

**GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING**

**Radisson Hotel
Henrietta, NY**

June 21, 2012

GTC BOARD MEMBERS PRESENT

Allen G. Casey, City of Rochester – At Large
Mary Pat Hancock, Genesee County (Chairperson)
Daniel Hogan, Monroe County – At Large
James Hoffman, Wayne County (Vice Chairperson)

ALTERNATE REPRESENTATIVES PRESENT

Marcia Barry, Rochester City Planning Commission, representing David L. Watson
Bill Carpenter, Rochester Genesee Regional Transportation Authority (RGRTA), representing James Redmond
Jerry Davis, Wyoming County, representing A. Douglas Berwanger
Angela Ellis, Livingston County, representing James Merrick
Thomas Goodwin, Monroe County Planning Board, representing Linda A. Faubel
Gerald Gray, Orleans County, representing David B. Callard
Andrea Guzzetta, Rochester City Council, representing Lovely Warren
Paul Holahan, City of Rochester, representing Thomas Richards
Donald House, Yates County, representing H. Taylor Fitch
Dorothy Huber, Ontario County, representing Theodore Fafinski
Scott Leathersich, Monroe County At-Large, representing Daniel DeLaus
Edward Muszynski, Empire State Development Corporation, representing Kenneth Adams
Thomas E. Pericak, New York State Thruway Authority, representing Thomas J. Madison, Jr
Terrence J. Rice, Monroe County, representing Maggie Brooks
C. Mitchell Rowe, Seneca County, representing Robert Hayssen
Robert Traver, New York State Department of Transportation (NYSDOT), representing Joan McDonald
David Zorn, Genesee/Finger Lakes Regional Planning Council, representing Jeffrey Adair

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Jeffrey Adair, Monroe County
Joe Martens, New York State Department of Environmental Conservation
Jonathan McDade, Federal Highway Administration
Ronald Nesbitt, Monroe County Supervisors Association
Marilyn Shazor, Federal Transit Administration
Steven Urlass, Federal Aviation Administration

OTHERS IN ATTENDANCE

David Cook, RGRTA
Daniel Hallowell, NYSDOT-Region 4
Kristen Mark Hughes, Ontario County
Esther Leadley, Genesee County
Richard Perrin, GTC staff
John Polimeni, NYSDOT-Region 4
Christopher Reeve, NYSDOT-Region 4
John Thomas, Rochester – At-Large
Douglas J. Tokarczyk, NYS Thruway Authority
Chris Tortora, GTC staff
Robert Torzynski, GTC staff

1. Call to Order and Roll Call

Chairperson Hancock called the meeting to order at 8:30 a.m.

Richard Perrin, 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

Daniel Hogan moved to approve the minutes from the March 8, 2012 Quarterly Meeting as presented; Dorothy Huber seconded the motion. The motion passed unopposed.

4. Communications and Announcements

Richard Perrin noted the following GTC Board designations:

- Jeffrey Adair, President of the Monroe County Legislature, has been elected Chairman of the Genesee/Finger Lakes Regional Planning Council and will represent the Council on the GTC Board.
- David Watson, Chairman of the Rochester City Planning Commission, has designated Marcia Barry, City of Rochester Director of Planning and Zoning, as his alternate to the GTC Board.
- Douglas Berwanger, Chairman of the Wyoming County Board of Supervisors, has designated Jerry Davis, Supervisor of the Town of Covington, as his alternate to the GTC Board.
- Mary Pat Hancock, Chairperson of the Genesee County Legislature, has designated Esther Leadley, Genesee County Legislator, as her alternate to the GTC Board.

5. Reports and Action on Old Business

- a. Planning Committee Report – Kristen Mark Hughes, Chairperson

Kristen Mark Hughes provided the following report:

The Planning Committee met April 12 and May 10 and recommends that the GTC Board:

- Amend the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035* and the *2011-2014 Transportation Improvement Program* to include the construction of an interchange at Kendrick Road;
- Adopt the *Transportation Conformity Determination for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 and 2011-2014 Transportation Improvement Program*;

- Amend the *FY 2012-2013 Unified Planning Work Program* to reflect the contribution of actual Fiscal Year 2011-2012 rollover amounts;
- Accept the submission of a report as evidence of completion of one Unified Planning Work Program task; and
- Adopt fifty amendments to the *2011-2014 Transportation Improvement Program* as requested by the City of Rochester, Monroe County, NYSDOT, and RGRTA.

Additionally, the Planning Committee took the following actions:

- Classified *2012-2013 Unified Planning Work Program* tasks in accordance with the *GTC Public Participation Plan*
- Approved Scopes of Work for twelve new Unified Planning Work Program tasks; and
- Approved two administrative modifications to the *2011-2014 Transportation Improvement Program* as requested by Wyoming County.

b. GTC Staff Report – Richard Perrin, Executive Director

Richard Perrin provided the following report:

On April 6, GTC unveiled ROCEASYRIDE, a web-based initiative that provides commuters in the region the opportunity to save money and protect the environment. Monroe County Executive Maggie Brooks, RGRTA CEO Bill Carpenter, Rochester Institute of Technology President Bill Destler, and Rochester Downtown Development Corporation President Heidi Zimmer-Meyer participated in the media event that launched the program.

ROCEASYRIDE is a free, easy to use trip planning tool where individuals can simply enter their origin and destination to obtain information on public transportation options, carpool matches, and bicycling routes. The website also offers a calculator and commute calendar which allows users to track the money they save and the amount of pollution they've eliminated over time. Businesses and organizations can create customized pages on the site at no cost for their employees and members.

Information on the program, including fact sheets for commuters and businesses, was provided to the planning and economic development departments (including industrial development agencies) in all of the counties and the City of Rochester for distribution to their contacts. There are more than 150 registered users and GTC staff will make a concerted effort this fall to increase awareness of the program.

As discussed at the March 8 Board meeting, a group of regional stakeholders (including GTC staff) had begun discussions about submitting an application through the next round of the Governor's Consolidated Funding Application (CFA) process to develop a regional sustainability plan. On March 13, the New York State Energy Research and Development Authority (NYSERDA) announced the availability of funding for regional sustainability plans in this region and two others (Long Island and the Mohawk Valley) through its Cleaner, Greener Communities program. The

regional stakeholders group was expanded and met several times to develop a high-quality application. Monroe County offered to serve as the applicant and the regional application was submitted to NYSERDA before the April 24 deadline. Additional follow-up materials that were requested by NYSERDA were submitted on May 9. On May 16, Monroe County was informed by NYSERDA that our region would receive \$900,000 for the development of the plan.

The award will be official when the Governor makes the announcement of funding to all 10 regions in the state. The plan must be completed within eight months of execution of the contract between Monroe County and NYSERDA. GTC has agreed to serve as the contract administrator and conduct the solicitations for professional services to complete the plan. In recognition of the extremely short timeline for completing the plan, a request for proposals for professional planning services and a request for qualifications for project management, coordination, and outreach services were developed and advertised on June 15. We expect to have contractors selected the first week of August and be ready to begin outreach and technical analysis in mid-August.

This is an opportunity to comprehensively assess and develop recommendations to improve the economic vitality and livability of the region. A consortium consisting of all nine counties, the City of Rochester, several municipalities, the Genesee/Finger Lakes Regional Planning Council, GTC, and others will serve as the Steering Committee to ensure the completion of the plan in a quality and timely manner. Completion of the plan positions the region to access the \$90 million for implementation of the 10 regional plans through the second phase of the NYSERDA Cleaner, Greener Communities program.

Terrence Rice noted the tight timeline for completion and asked how the region would ensure timely completion. Richard Perrin responded that none of the work can be started until after the Governor announces the awards noting that consultants have been selected to prepare plans in four other regions. Richard also stated that the GTC-prepared requests for proposals and qualifications include several questions intended to ensure that the consultant's progress will not be hindered by competing demands for time and resources that may be associated with its other existing and future contractual commitments.

Richard Perrin concluded his report by noting that GTC staff in conjunction with the Transportation Improvement Program (TIP) Development Committee will begin the development of the next TIP later this summer for Federal Fiscal Year (FFY) 2015 through FFY 2017. The call for projects will be issued in September with application forms due in October or November. TIP Development Committee and Planning Committee deliberations and public review will be conducted over the course of November 2012 through April 2013 with a recommended *FFY 2014-2017 TIP* anticipated to be provided for this Board's consideration at the June 20, 2013 meeting.

c. Old Business

2. New York Works Program Update

Daniel Hallowell provided a report on the status of the Accelerated Bridge Program and Accelerated Pavement Preservation Program components of the New York Works Program as well as the region's signature Kendrick Road/I-390 New York Works Project. Dan noted that the Accelerated Bridge Program Phase 1A (Bridge Deck) was put out for bid on May 5 and five projects totaling approximately \$7 million were let. Of these, NYS Route 15 over I-390 is expected to be completed this construction season with the remaining four projects next season. Dan reported that Phase 1B was also advertised but the bids received were all higher than estimated and were rejected. Dan stated that the bid results for this phase were being analyzed and next steps have not yet been determined. Robert Traver added that a decision on "rebundling" the projects has not been made meaning the advancement of Phase 1B will likely not take place this construction season. Daniel Hogan commented that there were no similar issues in the other NYSDOT regions and that it is discouraging that our region was disadvantaged given the purpose of the funds was to address important infrastructure needs and provide a boost in employment.

Dan Hallowell stated that the Accelerated Pavement Preservation Program (with an estimated construction cost of approximately \$13.5 million in NYSDOT-Region 4) was also let, but no bids were received, and that the phase will be re-let on July 12.

With respect to the region's signature project, Dan Hallowell reported that bids on the roundabout at Kendrick and East River Road, as well as the additional southbound on-ramp to I-390, are anticipated to be advertised on August 9 and the Kendrick Road on-ramp Design-Build Notice to Proceed is anticipated for September 12. He noted that the funding for these projects includes \$5.5 million in New York Works funds, \$10 million from the NYSDOT-Main Office Commissioner's Reserve funds, and \$4 million from the regional set-aside of State Designated Funds.

Robert Traver reported on NYSDOT's Forward Four initiative and that NYSDOT-Region 4 has followed the four principles set forth in the recent Commissioner's Letter since the year 2000. The four principles include: preservation first, systems not projects, maximize return on expenditures, and make the system sustainable. He stated that, based on recent pavement condition ratings, the counties in NYSDOT-Region 4 rank very highly statewide. By contrast, Robert noted that in 2001 and 2002, Monroe County ranked 61 out of 62 counties statewide and as such has seen a marked improvement in pavement quality as the result of the region's emphasis on maintaining facilities in a state of good repair.

Richard Perrin stated that while preservation and maintenance are the highest priorities, we can't exclude more capital intensive reconstruction/replacement

and rehabilitation projects and should also look to make operational improvements as part of preventive maintenance projects. Robert Traver agreed, noting that NYSDOT-Region 4 looks at projects from the bottom up to ensure that we don't miss low cost windows of opportunity during project programming and development.

Mary Pat Hancock expressed her understanding that, nationwide, infrastructure needs are not being adequately addressed and asked how this region ranks nationally. Robert Traver responded that the Interstate System and the State-owned system in this region is, overall, in good condition and that local federal-aid roads are also in fairly good shape compared to what he's aware of at the national level.

Terrence Rice noted that the stimulus was used for preservation in this region which helped improve the scores and expressed his concern that the state may take funding back from the region based on a perceived lack of need. Robert Traver reiterated the importance of preservation first and emphasized its importance and the need that it be continually applied to maintenance, which should allow us to be fairly considered in the state's allocation of projected federal funds in future years.

1. Federal Transportation Funding Update

Richard Perrin reported that on March 14, the Senate passed its version of the surface transportation reauthorization bill, Moving Ahead for Progress in the 21st Century (MAP-21). This version of the bill included an amendment by Senator Blunt of Missouri that there be a set-aside for off-system bridges (in this case, non-National Highway System bridges) of 15 percent of the FFY 2009 apportionment of Highway Bridge Program funds to each state.

The eighth extension to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was set to expire on March 31 and on March 30, the President signed another extension; this one for 90 days (i.e., through June 30).

In late-February, House leadership recognized that their version of the transportation reauthorization bill, The American Energy and Infrastructure Jobs Act, would not be able to gain the needed 218 votes to be passed. On April 18, the House of Representatives passed a measure extending the current extension through the end of the current FFY on September 30. This House action would maintain current funding levels per the FFY 2012 Appropriations Act and includes permit approval for the Keystone XL Pipeline from Canada to Texas, and the RESTORE Act, which provides funding allocations to the Gulf Coast states damaged by the Deepwater Horizon oil spill.

This extension has served as the mechanism for the Senate and House to convene a conference committee to negotiate the reauthorization legislation. The first meeting of the committee was held on Tuesday, May 8. Among the

conferees are Senator Schumer and Representative Hanna (NY-24), who currently represents Seneca County. A majority of the conferees talked about the number of construction jobs that will be sustained or created if a bill is passed. Others pointed out the current number of unemployed construction workers due to Congress' inability to reach a deal on surface transportation legislation. Streamlining the federal environmental review process of transportation projects received many comments as well. However, it was notable that the bulk of the comments for a highway bill conference dealt with extraneous items such as the RESTORE Act, Keystone XL pipeline, state regulation of coal ash, and funding for dredging navigation channels.

Senate Environment and Public Works Chairwoman Barbara Boxer's opening statement made it clear that she intended to wrap up the conference before the expiration of the current extension on June 30. To do so, she said that a conference report would need to be completed by the first week in June. This has not occurred. House Transportation and Infrastructure Chairman John Mica and Chairwoman Boxer met behind closed doors yesterday with their senior staff members in an attempt to advance the work on the surface transportation reauthorization bill.

This morning, House Speaker Boehner and Majority Leader Cantor are scheduled to meet with the House Republican conferees to discuss any progress that might be made by Mica and Boxer at yesterday's meeting and consider possible paths forward. Although this would appear to be favorable in that a bill could be developed over the weekend for consideration by the Senate and the House next week, it would not be surprising if conferees did not adhere to the instructions they have been given.

If another extension is enacted, its length is also subject to debate with House leadership proposing a six-month extension through the end of the calendar year and Senate leadership requesting a shorter extension based on their assertion that the Highway Trust Fund (HTF) will be insolvent by the end of the year. As a note, USDOT Secretary LaHood and the Congressional Budget Office are projecting that the HTF will not become insolvent until sometime in 2013.

One positive development is that Senator Schumer's staff has obtained an assurance from the FHWA that the provisions in MAP-21 regarding the revision of the boundaries of MPOs that are no longer nonattainment areas would not affect GTC, per their interpretation. The Senator's staff, both here and in Washington D.C., has been diligent in working to ensure that we are able to keep our current boundaries and, therefore, maintain our current membership.

In terms of FFY 2013, the Senate Appropriations Committee approved \$53.4 billion in discretionary spending for the U.S. Department of Transportation (USDOT) and Housing and Urban Development (HUD) on April 19, including \$39 billion for highways, \$2 billion for transit, \$300 million for high-speed rail, and \$500 million for another round of TIGER. The House Appropriations Committee approved \$51.6 billion in discretionary spending for USDOT and HUD on June 19,

including \$39 billion for highways, \$1.8 billion for transit, and no funding for high speed-rail or TIGER.

6. Action Items

- a. Amending the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035* to include the construction of an interchange at Kendrick Road as a recommended fiscally-constrained expansion project and amending the *2011-2014 TIP* by adding the I-390 Interchange Improvements at Exit 16 Phase 2A (Kendrick Road Bridge/Ramp) project / Proposed Resolution 12-43.

Richard Perrin reported that the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 (LRTP 2035)* was adopted by GTC on June 16, 2011 and included the construction of an interchange at Kendrick Road as part of the I-390 Southern Corridor Project as an illustrative project. Illustrative projects are those initiatives that a region wishes to advance should more revenues become available than those that are reasonably expected at the time a long range transportation plan is adopted.

The Governor's office and the New York State Legislature recently established New York Works to provide a comprehensive plan to implement a new economic development strategy for the State which includes funding to advance signature transportation projects. The New York Works signature transportation projects will be progressed with federal funds made available by an increase in the level of Advance Construction maintained by the State, and added to the Statewide Transportation Improvement Program (STIP).

Interstate Maintenance program funds from the New York Works DOT Acceleration Program and NYSDOT-Main Office Reserve Funds have been allocated for the I-390 Interchange Improvements @ Exit 16 Phase 2A (Kendrick Road Bridge/Ramp) signature project.

Accordingly, these additional revenues now allow for the construction of an interchange at Kendrick Road as part of the I-390 Southern Corridor Project to be included in the fiscally-constrained recommendations of the *LRTP 2035* and added to the *2011-2014 Transportation Improvement Program (2011-2014 TIP)* for implementation.

The Planning Committee reviewed and recommended amending the *LRTP 2035* and *2011-2014 TIP* to include the Kendrick Road Interchange project at its April 12 meeting.

Terrence Rice moved to approve proposed Resolution 12-43; Dorothy Huber seconded the motion. The motion passed unopposed.

- b. *Adopting the Transportation Conformity Determination for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 and the 2011-2014 Transportation Improvement Program* / Proposed Resolution 12-44.

Richard Perrin stated that, as a nonattainment area for ground-level ozone, GTC must demonstrate that its current LRTP and TIP do not hinder attainment of the National Ambient Air Quality Standard. This is accomplished by receiving a positive conformity determination from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) based on an analysis of current and future emissions of ground-level ozone precursors resulting from the implementation of the LRTP and TIP.

GTC and NYSDOT-Region 4 staffs have worked with the Interagency Consultation Group – consisting of representatives of federal and New York State agencies – to conduct this technical analysis and produce the associated documentation necessary for a positive conformity determination to be made by FHWA and FTA. The conformity statement is a compliance document to satisfy federal requirements and does not establish any new policy or investment decisions.

GTC staff has produced the draft *Transportation Conformity Determination for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 and the 2011-2014 Transportation Improvement Program* (Conformity Statement) to reflect the allocation of funding for the “I-390 Interchange Improvements @ Exit 16 Phase 2A (Kendrick Road Bridge/Ramp)” project. It projects that ozone precursors will decrease approximately 85 percent between now and 2035.

A 30-day public review period for the draft Conformity Statement was conducted from Friday, April 27, 2012 to Saturday, May 26, 2012 with a public meeting held on Tuesday, May 8, 2012 to offer an opportunity for the public and others to gain an understanding of the conformity process and how transportation decisions impact air quality both locally and downwind. No public comments were received.

The Planning Committee reviewed and recommended adopting the *Transportation Conformity Determination for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 and the 2011-2014 Transportation Improvement Program* at its May 10 meeting.

Thomas Pericak moved to approve proposed Resolution 12-44; Daniel Hogan seconded the motion. The motion passed unopposed.

- c. Amending the *FY 2012-2013 UPWP* to reflect the contribution of actual FY 2011-2012 rollover amounts / Proposed Resolution 12-45.

Richard Perrin stated that the *FY 2012-2013 Unified Planning Work Program* (UPWP) was adopted by the GTC Board at its March 8 meeting. It included rollover amounts for existing projects based on expenditures through the third quarter of Fiscal Year

(FY) 2011-2012, which is the quarter ending December 31, 2011. The actual rollover amounts as of March 31, 2012 (the end of the fiscal year) are determined by GTC staff in mid- to late-April via year-end invoicing from vendors and fourth quarter reports from agencies using FHWA and FTA Metropolitan Planning funds. Accordingly, it is necessary to reconcile the third quarter expenditures with the expenditures through the end of the fiscal year in the UPWP.

The Planning Committee reviewed and recommended amending the *FY 2012-2013 UPWP* to reflect actual rollover amounts from the previous year at its May 10 meeting.

Bill Carpenter moved to approve proposed Resolution 12-45; Dorothy Huber seconded the motion. The motion passed unopposed.

- d. Accepting the submission of the *Pultneyville to Marion Trail Feasibility Study* as evidence of completion of a component of UPWP Task 6510 / Proposed Resolution 12-46.

Richard Perrin noted that the Town of Williamson has completed the *Pultneyville to Marion Trail Feasibility Study*, a component of UPWP Task 6510, Priority Trails Advancement. The study included an inventory of existing physical conditions and transportation considerations, presentation of potential alignments to the Stakeholder Committee and the public, the selection of a preferred alternative based on the committee and public's feedback, and guidance for implementing the preferred alternative. Due to landowner concerns, the northern segment of the preferred alternative is not recommended for advancement at this time but it is recommended that it be reconsidered for advancement following the successful completion of the southern segment, which may serve as a catalyst to build landowner support.

The Planning Committee reviewed and recommended Board acceptance of the *Pultneyville to Marion Trail Feasibility Study* as evidence of completion of a component of UPWP Task 6510 at its May 10 meeting.

James Hoffman moved to approve proposed Resolution 12-46; Dorothy Huber seconded the motion. The motion passed unopposed.

- e. Adopting amendments to the *2011-2014 Transportation Improvement Program* / Proposed Resolutions 12-47 through 12-52, 12-54 through 12-69, and 12-71 through 12-98.

Richard Perrin reported that the City of Rochester, Monroe County, NYSDOT, and RGRTA have requested amendments to the *2011-2014 Transportation Improvement Program* (TIP) for consideration by the GTC Board. Richard Perrin stated that the Planning Committee reviewed and recommended GTC Board approval of these amendments at its May 10 meeting.

Richard Perrin summarized the amendments as follows:

- Add U.S. Department of Commerce Economic Development Administration funds for a net increase in federal funds of \$844,000 and adjust the schedule of the Midtown Redevelopment Transportation Infrastructure Improvements project;
- Add \$228,000 of NYSERDA funds to the Rochester Plug-in Hybrid Vehicle Charging Stations/Vehicle Expansion project;
- Advance the Inner Loop/Sidewalk ADA-Accessible Ramps and Other Arterial Sidewalks and City of Rochester Bicycle Trails projects by programming funds to them from the Congestion Mitigation and Air Quality Improvement Block Program project;
- Correct the shares of federal and state funds programmed to the Rochester Amtrak Station Improvements project. At the March 8 meeting, the Board passed Resolution 12-42 endorsing the project as the region's highest priority for the TIGER program. There were 703 applications requesting \$10.2 billion submitted for the \$500 million in TIGER funds available. On June 19 it was announced that the project will be awarded \$15 million in TIGER funding. Per Resolution 12-42, GTC will amend the funds into the TIP at the earliest possible date. If acceptable to the Board, action to accept the funds upon actual award by USDOT could be taken and staff would work with the Executive Committee to develop the required resolution and documentation;
- Program funds from the Highway Bridge Block Program project to 11 bridge projects located in Monroe, Livingston, Ontario, and Wyoming counties. These include bridges owned by each of the counties as well as NYSDOT and the Town of Greece;
- Add \$15,000 from the Highway Safety Improvement Block Program project to the High Risk Rural Road Improvement in Wyoming County project;
- Reduce the National Highway System program funds on the Interstate Overhead Sign Structure Improvement (2012) project to reconcile an under obligation of NHS funds to the Mount Hope Avenue Reconstruction-Phase 1 project in FFY 2011;
- Add the New York State Electric Truck Voucher Program project at a cost of \$10 million (\$8 million federal) from NYSDOT-administered CMAQ program funds. Allocation of these funds to specific projects statewide will be administered by NYSERDA;
- Reprogram FFY 2010 USDOT high-speed rail funds between four rail crossing projects with no change in the cumulative cost of the projects;
- Add additional Interstate Maintenance program funds to the I-390 NYS Route 15A interchange improvement and I-390 maintenance by contract in Groveland projects with the offset provided from the I-390 River Road and NYS Route 15 interchange projects;
- Split the NYS Route 414 and NYS Route 31 project into separate projects to facilitate contracting for NYSDOT due to differences in the nature of the work to be performed on the two segments;

- Reduce funding on the NYS Route 33 Buffalo Road Improvements project to provide an offset for the additional funds needed for the Jefferson Avenue project;
- Reprogram FTA Section 5307 funds to align the TIP with changes to the RGRTA capital program as it relates to vehicle purchases, preventive maintenance, and administrative and operational support tools. As noted in the Board meeting package, subsequent to the May 10 Planning Committee meeting RGRTA has requested that the mix of 40-foot and 60-foot buses being purchased via Resolutions 12-81 and 12-82 be revised to better meet Regional Transit Service operating needs consistent with Federal Transit Administration fleet management requirements; and
- Provide for the accelerated reimbursement of eligible costs on the Westfall Road and East Ridge Road projects by transferring funds between FFYs for these projects and the Renaissance Square Transit project without negatively impacting cash flow to the transit center project.

Following Richard Perrin's report on the requested amendments Chairperson Hancock suggested that, if the Board concurs, the TIP amendments be grouped into a single action. No members objected.

Terrence Rice moved to approve proposed Resolutions 12-47 through 12-52, 12-54 through 12-69, and 12-71 through 12-98; Bill Carpenter seconded the motion. The motion passed unopposed.

7. New Business

a. September 2012 GTC Board Meeting Scheduling Conflict

Richard Perrin reported that the date of the September GTC Board meeting will conflict with the New York State Association of Counties' (NYSAC) Fall Seminar that will be held in Syracuse. In the interest of ensuring that our members that represent the counties of the region have the opportunity to participate in the GTC Board meeting and the NYSAC event, GTC staff will work with Board members and the Genesee/Finger Lakes Regional Planning Council to reschedule the meeting to a different date.

b. Regional Goods Movement Strategy Presentation

Richard Perrin provided a presentation on the regional freight plan, *Transportation Strategies for Freight/Goods Movement in the Genesee-Finger Lakes Region*. Richard reviewed the plan purpose and methodology including the inventory of goods producing industries and transportation facilities; strengths, weaknesses, opportunities, and threats analysis and associated needs assessment; and the process for evaluating projects. The draft recommendations of the plan were presented and Richard stated that the final draft plan would be provided to the Board for its consideration at the September meeting.

8. Next Meeting

The next GTC Board meeting will be held in September at the Radisson Hotel, 175 Jefferson Road, in Henrietta with the exact date and time to be determined.

9. Adjournment

The meeting adjourned at 10:05 a.m.