

**GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING
Penfield Town Hall
3100 Atlantic Avenue
Penfield, NY**

March 10, 2016

GTC BOARD MEMBERS PRESENT

Eric Gott, Livingston County (Vice Chairperson)
John F. Marren, Ontario County and Genesee/Finger Lakes Regional Planning Council (Chairperson)

ALTERNATE REPRESENTATIVES PRESENT

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
Gerald Gray, Orleans County, representing David B. Callard
Donald House, Yates County, representing Dr. Timothy Dennis
Zina Lagonegro, Rochester City Planning Commission, representing David L. Watson
Scott Leathersich, Monroe County – At-Large, representing Justin Roj
Ken Miller, Wayne County, representing Steve LeRoy
William Moehle, Monroe County Supervisors' Association, representing John Moffitt
Edward G. Muszynski, Empire State Development Corporation, representing Howard Zemsky
Terrence Rice, Monroe County, representing Cheryl Dinolfo
Robert Scanlon, Rochester City Council, representing Loretta Scott
John Thomas, Rochester – At-Large, representing Allen G. Casey
James Willer, New York State Department of Transportation (NYSDOT), representing Mathew Driscoll

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Raymond Cianfrini, Genesee County
Anthony Daniele, Monroe County
Daniel Hogan, Monroe County – At-large
Maria Lehman, NYS Thruway Authority (NYSTA)
Peter Osborn, Federal Highway Administration (FHWA)
Basil Seggos, New York State Department of Environmental Conservation
Marilyn Shazor, Federal Transit Administration (FTA)
Steven Urlass, Federal Aviation Administration
Lovely Warren, City of Rochester
Gary Westfall, Seneca County
Vacant, Monroe County Planning Board

OTHERS IN ATTENDANCE

Jody Binnix, GTC staff
Todd D. Campbell, Ontario County
Angela Ellis, Livingston County
Joel Kleinberg, NYSDOT-Region 4
Sharon Lilla, Barton and Loguidice
James McIntosh, City of Rochester
Charles Nesbitt, Orleans County

Christopher Reeve, NYSDOT-Region 4
Matt Reid, NYSTA
Mary Rowlands, Highland Planning
James Stack, GTC staff
Robert Torzynski, GTC staff
David Zorn, G/FLRPC

1. Call to Order and Roll Call

Chairman Marren called the meeting to order at 8:34 a.m.

Jody Binnix, GTC staff, called the roll; a quorum was present.

2. Public Forum

No one from the public spoke during the Public Forum.

3. Election of Officers

James Stack explained that per the GTC By-laws the Board must elect a Chairperson and Vice-Chairperson from among its members every two years with both positions serving two-year terms. The last elections were held at the March 13, 2014 meeting.

Accordingly, the first item of business today is to elect the Chairperson and Vice Chairperson for the March 10, 2016 through March 8, 2018 term.

Prior to his departure as Chairperson of GTC at the end of 2015, James Hoffman appointed a Nominating Committee consisting of Angela Ellis, Norman Jones, and Terry Rice to offer a slate of officers for your consideration at today's meeting.

As noted in the meeting package, the Nominating Committee's recommended candidates are John Marren, Chairman of the Ontario County Board of Supervisors and Chairman of the Genesee/Finger Lakes Regional Planning Council, for the position of Chairman and Eric Gott, Chairman of the Livingston County Board of Supervisors, for the position of Vice Chairman.

James asked if any Members would like to nominate additional candidates for the offices of Chairperson or Vice-Chairperson for the March 10, 2016 to March 8, 2018 term.

No Members nominated additional candidates for the offices of Chairperson or Vice-Chairperson.

Terry Rice moved to elect the nominated slate of candidates, specifically John Marren as Chairperson and Eric Gott as Vice Chairperson; Gerald Gray seconded the motion. The motion passed unopposed.

4. Approval of Minutes

Eric Gott moved to approve the minutes from the December 10, 2015 Quarterly Meeting as presented; Jerry Davis seconded the motion. The motion passed unopposed.

5. Communications and Announcements

James Stack provided the following communications and announcements:

- By his reelection as the Chairman of the Ontario County Board of Supervisors, John Marren is a Member of GTC and Todd Campbell has been appointed his Alternate;
- By his reelection as the Chairman of the Orleans County Legislature, David Callard is a Member of GTC and Gerald Gray has been reappointed his Alternate;
- By her election as Monroe County Executive, Cheryl Dinolfo is a Member of GTC, she has appointed Justin Roj as an At-Large Member and Scott Leathersich has been reappointed as his Alternate;
- Rochester City Council President Loretta Scott has appointed Robert Scanlon as her Alternate for this meeting; and
- On behalf of New York State Department of Transportation (NYSDOT) Commissioner Matthew Driscoll, NYSDOT-Region 4 Regional Director Kevin Bush has appointed James Willer as an Alternate to GTC.

Chairperson Marren welcomed the new Members to the GTC Board.

6. Reports and Action on Old Business

a. Planning Committee Report – Scott Leathersich, Chairman

Scott Leathersich provided the following report:

The Planning Committee met January 7th and February 11th, and recommends that the GTC Board:

- Adopt the *FY 2016-2017 Unified Planning Work Program*
- Accept reports as evidence of completion of eight Unified Planning Work Program tasks; and
- Amend the *2014-2017 Transportation Improvement Program* as requested by the City of Rochester, Monroe County, New York State Department of Transportation, and the Rochester Genesee Regional Transportation Authority.

Additionally, the Planning Committee took the following action:

- Approved the Draft *FY 2016-2017 Unified Planning Work Program Project List* for public review;
- Approved the classification of new *FY 2016-2017 Unified Planning Work Program* tasks in accordance with the GTC Public Participation Plan;
- Approved the Draft *Long Range Transportation Plan for the Genesee-Finger Lakes Region Public Review Document* for public review; and

- Approved two administrative modifications to the *2014-2017 Transportation Improvement Program* as requested by the New York State Department of Transportation and the City of Rochester.
- b. GTC Staff Report – James Stack, Executive Director

James Stack provided the following report:

Regarding the Unified Planning Work Program (UPWP), GTC's annual work program, the draft has been finalized and will be discussed under agenda item 7.a.

With respect to the Transportation Improvement Program or TIP, GTC's four-year capital program, GTC and NYSDOT-Region 4 staffs have been working with the TIP Development Committee, or TDC, to develop a fiscally constrained program for Federal Fiscal Years 2017 through 2020.

The TDC met on February 11th, February 25th, and March 2nd and will meet again on March 11. The TDC will recommend a program of projects for the GTC Planning Committee to consider approving for a 30-day public review at its April meeting. At its May meeting, the Planning Committee will consider any public comments and make a recommendation for this Board to consider at its June meeting. The new TIP will go into effect on October 1, 2016.

With respect to the Long Range Transportation Plan, GTC's plan to guide policy and investment decisions for the next twenty five years, a 30-day public review is underway. Consistent with our effort to engage the public rather than merely offering input opportunities, we changed the public meeting format from past cycles. GTC staff held open house style meetings on February 25th in Batavia, March 1st in Rochester, and March 3rd in Hopewell with separate sessions in the late afternoon and early evening. With the changed format, we saw better attendance from the public than five years ago. Public comments are being accepted through March 18. At its May meeting, the Planning Committee will consider the draft Long Range Plan and make a recommendation for this Board to consider at its June meeting.

James recognized the efforts of Jody Binnix on both the UPWP and the Long Range Plan, noting that she has been instrumental in getting both of these products to this point.

c. Old Business

1. Federal Legislative and Funding Update

James Stack provide the following report:

James apologized that this information may be repetitive however, there are several new people at the table that don't have the same context as those who were here in December. James also apologized for the length noting that there

has been a significant amount of action on the legislative front since the beginning of December.

On December 4, the President signed the Fix America's Surface Transportation Act or FAST Act. The FAST Act provides funding for five years, which is the first authorization of highway and transit programs longer than two years in over a decade. It authorizes a total of \$280.9 billion with \$225.2 billion allocated for highways, \$48.7 billion for public transportation, and \$7.0 billion for highway and motor carrier safety. To pay for the bill, \$70 billion is transferred to the Highway Trust Fund (HTF) from other sources to supplement projected fuel tax receipts and other fees.

This funding level results in a 5 percent increase in highway funding from the current level and an 8 percent increase in transit funding from the current level in the first year with approximately two percent annual increases thereafter.

On the highway side, the structure of the programs remains similar with the continued emphasis and revenues on major roads and bridges. However, a new provision in the National Highway Performance Program allows funds from this program to be used for work on any bridge carrying a federal-aid road, so long as the State meets the performance targets set forth in MAP-21 for Interstate pavements and National Highway System bridges. If the state does not meet these targets, a specific amount of funds based on the former Interstate Maintenance and Highway Bridge programs' apportionments from FFY 2009 must be used to improve Interstate pavements and National Highway System bridges. The Surface Transportation Program is recast as the Surface Transportation Block grant Program and increases the 50 percent of program funding directly sub-allocated to large MPOs like GTC by one percent per year (i.e., 55 percent in 2020).

On the transit side, the Growing States and High Density States formula program retains the latter component of which New York State and RTS Monroe would have been significantly harmed had it not been included in the enacted bill after being removed in the House version. Overall, formula funding to RGRTA for the Rochester Urbanized Area is expected to increase 5.4 percent or \$3.3 million over the course of the FAST Act.

James explained that other notable provisions include the addition of the National Freight Program for projects located on the National Highway Freight Network and automatic increases in authorized highway and public transportation investment if additional revenues are provided to the HTF.

With respect to appropriations, the President signed the Consolidated Appropriations Act, 2016 on December 18, 2015. This action provides funding for the US Department of Transportation programs through September 30, 2016 or the end of the current FFY.

Release of the Statewide and Metropolitan Planning Final Rule that incorporates transportation performance management, as called for in MAP-21 and continued in the FAST Act, has been delayed from March 2016 to July 2016.

On February 5, the American Association of State Highway Transportation Officials, or AASHTO, released an analysis of the Congressional Budget Office's (CBO) latest 10-year estimate of the HTF spending and revenue. Per the estimate, the Trust Fund will be insolvent in 2021 unless Congress provides additional revenue. The FAST Act includes intergovernmental transfers and non-traditional revenue from the reduction of interest paid to banks by the Federal Reserve and the future sales of oil from the Strategic Petroleum Reserve but this increased funding only goes through 2020. The CBO projects that at the end of 2021, the highway account will have a balance less than \$500 million and the transit account will have a \$2 billion deficit. The funding gap would grow each year until 2026 when the highway account would have a \$76 billion deficit and the transit account would have a \$32 billion deficit. This means that, under current revenue projections, Congress would need to identify an additional \$108 billion to meet the obligations of the successor to the FAST Act. However, since the HTF cannot run a deficit by law, the federal government would have to impose restrictions on spending for cash management requirements.

James added that on February 9, the President released his proposed FFY 2107 budget that presents a 10-year plan for spending. Included in the budget is \$98.1 billion for the US Department of Transportation in FFY 2017. The budget supports authorized funding levels in the FAST Act. It also moves to a regionally-focused approach to transportation funding. The budget invests an average of \$20 billion per year for new investments to reduce greenhouse gas emissions. This includes: expanding transit systems in cities, fast-growing suburbs, and rural areas; making high-speed rail a viable alternative to flying in major regional corridors; and expanding the Transportation Investments Generating Economic Recovery (TIGER) program.

The budget includes \$44 billion for highways and bridges, and nearly \$10 billion for public transit. It also includes \$3.9 billion over 10 years to support large-scale deployment pilots to develop a common multistate framework for operation of connected and autonomous vehicles. The budget expands the progress to expedite the permitting and approval process while protecting the environment.

The budget seeks to transform regional transportation systems by shifting how local and state governments plan, design, and implement new projects. This would be accomplished by reforming existing formula funding programs to create a new Climate Smart Fund that provide bonus funding to States that use existing formula funds to cut carbon pollution. There would also be three new competitive grant programs: a 21st Century Regions program to implement regional-scale transportation and land-use strategies; a Clean Communities program to support more livable cities and towns with expanded transportation choices; and a Resilient Transportation Program to bolster resilience to climate impacts.

Now for the revenue side of the ledger. The budget proposes to assess a \$10 per barrel fee on oil to be paid by oil companies. This fee would be gradually phased in over five years. The fee would support the new investments and the long-term solvency of the Trust Fund. The plan places an incentive on the private sector to pursue innovation to reduce reliance on oil. The plan would also use one-time revenue from business tax reform for the near-term cost increases.

7. Action Items

- a. Adopting the *FY 2016-2017 Unified Planning Work Program / Proposed Resolution 16-1*

Scott Leathersich moved to approve proposed Resolution 16-1; John Thomas seconded the motion.

James Stack noted that proposed Resolution 16-1 was reviewed and recommended for approval by the Planning Committee at its February 11, 2016 meeting.

The Unified Planning Work Program, or UPWP, is the annual work program for GTC staff. In addition to supporting basic metropolitan planning requirements, GTC is able to support additional staff activities related to things like bicycle and pedestrian planning, freight planning, transportation system management and operations planning, resiliency planning, and performance measurement. Over and above staff activities, GTC is able to provide financial support for transportation planning at the municipal level.

The meeting package includes a separately bound copy of the Draft *FY 2016-2017 UPWP*. It contains the program of planning activities that will be conducted under the auspices of GTC using federal transportation funds beginning April 1, 2016. The UPWP is the culmination of several months of work by member agencies, GTC staff, and various entities throughout the Genesee-Finger Lakes Region to identify, prioritize, coordinate, and scope project proposals relative to need, other existing/proposed projects, and funding constraints. On February 10, GTC received the final allocations of funding for the upcoming program year. With a last minute adjustment upward, every project that was submitted for consideration was able to be funded.

Projects included in the current UPWP that are not expected to be complete as of March 31, 2016 have been carried over into the Draft *FY 2016-2017 UPWP*.

GTC received one comment in support of the Town of Irondequoit's application to study year-round vehicle access at the Irondequoit Bay Outlet, with the expectation that the study look at the completion of ramps planned at the interchange of Routes 590 and 104. The Town has been receptive to looking at this as a potential solution to their needs. The comment was included in the meeting package.

Subsequent to printing the draft document for the meeting package, NYSDOT-Main Office provided a detailed breakdown on how their in-kind match should be

represented in the UPWP. This level of detail had not been provided in the past so GTC staff used traditional formulas when creating the financial tables at the back of the draft UPWP document. There was also an increase in the amount of Toll Credits to be accounted for in the program.

James noted that, in order to maintain the bottom line, GTC staff reduced the amount of local in-kind contributions shown on the financial tables. We still expect project sponsors to maintain their commitment to local match as noted on the individual project tables so we will be able to report a sufficient level of local cash and in-kind support to achieve a five percent share of the overall program expenditures at the end of the year. There is no change in the local cash commitment to any of the projects.

Revised financial tables to reflect the changes noted above were distributed. James noted all of the changes are highlighted and mostly affect NYSDOT figures. There is no change to the bottom line and, again, no change to the cash used to support planning efforts.

The motion passed unopposed.

- b. Accepting reports as evidence of completion of various UPWP Tasks

Chairman Marren suggested grouping proposed Resolutions 16-2 through 16-9 into a single action; no Member or Alternate objected.

Terry Rice moved to approve proposed Resolutions 16-2 through 16-9; Tom Goodwin seconded the motion.

James Stack noted that proposed Resolutions 16-2 through 16-4 and 16-6 were reviewed and recommended for approval by the Planning Committee at its January 7, 2016 meeting. Proposed Resolutions 16-5 and 16-7 through 16-9 were reviewed and recommended for approval by the Planning Committee at its February 11, 2016 meeting.

James provided the following overviews:

- (1) Accepting the *Downtown Seneca Falls Parking Improvement Study Executive Summary* as evidence of completion of UPWP Task 6360 / Proposed Resolution 16-2

The Town of Seneca Falls conducted this study to address an identified need to improve the safety, accessibility, circulation, and appearance of public parking facilities in the historic downtown business district. The study identified many key findings and feasible strategies to improve the parking and walkability throughout the study area. The Town has already begun implementing some of the strategies.

- (2) Accepting the *Regional Walkability Improvement Program Executive Summary* as evidence of completion of UPWP Task 8710 / Proposed Resolution 16-3

GTC staff conducted this study to develop action plans to improve pedestrian safety, accessibility, convenience and comfort in ten communities throughout the region. The ten communities included villages, small cities, a suburban town, and a Rochester neighborhood. The process was designed to fully involve community stakeholders and build capacity for those stakeholders to conduct walkability audits of other areas of their community and develop action plans to improve those areas.

- (3) Accepting the *Village of Brockport Active Transportation Plan Executive Summary* as evidence of completion of UPWP Task 8762 / Proposed Resolution 16-4

The Village of Brockport conducted this study to develop a strategy to improve the physical infrastructure for pedestrian and bicycle travel in the Village with connections to the adjoining Towns of Sweden and Clarkson. The study resulted in recommendations for specific facilities, design guidelines, sample land use regulations, and community outreach and education strategies.

- (4) Accepting the *Town of Henrietta Active Transportation Plan Executive Summary* as evidence of completion of UPWP Task 8763 / Proposed Resolution 16-5

The Town of Henrietta conducted this study to establish a guide to accomplish the Town's vision for developing a network of sidewalks and bicycle facilities that allow for safe and convenient travel in and around the Town. The study resulted in recommendations for improvements to the sidewalk network, transit stops, bicycle facilities, shared use trails, and intersections. The study also provided design guidelines, sample land use regulations, and community outreach and education strategies.

- (5) Accepting the *Town of Chili Bike and Ped Master Plan Executive Summary* as evidence of completion of Task 8772 / Proposed Resolution 16-6

The Town of Chili conducted this study to establish a master plan for a safe, accessible, and comprehensive town-wide network of pedestrian and bicycle facilities. The public involvement included specific efforts focused on seniors and youth in addition to those focused on the entire community. The study resulted in recommendations for capital projects, policy and programs, and zoning and regulatory considerations.

- (6) Accepting the *Rochester East Main Arts & Market District Plan Executive Summary* as evidence of completion of UPWP Task 6809 / Proposed Resolution 16-7

The City of Rochester conducted this study to identify multi-modal circulation, access, and parking improvements along with recommendations for land use development, streetscape enhancements, and community branding. The City also wanted to identify strategies to promote housing opportunities in the study area. The study area includes the Neighborhood of the Arts and the Public Market/Marketview Heights area with a desire to enhance the connections between these neighborhoods without the need for a motor vehicle.

- (7) Accepting the *2016 Addendum to the Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan Executive Summary* as evidence of completion of a component of UPWP Task 8150 / Proposed Resolution 16-8

GTC staff conducted this project to update the *Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan* adopted in 2011 to enhance mobility and access, minimize duplication of services, and provide cost-effective transportation for seniors, persons with disabilities, and low-income individuals. This update is accomplished via an addendum to the existing Plan.

- (8) Accepting the *Genesee-Finger Lakes Regional Trails Initiative Update Executive Summary* as evidence of completion of Task 8701 / Proposed Resolution 16-9

GTC staff conducted this project to update the Regional Trails Initiative Phases I and II to reflect changes in completed and proposed trail development, funding sources, and design guidance, as well as provide a gap analysis of the existing trail network and a review of maintenance policies. Phase I focused on the Metropolitan Planning Area and was completed in 2002 while Phase II focused on the remainder of the region and was completed in 2004. The plan identifies trails from earlier phases that should be removed from the plan as well as trail segments for near-term, mid-term, and long-term implementation.

The motion passed unopposed.

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

Chairman Marren suggested grouping the proposed Resolutions 16-10 through 16-41 into a single action; no Member or Alternate objected.

Bill Carpenter moved to approve proposed Resolutions 16-10 through 16-41; Terry Rice seconded the motion.

James Stack noted that proposed Resolutions 16-10 through 16-36 were reviewed and recommended for approval by the Planning Committee at its February 11, 2016 meeting. At this meeting, the Planning Committee also recommended funding construction activity on existing and deferred projects to maximize the use of available funds in the current Federal Fiscal Year to support additional jobs. GTC staff prepared proposed Resolutions 16-37 through 16-40 to reflect these recommendations.

In addition, earlier this week GTC staff realized that proposed Resolution 16-41 was not prepared for the meeting package. This necessitated the need to revise proposed Resolutions 16-12, 16-13, and 16-26 related to various funding blocks. A package of these revised proposed Resolutions 16-12, 16-13, and 16-26, as well as a new proposed Resolution 16-41 was distributed.

- (1) Amending the *2014-2017 TIP* by deferring select phases of the East Henrietta Road Improvements (Rochester CL to Stan Yale Drive) project / Proposed Resolution 16-10
- (2) Amending the *2014-2017 TIP* by advancing select phases of the City of Rochester Highway Preventive Maintenance Group # 5 project / Proposed Resolution 16-11
- (3) Amending the *2014-2017 TIP* by increasing the cost of the STP-Urban Block Program project / Proposed Resolution 16-12
- (4) Amending the *2014-2017 TIP* by decreasing the cost of the NHPP Block Program project / Proposed Resolution 16-13
- (5) Amending the *2014-2017 TIP* by increasing the cost of the Rt 531 Interchange @ Rt 31 and Rt 36 project / Proposed Resolution 16-14
- (6) Amending the *2014-2017 TIP* by adding the I-490 from Thruway to Rt 33A MbC project / Proposed Resolution 16-15
- (7) Amending the *2014-2017 TIP* by decreasing the cost of the NYSDOT Bridge Preventive Maintenance @ 7 locations (FFY 2017) project / Proposed Resolution 16-16
- (8) Amending the *2014-2017 TIP* by increasing the cost of the Mount Read Blvd (Rt. 33 to Rt. 31) Preventive Maintenance project / Proposed Resolution 16-17
- (9) Amending the *2014-2017 TIP* by deleting the NYSDOT Principal Art. or Higher Prev. Maint. @ 7 Locations (2017) project / Proposed Resolution 16-18
- (10) Amending the *2014-2017 TIP* by deferring select phases of the Lift Bridge Rehabilitation of Rt. 250 & Rt. 259 over the Erie Canal project / Proposed Resolution 16-19
- (11) Amending the *2014-2017 TIP* by adding the Bridge Inspection (2016 & 2017) project / Proposed Resolution 16-20
- (12) Amending the *2014-2017 TIP* by decreasing the cost of the Rt. 104 Intersection Improvements at Rt 104A and Rt 414 project / Proposed Resolution 16-21

- (13) Amending the *2014-2017 TIP* by increasing the cost of the Rt. 404 Intersection Improvements @ Five Mile Line Rd. & Hard Rd. project / Proposed Resolution 16-22
- (14) Amending the *2014-2017 TIP* by increasing the cost of the HSIP Block Program project / Proposed Resolution 16-23
- (15) Amending the *2014-2017 TIP* by decreasing the cost of the ITS Operations project / Proposed Resolution 16-24
- (16) Amending the *2014-2017 TIP* by adding the ITS Communications (2016) project / Proposed Resolution 16-25
- (17) Amending the *2014-2017 TIP* by increasing the cost of the STP-Flex Block Program project / Proposed Resolution 16-26
- (18) Amending the *2014-2017 TIP* by increasing the cost of the Applinville Road Bridge Replacement project / Proposed Resolution 16-27
- (19) Amending the *2014-2017 TIP* by increasing the cost of the Huffer Road Curve project / Proposed Resolution 16-28
- (20) Amending the *2014-2017 TIP* by decreasing the cost of the Replace 28 Transit Buses (FFY 2015/2016) project / Proposed Resolution 16-29
- (21) Amending the *2014-2017 TIP* by decreasing the cost of the Replace 19 Transit Buses FFY 2017 project / Proposed Resolution 16-30
- (22) Amending the *2014-2017 TIP* by increasing the cost of the Replace 6 RTS Access Buses FFY 2016 project / Proposed Resolution 16-31
- (23) Amending the *2014-2017 TIP* by increasing the cost of the Preventive Maintenance - RTS & Lift Line for FFY 2016 project / Proposed Resolution 16-32
- (24) Amending the *2014-2017 TIP* by increasing the cost of the Preventive Maintenance - RTS & Lift Line for FFY 2017 project / Proposed Resolution 16-33
- (25) Amending the *2014-2017 TIP* by adding the Replace 18 Transit Buses (FFY 2017/2018) project / Proposed Resolution 16-34
- (26) Amending the *2014-2017 TIP* by adding the RGRTA Network and Server Equipment project / Proposed Resolution 16-35
- (27) Amending the *2014-2017 TIP* by adding the RTS Access Campus Improvements project / Proposed Resolution 16-36
- (28) Amending the *2014-2017 TIP* by increasing the cost of the Coldwater Road Bridge over Little Black Creek project / Proposed Resolution 16-37
- (29) Amending the *2014-2017 TIP* by reinstating the Straub Road over Round Pond Creek project / Proposed Resolution 16-38
- (30) Amending the *2014-2017 TIP* by increasing the cost of the Driving Park Avenue Bridge Preventive Maintenance project / Proposed Resolution 16-39

- (31) Amending the *2014-2017 TIP* by reinstating the Woodsville Road Bridge over Bradner Creek project / Proposed Resolution 16-40
- (32) Amending the *2014-2017 TIP* by increasing the Federal share of the Lake Avenue Improvements project / Proposed Resolution 16-41

The motion passed unopposed.

8. New Business

James Stack stated there is no new business.

9. Next Meeting

Chairman Marren stated that the next GTC Board meeting is scheduled for June 9, 2016 at the Penfield Town Hall, 3100 Atlantic Avenue in Penfield.

10. Adjournment

The meeting adjourned at 9:05 a.m.