

**GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING**

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

June 12, 2025

GTC BOARD MEMBERS PRESENT

Erik Frisch, City of Rochester – At Large
Daniel Hogan, Monroe County – At Large
Miguel Melendez, Rochester City Council
Jared Simpson, Ontario County
Rochelle Stein, Genesee County
David Watson, Rochester City Planning Commission
Mike Zale, Monroe County Supervisors' Association

ALTERNATE REPRESENTATIVES PRESENT

Rose Bonnick, Monroe County Legislature, representing Yversha Roman
James Brady, Wayne County, representing Kim Leonard
Sean Carrington, New York State Thruway Authority, representing Frank Hoare
Megan Crowe, Livingston County, representing David LeFeber
Thomas Frys, Monroe County Executive's Office, representing Adam Bello
Stephen Golding, Empire State Development Corporation, representing Hope Knight
Craig Lane, Orleans County, representing Lynne Johnson
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
Christopher Reeve, NYS Department of Transportation, representing Marie Therese Dominguez
Richard Sutherland, Genesee / Finger Lakes Regional Planning Council, representing Rochelle Stein

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Leslie Church, Yates County
Michael Culotta, Federal Transit Administration
Michael Enslow, Seneca County
Donald Jefferies, Rochester-Genesee Regional Transportation Authority
Amanda Lefton, NYS Department of Environmental Conservation
Evelyn Martinez, Federal Aviation Administration
Richard Marquis, Federal Highway Administration
Rebecca Ryan, Wyoming County

OTHERS IN ATTENDANCE

Al Bartolotta, GTC staff
Joe Bovenzi, GTC staff
Peter Ingalsbe (Chairperson), Ontario County
Joel Kleinberg, NYS Department of Transportation
Lori Maher, GTC staff
Chris Snyder, GTC staff
David Staas, GTC staff

Jim Stack, GTC Staff
Chris Tortora, GTC staff

Viewers on Public Engagement Hub:
Theresa Bowick; Rae Frank WNY Independent
Living in Batavia; Eileen Yates, GTC Staff, 1
anonymous texter and 3 other anonymous viewers.

1. Call to Order and Roll Call

Chairperson Ingalsbe called the meeting to order at 8:30 a.m. Joe Bovenzi, GTC staff, called the roll; a quorum was present.

2. Public Forum

There were no comments regarding items on the agenda.

Note: two individuals submitted comments via the engagement hub about paratransit service and plans to meet the needs of people with disabilities. GTC staff followed up with both individuals after the meeting.

3. Approval of Minutes

Chairperson Ingalsbe reported that draft minutes from the February 27, 2025, GTC Board meeting were included in the meeting package.

Rochelle Stein moved to approve the minutes from the February 27, 2025, Quarterly Meeting; Scott Leathersich seconded the motion. The motion passed unopposed.

Chairperson Ingalsbe noted that the approved minutes from the April 24, 2025 Planning Committee meeting and the draft minutes from the May 29, 2025 Planning Committee were provided for informational purposes.

4. Communications and Announcements

- a. James Stack reported that every four years GTC goes through a joint FHWA/FTA Certification Review. During this review, GTC's federal partners review all aspects of GTC activities as they pertain to metropolitan planning. A virtual meeting was held on March 18, 19, & 20. The initial feedback was positive, and all indications are that GTC "passed" the Certification Review. The one Corrective Action that we have is to formally document our Tribal Consultation process, and work is underway to address that action.
- b. James Stack announced that Jody Binnix had accepted a position with NYSDOT – Region 4. Her last day at GTC was on April 22. In her more than 17 years at GTC, Jody was a valued member of the team and contributed significantly to the agency's success. Given the importance of the annual Unified Planning Work Program and the timing of the Call for Project Partnerships, Chris Snyder will transition to leading the UPWP after the TIP is settled. Three vacant positions have been posted.

5. Reports and Action on Old Business

- a. Planning Committee Report

Scott Leathersich reported that the Planning Committee met on April 24 and May 29 and recommended that the GTC Board:

- Accept two reports as evidence of completion of Unified Planning Work Program tasks:
 - o Regional Alternative Fuel Vehicle Infrastructure Study
 - o Ontario County Freight Rail Corridor Development Plan: Area 2
- Amend the FY 2025-2026 Unified Planning Work Program to reflect the contribution of actual FY 2024-2025 rollover amounts
- Amend the FFYs 2023-2027 Transportation Improvement Program
- Adopt the FFYs 2026-2030 Transportation Improvement Program
- Adopt the Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045 and the FFYs 2026-2030 Transportation Improvement Program

Additionally, the Planning Committee took the following action:

- Approved scopes of work for two UPWP Tasks:
 - o Task 8141 – Just Transition Workforce Development Plan
 - o Task 8782 – Nunda Active Transportation Plan

b. GTC Staff Report

James Stack provided the following report:

1. Status of SS4A Program

In late January, GTC staff paused work on the SS4A program to ensure that funding was secure before executing contracts. After gaining confidence that SS4A grants will not be disrupted, the project was restarted. Contracts for the Local Road Safety Plans (LRSP) were executed with early April commencement dates (rather than starting very late in fiscal year 2024-25). Kickoff meetings have been held with each consultant team. GTC staff is working with the counties and the City of Rochester to identify participants for each project advisory committee. Data collection has started.

As part of this process, Reconnect Rochester has been working on implementing community-driven strategies, including coordinating with various stakeholders to plan for a complete streets makeover at the intersection of Avenue D and Hollenbeck Street. Reconnect Rochester is also working with other stakeholders to plan for downtown curb extension murals at the intersection of East Main Street and Gibbs Street and at the intersection of West Broad Street at South Fitzhugh Street

c. Old Business

1. Federal Legislative and Funding Update

James Stack reported that as part of the FFY 2025 Federal Budget development process, Congress passed, and President Trump signed, a Continuing Resolution funding the federal government through September 2025. Accordingly, there will not be the typical Appropriation Bills from Congress. The Continuing Resolution strips earmarked projects that have not already been obligated; however, there has not been an impact on any transportation projects in our region yet.

The House passed the One Big Beautiful Bill Act on May 22 to reconcile (modify) the FFY 2025 budget. The Act has been sent to the Senate where they are already making changes. Senate Leader Thune is anticipating action on the Bill in late June. If the Senate does amend the Act, there will be a Conference Committee to review the Act.

The One Big Beautiful Bill Act's impacts on transportation includes the first revenue boost in decades. This will be a new annual fee on electric vehicles (\$250) and hybrid electric vehicles (\$100). State and Local governments are not exempt. A typical private auto owner driving about 14,000 miles per year at 25 miles per gallon pays \$100.10 in the federal gas tax. The fully electric option is more than double the gas tax, but electric vehicles are heavier than a comparable internal combustion vehicle. This fee also breaks tradition by allocating all of the new revenue to highways without the 20% allocation to support transit.

USDOT Discretionary Programs

James Stack provided an overview of discretionary funding opportunities through USDOT. A Notice of Funding Opportunity (NOFO) for the Low or No Emissions (Bus) Grants program from FTA was released on May 14. This provides funding for state and local governments for the purchase or lease of zero-emission and low-emission transit buses as well as the acquisition, construction, and leasing of required supporting facilities. Applications are due on July 14, 2025.

A NOFO for the Bridge Investment Program (BIP) from FHWA was released on June 2. Applications are due on August 1, 2025. This program provides \$4.9 billion for Large Bridge Project Grants, which are bridges with a total eligible cost of over \$100 million. The minimum grant award is \$50 million. An additional \$500 million is set aside for rural bridges through the Competitive Highway Bridge Program.

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.

6. Action Items

- a. Accepting reports as evidence of completion of UPWP Tasks / Proposed Resolutions 25-07 and 25-08

- 1. Accepting the *Regional Alternative Fuel Vehicle Infrastructure Study* as evidence of completion of UPWP Task 8554 / Proposed Resolution 25-07

James Stack provided the following report:

This project was conducted by the Genesee Finger Lakes Regional Planning Council. The purpose of the project was to provide a guide to stakeholders in the planning, design, and implementation of EV charging infrastructure across the Genesee-Finger Lakes Region. The targeted audience includes fleet managers, contractors, municipal leaders, and the public. The report includes sections that cover charging station types, regulatory requirements, amenity design by location, such as downtown Main Streets and rest stops, funding opportunities, and future trends.

- 2. Accepting the *Ontario County Freight Rail Corridor Development Plan: Area 2* as evidence of completion of UPWP Task 8622 / Proposed Resolution 25-08

James Stack provided the following report:

This project was conducted by Ontario County. The purpose of the project was to develop an implementation strategy to create shovel-ready sites for goods producing industries along the Ontario Central Railroad and Finger Lakes Railway corridors in northeast Ontario County. The project included extensive community outreach. Key recommendations include safety-related actions such as improving safety of at-grade crossings, rail access and development site optimization such as expanding utilities and infrastructure on development sites and reopening the Norfolk Southern line, and improving aesthetics and minimizing the impact of rail operations on surrounding communities, including aligning development opportunities with municipal planning and zoning, minimizing noise and light pollution, and analyzing the Geneva rail yard relocation.

The Planning Committee recommended approval of these projects at their April 24 and May 29 meetings.

Christopher Reeve moved to approve proposed Resolutions 25-07 and 25-08; Megan Crowe seconded the motion. The motion passed unopposed.

- b. Amending the *FY 2025-2026 Unified Planning Work Program* / Proposed Resolution 25-09

James Stack reported that the adopted *FY 2025-2026 Unified Planning Work Program* (UPWP) includes estimated rollover amounts for several projects that were not expected to be completed by March 31, 2025. These estimated rollover amounts were based on actual expenses through the second quarter of FY 2024-2025. Now that the accounting for FY 2024-2025 has been closed out, the budgets for these projects for FY 2025-2026 can be adjusted to reflect actual rollover amounts.

Individual projects for which adjustments between estimated and actual rollover amounts are required are presented in Exhibit 1 of the meeting package.

You will notice a large increase in Task 1600 – Program Reserve as noted in Column B. This is a function of the actual GTC staff Salary, Fringe, & Overhead coming in under budget and not needing to use contingency. GTC staff continued to experience vacancies and turnover that reduced expenses for several months. Of the \$514,489 identified in Column B, the staff savings account for \$501,465 (97%) with the remaining \$13,024 coming from savings on completed projects. GTC staff have already reached out to RGRTA to see if there is a project that can quickly take advantage of nearly \$250,000 in FTA planning funds that have become available, primarily from unused contingency. The FHWA planning funds will be available for programming through the next UPWP. In addition, GTC is currently accepting applications to fill three staff vacancies.

Rochelle Stein moved to approve proposed Resolution 25-09; Thomas Frys seconded the motion. The motion passed unopposed.

- c. Amending the *FFYs 2023-2027 Transportation Improvement Program* / Proposed Resolutions 25-10 through 25-19.

James Stack reported that proposed Resolutions 25-10 through were reviewed and recommended for GTC Board approval by the Planning Committee at its May 29, 2025 meeting.

- 1. Deferring Phases of the Culvert Rehabilitation and Replacement at Various Locations project / Proposed Resolution 25-10

James Stack reported that this amendment will change the project's federal funding to PROTECT, with a NYS match. PROTECT funds are managed by NYSDOT Main Office so there is no impact to regional Planning Target funds. NYSDOT's request is to: update the project name and project description defer the Construction and Construction Inspection phases to FFY 2026, as there is no longer adequate time to maintain the construction schedule; and update project funding to reflect the current estimate based on the revised scope and recent bid history.

- 2. Adding the Culvert Replacement/Rehabilitation at Various Locations in Livingston, Monroe, and Wayne Counties project / Proposed Resolution 25-11

James Stack reported that the design work was completed under a separate contract but will be constructed as a stand-alone project. The new funding estimates represent the latest estimate.

- 3. Increasing the Construction phase of the I-490 from Rt 204 (Exit 6 – Airport) to Howard Rd project / Proposed Resolution 25-12

James Stack reported that the latest cost estimates for this project have increased due to recent bid history.

4. Deferring multiple phases of the Rt 18 Over Northrup Creek and Smith Creek Bridge Replacements (BINs 1014800 and 1014810) project / Proposed Resolution 25-13

James Stack reported that NYSDOT's request is to defer Construction funding as there is no longer adequate time to maintain the Construction project schedule. These phases are already included in the draft *2026-2030 TIP*.

5. Advancing the project and increasing the Total Cost of the Replace 60-ft Buses [FFY 26] project / Proposed Resolution 25-14

James Stack reported that RGRTA is requesting this change to align the project with the current obligation schedule and actual vehicle costs.

6. Decreasing total cost and revising the project description of the Replace 40-ft Buses (FFY 24) project / Proposed Resolution 25-15

James Stack reported that RGRTA is requesting this change to reflect an adjusted bus replacement schedule and to match current pricing.

7. Increasing the total cost of the Replace Paratransit Buses [FFY 25] project / Proposed Resolution 25-16

James Stack reported that RGRTA is requesting this change to reflect an adjusted bus replacement schedule and to match current pricing.

8. Decreasing the total cost and revising the project description of the Replace On Demand Vehicles [FFY 25] project / Proposed Resolution 25-17

James Stack reported that RGRTA is requesting this change to reflect an adjusted vehicle replacement schedule and match current vehicle pricing.

9. Adding the Rt 31 and Rt 36 (Washington St) Intersection Safety Enhancements project / Proposed Resolution 25-18

James Stack reported that NYSDOT is requesting to add a new safety project totaling \$260,000 (\$234,000 Federal). NYSDOT intends to construct these improvements under the contract for the Rt 31, Rt 31A, and Redman Rd Intersection Safety Enhancements project (PIN 40C103).

10. Decreasing the cost of the Rt 33A over Erie Canal Bridge (BIN 4443340) project / Proposed Resolution 25-19

James Stack reported that NYSDOT's request is to decrease the overall cost of the project, but add Bridge Formula Program (BFP) funds as part of an interregional "fund swap" coordinate with Main Office. Statewide, NYSDOT is overprogrammed in NHPP funds, but has BFP funds available for programming in 2025. NYSDOT Main Office has agreed to a "fund swap" where \$14 million in unprogrammed 2025 NHPP federal aid would be returned to NYSDOT Statewide, and this region would receive \$14 million in BFP funds. These BFP funds would be programmed on this project to replace the eligible, Non-Participating Share (NPS) and enable the project to progress as originally intended during the last

round of TIP development. This change would more fully program available funds in the current fiscal year.

Jared Simpson moved to approve proposed Resolutions 25-10 through 25-19; Richard Sutherland seconded the motion. The motion passed unopposed.

- d. Adoption of the *FFYs 2026-2030 Transportation Improvement Program* / Proposed Resolution 25-20.

James Stack reported that proposed Resolution 25-20 was reviewed and recommended for GTC Board approval by the Planning Committee at its May 29, 2025 meeting.

Jim discussed the TIP development process and explained that the draft TIP was the result of a joint effort on the part of NYSDOT-Region 4 and GTC staff working with the guidance of the TIP Development Committee. He noted that the draft TIP was released for a 30-day public review and comment period on April 25, 2025. The public comment period ended on May 27, 2025. Two virtual public meetings were held on May 9, 2025. Five comments were received from the public. Staff do not recommend any project additions or deletions based on the comments received.

The following summary of the public comments was provided:

- Support for active transportation, transit amenities and safety-related enhancements
- Support for non-motorized modes of travel
- Support for the Hamlet of Greigsville Corridor Improvements and is seeking design details
- Support for the I-390 project in Brighton, while concerned about the lack of a project to upgrade NYSDOT signage in the City of Rochester and elsewhere
- A community group listed many projects they strongly support, some they would like to see expanded, and one they would like to see added to the program. The project that the community group would like to see added to the program is a good project, but unfortunately fiscal constraint does not allow for it to be added to the program at this time.

The 2026-2030 TIP is fiscally constrained. Several individual funding sources are over-programmed in some years, but they balance out with under-programmed sources in other years. About 67 percent of the TIP's funding is from Federal sources, while State sources make up about 25 percent and local funding makes up about 8 percent. In terms of project types, over half of all the projects on the TIP are bridge replacement/rehabilitation, highway preventive maintenance, and highway rehabilitation reconstruction.

James Brady moved to approve proposed Resolution 25-20; Rochelle Stein seconded the motion. The motion passed unopposed.

- e. Approval of the Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045 and the 2026-2030 Transportation Improvement Program / Proposed Resolution 25-21

James Stack reported that proposed Resolution 25-21 was reviewed and recommended for GTC Board approval by the Planning Committee at its May 29, 2025 meeting.

Jim noted that a new Conformity Determination is required when GTC adopts a new Transportation Improvement Program (TIP) or Long Range Transportation Plan (LRTP). The MPO adopts a Conformity Statement for consideration by our State and Federal partners, and the Federal partners make a Conformity Determination.

The Rochester area was previously designated as "nonattainment" under the 1997 National Ambient Air Quality Standard (NAAQS) for ground-level ozone on April 15, 2004. The EPA released 2008 Ozone NAAQS on May 21, 2012 and 2015 Ozone NAAQS on November 16, 2017, which show the Rochester area in attainment. On February 16, 2018, the US Court of Appeals for DC Circuit in *South Coast Air Quality Mgmt. District v. EPA* held that the 1997 NAAQS was improperly revoked and that conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and in attainment for the 2008 ozone NAAQS or so-called "Orphan Areas." Per the "South Coast II" decision, a conformity determination must be made for the 1997 ozone NAAQS on the *LRTP 2045* and the *FFY 2026-2030 TIP*.

As an Orphan Area, GTC's Conformity Statement must document that the *FFY 2026-2030 TIP* is fiscally constrained, uses the latest Planning Assumptions, is coordinated with the NYS Air Quality Interagency Consultation Group (ICG), and show how Transportation Control Measures (TCMs) are addressed.

This Conformity Statement documents that the TIP is currently constrained within reasonably available revenue. GTC used the latest Planning Assumption regarding demographic and transportation system changes. The ICG provided concurrence on project AQ exemptions. There are no TCMs in the GTC region.

David Watson moved to approve proposed Resolution 25-21; Scott Leathersich seconded the motion. The motion passed unopposed.

7. New Business

Chairperson Ingalsbe stated that the GTC Executive Committee would be meeting in a few weeks.

8. Next Meeting

Chairperson Ingalsbe stated that the next GTC Board meeting is scheduled for August 28, 2025, at RGRTA.

9. Adjournment

The meeting was adjourned at 9:35 a.m.