

**GENESEE TRANSPORTATION COUNCIL  
QUARTERLY BOARD MEETING**

**Radisson Hotel  
Henrietta, NY**

**June 20, 2013**

GTC BOARD MEMBERS PRESENT

Mark Assini, Monroe County Supervisors Association  
Allen G. Casey, City of Rochester – At Large  
Mary Pat Hancock, Genesee County (Chairperson)  
Daniel Hogan, Monroe County – At Large

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  
Andrea Guzzetta, Rochester City Council, representing Lovely Warren  
Daniel Hallowell, New York State Department of Transportation (NYSDOT), representing Joan McDonald  
Dorothy Huber, Ontario County, representing John F. Marren  
Scott Leathersich., Monroe County – At-Large, representing Daniel M. DeLaus, Jr  
Ken Miller, Wayne County, representing James Hoffman  
Edward G. Muszynski, Empire State Development Corporation, representing Kenneth Adams  
Thomas Pericak, New York State Thruway Authority, representing Thomas J. Madison, Jr  
Terrence Rice, Monroe County, representing Maggie Brooks  
Mitch Rowe, Seneca County, representing Robert Hayssen  
David Zorn, Genesee/Finger Lakes Regional Planning Council, representing Jeffrey Adair

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Jeffrey Adair, Monroe County  
Linda A. Faubel, Monroe County Planning Board  
H. Taylor Fitch, Yates County  
Joe Martens, New York State Department of Environmental Conservation  
Jonathan McDade, Federal Highway Administration (FHWA)  
Thomas Richards, City of Rochester  
Marilyn Shazor, Federal Transit Administration (FTA)  
Steven Urlass, Federal Aviation Administration  
David B. Callard, Orleans County

OTHERS IN ATTENDANCE

Jody Binnix, GTC staff  
Joseph Bovenzi, GTC staff  
Elizabeth Murphy, Finger Lakes Health Systems Agency  
Richard Perrin, GTC staff  
John Polimeni, NYSDOT-Region 4  
Christopher Reeve, NYSDOT-Region 4  
James Stack, GTC staff  
John Thomas, Citizen

**1. Call to Order and Roll Call**

Chairperson Hancock called the meeting to order at 8:34 a.m.

James Stack, GTC staff, called the roll; a quorum was present.

Chairperson Hancock noted that resolution 13-87, Amending the *2011-2014 TIP* by advancing a portion of the Construction phase of the I-390 Interchange Improvements @ Rt. 15 (Exit 16 Part 2) project, was to be added to the meeting agenda.

**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 14, 2013 Quarterly Meeting as presented; Mark Assini seconded the motion. The motion passed unopposed.**

**4. Communications and Announcements**

Richard Perrin informed those in attendance of the following GTC Board designations:

Rochester Mayor Thomas Richards has reappointed Allen G. Casey as the City of Rochester At-large member and John Thomas as Mr. Casey's alternate.

Bill Carpenter announced that today is Rochester Transit Day. RGRTA and Reconnect Rochester are working together to encourage individuals to ride the bus. Over 1,000 free bus passes have been handed out to area businesses and organizations for distribution throughout the community.

**5. Reports and Action on Old Business**

a. Planning Committee Report – Angela Ellis, Vice-Chairperson

Angela Ellis provided the following report:

The Planning Committee met April 11 and May 23 and recommends that the GTC Board:

- Modify the *Fiscal Year 2013-2014 Unified Planning Work Program* to reflect the contribution of actual rollover amounts from the previous year;
- Accept various reports as evidence of completion of eight UPWP Tasks;
- Accept the *Congestion Management Process Technical Documentation*;
- Adopt 30 amendments to the *2011-2014 Transportation Improvement Program* as requested by the Town of Shelby, Monroe County, New York State

Department of Transportation, City of Rochester, and Rochester Genesee Regional Transportation Authority;

- Adopt the *2014-2017 Transportation Improvement Program*; and
- Select the New York State Department of Transportation as the Designated Recipient for Federal Transit Administration funds apportioned to the Rochester Urbanized Area for projects that enhance the mobility of seniors and persons with disabilities.

Additionally, the Planning Committee took the following actions:

- Classified new *Fiscal Year 2013-2014 Unified Planning Work Program* tasks in accordance with the *GTC Public Participation Plan*;
- Approved Scopes of Work for fourteen new Unified Planning Work Program tasks; and
- Approved the Draft *2014-2017 Transportation Improvement Program Update Project List* for public review.

b. GTC Staff Report – Richard Perrin, Executive Director

Richard Perrin provided the following report:

FHWA-New York Division and FTA-Region 2 have not given an indication of when they will issue their official report of the quadrennial certification review of the GTC metropolitan planning process.

On April 30, the Genesee-Finger Lakes Active Transportation Summit was held at the Rochester Radisson Riverside. The summit attracted approximately 250 attendees from across the region and beyond that came together to discuss how to expand opportunities for people to integrate healthy choices into their transportation decisions. Many of the presenters were from GTC member agencies and members of the Greater Rochester Active Transportation Working Group, which GTC staff serve as the facilitator for and was formed after the initial summit in 2011. Monroe County Executive Maggie Brooks introduced the keynote speaker, Representative Earl Blumenauer (OR-3<sup>rd</sup> District). Representative Blumenauer is widely regarded as the most committed advocate for bicycle and pedestrian concerns in Congress.

Richard thanked Elizabeth Murphy of the Finger Lakes Health Systems Agency for her participation in making the Genesee-Finger Lakes Active Transportation Summit a success.

Richard stated on April 25, he had the honor to provide testimony to the Highways and Transit Subcommittee of the House of Representatives on the state and local perspective of implementation of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). He was selected to represent the Association of Metropolitan Planning Organizations (MPO). His testimony and responses to Subcommittee members' questions emphasized the important role of regions in the national economy and the need to ensure that the interests of both local and state stakeholders are considered

in the structure of funding programs, measuring performance, and further improving the movement of freight.

Richard expressed his gratitude to the GTC Board and technical committees. He explained that it is the GTC member agencies' dedication to applying a collaborative approach to decision-making based on quality information and thoughtful deliberation that has garnered GTC its positive reputation, making it possible for him to represent the nation's MPOs before Congress.

In March 2012, GTC participated in a peer exchange between state departments of transportation, emergency management and law enforcement agencies, and MPOs that was developed and hosted by the FHWA Office of Operations. The purpose of the peer exchange was to identify ways that traffic incident management (TIM) could be more fully integrated into transportation planning in a manner that is meaningful to agencies that own and maintain infrastructure and those that respond to crashes and other incidents. One of the products of the peer exchange is a primer on advancing TIM in transportation planning. The document includes an appendix that uses GTC as the case study for doing so at the regional level and includes materials from the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035* and *Intelligent Transportation Systems Strategic Plan for Greater Rochester*.

The New York State Energy Research and Development Authority has notified the Region that it is finalizing its review of the draft Finger Lakes Regional Sustainability Plan and an announcement regarding this region's plan and those of the other nine regions across the state will be forthcoming in the near future.

c. Old Business

Richard Perrin provided the following report:

Congress passed a Federal Fiscal Year (FFY) 2013 Appropriations package that was sent to the President and enacted on March 26, averting a shutdown of the federal government the following day. The impact of the sequester is still being determined but FHWA and FTA formula programs saw only minor adjustments as they have a dedicated trust fund. Formula funding for federal-aid highways was only three-tenths of one percent less than the amount authorized in MAP-21 and FTA formula funding was two-tenths of one percent less than the amount authorized in MAP-21.

On April 10, the White House released its proposed FFY 2014 budget and the House of Representatives' Appropriations Committee released its FFY 2014 transportation-housing bill on June 18, which was approved by the Transportation-Housing Subcommittee on June 19. Both the White House and House proposals include FHWA and FTA formula funding at the MAP-21 authorized levels. Where the proposals differ is in the White House's fourth consecutive request for a \$50 billion upfront infusion, additional funding National Infrastructure Investments (i.e., Transportation Investments Generating Economic Recovery or TIGER), and funding for the Federal Railroad Administration (primarily, Amtrak and high-speed rail). The

House version includes no funding for the \$50 billion infusion (for the fourth consecutive year), not only does not provide the requested \$500 million for TIGER but rescinds \$237 million from the \$500 million appropriated in FFY 2013, and provides \$5.5 billion (82 percent) less for railroads.

Edward Muszynski asked Richard if there were any new developments related to increasing the federal gas tax or implementing an alternative funding stream.

Richard responded that Congressman Bill Shuster has noted all options are on the table. Currently, implementation of a vehicle miles traveled tax is neither technically viable (not all vehicles are equipped with the necessary equipment) nor politically viable (privacy issues are a concern).

## 6. Action Items

- a. Modifying the *FY 2013-2014 UPWP* to reflect the contribution of actual FY 2012-2013 rollover amounts / Proposed Resolution 13-65.

Richard Perrin stated that the *FY 2013-2014 UPWP* was adopted by the GTC Board at its March 14 meeting. It included rollover amounts for existing projects based on expenditures through the third quarter of Fiscal Year (FY) 2012-2013, which is the quarter ending December 31, 2012. The actual rollover amounts as of March 31, 2013 (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 difference between third quarter expenditures and the end of the previous fiscal year in the current UPWP.

Richard Perrin stated that proposed Resolution 13-65 was reviewed and recommended for GTC Board approval by the Planning Committee at its May 23, 2013 meeting.

**Dorothy Huber moved to approve proposed Resolution 13-65; Mark Assini seconded the motion. The motion passed unopposed.**

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

Richard Perrin presented the following:

1. *Genesee County Horizontal Curve Sign Study* (Task 6226) / Proposed Resolution 13-55.
2. *Wayne County Horizontal Curve Sign Study* (Task 6227) / Proposed Resolution 13-56.
3. *Wyoming County Highway Department Horizontal Curve Study* (Task 6228) / Proposed Resolution 13-57.

These projects are safety studies that assessed the road networks owned, operated, and maintained by Genesee, Wayne, and Wyoming counties to verify the location of horizontal curves and, where necessary, determine the associated

signage (e.g., warning, advisory speed, etc.) need to comply with the latest version of the Manual of Uniform Traffic Control Devices.

4. *Auburn Trail Connection to Ontario Pathways Feasibility Study* (Task 6522) / Proposed Resolution 13-58.

The Town of Farmington served as the lead agency for this study that identified a preferred alignment for a 7.6-mile-long trail that would extend the existing Auburn Trail from Farmington through the Town of Canandaigua to the Ontario Pathways Trail in the City of Canandaigua. The overall project is proposed to be constructed in five segments at an estimated total cost of \$3.6 million.

5. *Regional Population Forecast* (UPWP 5231) / Proposed Resolution 13-61.

The Genesee/Finger Lakes Regional Planning Council developed forecasts of population in the region at the municipal, county, and regional level through 2050. The region's population is projected to increase but at a slower rate, with approximately 53,000 additional residents expected through 2050.

6. *Black Creek Trail Feasibility Study* (UPWP 6525) / Proposed Resolution 13-63.

The Town of Chili served as the lead agency for this study that assessed the feasibility of an approximately 15-mile-long trail that would connect the Village of Churchville through the Towns of Chili and Riga to the existing Genesee Valley Greenway Trail. The overall project has been divided into three segments at an estimated total cost of \$13.4 million.

7. *BikeWalkBrighton* (UPWP 8760) / Proposed Resolution 13-64.

The Town of Brighton has developed an active transportation plan that identified planned improvements to on- and off-road bicycle routes and sidewalks to enhance the safety and circulation of bicyclists and pedestrians.

*BikeWalkBrighton* included assessment of the bicycle plans completed by the Town of Penfield and City of Rochester to ensure that future bicycle and pedestrian facilities in the region are coordinated.

8. *RGRTA Signal Prioritization Study* (UPWP 8423) / Proposed Resolution 13-66.

The Rochester Genesee Regional Transportation Authority identified opportunities for signal prioritization to improve the operation of fixed-route, fixed-schedule bus service. The two routes that have the largest potential for improvements via transit signal prioritization are the Route 1 on Lake Avenue between Lyell Avenue and Maplewood Drive and the Route 10 from the intersection of State Street and Lyell Avenue to the intersection of Dewey Avenue and Eastman Avenue.

Richard stated that the Planning Committee reviewed these reports and recommended them for the Board's approval as evidence of completion of the respective UPWP tasks.

Marcia Barry asked Richard if the *BikeWalkBrighton* plan lists a total cost for implementation.

Richard responded that the plan does not include a cost estimate for implementation of all of the recommendations and strategies. Generalized costs for various types of improvements are included and the costs for larger projects are estimated. These include five multi-use trails at a total estimated cost of \$3.15 million and five bicycle boulevards at a total estimated cost of \$108,050.

Mary Pat Hancock suggested considering Resolutions 13-55 to 13-58, 13-61, 13-63, 13-64, and 13-66 in a single action. No Member or Alternate objected.

**Bill Carpenter moved to approve proposed Resolutions 13-55 through 13-58, 13-61, 13-63, 13-64, and 13-66; Daniel Hogan seconded the motion. The motion passed unopposed.**

- c. Accepting the *Congestion Management Process Technical Documentation* as evidence of completion of a component of UPWP Task 7110 / Proposed Resolution 13-59.

Richard stated the Congestion Management Process (CMP) is a federally-required activity for large MPOs that consists of a systematic approach to the assessment of transportation system performance and identification of strategies to reduce delay for people and freight. The federal requirements for a CMP were met by GTC as part of the Long Range Transportation Plans that were adopted in June 2007 and June 2011.

The *Congestion Management Process Technical Documentation (CMP Technical Documentation)* expands upon the congestion management and mitigation activities that are included in the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 (LRTP 2035)*. The *CMP Technical Documentation*:

- Profiles the various types of delay
- Provides a five-category Congestion Scale
- Provides additional information and analysis of the congestion management-related performance measures in the *LRTP 2035*
- Identifies congested locations in the Rochester Transportation Management Area
- Includes recommendations that provide supportive actions and representative projects and activities in the region along with an associated toolbox of strategies.

Richard acknowledged the contribution of member agency staff working through the Transportation Management Committee and the efforts of Joe Bovenzi, of GTC staff, in developing the *CMP Technical Documentation*.

Richard stated that the Planning Committee reviewed the *CMP Technical Documentation* at its April 11, 2013 meeting and recommended it for the Board's approval.

**Terry Rice moved to approve Proposed Resolution 13-59; Dan Hallowell seconded the motion. The motion passed unopposed.**

Mary Pat Hancock asked how safety was prioritized in the *CMP Technical Documentation*.

Richard responded that the CMP includes strategies to reduce delay caused by incidents, especially secondary crashes resulting from the original incident.

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

Richard Perrin stated the Planning Committee reviewed Proposed Resolutions 13-67 through 13-83, 13-85 through 13-86, and 13-88 through 13-98 and recommended them for Board approval at its May 23, 2013 meeting.

- (1) Amending the *2011-2014 TIP* by decreasing the cost of the I-390 Rest Areas project / Proposed Resolution 13-67.
- (2) Amending the *2011-2014 TIP* by adding the I-390 Rest Areas Sewer, Roof, and Water Line Work project / Proposed Resolution 13-68.

Richard discussed Proposed Council Resolutions 13-67 and 13-68. He explained that these resolutions are requested by NYSDOT-Region 4 and represent an administrative change that places the work on the sewer, roof, and water line components of the I-390 Rest Areas project into a separate project that can be administered through the New York State Office of General Services, resulting in a reduced overall cost for the project.

- (3) Amending the *2011-2014 TIP* by decreasing the cost of the Replace 13 Articulated Transit Buses (FY 2012) project / Proposed Resolution 13-69.
- (4) Amending the *2011-2014 TIP* by adding the Upgrade Bus Driving Simulator (FFY 2012) project / Proposed Resolution 13-70.

Richard discussed Proposed Council Resolutions 13-69 and 13-70. He explained that the costs for articulated buses are more favorable than previously anticipated and RGRTA is requesting that a portion of funds from the Replace 13 Articulated Transit Buses (FY 2012) project be used to add the Upgrade Bus Driving Simulator (FFY 2012) project to the *2011-2014 TIP*. The upgraded simulator will include modules for the new Downtown Transit Center so Regional Transit Service bus operators will be able to train on how to maneuver into and out of the facility before it opens.

- (5) Amending the *2011-2014 TIP* by deferring a portion of a phase of the City of Rochester Bicycle Trails project / Proposed Resolution 13-71.
- (6) Amending the *2011-2014 TIP* by advancing a phase of the Rochester Plug-in Hybrid Vehicle Charging Stations/Vehicle Expansion Project / Proposed Resolution 13-72.

Richard discussed Proposed Council Resolutions 13-71 and 13-72. He explained that the City of Rochester is proposing to accelerate the Rochester Plug-in Hybrid Vehicle Charging Stations/Vehicle Expansion Project from next Federal Fiscal Year (FFY 2014) into the current FFY. To maintain fiscal constraint, an equal amount of FFY 2013 funds



for the City of Rochester Bicycle Trails project would be swapped with FFY 2014 funds from the Rochester Plug-in Hybrid Vehicle Charging Stations/Vehicle Expansion Project, resulting in no net change in federal revenues between the two projects.

- (7) Amending the *2011-2014 TIP* by decreasing the cost of the Highway Bridge Block Program project / Proposed Resolution 13-73.
- (8) Amending the *2011-2014 TIP* by deleting the South Lyon Street over Tonawanda Creek project / Proposed Resolution 13-74.
- (9) Amending the *2011-2014 TIP* by increasing the cost of the Griswold Road over Black Creek project / Proposed Resolution 13-75.
- (10) Amending the *2011-2014 TIP* by increasing the cost and changing the scope of the Livingston County Bridge Preventive Maintenance project / Proposed Resolution 13-76.
- (11) Amending the *2011-2014 TIP* by adding a phase to and deferring a phase of the Clarendon Street Bridge over Falls Road Railroad project / Proposed Resolution 13-77.
- (12) Amending the *2011-2014 TIP* by increasing the cost of the Wyoming County 2013 Bridge Preventive Maintenance project / Proposed Resolution 13-78.
- (13) Amending the *2011-2014 TIP* by increasing the cost of the Wyoming County Bridge Preventive Maintenance project / Proposed Resolution 13-79.

Richard Perrin discussed Proposed Council Resolutions 13-73 through 13-79. He explained that these resolutions utilize funds available in the Highway Bridge Block Program and funds from the deletion of the South Lyon Street over Tonawanda Creek project to cover cost increases on the bridge projects in Genesee, Livingston, Orleans, and Wyoming Counties.

- (14) Amending the *2011-2014 TIP* by decreasing the cost of the Interstate System Preventive Maintenance (2014) project / Proposed Resolution 13-80.
- (15) Amending the *2011-2014 TIP* by increasing the cost of the Route 5 Bridge over NFSRR & FLRR project / Proposed Resolution 13-81.

Richard Perrin discussed Proposed Council Resolutions 13-80 and 13-81. He explained that NYSDOT is proposing to decrease the cost of the Interstate System Preventive Maintenance project to provide an offset for an increase on the Route 5 Bridge over the Norfolk Southern and Finger Lakes Railroad project in Ontario County.

- (16) Amending the *2011-2014 TIP* by decreasing the cost of the Route 590 Intelligent Transportation Systems (ITS) Improvements Part II project / Proposed Resolution 13-82.
- (17) Amending the *2011-2014 TIP* by increasing the cost of the Highway Emergency Local Patrol (HELP) Program project / Proposed Resolution 13-83.

Richard Perrin discussed Proposed Council Resolutions 13-82 and 13-83. He explained that decreasing the cost of the Route 590 ITS Improvements Part II project provides the offset for an expansion of the HELP program.

(18) Amending the *2011-2014 TIP* by decreasing the cost of the STP-Rural Block Program project / Proposed Resolution 13-85.

(19) Amending the *2011-2014 TIP* by increasing the cost of the Bates Road Reconstruction project / Proposed Resolution 13-86.

Richard Perrin discussed Proposed Council Resolutions 13-85 and 13-86. He explained that these resolutions utilize funds available in the Surface Transportation Program (STP)-Rural Block Program project to provide an offset for increases in design and construction inspection costs on the Bates Road Reconstruction project. The increased costs are for work to address the at-grade crossing of the roadway and the Falls Road Railroad tracks.

(20) Amending the *2011-2014 TIP* by decreasing select phases of the CMAQ Block Program project / Proposed Resolution 13-88.

(21) Amending the *2011-2014 TIP* by decreasing the cost of the Mt. Hope Station project / Proposed Resolution 13-89.

(22) Amending the *2011-2014 TIP* by changing the source of federal funds for a portion of the Renaissance Square Transit Center project / Proposed Resolution 13-90.

(23) Amending the *2011-2014 TIP* by increasing the cost of the Route 78 Bridge over Cattaraugus Creek project / Proposed Resolution 13-91.

(24) Amending the *2011-2014 TIP* by increasing the cost of the Interstate Overhead Sign Structure Improvement (2011) project / Proposed Resolution 13-92.

(25) Amending the *2011-2014 TIP* by increasing the cost of the Mount Hope Avenue Reconstruction - Phase 1 project / Proposed Resolution 13-93.

(26) Amending the *2011-2014 TIP* by increasing the cost of the City of Rochester Preventive Maintenance project / Proposed Resolution 13-94.

(27) Amending the *2011-2014 TIP* by increasing the cost of the Lyell Avenue Reconstruction project / Proposed Resolution 13-95.

(28) Amending the *2011-2014 TIP* by increasing the cost of the Jefferson Avenue, Ayrault Road to Route 31F project / Proposed Resolution 13-96.

(29) Amending the *2011-2014 TIP* by increasing the cost of the Lincoln Road Reconstruction project / Proposed Resolution 13-97.

(30) Amending the *2011-2014 TIP* by increasing the cost of the East Ridge Road Rehabilitation project / Proposed Resolution 13-98.

Richard discussed Proposed Council Resolutions 13-88 through 13-98. He explained that these actions replace STP-Flex funds on the Renaissance Square Transit Center project with Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. This action allows the region to fully use the CMAQ funds allocated to it, maintain funding to the Renaissance Square Transit Center project, and make STP-Flex funds available for other eligible projects that have cost increases that have not been able to be accommodated.

Richard stated that, as discussed at the March 14 Board meeting, the Planning Committee recommended additional actions to fully utilize the remaining funds in the CMAQ Block Program Project at its February 14 meeting but these actions required a confirmation from NYSDOT-Main Office that CMAQ funds can be obligated to the Renaissance Square Transit Station project, thereby freeing up STP-Flex funds for other existing projects. On April 25, NYSDOT-Main Office confirmed that the Renaissance Square Transit Station project will result in reduced emissions of ozone precursors and other pollutants, making it eligible to have CMAQ funds obligated to it.

Mary Pat Hancock suggested considering Proposed Resolutions 13-67 through 13-83, 13-85 through 13-86, and 13-88 through 13-98 in a single motion and take action on Proposed Resolution 13-87 separately. No Member or Alternate objected.

**Daniel Hogan moved to approve Proposed Resolutions 13-67 through 13-83, 13-85 through 13-86, and 13-88 through 13-98; Terry Rice seconded the motion. The motion passed unopposed.**

Richard Perrin noted that in addition to the proposed TIP amendments discussed previously, NYSDOT-Region 4 was informed by NYSDOT-Main Office that the entire amount of Highway Safety Improvement Program funds that were awarded to the I-390 Interchange Improvements @ Route 15 (Exit 16 Part 2) project through the statewide competitive solicitation and added to the *2011-2014 TIP* in March 2013 need to be programmed in FFY 2013. The notice from NYSDOT-Main Office to NYSDOT-Region 4 occurred after the May 23 Planning Committee meeting. Currently, \$1.955 million of the \$7.47 million HSIP funds awarded to the project are programmed in FFY 2014. These funds can be advanced into FFY 2013 with no impacts on other projects or fiscal constraint. Richard requested that the Board consider action on NYSDOT's request at this time via Proposed Resolution 13-87, which has been added to the agenda.

**Terry Rice moved to approve Proposed Resolution 13-87; Thomas Pericak seconded the motion. The motion passed unopposed.**

- e. Adopting the *2014-2017 Transportation Improvement Program* / Proposed Resolution 13-99.

Richard Perrin acknowledged the efforts of member agency staff through the Transportation Improvement Program Development Committee and Planning Committee along with James Stack and Joseph Bovenzi, of GTC staff, in developing the *2014-2017 Transportation Improvement Program*.

Richard discussed highlights from the *2014-2017 Transportation Improvement Program* (TIP) via a power point presentation. The *2014-2017 TIP* adds three years to the current *2011-2014 TIP* and provides stable funding through September 30, 2017.

Richard provided a brief overview of the development schedule along with key dates. Overall 146 proposals representing projects at 378 locations at a total cost of \$371.8

million were submitted for consideration. He stated that nearly 80 percent of the funding requested was for preventative maintenance, rehabilitation, and replacement/reconstruction projects.

Revenues are projected to be flat or slightly less than current levels and the new structure of federal funding programs has significant impacts. Under MAP-21 funding dedicated for projects on the National Highway System increased 57 percent and funding for projects not on the National Highway System decreased 35 percent. Additionally, NYSDOT is placing a strong emphasis on preventative maintenance and is taking a larger role in project selection than previous years.

Richard explained that a new project evaluation and selection process was used to develop this TIP update to ensure consistency between the agreed upon system performance measures of the *LRTP 2035* and the prioritization of projects. As in the past, GTC and NYSDOT staff first rated the proposals independently then met to agree upon a final project score. A draft project list was then reviewed by the TIP Development Committee and Planning Committee.

The Planning Committee approved the draft project list for public review. The public review period was conducted April 15 through May 15 and four public meetings were held. Media releases were sent out and several news outlets provided coverage.

Richard stated NYSDOT-Main Office has yet to announce project selections through the statewide solicitation. GTC is expecting that the region will be awarded funding for the remaining components of the Access 390 initiative, per Governor Cuomo's announcement related to this project in January 2012.

Richard explained that the recommended program is divided into three components:

- Green – projects funded with the regional allocation
- Yellow – additional projects to be funded with monies from the regional allocation that will be freed up by NYSDOT-Main Office funding for the remaining components of the Access 390 initiative
- Red – projects that cannot be funded with reasonably expected revenues

The Green component includes \$214.9 million of federal funds for:

- Highways – \$114.3 million (53.2%)
- Bridges – \$50.4 million (23.4%)
- Public Transportation – \$37.5 million (17.4%)
- Management and Operations – \$12.8 million (5.9%)

The Green component balances cost-effective preventative maintenance with necessary repairs, replacements, and rehabilitations:

- Preventative maintenance – \$149.0 million (69.3%)
- Replacement/Rehabilitation – \$60.3 million (28.1%)

- Expansion – \$5.6 million (2.6%)

Richard noted that the Green component improves roadways and bridges that carry 4.3 million vehicles a day, increases safety at locations that average 150 serious injuries a year, provide replacements for Regional Transit Service and Lift Line buses, and maintains funding for the Highway Emergency Local Patrol program and Regional Traffic Operations Center staffing.

The Yellow component will add additional projects if NYSDOT-Main Office funds the remaining components of the Access 390 initiative.

The Red component contains projects that are unable to be added to the *2014-2017 TIP* given reasonably expected revenues, including:

- Complete funding for the remaining components of the Access 390 initiative
- Full funding for the Route 531 Interchange improvements at NYS Routes 31 and 36 and RGRTA Campus Improvements
- \$115.5 million of preventative maintenance, rehabilitation, and replacement/reconstruction projects
- \$22.0 million of public transportation improvements
- \$1.8 million of bicycle and pedestrian projects; although, NYSDOT has \$30 million in available funds for non-motorized transportation projects via the Transportation Enhancements Program for which projects are currently being solicited

Richard reported that an emissions and energy analysis was conducted for the recommended program (even though this analysis is no longer required) and an environmental justice analysis shows an equitable distribution of funds. A direct response to each of the public comments received on the draft program is also included in the draft document.

The next steps include implementing recommended projects in a timely and cost effective manner and continuing to communicate regional infrastructure needs and the lack of dedicated funding.

Marcia Barry asked if there are any efforts to prioritize investment in bicycle and pedestrian projects given the planning funds that have been dedicated through the UPWP to study active transportation improvements.

Richard responded that GTC and member agencies need to start looking for funding beyond dedicated transportation sources. The region should look to the public health sector and public-private partnerships to fund active transportation improvements.

Mark Assini asked about the inclusion of funding for the design of the I-490/I-390/Lyell Avenue Interchange in the recommended program and the expected timeline for construction of the interchange.

Richard responded that funds for construction have been requested through the NYSDOT-Main Office solicitation. Absent an award of funds that have been retained for project selection by NYSDOT-Main Office, construction will likely not begin until fall 2017 at the earliest.

**Terry Rice moved to approve Proposed Resolution 13-99; Dorothy Huber seconded the motion. The motion passed unopposed.**

- f. Selecting NYSDOT as the Designated Recipient for FTA Section 5310 Program funds apportioned to the Rochester Urbanized Area / Proposed Resolution 13-60

Richard Perrin stated one of the changes made by MAP-21 to the structure of federal surface transportation programs was the consolidation of the former FTA Section 5310 – Transportation for Elderly Persons and Persons with Disabilities and FTA Section 5317 – New Freedom Programs into the current FTA Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program.

In urbanized areas with a population above 200,000, the MPO is responsible for identifying a Designated Recipient to administer projects selected to receive FTA Section 5310 program funds apportioned to its respective urbanized area. The Designated Recipient is responsible for: ensuring applications for the funds are properly submitted; awards to sub-recipients are derived from the locally-developed, coordinated public transit-human services transportation plan; awards are made based on a competitive selection process; and that sub-recipients can meet all FTA requirements.

The amount sub-allocated for projects in the Rochester Urbanized Area will be approximately \$665,000 annually in FFYs 2013 and 2014, and up to 10 percent of the funds can be used to administer the program.

For the FFY 2009 through FFY 2011 awards, which were conducted competitively on a statewide basis, our region was awarded over \$1 million in each year or 10 percent of the statewide total for those three years. Under MAP-21, our average amount will decrease 40 percent and we will receive to four percent of the statewide total.

Richard noted that a statewide teleconference was held on May 10 between representatives from the NYSDOT-Main Office, NYSDOT regional offices, MPOs, and public transportation operators to review the requirements of the current FTA Section 5310 Program and discuss potential Designated Recipients. NYSDOT has offered to serve as the Designated Recipient for any MPOs who would like them to act in this capacity.

NYSDOT has the most direct experience in administering the former FTA Section 5310 Program and preceding versions of it over the past 30-plus years. Based on the level of effort required to administer the current FTA Section 5310 Program and the associated amount of funding to be programmed, the entity that can fulfill the obligations of the Designated Recipient in the most cost-effective manner for this region is NYSDOT.

Pursuant to MAP-21, if NYSDOT is selected as the Designated Recipient for this region, our apportioned amount is required to be awarded to projects in the Rochester Urbanized Area (i.e., there is no risk of award of our apportioned funds to other areas of the state) that are included in our locally-developed, coordinated public transit-human services transportation plan (i.e., GTC would have primary authority with respect to project selection). The resolution is written so that it remains in effect so long as the program requirements remain similar and GTC does not change its preferred Designated Recipient.

NYSDOT was recommended as the preferred Designated Recipient for FTA Section 5310 Program funds by the Planning Committee at its May 23, 2013 meeting.

**Bill Carpenter moved to approve Proposed Resolution 13-60; Mark Assini seconded the motion. The motion passed unopposed.**

## **7. New Business**

- a. FFY 2013 Transportation Investments Generating Economic Recovery program (TIGER)

Richard Perrin stated that the notice for the fifth round of TIGER funding was issued by the U.S. Department of Transportation on April 22. \$473.8 million will be available nationwide on a competitive basis for projects "that will have a significant impact on the Nation, a metropolitan area or region." In the first four rounds, there was \$3.11 billion available and \$103 billion requested. There is every reason to believe that this round will be highly competitive again.

Final applications were due June 3 and projects being proposed must be able to meet all local, state, and federal requirements by June 30, 2014. Multiple agencies in the Region inquired about the TIGER program. Two applications for projects in the Region were submitted: 1.) the Inner Loop East Reconstruction and 2.) the Portageville Bridge Replacement. Both projects were submitted in the third round (FFY 2011) of TIGER and, as in that round, GTC provided letters certifying that the projects are included in the *LRTP 2035* and GTC will amend the TIP if either or both of the projects are selected to receive TIGER awards.

- b. Transportation Enhancements Program (TEP)

Richard Perrin stated that on May 2, NYSDOT announced that it would be soliciting projects to be funded with the remaining TEP funds from the previous federal surface transportation authorization. Approximately \$30 million is available statewide. The minimum award amount is \$160,000 and the maximum is \$2.5 million. TEP funds can be used for 80 percent of the total project cost with the rest borne by the project sponsor. Project sponsors are also responsible for the full cost of any overruns.

NYSDOT-Region 4 held three workshops: May 29 in Rochester, May 30 in Canandaigua, and June 13 in Batavia. Project applicants were required to attend one of these as well as a Federal-Aid 101 workshop to be eligible to apply for TEP funding in this round.

Final applications are due to NYSDOT regional offices by August 16. Prioritized lists of applications received based on evaluations by NYSDOT regional and MPO staffs are due in mid-October with project selection by NYSDOT-Main Office expected by the end of calendar year 2013.

Under MAP-21, the TEP, Safe Routes to School, and Recreational Trails programs were consolidated into the Transportation Alternatives Program (TAP). A portion of these funds are now directly sub-allocated to Urbanized Areas similar to the FTA Section 5310 program. The MPOs in New York State will work with NYSDOT to determine if a joint process for soliciting, evaluating, and selecting projects to receive TAP funding can be developed.

c. Boundary Revisions

Richard Perrin stated GTC staff is working on revisions to its relevant boundaries for GTC Board review and consideration at the September 12 meeting based on the Rochester 2010 Census Urbanized Area (UZA) that was released in late-March 2012. Census UZA boundaries are irregular and FHWA and FTA allow MPOs and state departments of transportation to work cooperatively to smooth out these geographies into the adjusted urbanized area boundaries. The Rochester Adjusted Urbanized Area must incorporate all of the Census-delineated UZA and be approved by the MPO, Governor, and USDOT by June 2014. NYSDOT-Main Office is requesting action by MPOs by September 30, 2013 as the adjusted urbanized area boundaries will change its Highway Performance Monitoring System submission to FHWA.

The 2010 Census resulted in changes to the Rochester Census UZA that removes portions that were included based on the 2000 Census, primarily on the westernmost side of Monroe County (Towns of Clarkson and Sweden, including the Village of Brockport), and adds areas in the southern (Towns of Wheatland and Henrietta) and eastern (Towns of Webster, Penfield, Macedon, Ontario, and Victor) portions of the Rochester Transportation Management Area, as well as the entire City of Canandaigua and portions of the Towns of Canandaigua, Gorham, and Williamson.

The current FHWA/FTA-recognized Metropolitan Planning Area (MPA) for the Rochester Adjusted Urbanized Area only includes Monroe County and the adjacent developed areas in Livingston, Ontario, and Wayne counties; not the entire nine-county region. Beyond the update of the Rochester Adjusted Urbanized Area, the 2010 Census also provides the opportunity for the update of the MPA.

Richard noted that his initial interpretation of the relevant portion of Titles 23 and 49 of the Code of Federal Regulations is that the nine-county region can be designated as the MPA for GTC ("MPA boundaries may be established to coincide with the geography of regional economic development and growth forecasting areas") and it



would not change the responsibilities of GTC and NYSDOT in the development of the TIP. Making the officially-recognized boundaries of the GTC MPA the entire nine-county region would be consistent with both the original designation of GTC and the boundaries of the current Governor's regional economic development council.

**8. Next Meeting**

The next GTC Board meeting will be held on September 12, 2013 at the Radisson Hotel, 175 Jefferson Road in Henrietta.

**9. Adjournment**

The meeting adjourned at 10:05 a.m.