

**GENESEE TRANSPORTATION COUNCIL  
QUARTERLY BOARD MEETING**

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

**December 8, 2022**

GTC BOARD MEMBERS PRESENT

David LeFeber, Livingston County (Chairperson)  
Phillip Eygnor, Wayne County  
Daniel Hogan, Monroe County At-Large  
Erik Frisch, City of Rochester – At Large  
Jack Marren, Ontario County  
Rochelle Stein, Genesee County & Genesee-Finger Lakes Regional Planning Council

ALTERNATE REPRESENTATIVES PRESENT

Rochelle Bell, Monroe County Planning Board, representing William Santos  
Bill Carpenter, Rochester Genesee Regional Transportation Authority, representing Donald Jeffries  
Sean Carrington, New York State Thruway Authority, representing Matthew Driscoll  
Tim Cutler, Yates County, representing Leslie Church  
Jerry Davis, Wyoming County, representing Rebecca Ryan  
Tom Frys, Monroe County Executive, representing Adam Bello  
Stephen Golding, Empire State Development Corporation, representing Hope Knight  
Joel Kleinberg, NYS Department of Transportation, representing Marie Therese Dominguez  
Scott Leathersich, Monroe County – At Large, representing Jeffrey McCann  
Gautam Mani, Federal Highway Administration, representing Rick Marquis  
Richard Perrin, City of Rochester - Mayor, representing Malik Evans  
Mitch Rowe, Seneca County, representing Bob Hayssen  
James Smith, City of Rochester – Council, representing Miguel Melendez

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Stephen Goodman, Federal Transit Administration  
Lynne Johnson, Orleans County  
Sabrina LaMar, Monroe County Legislature  
Evelyn Martinez, Federal Aviation Administration  
Stephen Schultz, Monroe County Supervisors' Association  
Basil Seggos, NYS Department of Environmental Conservation  
David Watson, Rochester City Planning Commission

OTHERS IN ATTENDANCE

Jody Binnix, GTC staff	Alex Kone, GTC staff
Joe Bovenzi, GTC staff	Peter Ingalsbe, Ontario County
Jim Brady, Wayne County	Lori Maher, GTC staff
Angela Ellis, Livingston County	James Stack, GTC staff
Dominic Fekete, City of Rochester	Chris Tortora, GTC staff

## 2. Call to Order and Roll Call

Chairperson LeFeber called the meeting to order at 8:32 a.m. Alex Kone, GTC staff, called the roll; a quorum was present.

## 3. Public Forum

There were no comments.

## 4. Approval of Minutes

Chairperson LeFeber noted that draft minutes from the August 25, 2022 GTC Board meeting were included in the meeting package.

**Joel Kleinberg moved to approve the minutes from the August 25, 2022 Quarterly Meeting; Richard Perrin seconded the motion. The motion passed unopposed.**

Chairperson LeFeber added that the draft minutes from the November 10, 2022 Planning Committee meeting were provided for informational purposes.

## 4. Communications and Announcements

James Stack reported since Monroe County is planning to remodel the 8<sup>th</sup> floor of the CityPlace building, GTC and G/FLRPC, the only current tenants, will have to relocate. At this time, new office space at CityPlace or another location has not yet been identified. He added that since office operations are cloud-based, there will be only minimal impacts to staff activities.

## 5. Reports and Action on Old Business

### a. Planning Committee Report

Scott Leathersich reported that the Planning Committee met on November 10, and recommends that the GTC Board:

- Accept four reports as evidence of completion of Unified Planning Work Program tasks:
  - Monroe County Land Use Monitoring Report (2021)
  - Regional Land Use Monitoring Report (2021)
  - Implementing Complete Streets in the Genesee-Finger Lakes Region: A Guidebook; and
  - Victor Connectivity and Access Plan
- Amend the *FFYs 2023-2027 Transportation Improvement Program* as requested by the RGRTA and NYSDOT.

Additionally, the Planning Committee took the following actions:

- Approved scope(s) of work for one UPWP Task:
  - Task 5362 – The Last Mile (or less): Site Plan Review for Multimodal Transportation
- Approved eighteen administrative modifications to the *FFYs 2023-2027 Transportation Improvement Program* as requested by the Town of Batavia, Wyoming County, and NYSDOT.

b. GTC Staff Report

James Stack reported three highlighted staff planning activities:

1. staff are developing the scope of work for a regional Resiliency Plan based on guidance for Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) formula funds;
2. staff have been facilitating interagency workshops on preparing for the 2024 solar eclipse; and
3. staff have been identifying alternatives to replace traditional household travel surveys. He noted that ReplicaHQ has been made available through the New York Metropolitan Transportation Council. Other private providers are being explored as well.

Rochelle Stein asked if changes in travel patterns both pre- and post-COVID are tracked with these data sets. Jim responded that data is available for both periods and a decision about using one or the other for calibrating a base year for the Travel Demand Model has not yet been determined.

c. Old Business

1. Federal Legislative and Funding Update

Continuing Resolution

James Stack reported that a Continuing Resolution was signed by President Biden on September 30 to extend Federal appropriations through December 16. He noted the appropriations committees are still working on omnibus covering twelve spending bills and that it is likely a short extension to December 23 would be approved to allow more time for that process.

Carbon Reduction Program

James Stack reported that final guidance is still not available for the Carbon Reduction Program that was newly established through the Infrastructure Investment and Jobs Act but that the funds are currently available for obligation. He noted that, per the legislation, states have to submit carbon reduction plans to FHWA by November 2023.

He noted that there are designated funding amounts for Urbanized Areas. NYSDOT Main Office provide five-year Planning Targets on August 30. There is

approximately \$1.25 million per year for the Rochester Urbanized Area to be programmed in the Transportation Improvement Program. He added that the region is also eligible for funding through NYSDOT if a statewide solicitation is held. He stated that GTC and NYSDOT-Region 4 staffs will bring project proposals to the TIP Development Committee in January for potential Board consideration in February.

Erik Frisch asked if funds can be accumulated over Federal fiscal years to fund a larger project. James Stack confirmed that the funds can be 'rolled over' a total of three years.

## 2. TIP Staff Modifications Report

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. Accepting reports as evidence of completion of UPWP Tasks / Proposed Resolutions 22-58 through 22-61

Chairperson LeFeber suggested grouping proposed Resolutions 22-58 through 22-61 into a single action; no Member or Alternate objected.

James Stack noted that Proposed Resolutions 22-58 through 22-61 were reviewed and recommended for GTC Board approval by the Planning Committee at its November 10, 2022 meeting. He noted the following for each of the projects:

1. Accepting the *Monroe County Land Use Monitoring Report (2021)* as evidence of UPWP Task 4210 / Resolution 22-58

James Stack reported this project was conducted by Monroe County. The purpose of the project was to document land use and development trends in Monroe County for use in updating the GTC Travel Demand Model. The report compiled annual and proposed development by municipality as well as at the traffic analysis zone level in 2021.

He highlighted that the greatest number of projects fall into commercial and residential, including both single family and multi-family, categories. During calendar year 2021, there were 98 major projects permitted in Monroe County. Over the past five years, the Towns of Henrietta and Greece have issued the most permits.

Monroe County planning staff looked at the impacts of COVID on the development proposals and there was a noticeable divergence between commercial and residential permits. Future data collection and reporting will indicate if this is a short-term adjustment or part of a larger trend.

2. Accepting the *Regional Land Use Monitoring Report (2021)* as evidence of UPWP Task 4220 / Resolution 22-59

James Stack reported this project was conducted by the Genesee/Finger Lakes Regional Planning Council (G/FLRPC) staff. The purpose of the project was to document land use development trends throughout the region for use by GTC and any other member agencies. The report compiled residential, industrial, commercial, community service, and mixed use permits by local jurisdictions.

The development trends seemed to stay consistent with previous years. Outside of Monroe County, the Town of Farmington continued to issue the highest number of residential permits with the highest number of units.

3. Accepting the *Implementing Complete Streets in the Genesee-Finger Lakes Region: A Guidebook* as evidence of UPWP Task 5361 / Resolution 22-60

James Stack reported this project was conducted by G/FLRPC staff. The purpose of the project was to enable municipalities to develop and implement Complete Streets policies. It includes a summary of Complete Street design elements and information on implementation benefits and challenges. The guidebook also includes model local ordinances for either communities with staff support or smaller communities with volunteer boards.

The Village of Perry served as a case study for whom both G/FLRPC and GTC staff provided some technical assistance.

Richard Perrin asked if there was an increase in the number of jurisdictions with Complete Streets policies since a previous project was conducted. Joe Bovenzi confirmed that was an increase and an inventory of those jurisdictions is included in the report.

4. Accepting the *Victor Connectivity and Access Plan* as evidence of UPWP Task 5361 / Resolution 22-61

James Stack reported this project was conducted by both the Town and Village of Victor jointly. The purpose of the projects was to develop a long-term street network master plan to identify the connectivity gaps in the network and provide concept level plans to connect the streets and control access.

The recommendations are aligned with previous planning studies such as the Route 96 Transformative Corridor Study, Village Access Management Plan, and Parks and Recreation Master Plan. Key recommendations included extending Adam Street between the village and Route 251, utilizing an existing rail corridor. A second recommendation included extending Anthony Drive to Brace Road that would directly connect Brace Road with Route 96, establishing 12 sidewalk and trail connections among various locations through the project area. A third would implement intersection improvements to Route 96 at High Street.

**Rochelle Stein moved to approve proposed Resolutions 22-58 through 22-61; Tom Frys seconded the motion. The motion passed unopposed.**

- b. Amending the *FFYs 2023-2027 Transportation Improvement Program* / Proposed Resolutions 22-62 through 22-71

Chairperson LeFeber suggested grouping proposed Resolutions 22-62 through 22-71 into a single action; no Member or Alternate objected.

James Stack noted that Proposed Resolutions 22-62 through 22-71 were reviewed and recommended for GTC Board approval by the Planning Committee at its November 10, 2022 meeting. He noted the following for each of the projects:

1. Deferring phases of the Rt 18 over Northrup and Smith Creeks Bridge Replacements project / Resolution 22-62 (NYSDOT)

James Stack reported that this amendment would defer the construction phases to rebalance fiscal constraint across the program to accommodate other project changes.

2. Increasing the Total Cost of the Rt I-590 Bridges over Rt 31 and Allen's Creek Rd project / Resolution 22-63 (NYSDOT)

James Stack reported that this amendment would change the funding to reflect the latest estimate and project scope. The first factor of the cost increase is the estimate for the highway crossover during construction. The second is that repaving of the main lanes between the two bridges will now be accomplished through this project to avoid disruptions during a potential future paving project on I-590. The third is the shoulders need to be widened and the pavement thickness increased to meet current standards. NYSDOT intends to take advantage of these efficiencies by doing more work during the bridge closures.

James Stack noted that the following three amendments are similar. NYSDOT-Region 4 is pursuing contracted engineering services that would supplement their in-house staff. They have requested to accelerate engineering phases so that the construction phases can stay on their current schedules. In order to not affect fiscal constraint of Planning Target funds, NYSDOT Main Office has offered to use State Dedicated Funds in the current fiscal year in exchange for the Planning Target amounts in the currently programmed years.

3. Advancing phases of the Rt 31 over I-490 Bridge Replacement project / Resolution 22-64 (NYSDOT)
4. Advancing phases of the I-490 over Railroad Bridge Replacement project / Resolution 22-65 (NYSDOT)
5. Advancing phases of the I-490 from Rt 204 to Howard Road Preventive Maintenance project / Resolution 22-66 (NYSDOT)
6. Advancing phases of the I-490 from Bridge over Garnsey Rd to I-90 Preventive Maintenance project / Resolution 22-67 (NYSDOT)

James Stack reported that this amendment was requested following an engineering determination to pursue a lighter pavement treatment than the

heavy concrete restoration, as originally planned. This treatment is considerably less expensive but has a limited window of opportunity to implement. NYSDOT Main Office will provide State Dedicated Funds for advancing the construction phases to 2023 based upon a similar exchange for Planning Target funds, currently programmed in 2026.

Dan Hogan asked what inflation factors were used for cost estimates for 2026. James Stack noted that a common factor of 2% per year, as provided by NYSDOT, was used during TIP development. He added that additional adjustments are routinely made during the project development process but that higher factors may need to be considered in the future.

7. Reinstating the Shared Mobility Project / Resolution 22-68 (RGRTA)

James Stack reported that this amendment would defer the funding from FFY 2022 to 2023, for which the funds will be actually obligated. The deferral was driven by conversations with the Federal Transit Administration who have restrictions about the use of funding for contracted bike share operations as opposed to the acquisition of capital. That portion of the project is being removed but the van pool program, in coordination with the City of Rochester, will be extended. The remaining funds will be then programmed to the Community Mobility Zone Operations project.

8. Reinstating the Community Mobility Zone Operations project / Resolution 22-69 (RGRTA)

James Stack reported that the offset funds from the Shared Mobility Project would be programmed onto the Community Mobility Zone Operations project. The RTS On Demand program has exceeded ridership expectations and would be expanded. He added that NYSDOT Main Office and FTA have concurred with this transfer.

9. Increasing the Total Cost of the RTS Access Paratransit Facility project / Resolution 22-70 (RGRTA)

James Stack reported that design funds need to be moved from FFY 2022 to FFY 2023 in line with the anticipated date of FTA approval of the environmental review. Also, RGRTA was awarded discretionary funding through the FTA Buses and Bus Facilities program.

10. Increasing the Total Cost of the Hydrogen Fuel Cell Vehicles and Fuel System project / Resolution 22-71 (RGRTA)

James Stack reported that RGRTA was awarded discretionary funding through the FTA Low and No Emissions program. They will be able to increase the number of 40-foot hydrogen fuel cell buses planned for acquisition this year. The project will pilot the use of buses and vans to determine the best use scenarios for larger expansion within the zero-emission fleet.

Bill Carpenter noted that, with an upcoming delivery, RTS will now have the largest electric bus fleet in New York State at 15 vehicles.

**Erik Frisch moved to approve proposed Resolutions 22-62 through 22-71; Bill Carpenter seconded the motion. The motion passed unopposed.**

**7. New Business**

a. 2023 Meeting Calendar

James Stack reported that the 2023 meeting calendar was provided in the agenda materials.

b. Presentation on Preparing for the 2024 Total Solar Eclipse

James Stack reported that on April 8th, 2024, there will be a total solar eclipse with the path of totality extending over Rochester and much of the region. GTC staff have been active members of the Rochester Eclipse task force being led by Visit Rochester and the Rochester Museum and Science Center (RMSC). GTC staff have been focused on convening agencies and stakeholders related to traffic, emergency preparedness, transit, and public safety.

He noted that GTC and RMSC hosted three workshops across the region in November and December. These were well attended and have brought together an interdisciplinary group of stakeholders. GTC staff is also working with the New York State Department of Homeland Security and Emergency Services to plan and conduct a multi-agency tabletop exercise, likely in the fall of 2023.

He noted that resources for the Transportation and Government sectors can be found on the GTC Engagement Hub at [publicinput.com/GTCEclipse](http://publicinput.com/GTCEclipse) and general information can be found at [rochestereclipse2024.org](http://rochestereclipse2024.org).

**8. Next Meeting**

Chairperson LeFeber stated that the next GTC Board meeting is scheduled for February 23, 2023 at RGRTA.

**9. Adjournment**

The meeting was adjourned at 10:25 a.m.