

**GENESEE TRANSPORTATION COUNCIL  
QUARTERLY BOARD MEETING**

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

**December 12, 2024**

GTC BOARD MEMBERS PRESENT

Erik Frisch, City of Rochester – At Large  
David LeFeber, Livingston County  
Rochelle Stein, Genesee County  
David Watson, Rochester City Planning Commission

ALTERNATE REPRESENTATIVES PRESENT

Christopher Bollin, Monroe County, representing Daniel Hogan  
James Brady (Vice-Chairperson), Wayne County, representing Anthony Verno  
Sean Carrington, New York State Thruway Authority, representing Frank Hoare  
Stephen Golding, Empire State Development Corporation, representing Hope Knight  
Peter Ingalsbe (Chairperson), Ontario County, representing Todd Campbell  
Joel Kleinberg, NYS Department of Transportation, representing Marie Therese Dominguez  
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  
Richard Sutherland, Genesee / Finger Lakes Regional Planning Council, representing Rochelle Stein  
Timothy Walsh, NYS Department of Environmental Conservation, representing Sean Mahar

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Adam Bello, Monroe County Executive  
Leslie Church, Yates County  
Michael Culotta, Federal Transit Administration  
Michael Enslow, Seneca County  
Donald Jefferies, Rochester-Genesee Regional Transportation Authority  
Lynne Johnson, Orleans County  
Evelyn Martinez, Federal Aviation Administration  
Richard Marquis, Federal Highway Administration  
Miguel Melendez, Rochester City Council  
Yversha Roman, Monroe County Legislature  
Rebecca Ryan, Wyoming County  
Stephen Schultz, Monroe County Supervisors' Association

OTHERS IN ATTENDANCE

Jody Binnix, GTC staff  
Joe Bovenzi, GTC staff  
Megan Crowe, Livingston County  
Lori Maher, GTC staff  
David Staas, GTC staff

James Stack, GTC staff  
Chris Tortora, GTC staff

Anonymous viewers on Public Engagement Hub

## **Call to Order and Roll Call**

Chairperson Ingalsbe called the meeting to order at 8:33 a.m. Joe Bovenzi, GTC staff, called the roll; a quorum was present.

### **1. Public Forum**

There were no comments.

### **2. Approval of Minutes**

Chairperson Ingalsbe reported that draft minutes from the August 22, 2024 GTC Board meeting were included in the meeting package.

**Joel Kleinberg moved to approve the minutes from the August 22, 2024 Quarterly Meeting; Scott Leathersich seconded the motion. The motion passed unopposed.**

Chairperson Ingalsbe noted that the minutes from the November 14, 2024 Planning Committee meeting were provided for informational purposes.

### **4. Communications and Announcements**

- a. James Stack reported that David Staas joined the GTC staff on September 23 as the Active Transportation Program Manager. David had significant experience at an MPO in the Hudson Valley. His transition has gone well, and he is fully immersed in staff activities.
- c. James Stack provided an update on the status of the Safe Streets and Roads for All (SS4A) Grant program. The final federal grant agreement was signed and became fully executed on November 12, 2024.

A Request for Proposals (RFP) package for ten Local Road Safety Plans was issued on September 23. The proposals were due on October 24. A single RFP was issued for three sub-regions (West, including Orleans, Genesee, Wyoming, and Livingston Counties; Central, including Monroe County and the City of Rochester; and East, including Wayne, Ontario, Seneca, and Yates Counties), and a contract for each sub-region was awarded separately. One consultant team was selected for each sub-region. A total of ten separate Safety Plans will be developed within the next 12-15 months. In addition, an RFP for Community-Driven Strategies for Complete Streets type work was issued on October 3. Proposals were due on October 31. Authorization to enter into contracts was granted on December 5.

Yixuan Lin asked which firms were awarded the contracts for the SS4A grant. James replied that TY Lin was selected for the West sub-region, Fisher Associates was selected for the East sub-region, and Colliers was selected for the Central sub-region.

**5. Reports and Action on Old Business**

a. Planning Committee Report

Scott Leathersich reported that the Planning Committee met on November 14 and recommended that the GTC Board:

- Accept two reports as evidence of completion of Unified Planning Work Program tasks:
  - 2023 Monroe County Land Use Monitoring Report
  - Origin and Destination Study
- Amend the *FFYs 2023-2027 Transportation Improvement Program* as requested by various project sponsors.
- Amend the *National Performance Measures Report for the GFL Region* and the *FFYs 2023-2027 Transportation Improvement Program* by revising the Pavement Condition Performance Targets.

Additionally, the Planning Committee took the following actions:

- Approved scopes of work for four UPWP Tasks:
  - Task 4221 – Regional Land Use Monitoring Report (LUMR) Data Dashboard
  - Task 5232 – Genesee-Finger Lakes Regional Population Forecasts – 2030-2060
  - Task 7341 – Ontario County Access Management, Complete Streets, and Resiliency Project
  - Task 8758 – City of Batavia Active Transportation Plan

b. GTC Staff Report

James Stack provided the following report:

- 2025-2026 Unified Planning Work Program (UPWP)

Development of the 2025-2026 UPWP is underway. The annual Call for Project Partnerships was issued on September 6. Fifteen applications were received by the October 11 deadline. About \$1.1 million is available for planning projects, and the total amount of requested funding is about \$1.5 million. GTC staff worked with the UPWP Development Committee to finalize a draft program for the Planning Committee to consider at its January 9 meeting. The Draft UPWP will be released for a 30-day public review and a final recommendation for the board is expected on February 13.

- New Office Space

Renovation work on the new office space was completed in mid-September. The lease took effect on September 16. The order for new office furniture was finalized on September 27, but there was a long lead time for delivery and the furniture was not delivered to the dealer's warehouse until early December. The

furniture is scheduled to be delivered and installed on December 19<sup>th</sup> and 20<sup>th</sup>. Staff met with a representative from a moving company on December 10<sup>th</sup> to discuss moving existing files and contents after the holidays.

c. Old Business

1. Federal Legislative and Funding Update

James Stack reported that Congress failed to pass any of the 12 FFY 2025 Appropriations prior to the August recess. Congress passed and the President signed a Continuing Resolution to fund the federal government through December 20. With the change of administration and single party control of the next congress, I expect that Congress will pass another Continuing Resolution to extend the budget beyond the January 20 Inauguration, and that budget priorities will shift under the new administration and congress.

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 24-56 and 24-57

1. Accepting the *Monroe County Land Use Monitoring Report* as evidence of completion of UPWP Task 4210 / Proposed Resolution 24-56

James Stack provided the following report:

This project was conducted by Monroe County. This report is compiled annually to track building permits issued in Monroe County by type of development (e.g., Commercial, Residential, Industrial, Mixed-Use, Community Services, etc.) at the municipal-level for analysis of land use activity and time-series trends. The report identifies proposed major development projects, residential growth and high-traffic development areas; and assists GTC in the development of land use scenarios for the regional travel demand model.

2. Accepting the *RTS Origin and Destination Survey Report* as evidence of completion of UPWP Task 4210 / Proposed Resolution 24-57

James Stack provided the following report:

This project was conducted by RGRTA. The purpose of the project was to perform a comprehensive rider origin and destination (O&D) study to properly assess the travel behavior of transit riders and the effectiveness of links created by the recent redesign of fixed routes and creation of on-demand zones. The

survey was conducted between October 26 and November 13, 2023. The survey responses were collected from 5,551 transit riders on board 30 RTS Connect Routes. The survey assembled three types of data: Transit Customer Characteristics, Origin/Boarding/Alighting/Destination Locations, and Transit Trip Characteristics. The survey findings provide data for RGRTA to use when analyzing route and service improvements.

The Planning Committee recommended approval of these projects at their November 14 meeting.

**Joel Kleinberg moved to approve proposed Resolutions 24-56 and 24-57; David Watson seconded the motion. The motion passed unopposed.**

b. Amending the *FFYs 2023-2027 Transportation Improvement Program*

1. Adding the Rt 404 (Empire Blvd) Resiliency & Safety Enhancement Project / Proposed Council Resolution 24-58

James Stack reported that this amendment will add a new project to the TIP. The scope of this project is to provide resiliency and safety enhancements to a bridge and two culverts on NYS Route 404 (Empire Boulevard) in the vicinity of the Irondequoit Creek Outlet. The funds for this project are new to the region and do not impact any other project.

2. Increasing the cost of the Rt 31 over I-490 Bridge Replacement (BIN 1021690) project / Proposed Council Resolution 24-59

James Stack reported that this amendment will provide additional funds to help close a gap between the initial Construction phase estimate and the current estimate. The cost change is due to a change in project scope. The funds for this project are new to the region and do not impact any other project.

3. Increasing the cost of the I-390 from Canal Bridge (Exit 16) to Route 33A Preventive Maintenance project / Proposed Council Resolution 24-60

James Stack reported that this amendment will provide additional funds to help close a gap between the initial Construction phase estimate and the current estimate. The funds for this project are new to the region and do not impact any other project.

4. Changing the scope of the Ontario County Bridge Preventive Maintenance project / Proposed Council Resolution 24-61

James Stack reported that Ontario County is proposing to remove one of four bridges from this project. When the project was scoped, it included a preventive maintenance project for the East Lake Road over Mill Creek bridge. However, subsequent analysis indicates that full replacement of the bridge, instead of a preventive maintenance project, is more appropriate. The County will pursue other means of funding the East Lake Road bridge but will continue with the preventive maintenance work on the other three bridges.

5. Deferring phases of FTA-funded projects / Proposed Council Resolution 24-62
  - a. Replace 40-ft Buses (FFY 2024)
  - b. Connection Hubs – Phase II
  - c. Preventative Maintenance – RTS & RTS Access (FFY 2024)
  - d. Replace Paratransit Buses (FFY 2024)
  - e. Replace 10 On-Demand Vehicles (FFY 2024)
  - f. Sprinkler Water Main Replacement (FFY 2024)
  - g. Associated Transit Improvements (FFY 2024)
  - h. ADA Compliant Bus Stops (FFY 2024)

James Stack reported that RGRTA requested an amendment to change eight projects. These projects are being amended under one resolution because they all have the same change. They are being deferred by one year because RGRTA and FTA were unable to complete the obligation of a grant agreement at the end of Federal Fiscal Year 2024. FTA requires that funds appear in the TIP in the year that they will be obligated, so deferring these projects by one year addresses that requirement. There are no changes to the project scopes and budgets, and fiscal constraint is maintained because FTA funds are available over multiple years.

The Planning Committee recommended approval of these resolutions at their November 14 meeting.

**David LeFeber moved to approve proposed Resolutions 24-58 through 24-62; Scott Leathersich seconded the motion. The motion passed unopposed.**

- c. Amending the *National Performance Measures Report for the Genesee-Finger Lakes Region* and the *FFYs 2023-2027 TIP* by revising the Pavement Condition Performance Targets / Proposed Resolution 24-63

James Stack reported that in 2022, NYSDOT reported the first four-year Full Performance Period to Federal Highway Administration (FHWA) for pavement and bridge performance. During the Mid Performance Period Progress Report, due October 1, 2024, states had the option to adjust the four-year targets. NYSDOT elected to amend their four-year target for pavement conditions. The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate National Highway System (NHS) that are in good or poor condition.

As a reminder, the MPO is only required to act on the four-year targets. NYSDOT's four-year amended pavement condition targets are shown on the screen. NYSDOT updated their pavement forecasting model to better align with the pavement performance measure regulations. This resulted in significant changes to the model which in turn changed the statewide condition forecasts that were used to calculate the previous four-year targets. Therefore, the pavement targets were reduced because of the revisions to the model. These targets have been reported to FHWA.

GTC reported to the Planning Committee that the pavement condition targets would be conditionally approved pending formal approval from FHWA. Since then, GTC staff received clarification from NYSDOT-Main Office that FHWA does not formally approve the targets, instead FHWA reviews the data and methodology used to develop the targets.

**James Brady moved to approve proposed Resolution 24-63; David Watson seconded the motion. The motion passed unopposed.**

## **7. New Business**

### **a. Long Range Transportation Plan**

Jody Binnix reported that GTC staff will start working on the update of the LRTP over the coming year. The Long Range Transportation Plan, or LRTP, provides the strategic direction for more detailed planning and implementation of specific transportation projects, programs, and services in the Genesee-Finger Lakes Region over the next 25 years. The LRTP is one of GTC's big three "required" work products, including the UPWP and the TIP. The LRTP guides the development of the UPWP and the TIP. The plan was last updated in June of 2021. The next plan, LRTP 2050, must be adopted by June 2026. The development of the LRTP alternates between a full rewrite and an update. LRTP 2050 is on the "update" cycle which means staff will be updating the content in the current plan.

As with all work products at the MPO, the federal transportation legislation drives the process and outlines planning requirements. The most basic requirements that guide all "metropolitan transportation planning processes" are the ten planning factors. These factors must be addressed through projects and programs at the MPO, including the development of the LRTP and the UPWP.

Jody explained that the LRTP also reflects the local and regional priorities within the context of the ten transportation planning factors. The GTC Goals and Objectives are presented in the plan. All activities conducted by GTC are guided by these Goals and Objectives, that were included in the meeting package for informational purposes.

Regional priorities are identified through the Emerging Issues and Opportunities. These were first incorporated into the GTC long range planning process in 2011. With each subsequent LRTP they have been refined and revised based on transportation planning trends and input from the public and our member agencies. The Emerging Issues and Opportunities as presented in LRTP 2045 are listed on the screen.

Jody noted that she provided the same presentation to the Planning Committee in November. Staff want to engage our committee members in the process as we get started on the update. The federal legislation guides the planning process, but the LRTP is truly developed with the region in mind. Specifically, staff is seeking input on the following questions:

- Are the identified Emerging Issues and Opportunities still applicable?

- What other transportation-related issues and opportunities does the region need to prepare for over the next 25 years?

Staff are not expecting feedback today. The Planning Committee noted that we should consider hybrid work and housing affordability in relation to demand for trips and land use patterns. Additionally, members noted that generational differences and lifestyle preferences should be explored.

**b. 2025 Meeting Calendar**

James Stack reported that the 2025 board meeting calendar is included in the meeting package. This calendar also includes Planning Committee and TIP Development Committee meetings for informational purposes.

**c. TIP Amendment**

James Stack reported that two days prior to the board meeting, NYSDOT-Region 4 requested a "walk-in" TIP amendment to add a new project to the TIP. Late the previous week, the Regional office received information from Main Office that a project within the region was selected for funding as part of NYSDOT's annual Harsh Winter Paving (HWP) program. This project will bring in a little over \$2 million dollars in new federal aid to the region. Given the timing of when Region 4 and GTC staff learned about this project, it was not included in the meeting package.

The project is a repaving project on NYS Route 77 from the I-90 interchange north to NYS Route 63, and on NYS Route 63 from NYS Route 77 north to the northern boundary of the Iroquois National Wildlife Refuge. The federal funds are managed by NYSDOT-Main Office and do not impact planning target funds. They are not available to any other project in the region.

Joel Kleinberg noted that a HWP project was selected for each county in NYSDOT-Region 4, but that this was the only one of those projects being advanced with federal aid funding. The other projects are all state funded so they will not be added to the TIP.

**Scott Leathersich moved to approve proposed Resolution 24-64; Joel Kleinberg seconded the motion. The motion passed unopposed.**

**8. Next Meeting**

Chairperson Ingalsbe stated that the next GTC Board meeting is scheduled for February 27, 2025 at RGRTA.

**9. Adjournment**

The meeting was adjourned at 9:36 a.m.