

**GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING**

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

August 25, 2022

GTC BOARD MEMBERS PRESENT

David LeFeber, Livingston County (Chairperson)
Erik Frisch, City of Rochester – At Large
Jack Marren, Ontario County
Stephen Schultz, Monroe County Supervisors' Association

ALTERNATE REPRESENTATIVES PRESENT

Rochelle Bell, Monroe County Planning Board, representing William Santos
Chris Bollin, Monroe County – At-Large, representing Daniel Hogan
Jim Brady, Wayne County, representing Phillip Eygnor
Bill Carpenter, Rochester Genesee Regional Transportation Authority, representing Donald Jeffries
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
Scott Leathersich, Monroe County – At Large, representing Jeffrey McCann
Mary Lupien, City of Rochester – Council, representing Miguel Melendez
Richard Perrin, City of Rochester - Mayor, representing Malik Evans
Christopher Reeve, NYS Department of Transportation, representing Marie Therese Dominguez
Mitch Rowe, Seneca County, representing Bob Hayssen
Timothy Walsh, NYS Department of Environmental Conservation, representing Basil Seggos

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Matthew Driscoll, New York State Thruway Authority
Stephen Goodman, Federal Transit Administration
Lynne Johnson, Orleans County
Sabrina LaMar, Monroe County Legislature
Rick Marquis, Federal Highway Administration
Evelyn Martinez, Federal Aviation Administration
Rochelle Stein, Genesee County & Genesee-Finger Lakes Regional Planning Council
David Watson, Rochester City Planning Commission

OTHERS IN ATTENDANCE

Jody Binnix, GTC staff
Angela Ellis, Livingston County
Alex Kone, GTC staff
Peter Ingalsbe, Ontario County
James Stack, GTC staff
Richard Sutherland, G/FLRPC

1. Call to Order and Roll Call

Chairperson LeFeber called the meeting to order at 8:30 a.m. Alex Kone, GTC staff, called the roll; a quorum was present.

2. Public Forum

There were no comments.

3. Approval of Minutes

Chairperson LeFeber noted that draft minutes from the June 30, 2022 GTC Board meeting were included in the meeting package.

Richard Perrin moved to approve the minutes from the June 30, 2022 Quarterly Meeting; Bill Carpenter seconded the motion. The motion passed unopposed.

Chairperson LeFeber added that the minutes from the July 14, 2022 Planning Committee meeting and draft minutes from the August 11, 2022 Planning Committee meeting were provided for informational purposes.

4. Communications and Announcements

James Stack reported that, on August 8, the Regional Traffic Operations Center was renamed in honor of Jim Pond, a long-time contributor to GTC. Jim was a well-respected professional and was instrumental in bringing the RTOC online and continuing to manage the County's side of the house.

5. Reports and Action on Old Business

a. Planning Committee Report

Scott Leathersich reported that the Planning Committee met on July 14 and August 11, and recommends that the GTC Board:

- Amend the *FFYs 2020-2024 Transportation Improvement Program* as requested by the Town of Batavia, Lifespan of Greater Rochester, and NYSDOT
- Adopt the *FFYs 2023-2027 Transportation Improvement Program*
- Certify that all Federal planning requirements are met
- Adopt the *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045 and the 2023-2027 Transportation Improvement Program*
- Amend the *LRTP 2045*, the *FFYs 2020-2024 TIP*, and the *FFYs 2023-2027 TIP* by adding the Inner Loop North Transformation Project

Additionally, the Planning Committee took the following actions:

- Approved scopes of work for two UPWP Tasks:
 - Task 6232 – Wyoming County High Accident Locations Program
 - Task 8622 – Ontario County Freight Rail Corridor Development Plan: Area 2
- Approved seven administrative modifications to the *FFYs 2020-2024 Transportation Improvement Program* as requested by NYSDOT:
 - Advancing a phase of the I-390 over Erie Canal Barrier & Fascia Replacement project
 - Modifying phases of the Rt 15 from Rt 253 to Rt 252 project
 - Deferring phases of the Rt 204 from 33A to Rochester City Line project
 - Increasing the Total Cost of the Guiderail Preventative Maintenance project
 - Increasing the Total Cost of the Rt 260 from Rt 31 to Rt 104 & Rt 31 from Transit Way to Salmon Creek project
 - Increasing the cost and changing the source of Federal Funds of the I-590 Bridges over Route 31 and Allen’s Creek Rd
 - Increasing the Total Cost of the I-390 Over Plaza Drive project

b. GTC Staff Report

James Stack indicated that there was no information to report at this meeting.

c. Old Business

1. IIJA/BIL Funds Distribution

James Stack noted that at the last meeting, Board members requested information on the distribution of funds to date under the Bipartisan Infrastructure Law or BIL that was signed by President Biden in November. He provided an overview of the BIL beginning with the Federal revenue sources that comprise the funding. The Highway Trust Fund accounts for 58 percent. There are also guaranteed appropriations for another 28 percent. The remaining 14 percent are General Funds subject to the annual appropriations process.

He presented the respective shares of surface transportation programs applicable to MPO purview. The vast majority of funding is covered by the Highway Trust Fund under Federal Highway Administration programs. There are smaller amounts of guaranteed appropriations and General Funds. On the transit side, the majority of funding is from the Highway Trust Fund. While less than the Highway Trust Fund, guaranteed appropriations and General Funds make up a greater proportion relative to the Highway programs. The Office of the Secretary of Transportation oversees discretionary programs funded by the guaranteed appropriations and General Funds.

Regarding FHWA categories, formula programs make up about 87 percent of the funding. Most programs have been continued from previous authorizations but there four new formula programs. There is also a little over \$19 billion for new

discretionary programs. Regarding FTA categories, formula programs have been continued and total about \$80 billion.

Jim then described how these formula programs are being used in New York, particularly how each program has been allocated via the Planning Targets to all the regions. The remaining amounts will be managed by NYSDOT Main Office.

Rich Perrin noted that the National Highway Performance Program had the largest increase in the BIL compared to other programs, continuing a Federal emphasis on the National Highway System, primarily managed by State Department of Transportations.

2. Federal Legislative and Funding Update

RAISE Grants

James Stack reported that applications for the Rebuilding American Infrastructure with Sustainability and Equity or RAISE discretionary grant program were due April 14. The Town and Village of Webster submitted an application for a project to convert roads on the Xerox campus from private to public. Per the Bipartisan Infrastructure Law, USDOT were required to announce awards by August 12. The awards were announced August 11 and the Webster application was not selected for funding.

Carbon Reduction Program

James Stack reported that NYSDOT Main Office staff discussed the State's approach to the Carbon Reduction Program with MPO Directors on July 15. The State must submit a Carbon Reduction strategy to the USDOT by November 2023, after which projects using Program funds must be consistent with that Strategy. NYSDOT expects to submit a Strategy before the deadline and planned to make funds available afterward. The federal Appropriations designate amounts by formula for large urban areas, including Rochester. The remainder of funds can be used anywhere in the state, including those same urban areas. The MPOs representing large urban areas pushed for NYSDOT to make the FFY 2022 and FFY 2023 funds available soon so we can put those funds to work before the Strategy is complete. On August 15, GTC staff were provided a Planning Target of about \$1.2 per year for the Rochester Large Urban Area. He noted that staff had met with NYSDOT – Region 4 about options for identifying appropriate projects. Staff will work through the TIP Development Committee to identify projects for your consideration at a future meeting.

PROTECT Program

James Stack reported that the BIL includes the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation, or PROTECT program. The PROTECT program includes both a formula component and a discretionary component. On July 29, USDOT released guidance of the formula program. Formula funds are distributed to States for projects that improve

resiliency. New York is expected to receive a little over \$293 million over five years. If the State adopts a PROTECT-compliant plan, the Federal share will be increased to 87 percent. If this plan is tied to a Statewide Long-Range Plan, the Federal share will increase to 90 percent. The July 29 guidance makes clear that the formula funds are going only to States.

The BIL references MPOs having a role in the PROTECT program but the guidance is clear these formula funds are not going to be distributed through MPOs. On August 2, the national Association of MPOs provided a quarterly update that included a discussion on PROTECT. AMPO staff expected MPOs to also have access and James Stack raised the discrepancy. AMPO sought clarification from USDOT headquarters staff and have been advised that they “anticipate that under the PROTECT Discretionary Grant Program, the non-Federal share of the cost of a project may be reduced if an MPO has developed a Resilience Improvement Plan and prioritized the project on that Plan; and if the MPO Resilience Improvement Plan is incorporated (directly or by reference) into the metropolitan transportation plan...”. He noted that the current UPWP includes funding for updating our previous Vulnerability Assessment to establish a compliant regional Resiliency Plan. GTC staff hope to be well positioned to take advantage of the Discretionary funds when they become available.

FTA Discretionary Awards

Bill Carpenter announced that RGRTA had recently been awarded two discretionary awards from the Federal Transit Administration. The first was \$16,000,000 for the construction of a replacement RTS Access facility through the Buses and Bus Facilities Program. The second was for approximately \$7,000,000 for the acquisition of additional hydrogen fuel cell buses through the Low or No Emissions program.

Stephen Schultz asked about the elimination of RTS fixed route services to the Rochester Institute of Technology (RIT). Bill Carpenter noted that RIT had stopped providing its subsidy for service to the campus but RTS is coordinating services in Henrietta with the RIT shuttle routes.

3. 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. Amending the *FFYs 2020-2024 Transportation Improvement Program* / Proposed Resolutions 22-39 through 22-52

Chairperson LeFeber suggested grouping proposed Resolutions 22-39 through 22-52 into a single action; no Member or Alternate objected.

James Stack noted that Proposed Resolutions 22-39 through 22-52 were reviewed and recommended for GTC Board approval by the Planning Committee at its August 11, 2022 meeting. He noted the following for each of the projects:

1. Deleting phases of the Rt 98 Rehabilitation and Intersection Improvements project / Proposed Resolution 22-39 (Town of Batavia)

This amendment is requested by the Town of Batavia. The Town has identified a need to look at intersections in the corridor, which will require additional engineering efforts. This may also result in a different design from what was originally anticipated. Once a new design is identified, GTC staff will work to identify funding for construction for a future TIP Amendment.

2. Increasing the Total Cost of the Rt 96 from Ontario CL to Garnsey Rd and Rt 250 from Rt 96 to Rt 31 project / Proposed Resolution 22-40 (NYSDOT)

This amendment is requested by NYSDOT. The cost increase reflects the low bid received.

3. Increasing the Total Cost of Rt 104 from Monroe CL to Furnace Rd and Intersection Improvements project / Proposed Resolution 22-41 (NYSDOT)

This amendment is requested by NYSDOT. The cost increase reflects the low bid received.

4. Increasing the Federal Share of the Bridge Substructure Repairs – Various Locations project / Proposed Resolution 22-42 (NYSDOT)

This amendment is requested by NYSDOT. The change increases the federal share from 59 percent to 75 percent to more fully utilize the current year available balance.

5. Deferring phases of the Rt 18 over Northrup and Smith Creeks Bridge Replacement project / Proposed Resolution 22-43 (NYSDOT)

This amendment is requested by NYSDOT. The change is necessary to allow another project to be completed before serving as a detour for this project.

6. Increasing the Total Cost of the Rt 104 from Lake Ave to Culver Rd, MbC project / Proposed Resolution 22-44 (NYSDOT)

This amendment is requested by NYSDOT. The cost increase reflects the latest estimate with recent material costs factored in and adding waterproofing.

7. Increasing the Total Cost of the Pavement Markings (FFY 2023) Eastside project / Proposed Resolution 22-45 (NYSDOT)

This amendment is requested by NYSDOT. The cost increase reflects the latest estimate for epoxy paint with the price impacted by supply chain issues.

8. Increasing the Total Cost of the I-490 over Erie Canal and Kreag Rd Bridge Replacements project / Proposed Resolution 22-46 (NYSDOT)

This amendment is requested by NYSDOT. The cost increase reflects a more refined estimate. Additionally, since NYSDOT Main Office has allocated National Highway Freight Program funds to the project, this change will free up regional National Highway Performance Program funds that were already programmed in

FFY 2024. Reprogramming these available funds will be achieved through the regular TIP amendment process with a recommendation for the Board to consider at a future meeting.

9. Adding the Rt 36 at Perry Rd Intersection Safety Enhancements project / Proposed Resolution 22-47 (NYSDOT)

This amendment is requested by NYSDOT. This action adds a new project. NYSDOT has identified a project eligible for the remaining safety funds from the current fiscal year. This change funds only engineering. NYSDOT will seek funds for construction at a later date.

10. Adding Six Culvert Rehabilitation/Replacement projects at Various Locations / Proposed Resolution 22-48 (NYSDOT)

This amendment is requested by NYSDOT. Main Office has allocated funds set aside for various priorities, including culverts. Since these six projects are so similar, they are presented as a single action. These funds are new to the region and not available to any other projects. It should be noted that federal share is only 31 percent. Also, since the federal funds are only available to these projects, this Resolution authorizes the GTC Executive Director to make changes among them as a Staff modification akin to how we have handled the BRIDGE NY program.

11. Adding the I-390, from Rt 20A (Exit 8 – Geneseo) to Exit 10 (Avon) project / Proposed Resolution 22-49 (NYSDOT)

This amendment is requested by NYSDOT. Main Office has allocated National Highway Freight Program funds to this project. These funds are new to the region and not available to any other projects. It should be noted that federal share is only 32 percent.

12. Adding the Rt 15 Corridor Operation Enhancements, Phase 1 project / Proposed Resolution 22-50 (NYSDOT)

This amendment is requested by NYSDOT. Main Office has allocated National Highway Performance Program funds to this project. These funds are new to the region and not available to any other projects. It should be noted that federal share is only 33 percent. The project will address safety and operational improvements. Additional federal funds may be added to the project at a future meeting.

13. Adding the Genesee-Finger Lakes 1-Click Regional Mobility Management project / Proposed Resolution 22-51 (Lifespan of Greater Rochester, Inc.)

This amendment is requested by NYSDOT on behalf of Lifespan. As I mentioned at the last meeting, Lifespan was awarded a grant from the FTA Innovative Coordinated Access & Mobility, or ICAM, Pilot Program. The project will expand the existing 1-Click platform that is used to match people with transportation options in Livingston County to Monroe and Ontario counties.

14. Adding the 2022 TAP/CMAQ projects / Proposed Resolution 22-52 (NYSDOT on behalf of Sponsors)

This amendment is requested by NYSDOT on behalf of several project sponsors. Governor Hochul has announced awards for projects to be funded with the Transportation Alternatives Program (TAP) or the Congestion Mitigation and Air Quality Improvement Program (CMAQ), including twelve in this region. These programs are managed on a Statewide basis by NYSDOT Main Office outside of Planning Targets and these funds are not available to any other project. Consistent with past practice, all of the projects are grouped into a single Resolution. Also, since the federal funds are only available to these projects, this Resolution authorizes the GTC Executive Director to make changes to them as a Staff modification akin to how we have handled the BRIDGE NY program.

James Stack noted the provided financial summary demonstrates that fiscal constraint is maintained, following approval of this and the subsequent two Board actions.

Peter Ingalsbe moved to approve proposed Resolutions 22-39 through 22-52; Tim Walsh seconded the motion. The motion passed unopposed.

- b. Adopting the *FFYs 2023-2027 Transportation Improvement Program* / Proposed Resolution 22-53

James Stack reported that proposed Resolution 22-53 was reviewed and recommended for GTC Board approval by the Planning Committee at its August 11, 2022 meeting.

Alex Kone reported that the development of the new TIP is a culmination of a process that began in December 2021. He thanked the TIP Development Committee members for their concerted efforts and recognized the value of their input. He noted the unique process where GTC and NYSDOT-Region 4 share responsibility for the entire region and seek to implement priorities across both state and networks holistically.

He noted that there is \$823 million of total investments within our transportation system supported by Federal, State and local funding across the seven-county region. He presented the respective programming of Federal funds by mode and project types. Bridge projects are concentrated on major treatments while highway projects are focused more on preventive maintenance. This balance helps the region pursue achieve its goal of maintaining state of good repair, as well as taking opportunities for more significant replacements on the network. The transit formula funds are primarily programmed towards implementing the RGRTA Capital Improvement Program.

Alex provided an overview of the fiscal constraint tables showing the balance of revenues and commitments of respective fund sources. At the current time, regional Planning Targets comprise the majority of the funding but staff expects more projects to be added with Statewide funding in the coming quarters.

He noted that the draft TIP was provided for a 30-day public review period. The project lists and information about the process were posted on the GTC Engagement Hub and three public meetings were held during that time. GTC staff received twelve

comments and the provided responses were included in the Public Engagement Report. He noted that there were no significant comments that necessitated any changes to the program.

Jim Stack noted that the new Statewide Transportation Program is not expected to take effect until mid-November, rather than the start of the Federal fiscal year on October 1. TIP projects will be reflected in both the current and upcoming STIPs to ensure obligation of phases.

Scott Leathersich moved to approve proposed Resolution 22-53; Richard Perrin seconded the motion. The motion passed unopposed.

- c. Amending the *FFYs 2020-2024 Transportation Improvement Program* by advancing phases of the *FFYs 2023-2027 Transportation Improvement Program* / Proposed Resolution 22-54

James Stack reported that proposed Resolution 22-54 was reviewed and recommended for GTC Board approval by the Planning Committee at its August 11, 2022 meeting. As part of the effort to utilize as much Federal funds as possible before the current fiscal year ends, GTC staff and NYSDOT staff worked to identify projects from the new TIP that are in a position to start engineering activities. By accelerating these phases, project sponsors can get a jump on these projects and more funding will be available for other projects in the new TIP.

Subsequent to sending the meeting package, GTC staff have learned that the City of Rochester will not be able to accelerate the start the Broadway/South Union Street Reconstruction and Main Street Streetscape Phase III projects due to the demands of other projects. NYSDOT has identified the Route 31 (Lyell Ave) over the Erie Canal Bridge as a project that can be accelerated. The list of projects and associated Resolution has been revised to reflect this change.

Alex noted that, although it is unlikely at this point, the Resolution authorizes the GTC Executive Director to make changes to use Federal Fiscal Year 2022 funds before they are no longer available as a Staff Modification.

Tom Frys moved to approve proposed Resolution 22-54; Bill Carpenter seconded the motion. The motion passed unopposed.

- d. Certifying that all Federal planning requirements are met / Proposed Resolution 22-55

James Stack reported that proposed Resolution 22-55 was reviewed and recommended for GTC Board approval by the Planning Committee at its August 11, 2022 meeting. Every four years, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) perform a comprehensive certification review of the transportation planning processes conducted by GTC in its role as the designated Metropolitan Planning Organization for the Genesee-Finger Lakes Region. The last FHWA/FTA certification of GTC was made in July 2021.

In the intervening years, concurrent with the submittal of the proposed Transportation Improvement Program (TIP) to the FHWA and the FTA as part of the Statewide TIP approval, GTC is required to "self-certify" that its policy, planning, and programming processes are consistent with applicable federal and state laws as well as regional and local priorities. This certification takes the form of a Self-Certification Document, the content of which is specified by NYSDOT.

Bill Carpenter moved to approve proposed Resolution 22-55; Tim Walsh seconded the motion. The motion passed unopposed.

- e. Adopting the *Transportation Conformity Statement for the Long-Range Transportation Plan for the Genesee-Finger Lakes Region 2045 and the FFYs 2023-2027 Transportation Improvement Program* / Proposed Resolution 22-56

James Stack reported that proposed Resolution 22-56 was reviewed and recommended for GTC Board approval by the Planning Committee at its August 11, 2022 meeting.

Alex Kone noted that GTC must complete a new Conformity Statement with the adoption of a new LRTP or TIP. The Statement demonstrates that the *LRTP 2045* and *FFYs 2023-2027 TIP* meets the Federal transportation conformity requirements. He noted that ultimately FHWA and FTA will make the official determination.

He provided a chart showing how the Rochester Metropolitan Statistical Area has met the conformity standards for ozone since the 2008 standard was implemented. However, as the result of a Federal lawsuit in 2019, the region has fallen back into non-conformity of an earlier standard for which a formal analysis has not been completed. Our region is recognized as one of about a dozen Orphan Areas due to this situation.

Alex noted that the key requirement for Orphan Areas is interagency consultation as part of the New York Air Quality Interagency Consultation Group, including FHWA, FTA, NYSDOT, the Environmental Protection Agency, and the NYS Department of Environmental Conservation.

The draft Conformity Statement was provided for public review in alignment with the draft FFYs 2023-2027 TIP. There were no comments received.

Tim Walsh informed the Board that DEC will be conducting mobile air quality collection along streets in the City of Rochester. It is part of a statewide assessment of air quality by zip code. The collection will be conducted in phases over the course of the coming year.

Scott Leathersich moved to approve proposed Resolution 22-56; Tim Walsh seconded the motion. The motion passed unopposed.

- f. Amending the *LRTP 2045*, the *FFYs 2020-2024 TIP*, and the *FFYs 2023-2027 TIP* by adding the Inner Loop North Transformation Project / Proposed Resolution 22-57 through 22-52

James Stack reported that proposed Resolution 22-57 was reviewed and recommended for GTC Board approval by the Planning Committee at its August 11, 2022 meeting. With the successful completion of the Inner Loop East Transformation Project, the City of Rochester has worked with the New York Department of Transportation and the Monroe County Department of Transportation to develop a plan to re-envision the northern section of the Inner Loop. The City assessed the feasibility of transforming the northern portion of the Inner Loop, from I-490 to East Main Street, from a limited access facility with associated service roads to a network of surface streets.

After extensive public engagement and coordination with stakeholders, the City has identified a preferred concept to transform the northern portion of the Inner Loop. The FY 2022-23 State Budget includes dedicated funding for the engineering and construction phases of the project.

While the specific breakdown of the project phase costs, schedule, and funding sources is not yet finalized, Jim noted that GTC is in a position to take the steps necessary for the project to advance. Namely, GTC needs to amend the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), as well as produce the associated Air Quality Conformity Statement. The expectation is that project information will be finalized in the near future and the City will begin the next stage of project advancement this fall.

He noted that the project is currently included in the *LRTP 2045* as an Illustrative, or unfunded, project. Once the source of funding is identified, the project can be moved to the fiscally constrained portion of the LRTP and added to the TIP and the Statewide TIP. The new Conformity Statement will require a public review before our federal partners will issue a Conformity Determination. Each of these is required before federal funds can be used to advance the project.

It must be noted that the FFYs 2023-2026 Statewide Transportation Improvement Program (STIP) is not expected to be approved by the Federal Highway Administration and Federal Transit Administration before mid-November 2022. Adding the Inner Loop North Transformation Project to both the *FFYs 2020-2024 TIP* and the *FFYs 2023-2027 TIP* will allow the project phases to be obligated while avoiding any unnecessary delay.

Richard Perrin, the City of Rochester Commissioner of Environmental Services, presented an overview of the *Inner Loop North Transformation Study*. He recognized Governor Hochul who made the commitment of \$100 million in March for the project. He noted that the project would not be advancing without that announcement. He also acknowledged Joel Kleinberg and the NYSDOT-Region 4 office for their on-going collaboration in delivering this project.

He stated that the primary goal for the project is equitable outcomes for all people, regardless of income, race, or ability. He noted the construction of Inner Loop disconnected communities and resulted in disinvestment. The Study explored a range of related issues beyond transportation, including housing and land use, to create an overall community and economic development project. He added that as

the City moves into the environmental review process, land use is not a variable but a constant across alternatives.

He described a variety of factors that will be used to determine a preferred alternative. The study involved an initial screening of concepts to identify one or more for further study as part of the design and environmental review process. The Study was actively supported by a Community Advisory Committee of over fifteen members, in addition to a Racial Equity Subcommittee. This was in addition to 10 public workshops, more than 20 stakeholder meetings and over 300 survey responses.

He described the six concepts that were explored as part of the Study. There were a range of two- and four-lane roadway configurations that resulted in different block design patterns with the land reclaimed from the depressed facility. The preferred concept would reclaim a total of twenty-two acres, of which 8 would be new green spaces. The estimated construction cost would be \$95 million (in 2026 dollars).

The design and environmental review process will refine the concept further and include detailed analyses, particularly in regard to travel demand modeling and connections to I-490. Also, the bicycle facilities will be further defined with focus on connections to the Riverway Trail and other downtown area facilities. He noted that once the Notice of Intent for the environmental process is submitted, the determination is required to be completed within two years, along with Design Approval. He added that Detailed Design should take about another year so Construction is currently estimated for 2026 and will occur over two years.

Erik Frisch thanked Commissioner Perrin for the presentation and highlighted that the Department of Neighborhood and Business Development is working hand-in-hand with the Department of Environmental Services for this project to align both the transportation and land use elements.

Tom Frys moved to approve proposed Resolution 22-57; Mary Lupien seconded the motion. The motion passed unopposed.

8. New Business

There was no new business.

9. Next Meeting

Chairperson LeFeber stated that the next GTC Board meeting is scheduled for December 8, 2022 at RGRTA.

10. Adjournment

The meeting adjourned at 10:25 a.m.