debate in the House proposal has not been as bipartisan as that in the Senate (as evidenced by a party line vote in T&I). Several provisions in the House proposal have been opposed by Democrats, including:

- Replacing the Mass Transit Account of the HTF with the Alternative Transportation Account to pay for public transportation through a \$40 billion transfer from the General Fund that would have to be offset in the national budget from non-Defense related appropriations and no longer dedicating 2.86 cents per gallon from the gas tax for public transportation;
- Energy provisions approved by the Natural Resources Committee that would provide revenues to the HTF from royalties and fees for drilling in the Arctic National Wildlife Refuge, Gulf Coast, and other areas as well as the approval of a portion of the Keystone XL pipeline linking the Alberta oil and tar sands to the United States; and
- Removing the 10 percent set-aside for Transportation Enhancements from the Surface Transportation Program (which the Senate MAP-21

proposal does not fully maintain either).

In addition, there is a section allowing state Governors to modify TIPs without the consent of MPOs when a state and MPO cannot agree on a statewide significant project on the Interstate system, with resulting fiscal constraint and air quality conformity issues to be addressed by the MPO. This has been opposed by MPOs and groups representing local elected officials such as the National Association of Counties, National Conference of Mayors, and National Association of Development Organizations.

The House proposal does not address the concern that the GTC Board has with MAP-21 regarding the consolidation of the Interstate Maintenance, National Highway System, and Highway Bridge programs. Both the Senate and House proposals would almost certainly result in fewer funds available for non-National Highway System (NHS) bridges and not provide any additional funds for non-NHS highways, even with the increase in funding through the revised Surface Transportation Program (which is the Transportation Mobility Program in MAP-21).

However, the House proposal does provide for MPOs that had an urbanized area designated as nonattainment as of August 10, 2005 to maintain their existing boundaries. This would allow Genesee, Seneca, Wyoming, and Yates Counties to continue to be members of GTC. Under MAP-21, MPO boundaries would need to be either the 1.) existing urbanized area and any contiguous areas expected to be urbanized over the next 20 years or 2.) entire metropolitan statistical area (MSA), which would result in Genesee, Seneca, Wyoming, and Yates counties no longer being part of GTC. MAP-21 contains a similar provision for MPOs with urbanized areas that are nonattainment or maintenance areas as of the enactment of the legislation.

The U.S. Environmental Protection Agency (EPA) has informed New York State that it intends to follow the State's recommendation and designate the Rochester area as attainment under the current 2008 ground-level ozone National Ambient Air Quality Standard (NAAQS) this spring. If this new designation were to be made before the enactment of MAP-21 and the Rochester area were to not be classified as a maintenance area for the 1997 ground-level ozone NAAQS, the revised boundaries of the MPO would need to conform to the MSA (i.e., the four aforementioned counties would no longer be part of GTC). GTC staff has requested clarification on this issue from EPA and included Senator Schumer's staff on the correspondence.

Based on outreach by GTC member agencies, GTC staff have been contacted by staff from Senator Schumer's and Congresswoman Hochul's respective offices and have discussed the authorization proposals at their request. GTC staff has also contacted the Association of Metropolitan Planning Organizations on these issues for their assistance in addressing these concerns. Initial indications are that it will be very difficult to address the proposed NHS consolidation and will take a good amount of effort to ensure that the GTC boundaries will be able to be maintained.

The next step is for both the Senate and the House to pass their respective version of the legislation and then convene a conference committee to develop a joint proposal for consideration in each chamber. The energy provisions in the House proposal may be a non-starter for a conference committee but, if there is some agreement on needed offsets to fund the authorization, a bill could be developed. Most parties close to the process feel it will be difficult to achieve this by March 31 when the current extension to the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users expires.

Don Higgins and Todd Gadd discussed an e-mail from Tim Hens that listed the MPOs nationally that would be eliminated under the Senate-proposed legislation. Richard Perrin clarified provisions in both the Senate and House proposals regarding new population thresholds for MPOs, stating that neither would affect GTC but would impact other, smaller MPOs in New York State.

Erik Frisch asked if any members or alternates had considered the proposed changes to the Congestion Mitigation and Air Quality (CMAQ) program in the House version; specifically, the stronger emphasis on congestion mitigation and reduced emphasis on air quality. Richard Perrin responded that the House-proposed legislation would allow for CMAQ funds to be programmed to projects that increase single occupant vehicle, which would be a major change.

Todd Gadd asked about the likelihood of the various proposals to make up for the projected shortfall in the HTF being enacted. Richard Perrin responded that the ability of the energy provisions to provide the needed revenues and the \$40 billion transfer from the General Fund for the Alternative Transportation Account in the House proposal are viewed by some members of Congress as non-starters, and there has been scant discussion on identifying altogether new revenues to maintain the solvency of the HTF.

Terry Rice reported that the New York State County Highway Superintendents Association sent a letter to New York State congressional representatives stating their concerns about the proposed legislation, particularly the consolidation of programs and the impact to funding for local projects. He added that this region's local congressional delegation seems to be engaged in the development of the reauthorizations as evidenced by conversations with staff from both Congressman Reed's and Congresswoman Hochul's offices. Terry Rice noted that county highway superintendents in other regions of the state seem to have less concern about issues like changes in funding for bridges or MPO boundaries.

Dan Hallowell stated that project selection in this region has addressed local bridge needs over the past several years. The significant investment of federal funds in local bridges that were in poor condition may not continue as state-owned bridges will now need additional investments in the near future.

Richard Perrin also reported that a conference call with NYSDOT Commissioner McDonald and the chairpersons and executive directors of the 13 MPOs in the

State was scheduled for January 27 to discuss the NY Works Fund. The call was cancelled the day before and has yet to be rescheduled. Based on the Governor's budget presentation on January 17, it appears that the State will be looking to use anticipated future federal apportionments through advance construction to accelerate the delivery of projects.

In the past, the use of advance construction has been limited to State projects and, more specifically, in this region only for projects on the Interstate system. Richard stated that given the significant reduction in anticipated federal funds that necessitated removing \$130 million from the TIP over the next three years, he would like to urge the State to use any advance construction revenues to restore existing projects that have been deferred since they were selected based on regional consensus.

5. Action Items

- a. Recommendation to the GTC Board concerning **adopting the *FY 2012-2013 Unified Planning Work Program*** / Proposed Council Resolution 12-1

Richard Perrin reported that the draft *FY 2012-2013 Unified Planning Work Program (FY 2012-2013 UPWP)* project list was approved for public review at the January 5 Planning Committee meeting. It was made available for public review from January 6, 2012 through February 6, 2012 on the GTC website and at the GTC office, county planning offices, the NYSDOT-Region 4 office, and the central repository libraries in the Rochester Transportation Management Area counties. No public comments were received.

The UPWP is the annual program of federally-funded transportation activities to be undertaken by GTC staff, its member agencies, and communities throughout the region. The draft program includes continuation of land use monitoring reports, updates to the regional atlas and Greater Rochester Area Bicycling Map, several safety studies, two circulation, accessibility, and parking studies, and the development of a regional mobility management plan that is a recommendation of the *LRTP 2035* and recently-adopted Coordinated Public Transit/Human Services Transportation Plan.

A full draft of the *FY 2012-2013 UPWP* was provided to the Planning Committee and represents the program provided for public review via the draft project list.

Dave Zorn noted an error in the Table of Contents. Richard thank him for the comment and added that GTC staff will conduct a full editorial review prior to mailing the draft UPWP to the GTC Board.

Jim Fletcher moved to recommend that the GTC Board adopt the *FY 2012-2013 Unified Planning Work Program*; David Cook seconded the motion. The motion passed unopposed.

- b. Recommendation to the GTC Board concerning **affirming the 2012 Genesee Transportation Council Host Agency Agreement between the State of New York and GTCS, Inc.** / Proposed Council Resolution 12-3

Richard Perrin explained that GTC requires a Host Agency to first instance monies for reimbursement of FHWA and FTA metropolitan planning-eligible expenses (e.g., operating, professional services, etc.) incurred by GTC and other agencies through the UPWP. Since 1977, GTCS, Inc. whose Board of Commissioners is identical to that of the RGRTA has served as the Host Agency for GTC. NYSDOT reimburses GTCS, Inc.

Accordingly, a Host Agency Agreement (Agreement) between GTCS, Inc. and NYSDOT is necessary to allow for and structure the financial obligations assumed by GTCS, Inc. on behalf of GTC. The current Agreement was executed on August 18, 1977 and has been extended multiple times with the most recent Agreement expiring on March 31, 2012. The Office of the New York State Comptroller is requiring that altogether new Agreements be executed for all MPOs in the State. GTC and RGRTA staffs have worked with NYSDOT-Main Office to develop the new Agreement that will take effect April 1, 2012 and run through March 31, 2022 (i.e., a 10-year agreement). The GTCS, Inc. Board of Commissioners agreed to continue in its role as the Host Agency for GTC and enter into the new Agreement at its December 1, 2011 meeting. Richard thanked RGRTA for the willingness to continue to serve as the Host Agency for GTC and their assistance in developing the Agreement.

In addition, the City of Rochester, Monroe County, and RGRTA each have similar Agreements with NYSDOT for the reimbursement of FHWA or FTA metropolitan planning funds. These Agreements also expire on April 1, 2012. GTC staff proposed and the City, County and RGRTA have agreed to not enter into new Agreements with the State and instead seek reimbursement for funds programmed in the UPWP through GTC, which is standard practice for all other agencies receiving FHWA and FTA funds through the UPWP.

Terry Rice moved to recommend that the GTC Board affirm the 2012 Genesee Transportation Council Host Agency Agreement between the State of New York and GTCS, Inc.; Erik Frisch seconded the motion. The motion passed unopposed.

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

Kris Hughes suggested that the TIP Administrative Modifications described in proposed Planning Committee Resolutions 12-1 through 12-8 be considered under a single motion. There were no objections.

Richard Perrin provided brief summaries of the proposed TIP Administrative Modifications. He noted that approval of the proposed changes was recommended

by the TIP Development Committee at its January 27 meeting. There were no questions about the proposed changes.

1. Action concerning **modifying the 2011-2014 TIP by modifying the costs of select phases of the East Ridge Road Rehabilitation project** / Proposed Planning Committee Resolution 12-1
2. Action concerning **modifying the 2011-2014 TIP by modifying the costs of select phases of the High Street Reconstruction project** / Proposed Planning Committee Resolution 12-2
3. Action concerning **modifying the 2011-2014 TIP by modifying the costs of select phases of the Junction Lock Trailhead and Trail project** / Proposed Planning Committee Resolution 12-3
4. Action concerning **modifying the 2011-2014 TIP by modifying the costs of select phases of the Petten Street Railroad Crossing project** / Proposed Planning Committee Resolution 12-4
5. Action concerning **modifying the 2011-2014 TIP by modifying the costs of select phases of the State School Road Railroad Crossing project** / Proposed Planning Committee Resolution 12-5
6. Action concerning **modifying the 2011-2014 TIP by modifying the costs of select phases of the Ellinwood Road Railroad Crossing project** / Proposed Planning Committee Resolution 12-6
7. Action concerning **modifying the 2011-2014 TIP by renaming the Dansen Road Railroad Crossing project** / Proposed Planning Committee Resolution 12-7
8. Action concerning **modifying the 2011-2014 TIP by modifying the costs of select phases of the State Street Railroad Crossing project** / Proposed Planning Committee Resolution 12-8

Dan Hallowell moved for approval of Planning Committee Resolutions 12-1 through 12-8; Scott Leathersich seconded the motion. The motion passed unopposed.

Kris Hughes suggested that the TIP Amendments described in proposed Council Resolutions 12-4 through 12-39 be considered under a single motion. There were no objections.

Richard Perrin provided brief summaries of the proposed TIP Amendments. He distributed a revised version of proposed Council Resolution 12-36 and described the change from what was included in the meeting package. Richard also distributed proposed Council Resolution 12-39 which was inadvertently omitted from the meeting package. He noted that approval of the proposed changes was recommended by the TIP Development Committee at its January 27 meeting. There were no questions about the proposed changes.

9. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by splitting the South Clinton Avenue Preventive Maintenance project from the City of Rochester Preventive Maintenance project** / Proposed Council Resolution 12-4

Erik Frisch stated that this Amendment will allow for better coordination with the redevelopment of the Midtown Plaza site.

10. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by decreasing the cost of the Mill Road II project** / Proposed Council Resolution 12-5
11. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost of the Dorsey Road Reconstruction project** / Proposed Council Resolution 12-6
12. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost of the Monroe County Preventive Maintenance (2011) project** / Proposed Council Resolution 12-7
13. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost of the Klem Road Bridge over Mill Creek Tributary project** / Proposed Council Resolution 12-8
14. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by deferring phases of the Brooks Landing Transportation Improvement project** / Proposed Council Resolution 12-9
15. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by decreasing the cost of the Highway Bridge Block Program project** / Proposed Council Resolution 12-10
16. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by decreasing the cost of the Ontario County 2012 Bridge Preventive Maintenance project** / Proposed Council Resolution 12-11
17. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by deferring phases of the Old Mill Road Bridge over Flint Creek project** / Proposed Council Resolution 12-12
18. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by deferring phases of the Main Street Fishers Bridge over Irondequoit Creek** / Proposed Council Resolution 12-13
19. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by advancing a phase of the Erie Station Road Reconstruction project** / Proposed Council Resolution 12-14
20. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by decreasing the cost of the Rt. 104 Bridge over Irondequoit Bay Preventive Maintenance project** / Proposed Council Resolution 12-15
21. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost of the ITS Operations project** / Proposed Council Resolution 12-16

22. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by splitting the bridge portion of the Routes 5&20 in Geneva and Rt. 5 Bridge over NFSRR project into a separate project** / Proposed Council Resolution 12-17
23. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by deferring phases of the Route 531 Interchange at Rt. 31 and Rt. 36 - Reconstruction projects** / Proposed Council Resolution 12-18
24. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by reprogramming phases of the Dublin Road Railroad Crossing project** / Proposed Council Resolution 12-19
25. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by reprogramming phases of the Beaver Meadow Road Railroad Crossing project** / Proposed Council Resolution 12-20
26. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by adding the Passive Railroad Crossing Warning Device Upgrade - A&A Railroad project** / Proposed Council Resolution 12-21
27. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by deferring phases of the Ontario Street Railroad Crossing project** / Proposed Council Resolution 12-22
28. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by deferring phases of the Eagle Street Railroad Crossing project** / Proposed Council Resolution 12-23
29. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by reinstating phases of the Quaker Road Railroad Crossing project** / Proposed Council Resolution 12-24
30. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by deferring a phase of the Mount Morris Genesee Valley Greenway Enhancements project** / Proposed Council Resolution 12-25
31. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by deferring a phase of the York Landing Culvert Washout Repairs project** / Proposed Council Resolution 12-26
32. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by deferring a phase of the Erie Canal Trail - Village of Lyons project** / Proposed Council Resolution 12-27
33. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by deferring a phase of the Conesus Inlet Fish & Wildlife Management Area Trail project** / Proposed Council Resolution 12-28
34. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by deferring a phase of the Finger Lakes Spur at Grimes Glen County Park project** / Proposed Council Resolution 12-29

35. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by deferring a phase of the Genesee Valley Greenway Whiskey Bridge Culvert Stabilization project** / Proposed Council Resolution 12-30
36. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by combining four Monroe County highway preventive maintenance projects** / Proposed Council Resolution 12-31
37. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by deleting a phase of the Ontario County 2013 Bridge Preventive Maintenance project** / Proposed Council Resolution 12-32
38. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by deleting a phase of the Ontario County 2013 Group 2 Bridge Preventive Maintenance project** / Proposed Council Resolution 12-33
39. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by adding a phase to the Ferguson Road Bridge over Flint Creek project** / Proposed Council Resolution 12-34
40. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by adding the Replace Seven 60-foot and Eight 40-foot RTS Buses project** / Proposed Council Resolution 12-35
41. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by reinstating the CAD/AVL Bus Communications System for LATS project** / Proposed Council Resolution 12-36
42. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by decreasing the cost of the Dutch Hollow Road over Glade Creek project** / Proposed Council Resolution 12-37
43. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost of the West Street Bridge over Cattaraugus Creek project** / Proposed Council Resolution 12-38
44. Recommendation to the GTC Board concerning **amending the 2011-2014 TIP by increasing the cost of the Lyell Avenue reconstruction project** / Proposed Council Resolution 12-39

Todd Gadd moved to recommend that the GTC Board adopt Council Resolutions 12-4 to 12-39. Andrea Guzzetta seconded the motion. The motion passed unopposed.

- d. Discussion of potential changes to GTC TIP development and management procedures

Richard Perrin stated that management of the TIP has required a significantly larger level of effort in recent years and pointed to the number of amendments considered at this meeting as evidence considering the major TIP revision that was recently adopted by the GTC Board at its December 8, 2011 meeting. He stated NYSDOT has ideas for streamlining the process.

Dan Hallowell proposed that some TIP project changes be handled administratively at the staff level. These changes include:

- contract management such as consolidating multiple projects into a single PIN for bidding purposes;
- changing project names;
- changing fund sources on phases;
- consolidation of pre-construction phases;
- changing fiscal years of pre-construction phases;
- shifting funds between pre-construction phases; and
- phase and schedule changes to projects funded through discretionary programs like Safe Routes to School, STP-Rail, Recreational Trails Program, FTA 5310, etc. that do not impact any other project in order to keep the discretionary projects progressing.

More significant changes or changes in construction phases would continue to be subject to Planning Committee and/or GTC Board action. NYSDOT and GTC staff would report any administrative changes to the Planning Committee and GTC Board on a regular basis, perhaps quarterly. Dan said that NYSDOT is still analyzing details and debating thresholds.

Richard Perrin commented that changes to projects that were dependent on GTC Planning Committee or GTC Board action to change another project(s) should require GTC Planning Committee or Board action for both projects (even if the projects with the less significant changes would not require GTC Planning Committee or GTC Board action on their own). Richard stated that, if this is not done, it could be construed as staff changes dictating future GTC Planning Committee or GTC Board actions.

Richard Perrin asked if anyone had any concerns about NYSDOT, GTC, and the TIP Development Committee working through the details. No one objected. John Polimeni said that NYSDOT will prepare and circulate draft recommendations to the TDC.

6. New Business

Terry Rice asked for clarification from NYSDOT regarding FHWA concerns about obligating phases of the Westfall Road Reconstruction III (E. Henrietta Rd - Lac de Ville Blvd) project because phases are split over a multiple years.

John Polimeni responded that the concern and delay was at NYSDOT-Main Office; he believes the issue has been resolved and will check on it. John said he will follow-up directly with Monroe County.

David Cook reported on three RGRTA projects:

- Legal action by a property owner and a potential underground environmental issue due to a previous use on the project site are delaying the construction schedule for the Downtown Transit Center. RGRTA is progressing and plans to resolve the issues in a timely manner.
- The RGRTA Campus improvements are going well and funding is being sought for future phases of the overall plan.
- The Mount Hope Station project has progressed through concept design, but awaits further commitments to the larger Collegetown initiative by the University of Rochester and its developer.

Todd Gadd asked if a project will be designated as the region's highest priority for the next round of the Transportation Investments Generating Economic Recovery Discretionary Grants (TIGER) program. Richard Perrin responded that it will depend on what applications are proposed and GTC Board discussions. He is aware that the City of Rochester is considering submitting an updated application for the Inner Loop East Reconstruction Project based on feedback from U.S. Department of Transportation staff on the application submitted for last FFY's TIGER program.

7. Public Forum

No one from the public spoke during the public forum.

8. Next Meeting

Next Meeting: April 12, 2012 at the Ontario County Municipal Building
20 Ontario Street
Canandaigua, NY

9. Adjournment

The meeting adjourned at 11:39 a.m.