GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING

Rochester-Genesee Regional Transportation Authority
1372 East Main Street, Rochester, New York, 14609
and via PublicInput.com

December 11, 2025

GTC BOARD MEMBERS PRESENT

Michael Falk, Genesee/Finger Lakes Regional Planning Council
Erik Frisch, City of Rochester – At Large
David LeFeber, Livingston County
Rochelle Stein, Genesee County

ALTERNATE REPRESENTATIVES PRESENT

Scott Adair, Rochester-Genesee Regional Transportation Authority, representing Donald Jefferies
James Brady, Wayne County, representing Kim Leonard (Vice Chairperson)
Rose Bonnick, Monroe County Legislature, representing Yversha Roman
Sean Carrington, New York State Thruway Authority, representing Frank Hoare
Thomas Frys, Monroe County Executive's Office, representing Adam Bello
Stephen Golding, Empire State Development Corporation, representing Hope Knight
Peter Ingalsbe, Ontario County, representing Jared Simpson (Chairperson)
Scott Leathersich, Monroe County – At Large, representing Jeffrey McCann
Yixuan Lin, Monroe County Planning Board, representing William Santos
Kabutey Ocansey, City of Rochester – Mayor, representing Malik Evans
Bradley Walike, NYS Department of Transportation, representing Marie Therese Dominguez
Timothy Walsh, NYS Department of Environmental Conversation, representing Amanda Lefton

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Leslie Church, Yates County
Michael Culotta, Federal Transit Administration
Michael Enslow, Seneca County
Lynne Johnson, Orleans County
Daniel Hogan, Monroe County – At Large
Evelyn Martinez, Federal Aviation Administration
Richard Marquis, Federal Highway Administration
Miguel Melendez, Rochester City Council
Rebecca Ryan, Wyoming County
David Watson, Rochester City Planning Commission
Michael Zale, Monroe County Supervisors' Association

OTHERS IN ATTENDANCE

Al Bartolotta, GTC staff
Joe Bovenzi, GTC staff
Megan Crowe, Livingston County Alternate
Cody Donahue, Reconnect Rochester
Joel Kleinberg, NYSDOT Alternate
David Kubiak, Monroe County DOT
Chris Snyder, GTC staff
Lori Maher, GTC staff
June McIlquham, GTC staff
Cheryl Nieskes, GTC staff
David Staas, TC staff
James Stack, GTC staff
Richard Sutherland, G/FLRPC Alternate
Chris Tortora, GTC staff
Christian Yunker, Genesee County Legislature
Other anonymous viewers via Engagement Hub

1. Call to Order and Roll Call

Chairperson Ingalsbe called the meeting to order at 8:31 a.m. Joe Bovenzi, GTC staff, called the roll; a quorum was present.

2. Public Forum

None.

3. Approval of Minutes

Chairperson Ingalsbe reported that draft minutes from the August 28, 2025, GTC Board meeting were included in the meeting package.

Thomas Frys moved to approve the minutes from the August 28, 2025, Quarterly Meeting; Rochelle Stein seconded the motion. The motion passed unopposed.

Chairperson Ingalsbe noted that the approved minutes from the November 13, 2025 Planning Committee meeting were provided for informational purposes.

4. Communications and Announcements

a. GTC Staff Changes / Appointment of Interim Executive Director

James Stack announced his retirement on December 31, noting this was his final GTC Board meeting after 25 years of service, including almost ten years as Executive Director. He will remain in an advisory role through the end of March 2026 to assist with the transition.

Several members of the Board expressed appreciation for his service.

The Executive Board also reported that Thomas Frys and the Chair were asked to identify an interim Executive Director. Scott Leathersich, who is retiring from Monroe County, agreed to serve in this role beginning January 5 for an anticipated three-month period while supporting staff during the transition. The Executive Director position has been posted, with the goal of hiring a permanent replacement by spring.

b. LOT Coalition Letter

Staff reviewed a letter in the meeting package from the Local Officials and Transportation (LOT) Coalition outlining local and regional priorities for the upcoming federal transportation reauthorization. Sent to leadership of the House Transportation and Infrastructure Committee and the Senate Environment and Public Works Committee, the letter emphasizes the importance of strengthening local governments' access to federal transportation funding, particularly given the significant share of locally owned highways and bridges. While acknowledging the role of states, the coalition expressed concern with the IIJA's heavy reliance on discretionary programs and encouraged greater use of formula funding to provide more predictable and stable

resources for local and regional agencies. Local officials were invited to share the letter and talking points with their congressional delegations as reauthorization discussions continue

c. Monroe County Legislature Proclamation Presentation

Rose Bonnick, Monroe County Legislator for District 27, presented a proclamation recognizing James Stack upon his retirement as Executive Director of the Genesee Transportation Council. The proclamation honored Mr. Stack's 25 years of service and highlighted his leadership in guiding GTC through major regional transportation planning initiatives, advancing data-driven, equitable, and sustainable decision-making, and strengthening collaboration among local municipalities, state agencies, community organizations, and federal partners. It also acknowledged the significant regional benefits achieved under his direction, including improved mobility, public safety, and economic opportunity throughout the Genesee-Finger Lakes Region. Mr. Stack thanked the Legislature for the recognition and noted his appreciation for the acknowledgment.

5. Reports and Action on Old Business

a. Planning Committee Report

Scott Leathersich reported that the Planning Committee met on November 13 and recommended that the GTC Board:

- Accept four reports as evidence of completion of Unified Planning Work Program tasks:
  - Task 4210 – Monroe County Land Use Monitoring Report
  - Task 4220 – Regional Land Use Monitoring Report
  - Task 6110 – Transportation Improvement Program (TIP) Best Practices Study
  - Task 8753 – Town of Rush Pedestrian/Bicycle Safety & Connectivity Plan

- Amend the *FFYs 2026-2030 Transportation Improvement Program* as requested by NYSDOT and the Village of Newark.

Additionally, the Planning Committee took the following actions:

- Approved scopes of work for one UPWP Task:
  - Task 8759 – Wyoming County Active Transportation Plan
- Approved four Administrative Modifications to the *FFYs 2026-2030 Transportation Improvement Program* as requested by NYSDOT and Orleans County:
  - Modifying phases of the Rt 36/Perry Rd Intersection Safety Enhancements project / Planning Committee Resolution 25-05
  - Deferring the Detailed Design phase of the I-490 from the Genesee River to Winton Road Preventative Maintenance project / Planning Committee Resolution 25-06

- Increasing the Total Cost of the Orleans County Bridge Preventive Maintenance No. 2 project / Planning Committee Resolution 25-07
- Modifying phases of the Corridor Safety Enhancement Project, Rt 15 from Jefferson Rd to I-390 project / Planning Committee Resolution 25-08

The attendees expressed appreciation to Scott Leathersich for his years of service with Monroe County, and for his leadership roles with the Planning Committee over many years.

Peter Ingalsbe noted that Kevin Rooney, Wayne County Highway Superintendent, has been named chairperson of the Planning Committee for 2026, with Megan Crowe to serve as the vice chair. Megan is expected to become the chairperson in 2027.

b. GTC Staff Report

James Stack provided the following report:

1. Status of SS4A Program / Safe Streets and Roads for All (SS4A) Grant

   The consultant teams for each sub-region continue to collect and analyze data, review existing policies, and work with the respective advisory committees.

   The Community Safety Summit was held on November 12, 2025, at the Rochester Museum and Science Center. The purpose was to convene local leaders, transportation professionals, and community advocates to advance safer streets across the Region focusing on the Safe Systems Approach. There were 62 in-person attendees, 25 virtual attendees, 7 exhibitors, 7 sessions, and 16 speakers (including moderators and panelists). Recordings, resources and an evaluation form are posted on the project webpage: publicinput.com/gtc_safetysummit25

c. Old Business

1. Federal Legislative and Funding Update

   James Stack provided an update on federal appropriations and surface transportation reauthorization. Following the end of the federal fiscal year on September 30, Congress did not enact a full budget, resulting in a federal government shutdown of approximately 33 days. On November 12, the President signed a budget package funding most federal operations through January 30 via a continuing resolution, with three of twelve appropriations bills enacted through September 30, 2026.

   James reported that negotiations continue on remaining appropriations bills, including T-HUD, where the House and Senate remain significantly apart on funding levels and treatment of IIJA discretionary programs. He also discussed early activity related to reauthorization of the IIJA, which expires September 30, noting coordination among House committees and Chairman Sam Graves' stated intent to advance a new transportation bill, though continuing resolutions remain

possible. The update highlighted ongoing concerns about the long-term sustainability of the Highway Trust Fund, including stagnant gas tax revenues and reliance on general fund transfers; while a VMT tax has been ruled out, other revenue concepts such as weight-based fees are under discussion. Finally, staff noted policy debates regarding a potential narrowing of federal focus to highways and bridges and possible impacts on transit funding, though there appears to be bipartisan support for maintaining transit programs. Uncertainty remains as negotiations continue.

USDOT Discretionary Programs

Notice of Funding Opportunity (NOFO) for Better Utilizing Investments to Leverage Development (BUILD)

James Stack reported that a federal discretionary grant opportunity remains available through the BUILD program (formerly known as TIGER), which supports major transportation projects and was previously used to advance the Inner Loop East project approximately ten years ago.

He noted that the U.S. Department of Transportation quietly released a Notice of Funding Opportunity (NOFO) just before Thanksgiving, with applications due on February 24. The NOFO states that it was issued to meet a required posting deadline and is expected to be amended, with potential changes to program details. Staff indicated that while the opportunity is currently available, the final direction and requirements of the program remain uncertain.

2. TIP Staff Modifications Report

   Chairperson Ingalsbe 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.

3. LRTP 2050 Update Process

   Joe Bovenzi reported the process to develop the Plan started in Spring 2025. The initial focus was on updating inventory and existing conditions (regional profile and transportation system profile).

   He reported that public engagement activities included twelve (12) Transportation Listening Sessions in coordination with G/FLRPC. GTC solicited input via a survey and comments during the listening sessions. Roughly 250 comments were received. Most interest pertained to Access and Mobility at 35% of comments, followed by System Management and Maintenance at 21%. Survey input was used to develop and refine draft recommendations.

   Draft Emerging Issues and Opportunities provided to the Planning Committee for review on August 14, 2025. They include:
   - Transportation and Public Health
   - Transportation/Housing Connections

- Impacts of Extreme Weather
- Unforeseen System Disruptions
- Strategic Divestment
- Expansion of Alternative Fuels
- Emerging Technologies

Draft Recommendations were provided to the Planning Committee for review on November 13, 2025. They were developed based on staff research and community input. There are 83 in total and organized into five categories:

- Health and Safety (14 Recs);
- Access and Mobility (14 Recs);
- System Management and Maintenance (26 Recs);
- Innovation and Resilience (12 Recs);
- Economic Development (17 Recs);

Next Steps:

- December 2025 – The draft recommendations will be revised based on feedback received from the Planning Committee members.
- January 2026 – The revised draft recommendations will be released for public review in January. We are looking at doing a public meeting and survey.
- March 2026 – The draft plan will be completed by the end of this month.
- April 2026 – The draft plan will be presented to the Planning Committee to begin the formal public review period.
- May 2026 – The draft plan will be updated based on public input and presented to the Planning Committee for recommended action by the GTC Board.
- June 2026 – The complete draft plan will go to the GTC Board for adoption.

6. Action Items

a. Accepting reports as evidence of completion of UPWP Tasks / Proposed Resolutions 25-39 through 25-42

Chairperson Ingalsbe suggested grouping proposed Resolutions 25-39 through 25-42 into a single action; no objections

James Stack reported that proposed Resolutions 25-39 through 25-42 were reviewed and recommended for GTC Board approval by the Planning Committee at its November 13, 2025 meeting.

1. **Accepting the *Monroe County Land Use Monitoring Report* as evidence of completion of UPWP Task 4210 / Proposed Resolution 25-39**

   James Stack reported on the annual review of building permits and development proposals conducted by Monroe County Planning in coordination with local municipalities and the Genesee Finger Lakes Regional Planning Council. Now in its approximately 33rd year, the review tracks residential, commercial, and other development to analyze growth trends and inform the regional travel demand model and future transportation needs. The current review includes approximately 122 major development proposals identified through General Municipal Law Section 239 referrals, with residential development representing the largest share of permits in Monroe County.

2. **Accepting the *Regional Land Use Monitoring Report* as evidence of completion of UPWP Task 4220 / Proposed Resolution 25-40**

   James Stack reported that the Regional Land Use Monitoring Report is produced through a coordinated effort between Monroe County and the Genesee Finger Lakes Regional Planning Council to ensure consistent regional analysis. The report tracks residential, commercial, and industrial development using building permit data and supplemental state sources where local data are limited. The long-standing dataset supports year-to-year trend analysis, informs the regional travel demand model, and guides long-range transportation planning and investment decisions.

3. **Accepting the *Transportation Improvement Program (TIP) Best Practices Study* as evidence of completion of UPWP Task 6110 / Proposed Resolution 25-41**

   James Stack summarized an analysis of GTC's Transportation Improvement Program (TIP) development and management process compared to national best practices. The review highlighted GTC's integrated TIP process with NYSDOT Region 4 as unique statewide and nationally, bringing all seven counties, the City of Rochester, and RGRTA together to prioritize regional transportation needs rather than jurisdictional boundaries. Staff noted the long-standing collaborative approach has contributed to improved system and bridge conditions and has drawn interest from other regions as a potential model. The analysis also reviewed project evaluation criteria, transparency, and alignment with the Long-Range Transportation Plan, emphasizing goal-based project scoring, inclusive decision-making, improved data integration, reduced administrative burden, and clear documentation of fiscal and physical constraints.

4. **Accepting the Town of Rush Pedestrian/Bicycle Safety and Connectivity Plan as evidence of completion of UPWP Task 8753 / Proposed Resolution 25-42**

   James Stack reported that the study developed recommendations to improve walking and bicycling safety, comfort, and connectivity within the Town's hamlet area, where multiple state, county, and local roads intersect. The plan emphasizes pedestrian safety, mobility, and quality of life, with recommended intersection, sidewalk, crosswalk, lighting, and connectivity improvements, including Complete

Streets–oriented strategies. Staff noted that implementation would occur over time and require coordination with state and county facility owners.

Rochelle Stein inquired if the topic of e-bikes and the like, were noted in this plan. She went on to describe the problem of people using these types of vehicles in unsafe manners. Peter Ingalsbe added he is being alerted to similar concerns in Farmington. Tim Walsh also added that these vehicles are causing disruptions and safety concerns on state DEC lands. Chris Tortora replied that he wasn't aware this project specifically addressed this concern. Jim Stack commented that this is an emerging safety concern and was discussed at the recent Safety Summit and has been noted in comments associated with LRTP Listening Sessions.

Joel Kleinberg commented that e-bikes are a component of the NYSDOT Active Transportation Plan. He also shared the Transportation Alternatives Program (TAP) Grant was recently announced and is an ideal program for communities to pursue for improvements related to active transportation. He also noted that this time, educational/safety programs are eligible projects.

Scott Leathersich moved to approve proposed Resolutions 25-39 through 25-42; Timothy Walsh seconded the motion. The motion passed unopposed.

b. Amending the *FFYs 2026-2030 Transportation Improvement Program /* Proposed Resolutions 25-43 through 25-47.

James Stack reported that proposed Resolutions 25-43 through 25-47 were reviewed and recommended for GTC Board approval by the Planning Committee at its November 13, 2025, meeting. Therefore, the board will act on Resolutions 25-43 through 25-47.

Chairperson Ingalsbe suggested grouping proposed Resolutions 25-43 through 25-47 into a single action; no Member or Alternate objected.

1. **Reinstating the Railroad Crossing Enhancement @ Quaker Rd and Canandaigua Rd project / Proposed Resolution 25-43**

   James discussed a long-standing project that has experienced delays due to administrative and legal processes related to railroad and crossing closures. The project has required extensive coordination and approvals before proceeding. Funding for the project will come from statewide STP Flex funds and will not impact projects within the GTC region. Staff noted that the project has appeared on the Transportation Improvement Program (TIP) in the past and is being returned to the TIP, whether characterized as a new addition or a reinstatement.

2. **Adding the New York State 2026 Paving Projects / Proposed Resolution 25-44**

   a. Rt 98 from Edgerton Rd to Orleans CL and Rt 262 from Rt 63 to Rt 98
   b. I-390 from Steuben CL to Exit 6 (Rt 36)
   c. I-490 from Exit 2 (Rt 33A) to Exit 6 (Rt 204)

d. Rt 286 from Rt 250 to Monroe/Wayne CL
e. Rt 14 from Ontario/Yates County Line to the City of Geneva (South CL)
f. Rt 98 from Rt 104 to Lake Ontario State Parkway
g. Rt 104 from Furnace Rd to Pound Rd
h. Rt 78 from Wyoming/Erie County Line to Eastern End of Rt 98/Rt 77 Overlap

James and Joel noted that, as reported publicly, the Governor and NYSDOT Commissioner announced approximately $100 million in statewide paving investments, including a significant number of projects in the Finger Lakes Region. The projects discussed represent those receiving federal funding and are all new additions for the region, with additional paving projects being advanced using state-only funds. Work will be delivered by NYSDOT during the next construction season and will primarily consist of pavement milling and resurfacing. Funding is being provided through NYSDOT Main Office resources and will not affect other projects in the Transportation Improvement Program (TIP).

3. **Deferring phases to the East Avenue over Erie Canal Bridge Rehabilitation project / Proposed Resolution 25-45**

James and Joel reported on the East Avenue over Erie Canal bridge project in the Village of Newark, noting that the bridge is a historic structure and that design efforts have required preserving its historic features. During design, additional steel deterioration was identified beyond what was originally anticipated, contributing to delays. The bridge has been closed for some time, and the Village has been working to advance the project.

The Village successfully secured Bridge NY funding; however, due to the need for additional design work and coordination with the U.S. Coast Guard and navigation requirements, required approvals could not be obtained before the end of the previous federal fiscal year. As a result, the project has been deferred from the prior federal fiscal year to the current one. The Bridge NY funds remain with the project and do not impact other projects in the Transportation Improvement Program (TIP).

4. **Deferring phases of the Replacement of Various Culverts in Livingston and Ontario Counties project / Proposed Resolution 25-46**

James and Joel discussed the status of a large NYSDOT culvert replacement program and the coordination required to align construction timing across multiple project locations. While project contracts have been settled, additional coordination with NYSDOT Main Office is needed for a culvert project currently scheduled in the 2026 Transportation Improvement Program (TIP), and staff indicated that the project is not expected to be ready for the 2026 construction season.

They explained that, because the statewide TIP, which consolidates all regional TIPs, has not yet been fully approved due to timing of the New York City TIP, there is an opportunity to adjust the schedule. Staff recommended shifting the project from 2026 to 2027 to allow sufficient coordination and avoid negative performance impacts for the region related to project delivery. The project is funded through statewide sources, and the adjustment would not affect other

regional projects but would support accurate performance reporting at the end of the federal fiscal year.

5. **Changing the source of funds of the Rt 18 over Northrup and Smith Creeks Bridge Replacements project / Proposed Resolution 25-47**

   James and Joel reviewed the Route 18 over Northrup and Smith Creek bridge project and explained that recent population and census shifts resulted in reduced planning targets for the STBG Large Urban and STBG Flex programs, creating fiscal constraints. To help restore fiscal balance, staff proposed shifting this existing bridge project's funding source from STBG Flex to the Bridge Formula Program, which became available under the current Transportation Improvement Program (TIP).

   The project is eligible for Bridge Formula funding and is already moving forward. The change represents a funding source swap only, with no change to the total project cost. The availability of additional Bridge Formula funds also allows the project to be funded at the maximum federal share, reducing the required state contribution. This adjustment helps address the region's STBG Flex funding shortfall. The Planning Committee recommended approval of the funding change. The project is located in Monroe County.

Thomas Frys moved to approve proposed Resolutions 25-43 through 25-47; Michael Falk seconded the motion. The motion passed unopposed.

c. Amending the *FFYs 2026-2030 Transportation Improvement Program /* Proposed Resolutions 25-48 through 25-51 and Resolutions 25-55 and 25-56 *(Note: Resolutions 25-55 and 25-56 had not been reviewed by the Planning Committee or TIP Development Committee prior to today's Board Meeting.)*

Chairperson Ingalsbe suggested grouping proposed Resolutions 25-48 through 25-51 and Resolutions 25-55 and 25-56 into a single action; no Member or Alternate objected.

1. Decreasing the Total Cost of the NYSDOT Region 4 NHPP Block (FFY 2026) project / Proposed Resolution 25-48 (Note: Revised from meeting package.)

   Jim and Joel explained that National Highway Performance Program (NHPP) funds are limited to eligible facilities and that, during development of the Transportation Improvement Program (TIP), there were not enough identified projects in 2026 to fully program all available NHPP funds. As a result, a block (placeholder) project was included in the TIP to demonstrate intent to use the funds.

   Since TIP adoption, staff has worked with NYSDOT to identify eligible projects that could utilize the NHPP funding within the current year. Additional projects were identified that could absorb the remaining funds, allowing the placeholder block project to be eliminated. Staff noted that this information became available after the Planning Committee meeting, and therefore the Planning Committee has not reviewed or made a recommendation on this change.

Staff requested Board approval to delete the NHPP block project and fully program the funds to specific, eligible projects, ensuring the funds are put to use and supporting timely delivery and performance reporting.

2. Increasing the Federal share of a phase of the RT 31 from Village of Pittsford to I-590 Preventive Maintenance project / Proposed Resolution 25-49

   Staff described a Route 31 project in the Town of Pittsford that currently includes a significant non-participating state share. Although the project is eligible for federal funding, sufficient federal funds were not available at the time it was originally programmed, resulting in the use of non-federal funds with the intent to convert to a federal share if funding later became available.

   With additional federal funds now identified, staff proposed increasing the federal participation by approximately $1.5 million to bring the project to the maximum federal share. The adjustment would also shift construction inspection costs from being fully state-funded to an 80/20 federal-state split. The change represents a reallocation of available federal funds and does not alter the scope of the project.

3. Increasing the Federal share of phase of the I-490 from the Genesee River to Winton Road Preventative Maintenance project / Proposed Resolution 25-50

   James noted a similar funding adjustment for the I-490 maintenance project between the Genesee River and Winton Road. The preliminary engineering phase had been programmed with 100% state funds due to limited federal availability at the time. With federal funds now available, staff proposed converting the non-participating share to federal funding, increasing the federal contribution by approximately $5.7 million. This change maximizes the use of available federal funds and reduces the required state share, with no change to the project scope.

4. Adding a phase to the Drainage Rehabilitation on I-490 from I-90 to Route 204 project / Proposed Resolution 25-51

   Jim and Joel reported on an I-490 westside drainage improvement project that requires additional engineering work. NYSDOT requested a supplemental engineering phase in the amount of approximately $300,000, to be funded using the NHPP block funding. The adjustment supports completion of necessary engineering without impacting other programmed projects.

5. Increasing the Federal share of the NYSDOT Pavement Markings (FFY 2027) project / Proposed Resolution 25-55 (Note: This item was not included in the meeting package

   Jim and Joel discussed a NYSDOT pavement markings project that was not included in the original meeting package and is being advanced in order to fully utilize available NHPP funds. The project reflects an increase in total cost, largely due to updated cost estimates and inflation. Staff noted that an earlier estimate of

approximately $3 million was based on older figures, and that current costs for pavement marking materials have increased significantly, resulting in an updated project cost of approximately $7.2 million.

The program consolidates multiple pavement marking locations and includes facilities that are both eligible and ineligible for NHPP funding. As a result, the federal participation rate for this project is 50 percent, rather than the typical 80 percent federal share. The adjustment allows available NHPP funds to be fully programmed without impacting other projects.

6. Increasing the Federal share of the Monroe County Highway Preventive Maintenance (No. 12) project / Proposed Resolution 25-56 (Note: This item was not included in meeting package.

   Staff reviewed a Monroe County Highway preventive maintenance project that had a revised cost estimate and requested additional federal funding. The project is located on facilities eligible for National Highway Performance Program (NHPP) funds, primarily state-owned facilities within Monroe County, with limited facilities involving the City of Rochester. Staff noted that this was the only non-NYSDOT project in the 2026 TIP that was eligible to utilize this NHPP funding source.

Rochelle Stein moved to approve proposed Resolutions 25-48 through 25-51 and Resolutions 25-55 and 25-56; Yixuan Lin seconded the motion. The motion passed unopposed.

d. Amending the FFYs 2026-2030 Transportation Improvement Program / Proposed Resolutions 25-52 through 25-54 (Note: resolutions had not been reviewed by the Planning Committee or TIP Development Committee before today's Board meeting.)

Chairperson Ingalsbe suggested grouping proposed Resolutions 25-52 through 25-54 into a single action; no Member or Alternate objected.

Staff reviewed the final funding block, noting an ongoing mismatch in the STBG Flex and STBG Large Urban programs caused by reduced planning targets between TIP cycles, which affected overlapping years 2026 and 2027. Staff also discussed the City of Rochester's Dewey Avenue and Emerson Street intersection project.

During design, the City determined that anticipated right-of-way impacts were more significant than originally expected, requiring acquisition of an entire parcel containing an active business and residential units. As a result, additional time is needed to complete property acquisition and relocation activities in compliance with federal requirements. This delay made construction in 2026 infeasible, and the project was therefore shifted to 2027 during TIP development as a placeholder, with the intent to address the funding and scheduling impacts through subsequent actions.

1. Increasing the Total Cost and Changing the source of Federal funds for Rt 286 from City line to Qualtrough Rd Preventive Maintenance project / Proposed Resolution 25-52

2. Decreasing the Federal share of a phase of the RT 31 from City Line to I-590 Preventive Maintenance project / Proposed Resolution 25-53

3. Decreasing the Federal share of a phase of the Dewey Ave and Emerson St Reconstruction and Intersection Improvements project / Proposed Resolution 25-54

Timothy Walsh moved to approve proposed Resolutions 25-52 through 25-54; Michael Falk seconded the motion. The motion passed unopposed.

e. FY 2026-2030 TIP Fiscal Constraint Table

James Stack discussed the fiscal constraint table previously presented at the August 28 Board meeting, highlighting projected deficits in the STBG Flex and STBG Large Urban programs in 2026 and 2027 due to reduced planning targets between TIP cycles. Staff explained that these actions are intended to address and significantly reduce those imbalances.

Working with NYSDOT and internal staff, multiple funding adjustments were evaluated, including shifting project schedules and swapping funding sources to better align restrictive and flexible funds. As part of this effort, staff proposed reallocating STBG Flex funds from the Route 286 project and replacing them with STBG Large Urban funds, which are geographically restricted but for which the project is eligible. This change frees Flex funds for broader regional use.

To address resulting funding mismatches, the State proposed removing federal STBG Large Urban funds from the Route 31 project scheduled for construction in 2027, increasing the non-participating share for that project. Staff noted that if eligible federal funds become available in the future, federal participation could potentially be restored.

For the City of Rochester's Dewey Avenue and Emerson Street intersection project, which was delayed due to expanded right-of-way acquisition requirements, staff proposed temporarily zeroing out federal funds while continuing to work with the City to identify future funding options. The project's construction year may need to shift beyond 2027 depending on progress with property acquisition and relocation activities.

Collectively, these adjustments bring the STBG Flex and STBG Large Urban programs back into balance at the planning-target level, satisfying federal fiscal constraint requirements and eliminating a nearly $9 million funding hold. Staff emphasized that while the solution is not permanent, it represents a significant improvement and allows the changes to be incorporated into the statewide TIP currently under federal review.

Staff also noted that for 2026, remaining STBG Flex balances—approximately $2.5 million—will be reviewed holistically by the TIP Development Committee in January to determine fair and strategic allocation across eligible projects, rather than on a first-come basis.

Finally, staff confirmed that all National Highway Performance Program (NHPP) funds for 2026 have now been fully programmed to specific projects, eliminating the need for placeholder funding blocks.

A Board member asked whether there was an opportunity to request that unused STBG funds from 2026 be carried over into 2027.

James and Joel explained that while there may appear to be unprogrammed balances late in the year, this is a routine condition during the TIP cycle. Typically, available balances are addressed by advancing eligible phases, such as engineering, or converting non-participating shares to federal participation, and the program is rebalanced through the annual process. Staff noted that numerous requests for additional federal participation are already anticipated from project sponsors, including counties and the City of Rochester, and that remaining balances are generally fully committed well before the end of the federal fiscal year. Staff also explained that flexibility is limited, particularly for STBG Large Urban funds, which are distributed by federal formula based on population, and for STBG Flex funds, which are highly competitive and in demand statewide.

7. New Business

a. Inner Loop North – Illustrative to Funded TIP Status (Contingent Pre-Approval)

James Stack explained that the Inner Loop North project is currently listed in the TIP as an illustrative project. This means that the need and scope have been identified, but the full federal funding package has not yet been incorporated. He reported that NYSDOT Main Office is coordinating with Senator Schumer's office and the Federal Highway Administration (FHWA) regarding a previously successful Reconnecting Communities discretionary grant application under the IIJA, which secured a $100 million award toward the project. The overall project cost was described as approximately $220 million, with the Governor's office committing $100 million and the City of Rochester intending to provide the remaining balance. The $100 million Reconnecting Communities grant is being pursued with the assistance of the federal delegation, and emphasized that these funds would be new to the region and would not draw from GTC's planning targets.

Because the Board was not scheduled to meet again until February 26, staff requested that the Board pre-approve a future TIP amendment that would move the project from the illustrative (unfunded) list to the funded program once a funding plan is finalized and deemed acceptable by FHWA, NYSDOT, and the City of Rochester.

Board members asked whether there was precedent for this approach and what would happen if anticipated funding did not materialize. Staff indicated there was no direct

precedent for a project of this scale without holding a special meeting, and explained that if any portion of funding fell through, the project would not progress as planned and could require alternative strategies (e.g., identifying other funding, adjusting limits/scope, and returning to the Board for updates and any necessary TIP revisions).

Erik Frisch emphasized the project's regional importance and the need for Board action to support ongoing federal advocacy to secure the awarded grant funds.

Hearing no objection, the Board agreed to proceed to avoid a special meeting. A motion, second, and vote were requested to pre-authorize adding federal funds to the existing TIP project contingent upon an agreed-upon funding plan among FHWA, NYSDOT, and the City of Rochester, with staff committing to keep Board members informed as the funding plan is finalized and the TIP amendment is executed.

Erik Frisch moved to pre-authorize adding federal funds to the existing TIP project contingent upon an agreed-upon funding plan among FHWA, NYSDOT, and the City of Rochester; Michael Falk seconded the motion. The motion passed unopposed.

b. 2026 Meeting Calendar

James Stack reported that the board's 2026 meeting calendar was included in the meeting package.

- February 26 at 8:30 a.m. at RGRTA
- June 11 at 8:30 a.m. at RGRTA
- August 27 at 8:30 a.m. at RGRTA
- December 10 at 8:30 a.m. at RGRTA

8. Next Meeting

Chairperson Ingalsbe stated that the next GTC Board meeting is scheduled for February 26, 2026, at RGRTA, 1372 East Main Street, Rochester, New York 14609.

9. Adjournment

The meeting was adjourned at 10:11 a.m.