

**GENESEE TRANSPORTATION COUNCIL  
QUARTERLY BOARD MEETING**

**Rochester-Genesee Regional Transportation Authority  
1372 East Main Street  
Rochester, NY  
and via PublicInput.com**

**February 24, 2022**

GTC BOARD MEMBERS PRESENT

David LeFeber, Livingston County (Acting Chairperson)  
Erik Frisch, City of Rochester – At Large  
Daniel Hogan, Monroe County – At-Large  
Rochelle Stein, Genesee County

ALTERNATE REPRESENTATIVES PRESENT

Rochelle Bell, Monroe County Planning Board, representing William Santos  
Jim Brady, Wayne County, representing Ken Miller  
Bill Carpenter, Rochester Genesee Regional Transportation Authority, representing Donald Jeffries  
Tim Cutler, Yates County, representing Leslie Church  
Stephen Golding, Empire State Development Corporation, representing Hope Knight  
George Hebert, Monroe County Legislature, representing Sabrina LaMar  
Peter Ingalsbe, Ontario County, representing John Marren  
Kevin Kelley, Rochester City Planning Commission, representing David Watson  
Joel Kleinberg, NYS Department of Transportation, representing Marie Therese Dominguez  
Scott Leathersich, Monroe County – At Large, representing Jeffrey McCann  
Mary Lupien, City of Rochester – Council, representing Miguel Melendez  
Rich Perrin, City of Rochester - Mayor, representing Malik Evans  
Mitch Rowe, Seneca County, representing Bob Hayssen  
Timothy Walsh, NYS Department of Environmental Conservation, representing Basil Seggos

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Adam Bello, Monroe County Executive  
Matthew Driscoll, NYS Thruway Authority  
Stephen Goodman, Federal Transit Administration  
Lynne Johnson, Orleans County  
Rick Marquis, Federal Highway Administration  
Evelyn Martinez, Federal Aviation Administration  
Rebecca Ryan, Wyoming County  
Stephen Schultz, Monroe County Supervisors' Association

OTHERS IN ATTENDANCE

Jody Binnix, GTC staff  
Joe Bovenzi, GTC staff  
Alex Kone, GTC staff

Lori Maher, GTC staff  
Thomas Polech, Monroe County  
James Stack, GTC staff

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

Acting Chairperson LeFeber called the meeting to order at 8:35 a.m. Alex Kone, GTC staff, called the roll; a quorum was present.

## **2. Public Forum**

There were no comments.

## **3. Approval of Minutes**

Acting Chairperson LeFeber noted that draft minutes from the December 9, 2021 GTC Board meeting were included in the meeting package.

**Scott Leathersich moved to approve the minutes from the December 9, 2021 Quarterly Meeting; Daniel Hogan seconded the motion. The motion passed unopposed.**

Acting Chairperson LeFeber added that the minutes from the January 6, 2022 Planning Committee meeting and draft minutes from the February 10, 2022 Planning Committee meeting were provided for informational purposes.

## **4. Communications and Announcements**

James Stack noted the following changes to Board membership:

- Sabrina LaMar has been elected the President of the Monroe County Legislature and is a Member of GTC.
- Jim Brady, Lyons Town Supervisor, has been designated as Kenneth Miller's alternate to GTC, representing the Wayne County Board of Supervisors.
- Leslie Church has been elected the President of the Yates County Legislature and is a Member of GTC.
- Tom Frys has been designated as Monroe County Executive Adam Bello's alternate to GTC.
- Stephen Schultz has been elected the President of the Monroe County Supervisors' Association and is a Member of GTC.
- Malik Evans has been sworn in as the Mayor of the City of Rochester and is a Member of GTC.
- Richard Perrin has been designated as Mayor Evans' alternate to GTC.
- Miguel Melendez has been elected the President of the Rochester City Council and is a Member of GTC.
- Mary Lupien has been designated as Mr. Melendez's alternate to GTC. Due to known scheduling conflicts this year, City Council Chief of Staff James Smith has been named as a second alternate.
- Erik Frisch has been designated as the City of Rochester At-Large member of GTC.
- Domenic Fekete has been designated as Mr. Frisch's alternate to GTC.

## 5. Reports and Action on Old Business

### a. Planning Committee Report

Scott Leathersich reported that the Planning Committee met on January 6<sup>th</sup> and February 10<sup>th</sup> and recommends that the GTC Board:

- Adopt the *FY 2022-2023 Unified Planning Work Program*;
- Accept reports as evidence of completion of two Unified Planning Work Program task:
  - *Village of Waterloo Circulation, Accessibility, and Parking Study* (UPWP Task (6815))
  - *West Main Street Multimodal Transportation and Placemaking Study* (UPWP Task (6816)); and
- Amend the *FFY 2020-2024 Transportation Improvement Program* as requested by Wyoming County and NYSDOT.

Additionally, the Planning Committee took the following actions:

- Approved the draft *FY 2022-2023 Unified Planning Work Program* for public review; and
- Approved six administrative modifications to the *FFY 2020-2024 Transportation Improvement Program* as requested by the Orleans County, Monroe County, and NYSDOT:
  - Increasing the Total Cost of the Yates Carlton Townline Road over Johnson Creek Bridge Replacement project (Orleans County)
  - Increasing the Total Cost of the Highway Preventive Maintenance #9 project (Monroe County)
  - Changing a fund source of the I-490 over the Erie Canal and Kreag Rd project (NYSDOT)
  - Adding phases to the Rt 260 from Rt 31 to Rt 104 & Rt 31 from Transit Way to west of Salmon Creek Preventive Maintenance project (NYSDOT)
  - Advancing phases of the E Lake Rd (CR 2) Preventive Maintenance (Rt 19A to Rt 39) project (NYSDOT)
  - Changing a fund source of the Rt 250, from Rt 96 to Rt 31 project (NYSDOT).

### b. GTC Staff Report

James Stack reported that staff has been working on revising the Funding Opportunities page on the GTC website. The goal is to have a more comprehensive portal, especially in light of the new opportunities presented by the Bipartisan Infrastructure Law. As federal or state funding opportunities open, staff will list key parameters so potential project sponsors can quickly ascertain the potential. There will be links to get further information if the fund source looks promising. The portal also includes a resource list with links for anyone that wants to look into programs

that might not be actively soliciting project in order to anticipate future opportunities.

He also reported that Joe Bovenzi had been selected to give a presentation on the *I-490 Integrated Corridor Management* project at the Association of MPOs' Planning Tools and Training Symposium in May. This project was presented and accepted at the December Board meeting. Joe will be able to share GTC's experience with MPO staff from across the country.

c. Old Business

1. Federal Legislative and Funding Update

James Stack reported that on January 28, the US Department of Transportation released a Notice of Funding Opportunity for the Rebuilding American Infrastructure with Sustainability and Equity, or RAISE, discretionary grant program. GTC staff shared this opportunity with key stakeholders across the region on January 31. He noted that this program was previously called BUILD under the Trump Administration and TIGER under the Obama Administration. It is intended to fund transportation projects with significant local or regional impact and stimulate economic growth. This is the program that funded the Inner Loop East conversion to a surface street with new developments and the new Rochester Amtrak station. He added that applications are due April 14 and selections are expected to be announced in August.

He noted that he had discussions with Brian Pincelli in Wayne County on pursuing improvements to the Ontario Midland Railroad in line with the recently completed UPWP study. This study was presented and accepted at the December Board meeting. He also cited discussions about a potential project with Devin Blue in Wyoming County but indicated he did not think the project would compete well. GTC staff stands ready to assist our partners in the region if they want to explore the RAISE program further.

James also reported that the third Continuing Resolution (CR) for the current federal fiscal year is in effect until March 11. He noted that, while CRs are preferable to a government shutdown, they limit funding to prior year levels and programs. While the Bipartisan Infrastructure Law authorizes significant increases in funding and establishes new programs, these cannot be realized without passing relevant Appropriations for transportation programs.

He stated that on January 26, he sent an email to GTC Board Members, Alternates, and other stakeholders regarding the impact of the Continuing Resolution on the ability of state and local governments to advance transportation projects and take advantage of the federal commitments under the Bipartisan Infrastructure Law. He included a letter sent from various stakeholders in the transportation industry to Congressional leaders involved in the Appropriations process. He noted that he was aware of a letter sent by Ken Miller on behalf of the Wayne County Board of Supervisors and Peter Ingalsbe on behalf of the Town of Farmington Board.

Daniel Hogan asked if the City of Rochester would be pursuing RAISE funds for the Inner Loop North project. Rich Perrin replied that the City is evaluating all of the federal opportunities that are available. He noted that the feasibility study is nearly complete and that the next step would be Scoping. With further pre-construction work complete, he stated that the City would be better positioned for final design and construction funding.

Rochelle Stein asked if smaller jurisdictions would have large-enough scale projects that would be eligible. James Stack noted that while urban jurisdictions have a minimum project award of \$5 million, rural jurisdictions have a lower minimum of \$1 million.

## 2. TIP Staff Modifications Report

Acting Chairperson LeFeber informed the Board that the TIP Staff Modifications report was included in the meeting package and is being provided for informational purposes. There were no questions.

## 6. Action Items

### a. Adopting the *FY 2022-2023 Unified Planning Work Program*

Jody Binnix reported that the Unified Planning Work Program (UPWP) is the program of federally-funded transportation planning activities to be undertaken by GTC staff, its member agencies, and other jurisdictions in the Genesee-Finger Lakes Region. The Fiscal Year 2022-2023 UPWP will support planning activities for the period beginning April 1, 2022 and ending March 31, 2023. Projects included in the current UPWP that are not complete as of March 31, 2022 will be rolled over into the FY 2022-2023 UPWP.

She noted that GTC staff received 16 applications requesting just under \$1 million dollars in funding. In the absence of funding estimates prior to the Infrastructure Investment and Jobs Act (IIJA) coming into effect, staff used flat line projections from last year. Staff were able to make about \$750,000 available for new projects. On November 16, staff received the UPWP Call Letter from NYSDOT Main Office, which took into account a significant increase in Federal Highway Administration Metropolitan Planning (FHWA-PL) funds as a result of the IIJA/BIL. This increased the amount of funds that GTC was able to program in the new UPWP by about \$546,000. The IIJA also presents new requirements and opportunities. GTC staff worked with the UPWP Development Committee, or UDC, to identify three additional tasks that were not initially proposed. These tasks included the Infrastructure Investment and Jobs Act/ Bipartisan Infrastructure Law (IIJA/BIL) Implementation Program Reserve, the Complete Streets Program, and the Genesee-Finger Lakes Regional Resiliency Plan. These tasks will allow GTC to react promptly once the federal rulemaking process for the IIJA/BIL is complete rather than waiting until April of 2023 to do so.

The UPWP Development Committee met during November and December to review applications. This effort resulted in a project list and a complete draft UPWP

document for public review. The Planning Committee approved the project list and a complete draft UPWP, for a 30-day public review from January 10 through February 8.

During this public review period, GTC staff received comments from both the public and our state and federal partners that were shared with the Planning Committee on February 10. None of the comments received were significant enough to alter the list of projects recommended for funding. All of the comments and staff responses were provided to the Board in the meeting package.

**Bill Carpenter moved to approve proposed Resolution 22-1; Rochelle Stein seconded the motion. The motion passed unopposed.**

- b. Accepting reports as evidence of completion of a UPWP Task

Acting Chairperson LeFeber suggested grouping proposed Resolutions 22-2 and 22-3 into a single action; no Member or Alternate objected.

James Stack noted that Proposed Resolutions 22-2 and 22-3 were reviewed and recommended for GTC Board approval by the Planning Committee at its January 6, 2022 meeting.

- 1. Accepting the *Village of Waterloo Circulation, Accessibility, and Parking Study* as evidence of completion of UPWP Task 6815 / Resolution 22-2

James Stack reported this project was conducted by the Village of Waterloo. The purpose of the project was to advance infrastructure improvements in the downtown and the Canal areas to address some of those infrastructure gaps, especially for pedestrians and bicycles.

Based on the community input and assessment of existing conditions, four areas of recommendations were developed. The first was to retrofit US 20 into a Complete Street, including enhanced bike lanes and a landscaped median. The second involved the redesign of downtown parking lots to improve circulation and increase capacity. The third was to convert an abandoned bridge over the Erie Canal into a bicycle and pedestrian-only facility, as well as provide additional amenities on Oak Island. The fourth was to widen the sidewalks on Route 96 from 4 to 13 feet for the proposed connection with the Seneca-Cayuga Outlet Trail to US 20 and included Safe Routes to School Improvements at both the Intermediate and High Schools.

- 2. Accepting the *West Main Street Multimodal Transportation and Placemaking Study* as evidence of completion of UPWP Task 6816 / Resolution 22-3

James Stack reported this project was conducted by the City of Rochester. The purpose of the project was to create a multi-modal transportation plan for the West Main Street corridor between Broad Street and the Bulls Head Brownfield Opportunity Area.

The study included a robust community engagement process with the residents of the neighborhood and other interested organizations. There was a strong support for reducing the number of through lanes, increasing safety for cyclists and pedestrians, maintaining the parking, and improving the business district. Suggestions for reducing crime through improved placemaking strategies were considered as well.

The long-term vision includes a three-lane cross section with cycle tracks at the sidewalk level and on-street parking. New bus stops would be established and bus only lanes are planned to facilitate turn movements at the intersection with Genesee Street.

A near-term implementation, through a preventive maintenance project, will attempt to include many elements of the vision, using temporary barriers and other cost-effective measures. A future full reconstruction of the facility will allow for changes to curbs and other geometric features.

**Tim Cutler moved to approve proposed Resolutions 22-2 and 22-3; Daniel Hogan seconded the motion. The motion passed unopposed.**

- c. Amending the *2020-2024 Transportation Improvement Program* / Proposed Resolutions 22-4 through 22-13

Acting Chairperson LeFeber suggested grouping proposed Resolutions 22-4 through 22-13 into a single action; no Member or Alternate objected.

James Stack noted that Proposed Resolution 21-90 was reviewed and recommended for GTC Board approval by the Planning Committee at its November 18, 2021 meeting.

- 1. Advancing phases of the CR 31 (Exchange St) Preventive Maintenance project / Proposed Resolution 22-4 (Wyoming County)

This amendment is requested by Wyoming County. This change is requested to accelerate the project. The County previously requested the project be delayed in order to coordinate with a water main replacement project by the Village of Attica. Unfortunately, the Village was not successful in their grant application. Rescheduling the project will allow construction sooner. The cost increase reflects the latest engineering estimate.

Resolutions 22-5 through 22-8 are interrelated. These amendments are requested by NYSDOT. This change is requested to provide more flexibility to address annual needs. Currently, the project is programmed in two-year blocks. NYSDOT wishes to have annual projects that alternate between the east side and west side of the region. There is no net change in Total Cost or Federal Share from the original projects.

- 2. Splitting the Pavement Markings for 2023 & 2024 project / Proposed Resolution 22-5 (NYSDOT)

3. Splitting the Pavement Markings for 2025 & 2026 project / Proposed Resolution 22-6 (NYSDOT)
4. Adding the Pavement Markings for 2024 (Westside) project / Proposed Resolution 22-7 (NYSDOT)
5. Adding the Pavement Markings for 2026 (Westside) project / Proposed Resolution 22-8 (NYSDOT)
6. Changing the project limits of the Rt 5/US 20 from RR Bridge to Seneca CL project / Proposed Resolution 22-9 (NYSDOT)

This amendment is requested by NYSDOT. This change to the project limits is requested to align with the improvements that the City of Geneva is pursuing under the Downtown Revitalization Initiative. There is about a 1/3 of a mile overlap between the City's project and the original NYSDOT project limits. The new project limits will match with the City's project. Given the inflation on transportation projects, NYSDOT wishes to maintain the project budget.

7. Changing the project limits of the I-390 Overhead Sign Structure Replacement project / Proposed Resolution 22-10 (NYSDOT)

This amendment is requested by NYSDOT. This change is requested to provide flexibility to address the highest priority sign structures in both the I-390 and I-590 corridors rather being limited to the I-390 corridor alone.

8. Changing the project limits of the Bridge Joint Repair at 18 Locations project / Proposed Resolution 22-11 (NYSDOT)

This amendment is requested by NYSDOT. This change is requested to respond to new NYSDOT Main Office requirements for analysis when conducting bridge preventive maintenance projects. Under this new approach, it will be more cost effective for NYSDOT Region 4 to address multiple elements on a single bridge rather than a single element on multiple bridges. This is comparable to how other jurisdictions approach bridge preventive maintenance projects.

9. Adding the BRIDGE NY projects / Proposed Resolution 22-12 (NYSDOT)

This amendment is requested by NYSDOT on behalf of the Town of Brighton and Orleans County. These two bridges were selected for funding through the statewide BRIDGE NY program. These funds are not available to any other project and represent new funding to the region.

I want to point out that the Resolution authorizes me, as the Executive Director, to make any future cost or schedule changes as Staff Modifications in accordance with the TIP Procedures Manual, which is how past BRIDGE NY projects have been handled.

10. Adding the I-490 over Genesee River Bridge Rehabilitation project / Proposed Resolution 22-13 (NYSDOT)

This amendment is requested by NYSDOT. This bridge was selected for funding from the State's share of the National Highway Freight Program. The inclusion of

this portion of I-490 on the National Highway Freight Network makes it eligible for this program. These funds are not available to any other project and represent new funding to the region.

**Rich Perrin moved to approve proposed Resolutions 22-4 through 22-13; Tim Cutler seconded the motion. The motion passed unopposed.**

## **7. Election of Officers**

Acting Chairperson LeFeber turned the meeting over to Scott Leathersich, GTC Planning Committee Chairperson.

Scott stated that pursuant to the GTC By-laws, Officers (the Chairperson and Vice Chairperson) must be elected from among the voting Board members and qualified alternates to serve two-year terms. The elections are to occur at the Annual Meeting, defined as the first quarterly meeting of the calendar year. The last election of officers was held on February 27, 2020.

He noted that, in accordance with the GTC By-laws, current GTC Acting Chairperson David LeFeber appointed a Nominating Committee in January 2022 to nominate candidates for the offices of Chairperson and Vice Chairperson. The Committee included Angela Ellis (Livingston County and Planning Committee Vice Chairperson) and Scott Leathersich (Monroe County and Planning Committee Chairperson).

He stated that the Nominating Committee recommends David LeFeber as Chairperson and Peter Ingalsbe as Vice-Chairperson. He requested nominations from the floor but none were received.

**Tim Cutler moved to elect David LeFeber as Chairperson and Peter Ingalsbe as Vice Chairperson for a two-year term; Daniel Hogan seconded the motion. The motion passed unopposed.**

## **8. New Business**

### *GTC Bylaws*

James Stack reported that the *GTC By-Laws* currently require the GTC Board to adhere to the New York State Open Meetings Law. During the COVID emergency, GTC demonstrated an ability to conduct business in an open manner utilizing technology that does not require meeting participants and observers to be physically present in the same room. This was permitted under emergency orders from Governors Cuomo and Hochul waiving certain requirements. Once the COVID emergency passes, GTC will be required to once again adhere to stricter Open Meetings Law requirements.

Since GTC started conducting remote meetings in May 2020, staff have noted an increase in the level of observation of GTC Board and Planning Committee meetings by members of the public. James indicated that this is due to deliberate decisions to reduce the barriers to participation such as toll-free telephone access and livestreaming the meeting for viewing on smartphones, computers, or tablets along with various options to interact with the

Board or Planning Committee during the meeting. The meetings have also been recorded and archived for viewing on demand.

He added that following the Open Meetings Law was a decision of former members of this Board. Since then, the New York State Committee on Open Government has issued an opinion that Metropolitan Planning Organizations like GTC are established pursuant to federal requirements and, therefore, are not subject to the Open Meetings Law.

He reported that GTC staff would like to explore alternatives to the requirement to adhere to Open Meetings Law while still meeting the spirit of the Law. He stated his preference to continue to meet in person in locations that are accessible to all and served by public transit and he noted that by offering remote access, meeting participants can reduce travel time and scheduling conflicts. He stated that it is important that the public observers have comparable remote access to Board members.

He stated that the simplest approach would be to strike the requirement from the By-Laws and revise the GTC *Public Engagement Plan* to set the parameters for conducting our meetings in an open manner. He proposed working through the Planning Committee to identify minimum requirements for GTC Board meetings and public access to those meetings for Board consideration at the June meeting.

## **9. Next Meeting**

Chairperson LeFeber stated that the next GTC Board meeting is scheduled for June 9, 2022 at RGRTA. *[Note, this meeting was subsequently rescheduled to June 30, 2022.]*

## **10. Adjournment**

The meeting adjourned at 9:20 a.m.