

**GENESEE TRANSPORTATION COUNCIL  
QUARTERLY BOARD MEETING**

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

**February 27, 2025**

**GTC BOARD MEMBERS PRESENT**

Erik Frisch, City of Rochester – At Large  
Dan Hogan, Monroe County – At Large #2  
David LeFeber, Livingston County  
Kim Leonard, Wayne County  
Jared Simpson, Ontario County  
David Watson, Rochester City Planning Commission  
Mike Zale, Monroe County Supervisors' Association

**ALTERNATE REPRESENTATIVES PRESENT**

Rose Bonnick, Monroe County Legislature, representing Yversha Roman  
Sean Carrington, New York State Thruway Authority, representing Frank Hoare  
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  
Gary Maha, Genesee County, representing Rochelle Stein  
Christopher Reeve, NYS Department of Transportation, representing Marie Therese Dominguez  
Richard Sutherland, Genesee / Finger Lakes Regional Planning Council, representing Rochelle Stein  
Miguel Velazquez, Rochester-Genesee Regional Transportation Authority, representing Donald Jefferies  
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  
Evelyn Martinez, Federal Aviation Administration  
Richard Marquis, Federal Highway Administration  
Miguel Melendez, Rochester City Council  
Rebecca Ryan, Wyoming County

**OTHERS IN ATTENDANCE**

Al Bartolotta, GTC staff  
Jody Binnix, GTC staff  
Joe Bovenzi, GTC staff  
James Brady (Vice-Chairperson), Wayne County  
Megan Crowe, Livingston County  
Peter Ingalsbe (Chairperson), Ontario County  
Joel Kleinberg, NYS Department of Transportation

Lori Maher, GTC staff  
Tom Polech, Monroe County  
Chris Snyder, GTC staff  
David Staas, GTC staff  
Jim Stack, GTC Staff  
Chris Tortora, GTC staff  
Anonymous viewers on Public 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**

There were no comments.

**3. Approval of Minutes**

Chairperson Ingalsbe reported that draft minutes from the December 12, 2024 GTC Board meeting were included in the meeting package.

**Scott Leathersich moved to approve the minutes from the December 12, 2024 Quarterly Meeting; Timonthy Walsh seconded the motion. The motion passed unopposed.**

Chairperson Ingalsbe noted that the approved minutes from the January 9, 2025 Planning Committee meeting and the draft minutes from the February 13, 2025 Planning Committee were provided for informational purposes.

**4. Communications and Announcements**

- a. James Stack reported that the 2025 Joint FHWA/FTA Certification Review will be held at the GTC office on March 18, 19, and 20. Every four years GTC goes through a joint FHWA/FTA Certification Review where FHWA and FTA staff review all aspects of GTC activities as they pertain to metropolitan planning. GTC's last Certification was issued in the summer of 2021. In advance of the site visit, GTC stakeholders and the general public will have an opportunity to share their thoughts. GTC staff have created a portal on our public engagement platform for this input.

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

- a. Planning Committee Report

Scott Leathersich reported that the Planning Committee met on January 9 and February 13 and recommends that the GTC Board:

- Adopt the *FY 2025-2026 Unified Planning Work Program (UPWP)*
- Accept four reports as evidence of completion of Unified Planning Work Program tasks:
  - Greater Rochester Transportation Management Association Feasibility Study
  - Genesee-Finger Lakes Regional Freight Plan Update
  - 2023 Genesee-Finger Lakes Regional Land Use Monitoring Report
  - Monroe County Traffic Signal Preemption Study
- Amend the *National Performance Measures Report* and the *2023-2027 Transportation Improvement Program* by revising the HSIP and Highway Safety

Performance Targets and the Transit Safety Performance Measures set forth in the RGRTA Public Transportation Agency Safety Plan.

Additionally, the Planning Committee took the following action:

- Approved the draft *FY 2025-2026 Unified Planning Work Program* (UPWP) for public review
- Approved a scope of work for one UPWP Task:
  - Task 5201 – Transportation Listening Sessions

b. GTC Staff Report

James Stack provided the following report:

1. Impacts of Presidential Executive Orders and related guidance

Since his inauguration on January 20, President Trump has signed a significant number of Executive Orders. Among the Executive Orders is a pause on federal programs, including transportation programs. This has created significant confusion. Federal funds are provided to GTC on a reimbursement basis. Based on the Executive Orders and uncertainty, GTC staff worked to identify efforts to limit expenditures until there was more guidance. Staff shared recommendations with the Executive Committee, which concurred with the staff assessment. Accordingly, staff held off on making new financial commitments (contracts and Requests for Proposals).

On January 29, Sean Duffy was confirmed as the Secretary of Transportation. That same day, Secretary Duffy issued memos related to changing priorities at USDOT. In particular, the focus on electric vehicles and efforts to include equity considerations in planning and programming projects is being removed. FHWA and FTA were required to identify programs that may not comport with new policies by February 8. By February 18, they must initiate actions to rescind, cancel, revoke, and terminate identified policies and programs unless required by law.

The best source for information about the impacts of these Executive Orders and related guidance has been the Association of Metropolitan Planning Organizations (AMPO). On the previous Monday, GTC received the first written guidance from FHWA and FTA as it relates to metropolitan planning. This guidance indicates that FHWA and FTA are working to ensure that planning actions such as STIP amendments, Unified Planning Work Programs, and Certification Review letters and reports are in compliance with recent USDOT orders. This means that, essentially, the metropolitan planning organizations are back to a business-as-usual approach and will move forward with signing contracts and issuing Requests for Proposals.

2. Status of SS4A Program

As reported in December, GTC received authorization to execute contracts for the Local Road Safety Plans (LRSPs) from the RGRTA Board at its December 5, 2024 meeting. The team led by TY Lin was selected for the West sub-region (Orleans, Genesee, Wyoming, and Livingston counties). The team led by Colliers Engineering and Design was selected for the Central sub-region (Monroe County and the City of Rochester). The team led by Fisher Associates was selected for the East sub-region (Wayne, Ontario, Yates, and Seneca counties). Draft contracts were sent to the consultants on the morning of January 20, but the review process was paused that afternoon due to the Executive Orders. Staff does not have certainty on the status of the SS4A discretionary grants, but a signed agreement should put GTC in a stronger position to move forward with these contracts.

c. Old Business

1. Federal Legislative and Funding Update

James Stack reported that Congress passed, and President Biden signed, a Continuing Resolution to fund the federal government through December 20, 2024. Congress deferred action on 12 Appropriations for the full federal fiscal year. Congress passed and President Biden signed a Continuing Resolution to fund the federal government through March 14, 2025. With the White House, the Senate, and the House under one party control, budget priorities are shifting and the Administration is taking aggressive actions on current programs.

The House and the Senate still have not come to agreement on budget bills and whether to pursue policy changes through Reconciliation or to adopt full-year Appropriations via single Omnibus bill or multiple “minibus” bills. The House adopted a budget framework on February 25. There is once again talk of forcing a shutdown by not approving a budget. Unless consensus is achieved before March 14, another Continuing Resolution is likely.

USDOT Discretionary Programs

James Stack provided an overview of discretionary funding opportunities through USDOT. A Notice of Funding Opportunity (NOFO) for the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program was released on October 25, 2024, and applications were due on February 24, 2025. However, this grant program was removed on February 10, 2025.

A NOFO for Local and Regional Project Assistance Grants from the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program was released on November 1, 2024, and applications were due on January 30, 2025. On January 24, 2025, this program was amended to change the program name from RAISE to Better Utilizing Investments to Leverage Development (BUILD),

remove references to rescinded Executive Orders, align the NOFO with new Executive Orders, and specify the amounts available for award.

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 feedback

Jody Binnix reported that the Long Range Transportation Plan update is due in June 2026. At the December Board meeting, staff presented on the Emerging Issues and Opportunities that will be revisited as part of the LRTP update. Staff want to ask again if any members have feedback regarding the updates to the Emerging Issues and Opportunities. The Planning Committee noted that we should consider hybrid work and housing affordability in relation to demand for trips and land use patterns.

Timonthy Walsh noted that the NYSDEC has air quality monitors at the I-490 and I-590 interchange and that this data is available to use as part of the LRTP update.

**6. Action Items**

a. Adopting the *FY 2025-2026 Unified Planning Work Program* / Proposed Resolution 25-01

Jody Binnix presented the Unified Planning Work Program, or UPWP, which is the program of federally funded transportation planning activities to be undertaken by GTC staff, its member agencies, and other jurisdictions in the nine-county Genesee-Finger Lakes Region. The Fiscal Year 2025-2026 UPWP will support planning activities for the period beginning April 1, 2025 and ending March 31, 2026. Projects included in the current UPWP that are not complete as of March 31, 2025 will be rolled over into the FY 2025-2026 UPWP.

The solicitation for projects was released in the fall of 2024. GTC received applications for 15 projects requesting about \$1.5 million dollars. About \$1.1 million was made available for new projects.

GTC staff worked with the UPWP Development Committee, or UDC, consisting of representatives of the member agencies in the Metropolitan Planning Area, to prioritize project proposals. The UDC met during November and December to review applications. This effort resulted in a project list and a complete draft UPWP document for public review. The Planning Committee approved the project list and a complete draft UPWP, for a 30-day public review from January 13 through February 12. During this public review, GTC received several comments from members of the public and a letter from Reconnect Rochester. GTC staff responded via email to all

the public comments received. All the public comments were provided in your meeting package.

Jody presented a slide listing new Monroe County and Genesee Finger Lakes Regional Planning Council's projects. A project of note, is the Genesee Valley Park Olmsted Arched Bridges Restoration Project. This project was sponsored by Monroe County but impacts multiple member agencies including the City of Rochester and NYSDOT. The Rochester Olmsted Park Alliance or ROPA is also supportive. The bridges have a unique and complex ownership dynamic. The bridges are in need of repairs. As pedestrian bridges they have not traditionally competed well for transportation funding. This project will explore future ownership frameworks and address maintenance concerns.

Jody presented another slide highlighting the remaining new projects for other agencies. A project of regional significance is the I-490 Center City Interchange Operations Mobility Study. The slide showed a map of the I-490 interchange just to the east of the Genesee River. This project will look for opportunities to reduce the transportation footprint including the number of ramps. Some may be aware that NYSDOT recently had to close a ramp in this area due to the results of an inspection report. This project will focus solely on the feasibility of reducing the transportation footprint from a traffic operations perspective. The UDC discussed the future land use opportunities that will come with changes to the transportation infrastructure but recommended that the land use/transportation connection be explored separately. A future UPWP study will likely be needed to explore land use considerations, active transportation options, and how potential reductions in the transportation network interacts with the fabric of the City.

The UPWP will go into effect on April 1, 2025.

**Christopher Reeve moved to approve proposed Resolution 25-01;  
Timonthy Walsh seconded the motion. The motion passed unopposed.**

- b. Accepting reports as evidence of completion of UPWP Tasks / Proposed Resolutions 25-02, 25-03, 25-05, and 25-06.

- 1. Accepting the *Greater Rochester Transportation Management Association Feasibility Study* as evidence of completion of UPWP Task 8542 / Proposed Resolution 25-02

James Stack provided the following report:

This project was conducted by GTC. The purpose of this project was to explore the feasibility of establishing a Transportation Management Association (TMA) for the Rochester Metropolitan Planning Area. This project was a result of the Rochester Monroe Anti-Poverty Initiative and focused on analyzing whether a TMA could improve access to job and job training sites. The report identified several options for organizing and managing a TMA, and identified the specific services and benefits that a TMA would bring to the region.

2. Accepting the *Genesee-Finger Lakes Regional Freight Plan Update* as evidence of completion of UPWP Task 8611 / Proposed Resolution 25-03

James Stack provided the following report:

This project was conducted by GTC. The purpose of the project was to update the 2012 *Transportation Strategies for Freight and Goods Movement in the Genesee-Finger Lakes Region* report. In addition, this project reassessed regional goods movement priorities and needs and will position the region to successfully compete for federal and state discretionary funding. The plan included 26 strategies for enhancing regional goods movement organized into four categories, including Collaboration, Operations and Maintenance, Planning, and System Investment.

3. Accepting the *Genesee-Finger Lakes Regional Land Use Monitoring Report 2023* as evidence of completion UPWP Task 4220 / Proposed Resolution 25-05

James Stack provided the following report:

This project was conducted by the Genesee Finger Lakes Regional Planning Council. This report is compiled annually to track building permits issued in the region 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 high growth areas of the region that could impact traffic operations and assists GTC in the development of land use scenarios for the regional travel demand model. The development of this report was coordinated with Monroe County.

4. Accepting the *Monroe County Traffic Signal Preemption Study* as evidence of completion UPWP Task 5904 / Proposed Resolution 25-06

James Stack provided the following report:

This project was conducted by Monroe County. The purpose of the project was to investigate the future implementation of cellular/Global Positioning System-based Emergency Vehicle Preemption (EVP) and Transit Signal Priority (TSP) systems at Monroe County traffic signals. This project identified three priority corridors in the City of Rochester where EVP and TSP services could potentially improve emergency vehicle response and transit performance. The report provides a strategy for implementing these upgrades and can act as a resource for the county and other stakeholders when applying for federal and state grant funding.

The Planning Committee recommended approval of these projects at their January 9 and February 13 meetings.

**Richard Sutherland moved to approve proposed Resolutions 25-02, 25-03, 25-05, and 25-06; 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 HSIP and Highway Safety Performance Targets and the Transit Safety Performance Measures set forth in the RGRTA Public Transportation Agency Safety Plans / Proposed Resolution 25-04

Jody Binnix reported that the Highway Safety Improvement Program Report and the Highway Safety Strategic Plan are updated annually by New York State Department of Transportation and the NYS Governor's Traffic Safety Council, respectively. They collaborate on setting statewide targets. GTC has previously agreed to support the State's targets and include them in the National Performance Measures Report and the FFYs 23-27 TIP.

The Targets for 2025 were shown on a slide. These are based upon a five-year history of crashes through 2022. These are updated annually by NYSDOT-Main Office and the Governor's Traffic Safety Committee. They agreed to set a realistic 1.5 percent reduction goal for 2026, with annual reduction benchmarks of 0.5 percent by 2024 and 1.0 percent by 2025.

The Transit Safety targets were provided by RGRTA and are included in the Public Transit Agency Safety Plan, a product required of all urban service providers. In December 2024, the RGRTA Board of Commissioners approved the 2024-2025 Public Transit Agency Safety Plan. GTC has previously agreed to support the RGRTA's targets and include them in the National Performance Measures Report and the FFYs 23-27 TIP.

**Jared Simpson moved to approve proposed Resolution 25-04; Yixuan Lin seconded the motion. The motion passed unopposed.**

**7. New Business**

No report provided.

**8. Next Meeting**

Chairperson Ingalsbe stated that the next GTC Board meeting is scheduled for June 12, 2025 at RGRTA.

**9. Adjournment**

The meeting was adjourned at 9:33 a.m.