

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

**December 14, 2017**

GTC BOARD MEMBERS PRESENT

Anthony Daniele, Monroe County  
John DeFilipps, Orleans County  
Daniel Hogan, Monroe County At-Large  
Steve LeRoy, Wayne County  
John F. Marren, Ontario County (Chairperson)  
James McIntosh, City of Rochester At-Large  
William Napier, Monroe County At-Large

ALTERNATE REPRESENTATIVES PRESENT

Robert Bausch, Genesee County, representing Raymond Cianfrini  
Bill Carpenter, Rochester Genesee Regional Transportation Authority (RGRTA), representing Geoffrey Astles  
Jerry Davis, Wyoming County, representing A. Douglas Berwanger  
Angela Ellis, Livingston County, representing Eric Gott  
Tim Frelier, Monroe County, representing Cheryl Dinolfo  
Thomas Goodwin, Monroe County Planning Board  
Andrea Guzzetta, Rochester City Council, representing Loretta Scott  
Dorraine Kirkmire, Rochester City Planning Commission, representing David L. Watson  
William Moehle, Monroe County Supervisor's Association, representing John Moffitt  
James Willer, New York State Department of Transportation (NYSDOT), representing Cathy Calhoun

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Dr. Timothy Dennis, Yates County  
Matthew Driscoll, NYS Thruway Authority (NYSTA)  
Stephen Goodman, Federal Transit Administration (FTA)  
Peter Osborn, Federal Highway Administration (FHWA)  
Basil Seggos, New York State Department of Environmental Conservation  
Robert Shipley, Seneca County  
Steven Urlass, Federal Aviation Administration  
Lovely Warren, City of Rochester – Mayor  
Howard Zemsky, Empire State Development Corporation

OTHERS IN ATTENDANCE

Joel Kleinberg, NYSDOT	Chris Sichak, Erdman Anthony Inc.
Alex Kone, GTC staff	James Stack, GTC staff
Scott Leathersich, Monroe County	John Thomas, City of Rochester
Ken Miller, Wayne County	David Zorn, G/FLRPC

## **Call to Order and Roll Call**

Chairperson Marren called the meeting to order at 8:40 a.m.

Alex Kone, GTC staff, called the roll; a quorum was present.

### **1. Public Forum**

No one from the public spoke during the Public Forum.

### **2. Approval of Minutes**

**Bill Carpenter moved to approve the minutes from the September 7, 2017 Quarterly Meeting as presented; Andrea Guzzetta seconded the motion. The motion passed unopposed.**

### **3. Communications and Announcements**

James Stack made the following announcements:

- Governor Cuomo has named Paul Karas as Acting Commissioner of NYSDOT pending confirmation. He is now a member of GTC.
- Monroe County Executive Cheryl Dinolfo has designated Tim Frelier, Acting Director of Transportation, as her Alternate to the GTC Board.

### **4. Reports and Action on Old Business**

#### **a. Planning Committee Report – Scott Leathersich, Chairman**

Scott Leathersich provided the following report:

The Planning Committee met October 12th and November 9th and recommends that the GTC Board:

- Accept reports as evidence of completion of five Unified Planning Work Program tasks:
  - *Geneva Active Transportation Plan* (UPWP Task 8765)
  - *Village of Scottsville Zoning Code Update* (UPWP Task 7800)
  - *Ontario County Freight Corridor Development Plan* (UPWP Task 8620)
  - *NYS Route 250 Mixed-Use Development District* (UPWP Task 8514)
  - *2016 Land Use Report for Monroe County, New York* (UPWP Task 4210)
  - *Wyoming County Guide Rail Installation Assessment* (UPWP Task 6214)
- Adopt an addendum to the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040* regarding Safety Performance Measures

- Amend the *2017-2020 Transportation Improvement Program* as requested by the Counties of Livingston, Monroe, and Ontario in addition to the City of Rochester, RGRTA, and NYSDOT
- Amend the *2017-2020 Transportation Improvement Program* by revising the narrative related to the Financial Plan

Additionally, the Planning Committee took the following action:

- Approved three administrative modifications to the *2017-2020 Transportation Improvement Program* as requested by the Counties of Monroe and Wyoming and NYSDOT as well as GTC staff:
  - Reducing the cost of the Preventive Maintenance Bridge Painting project
  - Changing a fund source of the Route 404 Pavement MbC, Helendale Road to Gravel Road project
  - Increasing the cost of the NY 31F Bridge over Thomas Creek project
- Approve the Scopes of Work for one Unified Planning Work Program task:
  - Task 7900 – Cross Asset Highway and Bridge Evaluation Prioritization Tool (GTC)
- Amend the existing Scopes of Work for one Unified Planning Work Program task.
  - Task 8516 – RTS Route Overhaul and Refinement Analysis

b. GTC Staff Report – James Stack, Executive Director

James Stack provided the following report:

On September 15, GTC staff released the Unified Planning Work Program Call for Project Partnerships. The Unified Planning Work Program or UPWP is our annual work program. GTC has a long history of using the federal metropolitan planning funds allocated to the region to support local transportation planning activities. By leveraging these federal funds with local support, we are able to achieve local transportation planning that might not otherwise get done given tight budgets.

The Call for Project Partnerships is essentially an application for funding. We emphasize the partnership aspect because we truly want local involvement while ensuring that all state and federal requirements for procurement and eligible activities are adhered to. Traditionally, we have been flexible about which entity holds the contract for professional services when needed but, going forward, GTC will be holding the contracts since we are ultimately responsible for ensuring all requirements are met. This also has the benefit of reducing the administrative burden on local agencies and, in many cases, is less work for staff.

The UPWP Development Committee has worked through the applications and has identified recommendations for funding projects. This recommendation will be presented to the Planning Committee at its January 11 meeting for consideration and approval for a 30-day public review. In February, the Planning Committee will

consider a draft UPWP and make a recommendation for this Board to consider at its March meeting.

c. Old Business

1. Federal Legislative and Funding Update

James Stack provided the following report:

Highway Trust Fund

Political leaders at all levels of government, industry groups, private businesses and other advocates have been pushing for a fix to the Highway Trust Fund (HTF) that restores the ability to support projects at authorized levels while minimizing transfers from the General Fund. Some have advocated that this be done as part of a tax overhaul while others have pushed for an increase in the motor fuel excise taxes that have not changed since 1993. There is concern that continuing to collect excise taxes on a per gallon basis is not sustainable given increase fuel economy of traditionally-fueled vehicles and the growing penetration of alternative-fueled vehicles.

In it July monthly budget statement, the Treasury Department report that FFY 2017 HTF excise tax collections trailed the collections by about \$118 million compared to the same time period the year before. For the first six months of 2017, vehicles miles travelled increased by 1.6 percent. So we had more miles driven and less revenue generated. An easy solution is not at hand.

October 11, the U.S. House's Subcommittee on Highways and Transit received testimony to hear views from transportation stakeholders on improving the country's infrastructure. Not surprisingly, they were told that long-term, consistent revenue is needed for developing a new transportation infrastructure package. There are reports that President Trump's economic advisor Gary Cohn met with moderate House lawmakers and indicated they would get a chance to vote on a fuel tax increase as part of an infrastructure package to be submitted to Congress for consideration early next year. Indications are that the administration is willing to support a 7 cent increase.

FFY 2018 Budget & Appropriations

In late September, Congress passed and the President signed a Continuing Resolution to keep the federal government operating through December 8. The CR continues the FFY 2017 spending levels so the increase authorized in the FAST Act are delayed yet again. Subsequently, on December 8, the President signed another Continuing Resolution to keep the federal government operating another two weeks through December 22.

Senate Democrats are fighting a plan for a so-called "CRomnibus" to be considered by December 22. This is a hybrid of a Continuing Resolution and an Omnibus budget resolution. The plan is to fund the Defense budget through

September 30 while enacting another Continuing Resolution for non-Defense budget for a shorter duration.

### Infrastructure

Indications are that the Trump Administration plans to unveil a major infrastructure package in early 2018 after tax reform has been passed. While there are no official releases of information, some aspects have been leaked, perhaps as a trial balloon. Consistent with past information, the intention is to use \$200 billion of Federal funding over 10 years to leverage \$800 billion of non-Federal funding for a \$1 trillion infrastructure package. Initially, the Administration planned for substantial private sector involvement but has backed off after realizing how little private sector support can be financed without revenue generating facilities such as toll roads and bridges. Given the need to fix existing infrastructure, it would be difficult to add tolls where none existed previously.

It has been reported that one idea is to reward states and localities willing to raise taxes or other revenue to pay for new projects by using this as a major criteria rather than the merits of individual projects. There are questions of whether such increases in State and local taxes or fees would cancel out the benefits of the project. Also, the appetite for new taxes and fees will be even less if the final tax reform package restricts the ability to deduct State and Local Taxes. As well, there is concern how the elimination of the tax exemption for private activity bonds will affect the cost of financing infrastructure projects. On the bright side, there is an expectation that a portion of the funds would be set aside for rural areas. Still unanswered though is how not to penalize those jurisdictions that have been more proactive and already raised State motor fuel taxes or other revenue to invest in infrastructure and while addressing needs everywhere.

### FHWA Administrator

On October 5, the Senate held a confirmation hearing for Paul Trombino to become the next FHWA Administrator. On December 11, the U.S. Department of Transportation confirmed that Mr. Trombino has withdrawn from the confirmation process. Mr. Trombino had broad support within the transportation sector but indicated that was withdrawing for family reasons, particularly the declining health of his father.

## **6. Action Items**

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

Chairperson Marren suggested grouping proposed Resolutions 17-89 through 17-93 into a single action; no Member or Alternate objected.

James Stack noted that Proposed Resolutions 17-89 through 17-90 and 17-91 through 17-93 were reviewed and recommended for the Board's approval by the

Planning Committee at its October 12, 2017 meeting while Proposed Resolutions 17-91 through 17-93 were reviewed and recommended for at its November 9, 2017 meeting.

With apologies, James Stack distributed a hard copy of Resolution 17-91 that was inadvertently omitted from the mailed meeting packages.

James Stack provided the following overview:

- (1) Accepting the *Village of Scottsville Zoning Code Update* as evidence of completion of UPWP Task 7800 / Proposed Council Resolution 17-89

The Village of Scottsville conducted this project. The process included three different opportunities for the public to weigh in at various stages of the project. The project resulted in strategic changes to the zoning code to encourage more pedestrian and bicycle use, especially within the Central Business District. The Village has already adopted and begun utilizing the revised zoning code.

- (2) Accepting the *Ontario County Freight Corridor Development Plan* as evidence of completion of UPWP Task 8620 / Proposed Council Resolution 17-90

Ontario County conducted this project in conjunction with the Town of Manchester and the Villages of Manchester, Shortsville, and Clifton Springs. This project was coordinated with a joint Comprehensive Plan effort being undertaken by those same local jurisdictions. The goal of the project was to examine the opportunities for development of rail-oriented, freight-related businesses along an existing but underutilized rail corridor in these communities. The plan identified several locations that would be best suited to pursue shovel ready development sites to encourage new business in the future. The plan identifies various short, medium, and long-term tasks that would achieve implementation over a 15 year period.

- (3) Accepting the *NYS Route 250 Mixed-Use Development District* as evidence of completion of UPWP Task 8514 / Proposed Council Resolution 17-91

The Town of Penfield conducted this project. The Town's Comprehensive Plan called for the creation of a mixed use zoning district to provide the community with diverse housing options, promote walkability and connectivity, and establish a stronger, more varied economic base. The Town focused on the Route 250 corridor because it was not yet heavily developed but was facing development pressures.

Since the Town was pursuing a change in the zoning ordinance, they conducting a full State Environmental Quality Review Act or SEQR process. This included public involvement that exceeds GTC requirements.

On November 1, the Town adopted a Mixed Use District Zoning Ordinance and amended the official Town Zoning Map to establish such a district. Within this district, mixed use development proposals must emphasize pedestrian orientation and connectivity, multi-modal transportation, compact residential development, open space preservation, interconnected streets, and integration of uses.

- (4) Accepting the *2016 Land Use Report for Monroe County, New York* as evidence of completion of UPWP Task 4210 / Proposed Council Resolution 17-92

Monroe County conducted this project to monitor growth and development across the county. The effort is coordinated with Genesee/Finger Lakes Regional Planning Council so there is a consistent approach across the region. Additionally, Monroe County tracks major projects by three types of proposed projects: 1.) five or more lots or dwelling units, 2.) 5,000 square feet of non-residential gross floor area, 3.) rezoning for an areas of ten acres or more. County staff obtain building permit data from the municipalities and analyze it for this report. The report's findings are compiled into a database maintained by the Planning Department that allows it to analyze growth trends, and this data contributes to GTC's Travel Demand Model (TDM).

- (5) Accepting the *Wyoming County Guide Rail Installation Assessment* as evidence of completion of UPWP Task 6214 / Proposed Council Resolution 17-93

Wyoming County conducted this project to update the County-owned guide rail inventory and collect additional data necessary for developing an on-going program of improvements. Prior to this project, the guide rail inventory consisted of a spreadsheet database that identified component data including descriptive locations, length, and type. The new inventory features an expanded dataset and consists of a working geodatabase that will be available in Geographic Information System (GIS) format.

Existing conditions were assessed and documented for each highway barrier in order to develop a list of locations recommended for replacement or repair. A total of 53 segments were identified for replacement and 21 segments were identified for repair. A system for ranking locations was developed in order to prioritize improvements based on accident history, existing clear area, and traffic exposure.

**Thomas Goodwin moved to approve proposed Resolutions 17-89 through 17-93; Daniel Hogan seconded the motion. The motion passed unopposed.**

- b. Amending Addendum 1 of the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040* regarding Safety Performance Measures

James Stack stated Proposed Resolution 17-94 was reviewed and recommended for the Board's approval by the Planning Committee at its October 12, 2017 meeting.

As noted in the transmittal memo, the Moving Ahead for Progress in the 21st Century (MAP-21) Act of 2012 directed the U.S. Department of Transportation to establish a set of performance measures to increase the accountability and transparency of the federal highway and transit programs and improve project decision-making through performance-based planning and programming through the rulemaking process. The Fixing America's Surface Transportation Act (FAST Act) of 2015 continued this requirement with minor changes. One area of focus is safety.

The regulations require that each Metropolitan Planning Organization (MPO), such as GTC, establish performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region. To meet this planning requirement, GTC staff propose to append Chapter 7 – Performance Measures, of the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040 to incorporate these measures. These measures will supplement, not replace the performance measures adopted in 2016. The “GTC Board Action” noted in Table 1 reflects the anticipated timeline for GTC adoption of performance targets in accordance with each of the Final Rules. Transit Asset Management was addressed in June.

In setting performance targets, States must coordinate with MPOs to ensure consistency, to the maximum extent practicable. NYSDOT coordinated the establishment of safety targets with the 14 MPOs in New York through the State Association of MPOs.

NYSDOT officially adopted the safety targets in the Highway Safety Improvement Program annual report dated August 31, 2017. The Governors Traffic Safety Committee adopted identical safety targets for number of fatalities, rate of fatalities and number of serious injuries as set forth in the Highway Safety Strategic Plan (HSSP) to be submitted to the National Highway Traffic Safety Administration.

Now that State targets are finalized, GTC must establish targets no later than 180 days after the State establishes its targets for each performance measure. GTC can either:

- Agree to plan and program projects so that they contribute toward the accomplishment of the State target for that performance measure; or
- Commit to a quantifiable target for that performance measure for their metropolitan planning area.

The Planning Committee recommends the adoption of the statewide performance measure targets and projects be programmed in support of those targets.

**Steve Leroy moved to approve proposed Resolution 17-94; Jim Willer seconded the motion. The motion passed unopposed.**



c. Amending the *2017-2020 Transportation Improvement Program (TIP)*

Chairperson Marren suggested grouping proposed Resolutions 17-95 through 17-133 into a single action; no Member or Alternate objected.

James Stack explained that proposed Resolutions 17-95 through 17-133 were reviewed and recommended for your approval by the Planning Committee at its November 9, 2017 meeting.

- (1) Amending the *2017-2020 TIP* by increasing the cost of the Rix Hill Road Bridge Rehabilitation Project / Proposed Council Resolution 17-95

This amendment is requested by Livingston County. During early engineering, it has been determined that this bridge might no longer be a candidate for rehabilitation. The additional funding will allow for more engineering to determine if the bridge needs a full replacement.

- (2) Amending the *2017-2020 TIP* by decreasing the cost of the Allen Padgham Bridge Replacement Project / Proposed Council Resolution 17-96

This amendment is requested by Ontario County. The engineering for this project has established a final estimate that is considerably lower than what is currently programmed for the project. This action frees up funding so it can be used for other projects.

- (3) Amending the *2017-2020 TIP* by advancing a phase of the Lyell Ave, Group 11 Project / Proposed Council Resolution 17-97

This amendment is requested by the City of Rochester. The project schedule included a full year between preliminary engineering and detailed design due to funding constraints. Action on other projects has made sufficient funding available to start the detailed design in an earlier fiscal year. This has the potential to position the project for earlier construction should another project need to be delayed or other funding becomes available.

- (4) Amending the *2017-2020 TIP* by reprogramming a phase of the 5-Bridge Preventive/Corrective Maintenance Project / Proposed Council Resolution 17-98

This amendment is requested by Livingston County. At the conclusion of preliminary engineering, projects must be granted Design Approval before funds can be obligated for Detailed Design. Due to a typographical error, this project did not obtain Design Approval by the end of the federal fiscal year. The project was not able to advance to Detailed Design as programmed. This change will allow the project to stay on schedule for construction.

- (5) Amending the *2017-2020 TIP* by decreasing the cost of the Monroe County Bridge Preventive Maintenance at 3 Locations Project / Proposed Council Resolution 17-99

This amendment is requested by Monroe County. The engineering for this project has established a final estimate that is considerably lower than what is

currently programmed for the project. This action frees up funding so it can be used for other projects.

- (6) Amending the *2017-2020 TIP* by increasing the cost of the Mount Read Blvd (Rt 33 to Rt 31) Preventive Maintenance Project / Proposed Council Resolution 17-100

This amendment is requested by NYSDOT. The current estimate for this project is higher than programmed. Also, it has been realized that the portion of this project south of the I-490 interchange is not eligible for National Highway Performance Program funds so those construction cost must be covered by another fund source. The federal amount is not changing and the cost increase is being covered by State funds. However, those activities are eligible for federal funds should they become available.

- (7) Amending the *2017-2020 TIP* by increasing the cost of the Route 941B/404 Pavement MbC, Rochester CL to Helendale Rd Project / Proposed Council Resolution 17-101

This amendment is requested by NYSDOT. This cost increase is associated with right-of-way activities necessary to address ADA requirements for accessibility. These activities were not originally anticipated to be as extensive as was determined in the engineering. The change in the name and description recognizes that the City line is slightly east of the intersection and the change is more accurate.

- (8) Amending the *2017-2020 TIP* by combining the Region 4 Pavement Marking Contract (2019) and Region 4 Pavement Marking Contract (2020) Projects / Proposed Council Resolution 17-102

This amendment is requested by NYSDOT. This action combines two projects to create flexibility to prioritize the locations to be addressed in each construction season. The combined project is expected to have lower engineering costs. Since many of the anticipated locations are not eligible for National Highway Performance Program funds, they are being reduced and the State share is being increased significantly. However, those locations are eligible for other federal funds should they become available.

- (9) Amending the *2017-2020 TIP* by increasing the cost of the Rt 20 over Oatka Creek Superstructure Replacement Project / Proposed Council Resolution 17-103

This amendment is requested by NYSDOT. Since this project was proposed for the TIP, NYSDOT-Region 4 has gained experience constructing similar projects. The latest cost estimate is higher than what is programmed. This action shows a fully funded project and will allow the project to stay on schedule for construction.

- (10) Amending the *2017-2020 TIP* by increasing the cost of the I390 Pavement Micro-Resurface from Thruway to Rt 590 Project / Proposed Council Resolution 17-104

This amendment is requested by NYSDOT. At the conclusion of preliminary engineering, projects must be granted Design Approval before funds can be obligated for Detailed Design. This project did not obtain Design Approval by the end of the federal fiscal year. The project was not able to advance to Detailed Design as programmed. This change will allow the project to stay on schedule for construction.

- (11) Amending the *2017-2020 TIP* by changing the scope of the NYSDOT Bridge Deck Preventive Maintenance (8 Locations) Project / Proposed Council Resolution 17-105

This amendment is requested by NYSDOT. The Winton Road Bridge over Route 590 in the Town of Irondequoit was able to be repaired under another project. This change allows the Wegman Road Bridge over I-490 Eastbound to be repaired along with its companion bridge over I-490 Westbound.

- (12) Amending the *2017-2020 TIP* by increasing the cost of the Lift Bridge Rehabilitation of RT 250 & RT 259 over the Erie Canal Project / Proposed Council Resolution 17-106

This amendment is requested by NYSDOT. The cost increase is meant to reflect the full project cost including the Canal Corporation's share. Due to a cost sharing agreement between NYSDOT and the Canal Corporation, the federal share of the project is actually being reduced. This action frees up funding so it can be used for other projects.

- (13) Amending the *2017-2020 TIP* by deferring the Rt 31 over the Erie Canal Superstructure Replacement Project / Proposed Council Resolution 17-107

This amendment is requested by NYSDOT. As part of the Route 390 Multi-Use Trail project the bridge was evaluated and it has been determined that it is more suited for a full replacement than just replacing the superstructure. There is sufficient life in the bridge to defer replacement which avoids coordination issues with the I-490/390 Interchange project. NYSDOT plans to submit a new project as part of the next TIP cycle. This action frees up funding so it can be used for other projects.

- (14) Amending the *2017-2020 TIP* by merging the Rt 63 over Genesee River Bridge Replacement and the Rt 63 at Court Street Intersection Improvements Projects / Proposed Council Resolution 17-108

This amendment is requested by NYSDOT. This action combines two projects that are in close proximity to ensure full coordination during the final design and construction of the projects.

- (15) Amending the *2017-2020 TIP* by reprogramming a phase of the NY-5 Intersection Improvement at South Avenue Project / Proposed Council Resolution 17-109

This amendment is requested by NYSDOT. At the conclusion of preliminary engineering, projects must be granted Design Approval before funds can be obligated for Detailed Design. During the scoping phase of this project it was determined that the project is in a historic district which required additional analysis and documentation. This project did not obtain Design Approval by the end of the federal fiscal year. The project was not able to advance to Detailed Design as programmed. This change will allow the project to stay on schedule for construction.

- (16) Amending the *2017-2020 TIP* by adding the 2018 Region 4 Audible Delineator Project / Proposed Council Resolution 17-110

This amendment is requested by NYSDOT. This is a new project that can take advantage of Highway Safety Improvement Program funds that are available in the current year. Since the project is considered a systemic improvement and requires minimal engineering, all the project phases can be accomplished in a single federal fiscal year though implementation will likely not happen until the 2019 construction season.

- (17) Amending the *2017-2020 TIP* by advancing phases and changing a funding source for the NY 104 Intersection Improvements at Knickerbocker Road Project / Proposed Council Resolution 17-111

This amendment is requested by NYSDOT. This action takes advantage of Highway Safety Improvement Program funds that are available in the current year. By advancing the engineering phases and changing the fund source for construction, we can eliminate some of the negative balance we currently have in Federal Fiscal Year 2019 and 2020 in safety funds.

- (18) Amending the *2017-2020 TIP* by advancing a phase of the NY 286 at Five Mile Line Road Intersection Improvements Project / Proposed Council Resolution 17-112

This amendment is requested by NYSDOT. This action takes advantage of Highway Safety Improvement Program funds that are available in the current year. By advancing the right-of-way acquisition phase, we can eliminate some of the negative balance we currently have in Federal Fiscal Year 2019 and 2020 in safety funds.

- (19) Amending the *2017-2020 TIP* by advancing phases of the Ridgeway Avenue Safety Improvements Project / Proposed Council Resolution 17-113

This amendment is requested by Monroe County. By advancing the construction phases, we can eliminate some of the negative balance we currently have in Federal Fiscal Year 2019 and 2020 in safety funds.

- (20) Amending the *2017-2020 TIP* by adding the I-390 Interchange Improvements at I-490, Stages 3 & 4 Project / Proposed Council Resolution 17-114

This amendment is requested by NYSDOT. This is a new project that advances the next stage of the I-490/390 Interchange project. The funding is provided

by NYSDOT-Main Office as part of the 5-year Capital Program MOU agreed to by the Governor, the State Senate, and the State Assembly. The project includes a significant amount of State funds. These are new funds to the region and do not affect any other project.

James Willer noted that Stages 1 and 2 are currently under construction. He stated that the Stages 3 and 4 will focus on NY 390 southbound. The project will reduce weaving movements, install noise walls, and improve Lyell Avenue west of NY 390. It will be implemented using the design-build process.

Daniel Hogan asked when the bidding would begin. James Willer replied that it would begin in Spring 2019. Following the meeting, he informed GTC staff that the Notice to Proceed would occur in Spring/Summer 2019 not the RFP.

- (21) Amending the *2017-2020 TIP* by increasing the cost of the 5 Electric Buses (FFY 2017) Project / Proposed Council Resolution 17-115

This amendment is requested by RGRTA. The increase represents new funding that allows RTS to acquire an additional electric bus. The funds were awarded via a competitive solicitation under the Low or No Emissions Vehicle Program of the Federal Transit Administration. These are new funds to the region and do not affect any other project.

Bill Carpenter noted that the original project was funded through the Congestion Mitigation and Air Quality program.

- (22) Amending the *2017-2020 TIP* by deferring phases of the East Henrietta Rd Improvements (Rochester CL to Stan Yale) Project / Proposed Council Resolution 17-116

This amendment is requested by NYSDOT on behalf of the City of Rochester. The request for federal aid was not processed correctly and the construction funds were not obligated prior to the end of the current federal fiscal year. NYDOT-Main Office has committed to managing fiscal constraint so this change will not impact the regional funding.

- (23) Amending the *2017-2020 TIP* by increasing the cost of the Rt 19 and Rt 98 Erie Canal Lift Bridge Rehab Project / Proposed Council Resolution 17-117

This amendment is requested by NYSDOT. The cost increase is meant to reflect the full project cost including the Canal Corporation's share. Due to a cost sharing agreement between NYSDOT and the Canal Corporation, the federal share of the project is not changing. This project did not obtain Design Approval by the end of the federal fiscal year. The project was not able to advance to Detailed Design as programmed. Since the Detailed Design is delayed, the Construction phase needs to be deferred.

- (24) Amending the *2017-2020 TIP* by deferring a phase of the Mount Hope Avenue Improvements – Phase 2 Project / Proposed Council Resolution 17-118

This amendment is requested by the City of Rochester. The right-of-way acquisition phase was not able to be obligated by the end of the federal fiscal year. This change will allow the project to stay on schedule for construction

- (25) Amending the *2017-2020 TIP* by deferring phases of the Elmwood Avenue/Collegetown Cycletrack Project / Proposed Council Resolution 17-119

This amendment is requested by the City of Rochester. The right-of-way acquisition was not able to be completed by the end of the federal fiscal year. The Construction phase cannot be obligated until the right-of-way is secured.

- (26) Amending the *2017-2020 TIP* by increasing the cost of the Rt 88 Reconstruction Project / Proposed Council Resolution 17-120

This amendment is requested by NYSDOT on behalf of the Village of Newark. The cost increase is meant to reflect the full project cost including the utility improvements the Village is making while the road is under construction. There is no change in the federal share of the project.

- (27) Amending the *2017-2020 TIP* by deferring phases of the Erie Canalway Trail West of NYS Rt 414 Project / Proposed Council Resolution 17-121

This amendment is requested by NYSDOT on behalf of the Village of Clyde. The railroad right-of-way process was not able to be completed by the end of the federal fiscal year. The Construction phase cannot be obligated until the right-of-way is secured.

- (28) Amending the *2017-2020 TIP* by combining phases of the Shared Mobility Program Project / Proposed Council Resolution 17-122

This amendment is requested by the City of Rochester. This action combines three annual phases into a single year to create flexibility in allocating funding between different activities and simplifies the administration of the project.

- (29) Amending the *2017-2020 TIP* by deferring phases of the Village of Holley Sidewalk Reconstruction Project / Proposed Council Resolution 17-123

This amendment is requested by NYSDOT on behalf of the Village of Holley. The federal-aid request was not processed properly and the preliminary engineering and right-of-way phases were not able to be obligated by the end of the federal fiscal year. The funding is only available for this project.

- (30) Amending the *2017-2020 TIP* by deferring a phase of the Quarry Rd Railroad Crossing Project / Proposed Council Resolution 17-124

This amendment is requested by NYSDOT. In the past, railroad crossing projects were programmed with the engineering and construction in the same year and these phases were obligated at the same time. The Federal Highway Administration no longer allows this. Now Design Approval is needed before

the Construction phase can be obligated. The funding for railroad crossing projects is managed on a statewide basis and this change does not affect any other project.

- (31) Amending the *2017-2020 TIP* by deferring a phase of the Pratt Rd Railroad Crossing Project / Proposed Council Resolution 17-125

This amendment is requested by NYSDOT. In the past, railroad crossing projects were programmed with the engineering and construction in the same year and these phases were obligated at the same time. The Federal Highway Administration no longer allows this. Now Design Approval is needed before the Construction phase can be obligated. The funding for railroad crossing projects is managed on a statewide basis and this change does not affect any other project.

- (32) Amending the *2017-2020 TIP* by deferring a phase of the CSX Main Line Railroad Crossings in Monroe County Project / Proposed Council Resolution 17-126

This amendment is requested by NYSDOT. In the past, railroad crossing projects were programmed with the engineering and construction in the same year and these phases were obligated at the same time. The Federal Highway Administration no longer allows this. Now Design Approval is needed before the Construction phase can be obligated. The funding for railroad crossing projects is managed on a statewide basis and this change does not affect any other project.

- (33) Amending the *2017-2020 TIP* by increasing the cost of the Railroad Crossing Improvement Project at Quaker Rd and Canandaigua Rd Project / Proposed Council Resolution 17-127

This amendment is requested by NYSDOT on behalf of the Town of Macedon. This project needed to be coordinated with the Canandaigua Road Bridge over the Erie Canal project. The federal funds are from an earmark and are not available to any other project. The cost increase reflects the latest cost estimate. The costs in excess of the 90 percent federal share are covered by Toll Credits earned by New York State but are shown as federal funds.

- (34) Amending the *2017-2020 TIP* by removing the Rt 63 FLAP Project – Iroquois National Wildlife Refuge Project / Proposed Council Resolution 17-128

This amendment is requested by NYSDOT. FLAP is the Federal Lands Access Program. When this project was added to the TIP it was expected that NYSDOT would be the lead agency. It has since been determined that the Federal Highway Administration (FHWA) will deliver this and another project. Therefore, the projects do not need to be listed in the regional TIP. Rather, FHWA will manage the Statewide TIP process for this project.

- (35) Amending the *2017-2020 TIP* by decreasing the cost of the Region 4 Pedestrian Safety Action Plan Implementation, Phase I Project / Proposed Council Resolution 17-129
- (36) Amending the *2017-2020 TIP* by adding the Region 4 Pedestrian Safety Action Plan Implementation, Phase II Project / Proposed Council Resolution 17-130  
Proposed Resolutions 17-129 and 17-130 are interrelated. These amendments are requested by NYSDOT. These two amendments split the project into annual elements. Phase I was delivered in the previous federal fiscal year. The balance of funding would be reprogrammed to Phase II. This will make the project easier to administer.
- (37) Amending the *2017-2020 TIP* by deferring phases of the Route 77 @ Ledge Rd Intersection Improvement Project / Proposed Council Resolution 17-131  
This amendment is requested by NYSDOT. As part of early engineering phases a Cultural Resources Report was prepared and notes that the site is potentially eligible for the National Register. The report recommends a follow-up site examination. The report is currently under State Historic Preservation Office review. Tribal consultation could also be triggered. Detailed Design and Right-of-Way Acquisition are on hold until the cultural concerns are fully reviewed.
- (38) Amending the *2017-2020 TIP* by deferring a phase of the Rehab of Bridges over Erie Canal, Orleans County Project / Proposed Council Resolution 17-132  
This amendment is requested by NYSDOT. At the conclusion of preliminary engineering, projects must be granted Design Approval before funds can be obligated for Detailed Design. This project did not obtain Design Approval by the end of the federal fiscal year. The project was not able to advance to Detailed Design as programmed. This change will allow the project to stay on schedule for construction.
- (39) Amending the *2017-2020 TIP* by deferring a phase of the Village of Holley Pavement Preservation Project / Proposed Council Resolution 17-133  
This amendment is requested by NYSDOT. At the conclusion of preliminary engineering, projects must be granted Design Approval before funds can be obligated for Detailed Design. This project did not obtain Design Approval by the end of the federal fiscal year. The project was not able to advance to Detailed Design as programmed. This change will allow the project to stay on schedule for construction.

**Bill Carpenter moved to approve proposed Resolutions 17-95 through 17-133; Anthony Danielle seconded the motion. The motion passed unopposed.**



- d. Amending the *2017-2020 Transportation Improvement Program* (TIP) by revising the narrative related to the Financial Plan

James Stack stated Proposed Resolution 17-134 was reviewed and recommended for the Board's approval by the Planning Committee at its November 9, 2017 meeting pending review by Certification team and GTC staff addressing any concerns.

As noted in the transmittal memo, FHWA – New York Division and FTA – Region II completed their joint certification review of the GTC transportation planning process earlier this year. FHWA – New York Division staff presented the findings and key points of the joint certification review to this Board at the September 7, 2017 meeting. At that time, it was noted that that GTC has three Corrective Actions, including updating the Financial Plan and amending it into the TIP by January 30th, 2018. The Financial Plan should clearly indicate resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommend any additional financing strategies for needed projects and programs. Exhibit 1 of the Resolution would replace the corresponding pages of the adopted TIP.

Staff has shared the draft with the FHWA – New York Division and received concurrence that the update addresses the shortcomings of the adopted TIP.

**Anthony Danielle moved to approve proposed Resolution 17-134; James Willer seconded the motion. The motion passed unopposed.**

## **7. New Business**

Jack Marren announced that per the GTC by-laws, the Chairman and Vice-Chairman serve for a two-year term. He and Eric Gott were elected to their positions at the March 2016 meeting. Therefore, an Election of Officers must be held at the March 2018 meeting. In accordance with the by-laws, he announced that he will be designating a Nominating Committee by mid-January. The Nominating Committee will identify candidates for consideration at the March meeting where nominations may also come from the floor. Once elected, Officers will be seated immediately and serve a two-year term.

Anthony Danielle noted two items of interest in southeast Monroe County. The first was the proposed restriping of Rt. 96 (East Avenue). The second was the tree removal along the Erie Canal.

Jim Willer noted that NYSDOT is still gathering public input on the Route 96 project and that a final design has not been approved.

Daniel Hogan noted that the Canal Corporation indicated the tree removals are intended to reduce the potential for roots to weaken the embankments. William Moehle expressed concern about the plan and how this can be considered a maintenance project under SEQR.

**8. Next Meeting**

Chairperson Marren stated that the next GTC Board meeting is scheduled for March 8, 2018 at the Brighton Town Hall, 2300 Elmwood Avenue in Brighton. He thanked Supervisor Moehle for providing the space.

Anthony Danielle announced that this is his last meeting. Jack Marren thanked him for his contributions to the Board.

**9. Adjournment**

The meeting adjourned at 9:48 a.m.