

**GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING
Penfield Town Hall
Penfield, NY**

March 12, 2015

GTC BOARD MEMBERS PRESENT

Jeffrey Adair, Monroe County and Genesee/Finger Lakes Regional Planning Council (Vice Chairperson)
Maggie Brooks, Monroe County
Allen G. Casey, City of Rochester – At-Large
Eric Gott, Livingston County
James Hoffman, Wayne County (Chairperson)
Scott Leathersich, Monroe County – At-Large (*Portion of the meeting*)
John F. Marren, Ontario County
William Moehle, Monroe County Supervisors' Association
William W. Napier, Monroe County – At-Large (*Portion of the meeting*)

ALTERNATE REPRESENTATIVES PRESENT

Chris Bollin, Monroe County – At-Large, representing Daniel Hogan
Bill Bordeau, Seneca County, representing Don Earle
Kevin Bush, New York State Department of Transportation (NYSDOT), representing Joan McDonald
Bill Carpenter, Rochester Genesee Regional Transportation Authority (RGRTA), representing James Redmond
Jerry Davis, Wyoming County, representing A. Douglas Berwanger
Tom Goodwin, Monroe County Planning Board, representing Linda A. Faubel
Gerald Gray, Orleans County, representing David B. Callard
Andrea Guzzetta, Rochester City Council, representing Loretta Scott
Donald House, Yates County, representing Dr. Timothy Dennis
Norman Jones, City of Rochester, representing Lovely Warren
Tom Pericak, NYS Thruway Authority, representing Robert L. Megna
Mitch Rowe, Rochester City Planning Commission, representing David L. Watson

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Raymond Cianfrini, Genesee County
Joe Martens, New York State Department of Environmental Conservation
Jonathan McDade, Federal Highway Administration (FHWA)
Marilyn Shazor, Federal Transit Administration (FTA)
Steven Urlass, Federal Aviation Administration
Howard Zemsky, Empire State Development Corporation

OTHERS IN ATTENDANCE

Angela Ellis, Livingston County	John Thomas
Daniel Hallowell, NYSDOT-Region 4	Robert Torzynski, GTC staff
Joel Kleinberg, NYSDOT-Region 4	David Zorn, G/FLRPC
Scott Leathersich, Monroe County	
Sharon Lilla, Barton & Loguidice	
Ken Miller, Wayne County	
Richard Perrin, GTC staff	
Christopher Reeve, NYSDOT-Region 4	
Terrence J. Rice, Monroe County	
James Stack, GTC staff	
Christopher Tortora, GTC staff	

1. Call to Order and Roll Call

Chairperson James Hoffman called the meeting to order at 8:32 a.m.

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

2. Public Forum

No one from the public spoke during the Public Forum.

3. Approval of Minutes

Jeffrey Adair moved to approve the minutes from the December 11, 2014 Quarterly Meeting as presented; John Marren seconded the motion. The motion passed unopposed.

4. Communications and Announcements

Richard Perrin provided the following communications and announcements:

- Monroe County Executive Maggie Brooks has re-designated Daniel Hogan and designated William Napier as the County's At-Large Members of the GTC Board and re-designated Chris Bollin and Scott Leathersich as their respective Alternates.
- By his election as Chairman of the Seneca County Board of Supervisors, Seneca Falls Supervisor Don Earle is a Member of the GTC Board.
- Rochester Mayor Lovely Warren has re-designated Allen Casey as the City's At-Large Member of the GTC Board and John Thomas as his Alternate.
- By his election as President of the Monroe County Town Supervisors' Association, Brighton Supervisor William Moehle is a Member of the GTC Board. Supervisor Moehle has designated Penfield Supervisor Tony LaFountain as his Alternate to the GTC Board.
- By his appointment as President and CEO Designate of Empire State Development Corporation, Howard Zemsky is a Member of the GTC Board.
- By his appointment as Acting Executive Director of the New York State Thruway Authority, Robert Megna is a Member of the GTC Board.
- Federal Highway Administration-New York (FHWA-NY) Division Administrator Jonathan McDade has designated Maria Chau as his Alternate to the GTC Board and as the FHWA-NY Division Planning Committee Member.

5. Reports and Action on Old Business

- a. Planning Committee Report – Scott Leathersich, Chairman

Scott Leathersich provided the following report:

The Planning Committee met January 8 and February 12 and recommends that the GTC Board:

- Adopt the *Fiscal Year (FY) 2015-2016 Unified Planning Work Program (UPWP)*;
- Expand the Rochester Metropolitan Planning Area to encompass the 2010 Census-defined Rochester Urbanized Area;
- Update the Functional Classification of Roadways within the Rochester Metropolitan Planning Area;
- Accept the *Rochester Area Bike Sharing Program Study* as evidence of completion of UPWP Task 8780; and
- Amend the *2014-2017 Transportation Improvement Program (TIP)* as requested by Monroe County, NYSDOT, and RGRTA.

Additionally, the Planning Committee took the following action:

- Approved the Draft *FY 2015-2016 UPWP* Project List for public review;
- Received a presentation on and discussed the results of the Genesee-Finger Lakes Regional Bridge Network Needs Assessment and Investment Strategy; and
- Approved four administrative modifications to the *2014-2017 TIP* as requested by Monroe County, NYSDOT, and the City of Rochester.

b. GTC Staff Report – Richard Perrin, Executive Director

Richard Perrin provided the following report:

At the December 11, 2014 meeting, it was reported that GTC staff had completed the first round of customer engagement for the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040 (LRTP 2040)*, having held two public open houses to supplement GTC staff having a booth at 13 different venues across the region during the summer and fall. In addition, a survey on opportunities and issues was conducted, which garnered approximately 100 responses.

GTC staff has been conducting the second round of public involvement. A survey requesting feedback from residents on investment priorities and potential projects is currently available and approximately 100 responses have been received to date. A survey for freight-related businesses (e.g. manufacturers/shippers, carriers, and receivers) has also been developed and distributed.

GTC staff is working on developing the draft of the *LRTP 2040* document for Planning Committee review. This draft was originally intended to be provided to the Planning Committee at its April 9 meeting but the issuance of the final rule for implementing the 2008 National Ambient Air Quality Standard (NAAQS) for ground level ozone will likely result in GTC having additional time to adopt the *LRTP 2040*.

The Rochester area did not meet (i.e., was in nonattainment of) the 1997 NAAQS for ground-level ozone, and nonattainment areas are required to update their LRTP every

four years. The 2008 NAAQS for ground level ozone is a more stringent standard than the 1997 one, but the Rochester area meets this one primarily due to actions taken in the Midwest and Canada over the last several years. As a result of the implementation of the 2008 NAAQS effective April 6, the 1997 NAAQS is revoked. This means that the Rochester area is in attainment of the current standard, and attainment areas have up to five years to update their LRTP.

As a result, we don't expect the next GTC LRTP to be due until June 2016; rather than June 2015. However, GTC staff are progressing on a schedule that would provide the draft *LRTP 2040* for GTC Board consideration earlier than June 2016. Currently, the Unified Planning Work Program (UPWP) must be adopted in March because it takes effect in April. The Transportation Improvement Program (TIP) must be adopted in June so that it can be processed and included in the Statewide TIP (STIP) because the STIP takes effect in October. GTC Board adoption of LRTPs in either September or December ensures that the necessary policies are in place to guide investment decisions for both of the other federally-required products.

c. Old Business

Richard Perrin provided the following report:

1. Federal Legislative and Funding Update

At the December 11, 2014 meeting it was reported that the Moving Ahead for Progress in the 21st Century Act (MAP-21), the current federal surface transportation authorizing legislation, was extended through May 31 at funding levels that are the same as the two previous Federal Fiscal Years (FFYs). This makes an extension through the end of the current FFY on September 30 all but certain. The latest estimate from CBO is that an additional \$3 billion bailout will be required to keep the Highway Trust Fund solvent through the end of the current FFY. We still have not received a response on the status of \$6 million of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for the region as a result of this extension. GTC staff is continuing to work with NYSDOT-Region 4 and NYSDOT-Main Office on this issue.

The President released his FFY 2016 budget request on February 2. The President is seeking to increase both the defense and non-defense spending caps included in the Budget Control Act of 2011 (also known as Sequestration). A similar proposal was made last year and largely disregarded. That may change this year with Democrats supporting an increased level of spending.

The transportation component is based on a six-year, \$478.3 billion version of the Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America (GROW AMERICA) Act, which was a four-year \$302.3 billion bill in last year's budget request.

The bill would be paid for by extending existing fuel taxes and other taxes plus depositing an additional \$40 billion per year from a one-time 14 percent

repatriation tax on overseas corporate earnings into the Transportation Trust Fund. This is still only a temporary fix to the funding shortfall as the Administration acknowledges that after the last year of the bill, revenues would revert to what would be raised through the existing fuel taxes and other taxes in FFY 2022, resulting in annual cash deficits of \$29 billion.

The revenues would provide for an authorization that would increase FHWA obligation limits 25 percent from \$41 billion to \$51 billion and FTA revenues from \$10.9 billion to \$18.4 billion, an increase of 69 percent with \$5.3 billion of the \$7.5 billion increase going to formula grants. The Federal Railroad Administration budget would increase 209 percent with grants to Amtrak rising from \$1.4 billion to \$2.5 billion and a new \$2.3 billion Passenger Rail Grant Program. In terms of revisions to the programmatic structure of MAP-21, Transportation Secretary Foxx said last month that the formulas would remain the same but there would be added flexibility as a result of the increased funding.

GTC staff has reviewed and commented on various proposed rulemakings related to provisions of MAP-21, as well as proposals for the next authorization. One of these proposals was requested by associations serving local interests and is being proposed by Representative Rodney Davis of Illinois (13th District), entitled the "Empowering Local Government Act of 2015", which would amend MAP-21 by apportioning more funds to the Surface Transportation Program (STP) and then distributing a greater portion of STP funds based on population.

Bill Carpenter reported that he attended a meeting held by Representative Tom Reed and that, as has been reported, Congress seem to be in agreement on the need for a long-term transportation bill but finding the funding necessary to support it is the primary struggle.

Bill Carpenter went on to say that the American Public Transportation Association (APTA) is working with local sponsors across the country to organize "Stand Up for Transportation Day" on April 9 to raise awareness of the need for additional funding for transportation. RGRTA, in partnership with Monroe County, the City of Rochester, and GTC staff, will host an event on that day at 11:00 a.m. at the Downtown Transit Center to draw attention to the need for sufficient revenues via a long-term federal transportation funding bill.

2. Genesee-Finger Lakes Regional Bridge Network Needs Assessment and Investment Strategy Results

Richard Perrin reported that a presentation on the initiative was made at the December 11, 2014 meeting, including a demonstration of the Bridge Asset Management Tool which provides recommended investments by work type (e.g., preventive maintenance, improvement, and replacement) based on available funding levels. As discussed previously, all of the technical work was completed by the end of calendar year 2014.

A presentation on the initiative was made to the Planning Committee at its January 8 meeting, including a demonstration of the other custom-built

application: the Bridge Prioritization Screening Tool. This tool ranks bridges based on the weights that a user assigns to criteria related to the structural, operating, and functional characteristics of bridges in a specified geography.

A presentation on the full initiative and a demonstration of both of the tools was made on January 20 at the New York State County Highway Superintendents' Association winter conference. It was well-received and a number of attendees had questions on the methodology and suggestions for how something similar could be conducted in their area.

The briefing book was finalized and distributed to Members and Alternates of the GTC Board and Planning Committee, along with other interested stakeholders, on February 26. The tools are already being incorporated into both regional (GTC TIP) and local (Orleans County) investment decision making processes.

6. Action Items

- a. Adopting the *Fiscal Year 2015-2016 Unified Planning Work Program* | Proposed Resolution 15-1

Jeff Adair moved to approve proposed Resolution 15-1; Bill Carpenter seconded the motion.

Richard Perrin stated that the *FY 2015-2016 UPWP* will cover the period of April 1, 2015 through March 31, 2016. The draft document was included in the meeting materials. It includes both the budget for GTC staff activities and for transportation plans and studies conducted by member agencies and communities throughout the region using FHWA and FTA metropolitan planning funds.

While other metropolitan planning organizations (MPOs) use all of their federal transportation planning funds for staff activities, GTC staff will again be able to meet and exceed the federal metropolitan planning requirements using approximately one-half of these federal funds that are apportioned to GTC. This allows over \$700,000 to be programmed to member agencies and communities in the region, not including funds for GTC staff to procure travel time data for our performance measurement activities and consultant services to update the region's current systems management and operations plan and provide travel demand modeling assistance.

In terms of developing the UPWP, it began with sending a postcard to GTC member agencies and every municipality in the region on September 12 announcing the availability of funds for initiatives that advance the region's long range transportation plan. An applicant workshop was held on September 24 at Henrietta Town Hall and applications were due October 17. The submitted proposals and an associated summary were distributed to the UPWP Development Committee (UDC) on Monday, October 20.

Nineteen proposals requesting \$1,105,400 in federal transportation planning funds were received. There is \$931,262 available for programming. The 19 proposals were evaluated and scored by GTC staff. These evaluations were provided to the UDC, which met on November 13 and 25, 2014 and finalized the initial draft of the *FY 2015-2016 UPWP* project list for Planning Committee consideration via e-mail on December 22, 2014.

The Planning Committee approved the draft *FY 2015-2016 UPWP* project list for public review at its January 8 meeting. It was made available for public review from January 9 through February 9 on the GTC website and at the GTC office, county planning offices, the NYSDOT-Region 4 office, and the central repository libraries in Livingston, Monroe, Ontario, and Wayne Counties (those in the Rochester Metropolitan Planning Area). One public comment was received in support of the Irondequoit Active Transportation plan.

As there was no significant support for a proposal not included in the draft list nor opposition to one that was, the Planning Committee did not make any adjustments to the program provided for public review.

The Planning Committee reviewed and recommended Proposed Resolution 15-1, adopting the *FY 2015-2016 UPWP* at its February 12 meeting.

Consistent with federal requirements that the UPWP must advance the region's LRTP, some highlights of new projects and continued funding for ongoing activities that are programmed in the recommended draft *FY 2015-2016 UPWP* include:

- revising zoning ordinances to improve circulation and accessibility, and provide improved transportation choices along major corridors in the City of Rochester;
- developing methods to better assess and quantify the benefits and impacts of transportation on public health;
- identifying service improvements to public transportation operations throughout the region;
- continuing the identification of effective counter measures at high crash locations in Monroe County;
- considering alignment options for a multi-use trail to connect Silver Lake with Letchworth State Park and the Genesee Valley Greenway Trail in Wyoming and Livingston Counties;
- conducting the first inventory of guiderail along Monroe County-owned roads in more than 25 years;
- continuing land use monitoring activities by Monroe County and the Genesee/Finger Lakes Regional Planning Council that are integral to analyzing development as part of transportation and land use plans;
- creating plans that identify projects and programs to promote walking and bicycling (i.e., active transportation) in the City of Geneva and Town of Irondequoit; and

- conducting an inventory of available parking and identifying improvements on Monroe Avenue in the City of Rochester.

All projects in the current UPWP (FY 2014-2015) that are not anticipated to be completed by March 31 are carried over into the *FY 2015-2016 UPWP*. Per standard practice, GTC staff will present a budget amendment to the UPWP at the next meeting in June to account for activities completed in the fourth and final quarter of the current fiscal year.

The motion passed unopposed.

- b. Expanding the Rochester Metropolitan Planning Area to encompass the 2010 Census-defined Rochester Urbanized Area / Proposed Resolution 15-2

John Marren moved to approve proposed Resolution 15-2; Jeff Adair seconded the motion.

Richard Perrin explained that following each decennial Census, the U.S. Census Bureau reviews and updates Urban Area boundaries across the nation using specific population density and land use criteria. Urban Areas with a population of 50,000 residents or more are classified as Urbanized Areas and require a Metropolitan Planning Organization (MPO) to qualify for the receipt of Federal surface transportation funds.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) require that the Metropolitan Planning Area (MPA) for each MPO, at a minimum, encompass the entire Urbanized Area plus adjoining areas expected to become urbanized within a 20-year forecast period. Adjustments to MPA boundaries must be made before the next regularly-scheduled long range plan update after October 1, 2012 or within four years of the designation of the new Urbanized Area boundary, whichever occurs first.

Changes in population and land use in the Genesee-Finger Lakes Region between 2000 and 2010 resulted in an expansion of the Rochester Urbanized Area beyond the current Metropolitan Planning Area boundary to the east and southeast in the Towns of Williamson, Hopewell, and Gorham, respectively. To account for this growth, it is being recommended that the MPA boundary be adjusted to include all of the Towns of Williamson, Hopewell, and Gorham as well as the municipalities between them along the New York State Route 21 Corridor.

Metropolitan Planning Area boundary adjustments must be agreed to by both the MPO and the Governor. The New York State Department of Transportation (NYSDOT) is acting on behalf of the Governor of New York State. The initial GTC staff proposal was to expand the Metropolitan Planning Area to include the entire Genesee-Finger Lakes Region (which is allowed under federal regulations). However, NYSDOT does not agree with expanding the MPA to include the entire Region. NYSDOT's policy and general direction for MPA revisions based on the 2010 Census is to limit them to required revisions or to very limited expansions. This means

revisions will be consistent with the current rules for establishing an MPO and will not result in significant expansions to include rural areas. Simply put, if GTC were to be established as an MPO today, it would only encompass the MPA under consideration via Resolution 15-2.

Proposed Resolution 15-2 was reviewed and recommended for GTC Board approval by the Planning Committee at its February 12, 2015 meeting.

The motion passed unopposed.

- c. Updating the Functional Classification of Roadways within the Rochester Metropolitan Area / Proposed Resolution 15-3

Scott Leathersich moved to approve proposed Resolution 15-3; Jeff Adair seconded the motion.

Richard Perrin described functional classification as the process by which roads are grouped into classes based on the role they play in serving the flow of trips throughout a highway network and the type of access they provide to adjacent properties. Functional classification helps establish appropriate highway design standards to meet the needs of the traffic served and is critical in determining Federal Aid eligibility and prioritization of transportation investments.

Per the Federal Highway Administration (FHWA), functional classification updates should be completed within three years following the approval of Adjusted Urbanized Area Boundaries. The Genesee Transportation Council (GTC) passed Resolution 13-150 on September 12, 2013, updating the Rochester Adjusted Urbanized Area Boundary based on the 2010 Census. On March 6, 2014, the FHWA approved the Rochester Adjusted Urbanized Area Boundary as requested by the GTC via Resolution 13-150.

The guidance included in FHWA's *Highway Functional Classification Concepts, Criteria and Procedures 2013 Edition* was followed to identify potential functional classification changes in the GTC Transportation Improvement Program (TIP) Area.

GTC staff identified proposed changes by identifying roadways whose daily traffic would make them "outliers." This was accomplished by calculating the average of the daily traffic volumes on all roads in each functional class and selecting those roads that were more than two standard deviations from the average (or mean) of their current functional class.

Concurrently, GTC staff requested proposed changes from member agencies in the TIP Area, and suggested that counties coordinate their response with municipalities in their respective county.

Richard stated that, based on the approval of the Rochester Adjusted Urbanized Area Boundary by FHWA on March 6, 2014, these adjustments are not due until March 6, 2017. GTC is well ahead of most, if not all MPOs, in New York State which should

ensure that these changes can be processed in a timely manner by NYSDOT and FHWA.

Proposed Resolution 15-3 was reviewed and recommended for GTC Board approval by the Planning Committee at its February 12, 2015 meeting.

William Moehle expressed concern that perhaps not enough Town Supervisors have been made aware or have had a chance to review the proposed changes and consider them within a local context. He noted that he does not feel the proposed classification change of Elmwood Avenue in Brighton from Minor Arterial to Principal Arterial, for example, is necessary when compared to Hylan Drive (also recommended for Principal Arterial status).

Jim Hoffman stated that there are two options to consider: vote on the proposed changes today or table consideration of the proposed changes to allow more time for consideration. Jim Hoffman asked Richard Perrin if there is still time for further review on the classification changes if deemed necessary. Richard Perrin replied that there is time for additional review and offered to discuss functional classification and the proposed changes with the Monroe County Supervisors Association.

William Moehle stated that the Supervisors Association would appreciate the presentation and opportunity for review.

Richard Perrin stated that roadway functional classification does not necessitate design change and provided the example of Times Square which has a Principal Arterial (7th Avenue) running through it, yet in no way does it conform to FHWA signage recommendations for Principal Arterials. Rather, Principal Arterial status may allow for additional funding sources to be utilized.

Terry Rice added that there is no thought or desire to alter the design or character of Elmwood Avenue and offered to participate in the discussion with the Supervisors' Association.

Jim Hoffman stated that it seemed to be the will of the Board to table the motion.

Maggie Brooks moved to table proposed Resolution 15-3; William Moehle seconded the motion. The motion passed unopposed.

- d. Accepting the *Rochester Area Bike Sharing Program Study* as evidence of completion of UPWP Task 8780 / Proposed Resolution 15-4

John Marren moved to approve proposed Resolution 15-4; Bill Carpenter seconded the motion.

Richard Perrin explained that the purpose of the Rochester Area Bike Sharing Program Study was to determine if a bike sharing program that links major destinations in the Rochester area would be feasible. Bike sharing is a subscription-based service whereby users pay a fee to rent a bike. The fee – paid on an annual, monthly, daily, or per trip

basis – entitles the member to use a bike for a specified period of the time (usually of a fairly short duration such as 30-45 minute) after which additional fees are charged. This encourages the return of the bikes before additional fees are charged, allowing a single bike to be available to several users over the course of a day.

Bike share programs can increase mobility options, equity, and attractiveness to visitors. The study involved assessing potential demand for bike sharing based on quantitative analysis of population and employment density, availability of transit, location of retail and commercial businesses, and existing and planned bicycling infrastructure (e.g., dedicated bike lanes, multi-use trails, bicycle parking, etc.) and input from residents, businesses, and organizations.

Based on the assessment of demand, it was determined that central (including downtown) and southeast Rochester and northwest Brighton would be the area most likely to support a bike sharing program. In addition, potential satellite systems could be established in Brockport, Canandaigua, East Rochester, Fairport, and Henrietta.

The study recommends introducing the program in Rochester and Brighton in four phases. This approach would allow the system to build from 250 bikes in the initial year to full implementation of a 1,000-bike system in five years. Capital and pre-launch start-up costs would be between \$2.5 million and \$5 million for full implementation over five years. Annual operating costs would be \$2.36 million at full implementation with expected revenues of \$1.04 million, resulting in a user fee recovery of 46 percent and requiring \$1.32 million in additional funding. The start-up and operating costs would be lower if the system were less than the 1,000-bike full implementation scenario. As an example, implementing only the first phase, which would serve the Downtown, High Falls, and East End areas of the City of Rochester, using 250 bikes would be between \$890,000 and \$1.4 million for capital and pre-launch start-up costs. The annual operating costs are estimated to be \$392,337 with user fee recovery of \$205,270, requiring \$187,067 in additional funding.

The study describes three business models that could be used to operate and maintain the program: regional agency-owned/privately-operated, City of Rochester-owned/privately-operated, or not-for-profit agency-owned and operated. It does not recommend one over the others as selection of a preferred business model requires additional discussion with potential owners.

It's important to reiterate that GTC staff believe that implementation will require financial support from non-public sector entities. Given the other demonstrated transportation needs in the region, implementation of a bike sharing program in Rochester will truly need to be a public-private (and not-for-profit) partnership. GTC plans to coordinate with cycling and public health organizations and other interested stakeholders to identify their willingness to be a financial partner in the establishment of a bike sharing system in Rochester.

Proposed Resolution 15-4 was reviewed and recommended for GTC Board approval by the Planning Committee at its February 12, 2015 meeting.

The motion passed unopposed.

e. Amending the *2014-2017 Transportation Improvement Program* (TIP)

Jim Hoffman suggested grouping all Resolutions into a single action. No members or alternates objected.

Jeff Adair moved to approve proposed Resolutions 15-5 through 15-18 and 15-22 through 15-26; Bill Bordeau seconded the motion.

Richard Perrin discussed each of the Resolutions including the source of funding offsets, if any, as noted below.

- (1) Amending the 2014-2017 TIP by decreasing the cost of the HSIP Block Program project / Proposed Resolution 15-5
- (2) Amending the 2014-2017 TIP by increasing the cost of the Monroe County Horizontal Curve Sign Upgrade project / Proposed Resolution 15-6
- (3) Amending the 2014-2017 TIP by adding the Route 252 at John St./BHTL Intersection Safety Improvements project / Proposed Resolution 15-7

Resolution 15-5 would use unprogrammed FHWA Highway Safety Improvement Program funds to increase the Detailed Design Phase of the Monroe County Horizontal Curve Sign Upgrade project and add the NYSDOT Route 252 at John Street/Brighton Henrietta Townline Road (BHTL) Intersection Safety Improvements in Henrietta project, which was selected to receive Highway Safety Improvement Program (HSIP) funds from the statewide HSIP program administered by NYSDOT-Main Office.

- (4) Amending the 2014-2017 TIP by deleting the CSX Westshore Line Railroad Crossings in Monroe County project / Proposed Resolution 15-8
- (5) Amending the 2014-2017 TIP by increasing the cost of and changing the name of the CSX Main Line Railroad Crossings in Monroe County project / Proposed Resolution 15-9

Resolutions 15-8 and 15-9 would consolidate railroad grade crossing work on both CSX lines in Monroe County into one project, and rename it "CSX Railroad Crossings in Monroe County." The cost to meet the objectives of the two projects is less than originally estimated. Accordingly, the cost of the consolidated single project is less than the total of the two projects it replaces. The source of the federal funds is the Railway-Highways Crossing Program, which is administered by NYSDOT-Main Office.

- (6) Amending the 2014-2017 TIP by reprogramming select phases of the CSX Main Line Railroad Crossings in Genesee County project / Proposed Resolution 15-10
- Resolution 15-10 would advance the Preliminary Engineering and Construction phases of the CSX Main Line Railroad Crossings in Genesee County project from

FFY 2017 to FFY 2016. The source of the federal funds is the Railway-Highways Crossing Program, which is administered by NYSDOT-Main Office.

- (7) Amending the 2014-2017 TIP by advancing portions of phases of the Canandaigua Road Bridge over the Erie Canal project / Proposed Resolution 15-11

Resolution 15-11 would provide all of the funds programmed to the Canandaigua Road Bridge over the Erie Canal project in Macedon for Construction and Construction Inspection in FFY 2015. Currently, the funding for these phases is split between FFY 2015 and FFY 2016. The source of Federal funds is the STP Off-System Bridge program and there is no change to the total cost or federal share of the project. NYSDOT-Main Office has approved the advancement of these funds from FFY 2016 to FFY 2015.

- (8) Amending the 2014-2017 TIP by deleting the NYSDOT Principal Art. or Higher Prev. Maint. @ 6 Locations (2016) project / Proposed Resolution 15-12
- (9) Amending the 2014-2017 TIP by decreasing the cost of the NYSDOT Principal Art. or Higher Prev. Maint. @ 7 Locations (2017) project / Proposed Resolution 15-13
- (10) Amending the 2014-2017 TIP by deferring a phase of the Route 441 and I-490 Concrete Repairs project / Proposed Resolution 15-14
- (11) Amending the 2014-2017 TIP by adding the Lake Ontario State Parkway Preventive Maintenance (Rt. 390 to O'Rorke Bridge) project / Proposed Resolution 15-15
- (12) Amending the 2014-2017 TIP by adding the Route 104 Preventive Maintenance (Rt. 390 to Kodak Park Bridge) project / Proposed Resolution 15-16

Resolutions 15-12, 15-13, and 15-14 would use National Highway Performance Program funds to separate the Lake Ontario State Parkway Preventive Maintenance (Rt. 390 to O'Rorke Bridge) project (Resolution 15-15) from the NYSDOT Principal Art. or Higher Prev. Maint. @ 7 Locations (2017) project (Resolution 15-13) and add the Route 104 Preventive Maintenance (Rt. 390 to Kodak Park Bridge) (Resolution 15-16) project; which would have scored in the highest tier for Highway Preventive Maintenance projects if submitted during the current TIP round. There would be no change in the total project cost or federal share on the Route 441 and I-490 Concrete Repairs project (Resolution 15-14); however, the Detailed Design phase would be deferred from FFY 2015 to FFY 2016 to provide funding for the preconstruction phases of the Lake Ontario State Parkway Preventive Maintenance and Route 104 Preventive Maintenance.

- (13) Amending the 2014-2017 TIP by decreasing the cost of the STP-Urban Block Program project / Proposed Resolution 15-17
- (14) Amending the 2014-2017 TIP by reprogramming select phases of the Rochester/Monroe County Traffic Control Center project / Proposed Resolution 15-18

Resolution 15-17 would use unprogrammed Surface Transportation Program-Large Urbanized Area funds to reinstate funding for phases of the Rochester/Monroe County Traffic Control Center project that were not obligated in FFY 2014. These pre-construction phases were originally programmed in FFY 2015 and Monroe County agreed to accelerate these phases, along with an increase in the total project cost, via Resolution 14-104 to use FFY 2014 funds that would otherwise have been unobligated. The obligation of these funds was not processed by NYSDOT-Main Office or FHWA-NY Division prior to the end of FFY 2014. Accordingly, this resolution would reinstate these funds along with an additional cost increase that Monroe County requested but is not included in the proposed resolution as provided due to an oversight. The additional funds were agreed to by the TIP Development Committee. The request would be for an additional \$8,000 of Surface Transportation Program-Large Urbanized Area funds which are available in the block project. If passed, GTC staff would edit the Resolution accordingly.

- (15) Amending the 2014-2017 TIP by increasing the Federal share of the Erie Station Road Reconstruction project / Proposed Resolution 15-22

The amount of earmarked funds available to the Erie Station Road Reconstruction project is more than previously thought. Resolution 15-22 would increase the amount of earmarked funds programmed on the project to the amount confirmed by NYSDOT-Main Office.

- (16) Amending the 2014-2017 TIP by deleting the Replace 6 Lift Line Buses FFY 2015 project / Proposed Resolution 15-23

- (17) Amending the 2014-2017 TIP by decreasing the cost of the Replace 30 Transit Buses FFY 2016 project / Proposed Resolution 15-24

- (18) Amending the 2014-2017 TIP by reinstating the RGRTA Data Warehouse & Business Intelligence System project / Proposed Resolution 15-25

Improved preventive maintenance will allow RGRTA to use the current RTS Access (previously Lift Line) vehicles for five years rather than the current four-year replacement cycle (Resolution 15-23). In addition, RGRTA is in the process of rightsizing its RTS Monroe fleet and associated spare bus ratio, which reduces the number of buses that need to be purchased in FFY 2016 from 30 to 28 (Resolution 15-24). The savings on these projects would provide the funds necessary to further enhance the RGRTA Data Warehouse and Business Intelligence System project (Resolution 15-25) that was included in the previous TIP.

- (19) Amending the 2014-2017 TIP by reinstating the Rochester Amtrak Station Improvements project / Proposed Resolution 15-26

The Rochester Amtrak Station Improvements project was awarded \$15 million through the FFY 2012 round of Transportation Investment Generating Economic Recovery (TIGER). Along with additional New York State and City of Rochester funds, the project still requires additional funds for its completion. NYSDOT is requesting that \$5.4 million of Congestion Mitigation and Air

Quality Improvement Program (CMAQ) funds (\$6.75 million matched) be added to fully fund the project. GTC staff has been assured that these funds were set-aside in previous years from a block that is administered by NYSDOT-Main Office and are being added now that the project is entering construction. These funds are separate from the FFY 2015 CMAQ funds that GTC has inquired about as discussed under Agenda Item 5.c.1 Federal Legislative and Funding Update.

Proposed Resolutions 15-5 through 15-18 and 15-22 through 15-26 were reviewed and recommended for GTC Board approval by the Planning Committee at its February 12, 2015 meeting.

Terry Rice requested clarification on CMAQ funds for Amtrak and asked if it is a coincidence that the CMAQ amount is similar to the potential Federal Fiscal Year 2015 amount.

Richard Perrin explained that the proposed funding is from a statewide set-aside of CMAQ funds and that he has been assured by NYSDOT representatives that the funds are entirely separate from any FFY 2015 CMAQ funds potentially available to the region.

Maggie Brooks requested proposed Resolution 15-26 be separated from the rest of the Resolutions currently being considered. Chairperson Hoffman indicated that he would entertain a motion to approve proposed Resolutions 15-5 through 15-18 and 15-22 through 15-25, and consider proposed Resolution 15-26 separately if the Board desired.

Maggie Brooks moved to separate proposed Resolution 15-26 from the other proposed Resolutions being considered; Jeff Adair seconded the motion. The motion to separate Resolution 15-26 passed unopposed.

The motion to approve proposed Resolutions 15-5 through 15-18 and 15-22 through 15-25 passed unopposed.

Chairman Hoffman called for a voice vote on the motion to approve proposed Resolution 15-26. The motion failed.

Dan Hallowell inquired as to the opposition to Resolution 15-26. Maggie Brooks responded that she would rather see the funding go to a mode that many more people rely on for day-to-day transportation than intercity passenger rail service.

Norman Jones suggested if the funding is not accepted it is highly likely that the funding will go somewhere else in the state. Kevin Bush confirmed that, if the Board were to reject the proposed Resolution, it is all but certain that the money will no longer be available to this region. Norman Jones reiterated that there is approximately \$6 million at stake that would be lost.

William Moehle moved to reconsider proposed Resolution 15-26; Norman Jones seconded the motion.

Bill Carpenter asked for further clarification on the status of the CMAQ funding. Dan Hallowell responded that FFY 2015 CMAQ funds have not yet been allocated. Richard Perrin added that NYSDOT-Main Office has indicated that there have been cost overruns on CMAQ projects. He added that GTC staff are seeking clarification that CMAQ overruns occurred in other regions. Bill Carpenter asked if the funding would be at risk were the proposed resolution to be tabled until the June meeting.

Terry Rice asked if we can be guaranteed that the CMAQ funding would stay in this Region if it was not used on this project. Dan Hallowell responded that the money was allocated to "upstate" so there is no guarantee.

Norman Jones asked for confirmation that if the Board were to vote down Resolution 15-26, the associated funding would no longer be available. Kevin Bush confirmed.

A roll call vote was held on reconsidering proposed Resolution 15-26:

<u>Ayes</u>	<u>Noes</u>
Bordeau	Adair (representing Monroe County)
Bush	Adair (representing G/FLRPC)
Carpenter	Bollin
Casey	Brooks
Davis	Goodwin
Gott	Hoffman
Gray	House
Guzzetta	Napier
Jones	
Marren	
Moehle	
Pericak	
Rowe	

The motion passed with 13 ayes; 8 noes.

Norman Jones moved to approve proposed Resolution 15-26; Bill Bordeau seconded the motion.

Chairman Hoffman indicated that a roll call vote would be held again.

A roll call vote was held on approving proposed Resolution 15-26:

<u>Ayes</u>	<u>Noes</u>
Bordeau	Adair (representing Monroe County)
Bush	Adair (representing G/FLRPC)

Carpenter
Casey
Davis
Gott
Gray
Guzzetta
Jones
Marren
Moehle
Pericak
Rowe

Bollin
Brooks
Goodwin
Hoffman
House
Napier

The motion passed with 13 ayes; 8 noes.

7. New Business

Maggie Brooks expressed appreciation for Richard Perrin’s participation as the subject matter expert for transportation in the Monroe 200 initiative, which is an effort to obtain input from residents in the Millennial generation (ages 20 to 30).

Terry Rice stated that the Genesee Valley Chapter of the American Public Works Association (APWA) recently presented annual awards and that Bob Traver of NYSDOT-Region 4 and Richard Perrin were both recognized for their professional contributions to transportation. Terry added that it was just announced that Richard Perrin has been selected to receive the statewide APWA Professional Manager of the Year – Transportation award.

Richard Perrin thanked Maggie Brooks and Terry Rice for their kind words and acknowledged that his selection as the recipient of the APWA awards reflected the hard work and efforts of the GTC Board, committees, and staff.

8. Next Meeting

The next GTC Board meeting will be held on June 18, 2015 at the Penfield Town Hall, 1300 Atlantic Avenue in Penfield.

9. Adjournment

The meeting adjourned at 10:04 a.m.