

MEMORANDUM

TO: GTC Planning Committee Members & Alternates
FROM: Joseph M. Bovenzi, AICP, Executive Director *JMB*
DATE: May 7, 2026
SUBJECT: May 14, 2026 Meeting Materials

The GTC Planning Committee will meet at **9:30 a.m.** on **Thursday, May 14, 2026** at the **CityPlace Building (50 West Main Street, Rochester New York, 14614)**. As part of our streaming to the general public, we will be conducting the meeting in a hybrid format that allows participants to join remotely if they are not able to attend in person.

Planning Committee members and alternates, as well as stakeholders with items on the agenda, will be sent a separate electronic invitation with information to join the meeting remotely via Zoom.

Members of the public may observe the GTC Planning Committee meeting via <http://www.publicinput.com/GTCPlanningCommittee> or by dialing toll-free to 855-925-2801 and entering meeting code 8148. Minutes of the GTC Planning Committee Meeting will be prepared and posted on the GTC website (www.gtcmppo.org).

An agenda package is attached. The agenda includes hyperlinks directly to the items on the GTC website. To access a full set of the meeting materials, please visit the GTC website at: <https://www.gtcmppo.org/May2026PCMeeting>. This link can also be shared with the public as you see fit.

Please contact me via email (jbovenzi@gtcmppo.org) if you have any questions or suggestions for other items to be addressed at this meeting.

Encl.

Genesee Transportation Council Planning Committee Meeting

May 14, 2026
9:30 a.m.

City Place
50 West Main Street, Rochester New York, 14614

<https://publicinput.com/GTCPlanningCommittee>

AGENDA

1. Call to Order and Introductions
2. Public Forum
3. Approval of Minutes: [April 9, 2026 Planning Committee meeting](#) *(see page 1)*
4. Announcements and Old Business
5. Action Items
 - a. Unified Planning Work Program (UPWP)
 1. Action Concerning [Consideration of UPWP Project Scope\(s\) of Work](#) *(see page 9)*
 - a. Task 6218 – Genesee, Orleans, and Wyoming Multi-County Guiderail Assessment Project
 - b. Task 8784 – Manchester Active Transportation Plan
 2. Recommendation to the GTC Board concerning [amending the FY 2026-2027 Unified Planning Work Program to reflect the contribution of actual FY 2025-2026 rollover amounts](#) / Proposed Council Resolution 26-19 *(see page 16)*
 - b. Transportation Improvement Program (TIP)
 1. Action concerning [modifying the FFYs 2026-2030 TIP](#) / Planning Committee Resolutions 26-10 through 26-15 *(see page 19)*
 - a. Advancing the Preliminary Design Phase of the Route 64 at County Road 53 (Boughton Hill Rd) Intersection Safety Enhancements project / Proposed Planning Committee Resolution 26-10
 - b. Increasing the Total Cost of the Rt 15 (W Henrietta Rd) from 253 to Rt 252 Preventive Maintenance project / Proposed Planning Committee Resolution 26-11
 - c. Increasing the Total Cost of the CR 32 at Hickox Rd Intersection Improvements project / Proposed Planning Committee Resolution 26-12

- d. Reinstating and Decreasing the Total Cost of the RGRTA Hydrogen Fuel Cell Electric Buses and Associate Facility Upgrades project / Proposed Planning Committee Resolution 26-13
- e. Adding the RGRTA Facility Upgrades project / Proposed Planning Committee Resolution 26-14
- f. Increasing the Total Cost of the Replace 40-ft Buses (FFY 28) project / Proposed Planning Committee Resolution 26-15
2. Recommendations to the GTC Board Concerning [Amending the FFY 2026-2030 TIP](#) / Proposed Council Resolutions 26-20 through 26-26 *(see page 41)*
 - a. Adding the Rt 14 and Rt 318/Thruway (Exit 42) Intersection Safety Enhancement Project / Proposed Council Resolution 26-20
 - b. Adding the Intersection Safety Enhancement Study Project / Proposed Council Resolution 26-21
 - c. Adding the Hydrogen Fueler Boil-Off Capture System Project / Proposed Council Resolution 26-22
 - d. Decreasing the Total Cost of the Replace 40-ft Buses (FFY 26) Project / Proposed Council Resolution 26-23
 - e. Increasing the Total Cost of the Preventive Maintenance – RTS & RTS Access (FFY 2026) Project / Proposed Council Resolution 26-24
 - f. Increasing the Total Cost of the Replace Paratransit Buses (FFY26) Project / Proposed Council Resolution 26-25
 - g. Decreasing the Total Cost of the Replace 40-ft Buses (FFY 27) Project / Proposed Council Resolution 26-26
 - h. Adding the 2026 FTA Section 5310 projects / Proposed Council Resolution 26-27
3. [Fiscal Constraint Table](#) *(see page 78)*
- c. Long Range Transportation Plan
 1. Recommendation to the GTC Board concerning [adopting the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050](#) / Proposed Council Resolution 26-28 *(see page 80)*
- d. Related Activities
 1. Recommendation to the GTC Board concerning [amending the National Performance Measures Report for the Genesee-Finger Lakes Region by incorporating the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050 and revising the Transit Asset Management Baselines](#) / Proposed Council Resolution 26-29 *(see page 83)*
 2. Recommendation to the GTC Board concerning [adopting the Transportation Conformity Determination for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050 and 2026-2030 Transportation Improvement Program](#) / Proposed Council Resolution 26-30 *(see page 119)*

3. Action concerning [approving the 2026 Public Participation Plan for Public Review](#)
(see page 133)

6. Reports
 - a. [Status of UPWP Projects](#) (see page 164)
 - b. Status of SS4A Program
 - c. [TIP Staff Modifications](#) (see page 168)
 - d. Federal Legislative and Funding Update
 - e. Other GTC matters
 - f. Member Agency and other Partner Updates

7. New Business

8. Public Forum

9. Adjournment

Next Meeting: July 9, 2026

All materials for items to be considered at this meeting should be submitted to GTC staff no later than Friday, June 26, 2026.

**GENESEE TRANSPORTATION COUNCIL
PLANNING COMMITTEE MEETING**

**CityPlace, 50 West Main Street, Rochester, New York 14614
and via PublicInput.com**

April 9, 2026; 9:30 a.m.

Jurisdiction	Member	Alternate		
Counties				
Genesee County	Laura Wadhams	✓	Justin Gerace	
Livingston County	Megan Crowe		Jason Wolfanger	✓
Monroe County	Yversha Roman		Rose Bonnicks	✓
Ontario County	Christopher Day		Timothy McElligott	
Orleans County	Craig Lane		Wayne Krull	
Seneca County	Jill Henry		Jason Rearick	✓
Wayne County	Kevin Rooney	✓	David Fantuzzo	
Wyoming County	Devin Blue		Matt Verrelli	
Yates County	Douglas Rapalee		Matthew Reed	
Other Local Members				
Monroe County – Executive	Thomas Fry	✓	Thomas Polech	✓
Monroe County – Planning Board	Yixuan Lin	✓	Patrick Gooch	
Monroe County – Supervisors’ Assn.	<i>Vacant</i>		David Dunning	
Monroe County – At Large (1)	Henry Herdzik	✓	David Kubiak	✓
Monroe County – At Large (2)	David Lindsay		Jason Kennedy	
City of Rochester – Mayor	Kabutey Ocansey	✓	<i>Vacant</i>	
City of Rochester – Council	James Smith		<i>Vacant</i>	
City of Rochester – Planning Commission	Kevin Kelley	✓	<i>Vacant</i>	
City of Rochester – At Large	David Riley	✓	Dominic Fekete	
Regional Agencies				
Genesee / Finger Lakes Regional Planning Council	Richard Sutherland		Emily Royce	✓
Rochester-Genesee Regional Transportation Authority	Miguel Velázquez		Scott Adair	✓
State Agencies				
Empire State Development Corporation	Stephen Golding		Greg Albert	
NYS Department of Environmental Conservation	<i>Vacant</i>		<i>Vacant</i>	
NYS Department of Transportation	Bradley Walike		Joel Kleinberg	✓
NYS Thruway Authority	Nicholas Przybylski		Matthew Durawa	✓

Federal Agencies			
Federal Aviation Administration	Evelyn Martinez		
Federal Highway Administration	Ben Fischer		
Federal Transit Administration	Vacant		
GTC Staff			
Joe Bovenzi	Al Bartolotta	Lori Maher	
June McIlquham	Cheryl Nieskes	Chris Snyder	
Dave Staas	Omar Suri	Chris Tortora	
Other Attendees			
Christine Bianchi, TY Lin	Jody Binnix, NYSDOT	Nicole Cleary, Barton & Loguidice	
Mike Croce, Colliers	Cody Donahue, Reconnect Rochester	Alex Kone, RGRTA	
Henry Litsky, Reconnect Rochester	Chris Sichak, Erdman Anthony	Jill Wiedrick, Village of Fairport	

1. Call to Order & Introductions

Kevin Rooney, Planning Committee Chairperson, called the meeting to order at 9:30 a.m. Chris Snyder called the role of Committee members and alternates. The names of other attendees are noted above.

2. Public Forum

Cody Donahue, Reconnect Rochester, congratulated Joe Bovenzi on his new role and emphasized the positive partnership between the two agencies.

3. Approval of Minutes

Emily Royce moved to approve the minutes from the February 12, 2026, Planning Committee meeting; David Riley seconded the motion. The motion passed unopposed.

4. Announcements and Old Business

Kevin Rooney reported:

- Joseph Bovenzi has been appointed Executive Director, effective March 23, 2026.
- Special thanks to Scott Leathersich for serving as the Interim Executive Director between January and the end of March.

5. Action Items

a) Unified Planning Work Program (UPWP)

1. Action Concerning Consideration of UPWP Project Scope(s) of Work

a. Task 6111 – Transportation Improvement Program Best Practices Study, Phase 2

Cheryl Nieskes gave an overview of the scope. The objective is to expand on the findings of the TIP Best Practices Study, Phase 1, by identifying enhancements to the TIP project evaluation and selection process. The process will establish a steering committee, prepare a request for proposals, and identify changes. The results will include a final report and summary with TIP development process improvements, revised TIP project scoring guide and TIP application updates.

Tom Frys asked if the cost benefits of traffic signal projects could be considered as factor in future reviewing of TIP applications. Joel Kleinberg and Joe Bovenzi noted that not all infrastructure improvements are currently reflected in the review criteria and that this study will address this.

Tom Frys moved to approve the Scope of Work; Yixuan Lin seconded the motion. The motion passed unopposed.

2. Recommendation to the GTC Board concerning accepting reports as evidence of completion of UPWP Tasks

- a. *Regional Land Use Monitoring Report (LUMR) Data Dashboard* (UPWP Task 4221) / Proposed Council Resolution 26-14

Emily Royce, with the Genesee/Finger Lakes Regional Planning Council, provided a summary of the Regional Land Use Monitoring Dashboard. The objective is to compile current and historical data from the Regional and Monroe County Land Use Monitoring Reports into an interactive dashboard for purposes of analysis and increased accessibility. She highlighted key features of the dashboard and explained its value to many people. This dashboard currently uses 2014 - 2024 Land Use Monitoring data in the G-FL Region. It will be updated with the newest data when that becomes available annually.

The dashboard can be found:

https://gflrpc.org/program_areas/regional_land_use_dashboard.php

- b. *Americans with Disabilities Act (ADA) Right-of-Way Transition Plan* (UPWP Task 5531) / Proposed Council Resolution 26-15

David Riley, with the City of Rochester, provided a summary of the project. The purpose of an Americans with Disabilities Act (ADA) Transition Plan is to ensure residents and visitors have full access to the City of Rochester's programs, services, and activities. The Plan provides a roadmap for creating a right-of-way that meets ADA standards. He discussed the process followed to complete the project, including the ADA compliance evaluation performed on 220 miles of city right-of-way, community engagement activities, and findings and recommendations.

Kevin Rooney asked if the study also looked at entrances to buildings as well as roadways. David replied that this study only looked at roadways and there is another ADA Plan for buildings and structures.

- c. *Wyoming County Priority Investigation Locations (PILs) Study* (UPWP Task 6234) / Proposed Council Resolution 26-16

On behalf of Wyoming County, Christine Bianchi, with TY Lin, provided a summary of the project. The objective was to identify locations that could benefit from safety enhancements by analyzing crash data and traffic counts on Wyoming County jurisdiction roads/intersections and develop countermeasure recommendations to enhance safety and connectivity for all road users. She described the data collection sources and methods, and recommended countermeasures. She noted this information will also feed into the ongoing SS4A Local Road Safety Plan for Wyoming County.

Joel Kleinberg noted that there are state and federal programs to fund construction projects specifically related to safety improvements, including the

Roadway Departure Action Plan. Sponsors are encouraged to coordinate applications with NYSDOT.

- d. *Genesee Riverway Trail Completion Study* (UPWP Task 6535) / Proposed Council Resolution 26-17

Kevin Kelley, with the City of Rochester, provided a summary of the project. The objective was to develop a plan to complete a seamless Genesee Riverway Trail (GRT) along the approximately 8.5-mile-long corridor north of downtown Rochester. Priorities included closing existing gaps in the trail, enhancing neighborhood connections, coordination with Inner Loop North and High Falls State Park projects, and to compile and refresh existing and proposed trail segment studies with cost updated figures. He discussed the project development process, including existing conditions and needs, community engagement activities, and recommendations.

- e. *Village of Fairport Zoning Code Update* (UPWP Task 7801) / Proposed Council Resolution 26-18

Jill Wiedrick, with the Village of Fairport, provided a summary of the project. The objective of the project is to update the Village of Fairport's zoning code with an emphasis on multi-modal transportation. The update will provide more choice and expand the opportunities for not only travel, but economic development and housing. She discussed the code development process, community engagement activities, and highlighted transportation components, including Off-Street Parking Requirements, Parking Design and Dimensional Standards, Driveway and Access Management, Bicycle Parking and Electric Vehicle Infrastructure, and Use and Design (Requirements, Gas Station Design, Parking Garage, Site Plan Review.)

Yixuan Lin commented on the value of the zoning code connection to transportation and land use concepts.

Tom Frys asked about how the code addresses the challenge of balancing development and community interests. Jill Wiedrick replied that having clear expectations at the beginning of the development review process is key.

Joel Kleinberg moved to recommend the approval of Proposed Council Resolutions 26-14 through 26-18; Emily Royce seconded the motion. The motion passed unopposed.

b) Transportation Improvement Program

1. No Action Items.

c) Long Range Transportation Plan

1. Action concerning approving the Draft Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050 for Public Review

June McIlquham provided a summary of the Draft Long Range Transportation Plan 2050 citing major changes since the last Plan adopted in 2021, the financial plan and performance measures.

The Public Review period will run from April 13 to May 12. The final draft will be presented at the next Planning Committee meeting on May 14 for recommended board action. The board is anticipated to approve the plan at the board's June 11 meeting.

Emily Royce moved to recommend the approval of the *Draft Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050 for Public Review*; David Riley seconded the motion. The motion passed unopposed.

d) Related Activities

1. Action concerning approving the Draft Transportation Conformity Determination for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050 and 2026-2030 Transportation Improvement Program for Public Review

June McIlquham summarized the purpose and intent of the Conformity Statement.

Tom Frys moved to approve the *Draft Transportation Conformity Determination for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050 and 2026-2030 Transportation Improvement Program for Public Review*; Emily Royce seconded the motion. The motion passed unopposed.

6. Reports

a) Status of UPWP Projects

Staff proposed streamlining how UPWP project updates are reported moving forward. Rather than reviewing each project individually during meetings, project sponsors would be asked to submit written updates in advance. This would allow meeting time to focus on projects with notable updates or those that prompt questions from committee members. The suggestion was greeted with support.

Overall, project statuses remain routine, with many efforts focused on developing contracts, advancing work already underway, or preparing projects that have not yet started.

New UPWP projects were mentioned briefly and will be brought forward to the committee with scopes of work at future meetings. These projects include the and the

Genesee, Orleans, and Wyoming Multi-county Guided Assessment, the Irondequoit Bay Bridge Scoping Report, and the Manchester Active Transportation Plan.

Staff opened the floor for sponsor agencies to share any pertinent updates and none were offered.

Staff confirmed that in the future, Planning Committee members will continue to have the opportunity to raise specific questions about projects or discuss their projects on an as-needed basis.

b) Status of SS4A Program

Al Bartolotta provided a status update on the SS4A program. The Steering Committees for the City of Rochester and Monroe County convened on March 2 and March 9. The data collection and analysis phase is nearing completion. GTC staff is working with each consultant team to develop project websites and planning for outreach activities in each county.

Al also provided an update on Reconnect Rochester's Complete Streets Makeover program. The intersection of Genesee Park Boulevard and Pioneer Street in Rochester's 19th Ward was selected as the winner of the 2026 Complete Streets Makeover program. A community workshop was held to gather input on potential safety and efficiency improvements at this intersection.

c) TIP Staff Modifications

Joe Bovenzi reported that since the last Planning Committee meeting, the TIP Development Committee has concurred with four staff modification requests. A report was included in the meeting package.

d) Federal Legislative and Funding Update

Federal Budget

Joe Bovenzi reported that the President's FY 2027 Budget Proposal was released on April 3. The budget proposal is available at:

<https://www.whitehouse.gov/omb/information-resources/budget/>

Topics related to the Department of Transportation include rebuilding and modernizing core transportation infrastructure (highways, tunnels, bridges, airports), emphasis on aligning transportation projects with economic development initiatives and freight improvements, and investments in aviation and maritime sectors.

Surface Transportation Reauthorization

The Infrastructure Investment and Jobs Act (IIJA) will expire on September 30, 2026. Committees in the House and Senate are working on draft text which is expected to be released in early Summer. If the new bill is not enacted by September 30, one or more continuing resolutions are expected to fund federal transportation programs until the new bill takes effect.

USDOT Discretionary Programs

Joe Bovenzi reported that the FY 2026 Notice of Funding Opportunity (NOFO) for Safe Streets and Roads for All (SS4A) was released and is available at:

<https://www.transportation.gov/grants/ss4a/fy26-nofo>. There are two grant types: Planning and Demonstration Grants (\$305,678,320 available) and Implementation Grants (\$687,809,874 available). The application deadline is May 26, 2026.

Joel Kleinberg noted that if any member agencies are applying, please coordinate with NYSDOT Region 4 Planning Office.

e) Other GTC Matters

Joe Bovenzi reported that GTC will present its draft Public Participation Plan at the May Planning Committee meeting. Staff will seek approval to release the draft Participation Plan for a 45-day public review period. The final Participation Plan will be presented at the August Planning Committee meeting and is anticipated to go to the GTC Board for approval at the August meeting.

Joe Bovenzi reported that GTC staff are working on an update to the Coordinated Public Transit Human Services Transportation Plan. This plan is updated on a five-year cycle, and having an updated plan is important because it is a prerequisite for the use of Section 5310 funding. The draft Coordinated Plan will go through the review and approval process at the August Planning Committee and Board meetings.

f) Member Agency and Partner Updates

Nothing to report.

7. New Business

Nothing to report.

8. Public Forum

No one from the public spoke during the Public Forum.

9. Next Meeting

Kevin Rooney announced that the next Planning Committee meeting is scheduled for May 14, 2026. All materials for items to be considered at this meeting should be submitted to GTC staff no later than Friday, May 1, 2026.

10. Adjournment

The meeting was adjourned at 10:48 a.m.

[Link to video recording: https://publicinput.com/SA4686](https://publicinput.com/SA4686)

MEMORANDUM

TO: GTC Planning Committee Members & Alternates
FROM: Joseph M. Bovenzi, AICP, Executive Director *JMB*
DATE: May 7, 2026
SUBJECT: UPWP Project Scope of Work

The Planning Committee must approve a Scope of Work for each new project in the Unified Planning Work Program (UPWP).

The following UPWP project Scopes of Work are provided for your review and consideration:

- 1. Task 6218 – Genesee, Orleans, Wyoming Multi-County Guiderail Assessment**
(Project Sponsors: Genesee, Orleans, and Wyoming Counties)
- 2. Task 8784 – Manchester Active Transportation Plan**
(Project Sponsor: Ontario County)

Following Planning Committee approval of the Scopes of Work referenced above, these projects can begin.

Recommended Action:

Consider the UPWP Project Scopes of Work referenced above for approval.

Genesee, Orleans, and Wyoming Multi-County Guiderail Assessment

Scope of Work

A. Objective

The objective of the Genesee, Orleans, and Wyoming Multi-County Guiderail Assessment is to improve roadway safety by systematically evaluating existing guiderail systems and identifying locations where installation, repair, upgrade, or removal of obsolete guiderail is warranted. The project will develop a comprehensive, data-driven inventory and prioritization of guiderail needs across Genesee County, Orleans County, and Wyoming County. Using current safety standards and best practices, the study will identify cost-effective improvements that reduce the severity of roadway departure crashes and enhance roadside safety, including eliminating guiderail that no longer meets a justified safety purpose. The resulting recommendations and supporting GIS data will position local agencies to advance projects and pursue implementation funding, including through programs such as the Highway Safety Improvement Program (HSIP).

B. Background

Roadway departure crashes remain a significant contributor to serious injuries and fatalities on rural and local road systems throughout the region served by the Genesee Transportation Council. Many county roadways in Genesee County, Orleans County, and Wyoming County include roadside hazards such as steep slopes, drainage features, fixed objects, and waterways, where guiderail systems play a critical role in mitigating crash severity. However, existing guiderail installations vary in age, condition, and compliance with current design standards, and in some cases remain in place where they are no longer warranted or may introduce unintended safety risks.

County Highway Departments/DPWs often face resource constraints that limit their ability to comprehensively assess and prioritize guiderail needs. As a result, improvements are frequently implemented on a reactive basis rather than through a coordinated, systemwide approach. This multi-county assessment builds on regional safety planning efforts by providing a proactive evaluation of guiderail conditions, including identification of deficient, substandard, or obsolete installations suitable for removal. By integrating available data, field observations, and GIS-based analysis, the project will establish a consistent framework for identifying deficiencies, prioritizing improvements, and supporting strategic investment in roadside safety infrastructure across jurisdictional boundaries.

C. Tasks

1. Inventory existing guiderail systems across Genesee, Orleans and Wyoming County, including location, condition and key characteristics.
2. Compile and review available data sources (roadway characteristics, crash history, traffic volumes and roadside features).
3. Assess guiderail needs based on applicable standards and safety criteria (clear zone requirements, roadside hazards, etc.).
4. Identify and prioritize locations for new guiderail installation, repairs, upgrades or removal of obsolete rail.
5. Develop planning-level recommendations and typical layouts for guiderail improvements.

6. Prepare order-of-magnitude cost estimates for prioritized improvements
7. Develop and maintain GIS shapefiles documenting guiderail inventory, deficiencies and recommend improvement locations.
8. Coordinate with County Highway Departments/DPWs and stakeholders to verify data and refine recommendations.
9. Document findings to support future funding opportunities including Highway Safety Improvement Program (HSIP).

D. Products

1. GIS shapefile(s) of guiderail inventory, condition assessments and recommend improvement locations (ESRI-compatible).
2. Technical memorandum summarizing methodology, data analysis and prioritization process.
3. Maps and figures illustrating guiderail locations, deficiencies, and proposed improvements.
4. Planning-level cost estimates for new guiderail installation, repairs, upgrades or removal of obsolete rail.
5. Prioritized project list to support implementation and funding applications.
6. Final report documenting study findings, recommendations and next steps.
7. Presentation materials for stakeholder and committee review.

E. Public Participation Plan

Per the GTC Public Participation Policy, this project is classified as a Technical/Data Collection Project. Accordingly, no public input activities are required or will be undertaken.

F. Schedule

1. Start Date: August 2026
2. End Date: July 2027

G. Project Budget

Sources of Funds		Uses of Funds	
	FY 2026-27		FY 2026-27
<u>Federal Funds</u>		<u>GTC</u>	
FHWA	\$300,000	Staff	\$0
FTA	0	Contractual	0
Subtotal	\$0	Subtotal	\$0
<u>Matching Funds</u>		<u>Other Agency</u>	
State (In-kind)	\$0	Staff	\$0
Local (In-kind)	\$3,000	Contractual	\$330,000
Local (Cash)	\$30,000	In-kind Exp.	\$3,000
Subtotal	\$33,000	Subtotal	\$0
<u>Total</u>	<u>\$333,000</u>	<u>Total</u>	<u>\$333,000</u>

Manchester Active Transportation Plan

Scope of Work

A. Objective

The Manchester Active Transportation Plan (ATP) will establish a coordinated, data-informed, and community-driven strategy to improve walking, bicycling, and other forms of non-motorized transportation across the Town of Manchester, the Villages of Manchester, Shortsville, and Clifton Springs, and the Hamlet of Port Gibson.

The plan will utilize data-driven analysis and community engagement to:

- Audit infrastructure gaps, policy barriers, and opportunities
- Prioritize health, safety, quality-of-life, connectivity, and job access
- Deliver a suite of recommendations, concept designs, and funding strategies

These tasks will be in line with and help advance local, state, and Genesee Transportation Council (GTC) transportation planning goals.

B. Background

The Manchester ATP study area encompasses compact, walkable village centers surrounded by rural and suburban development within a 37-square-mile geography served by NYS Routes 21, 31, and 96, the NYS Thruway (I-90), and active freight rail lines. These high-speed corridors enable regional commerce but present barriers to safe walking and biking between neighborhoods, schools, parks, jobs, and regional trails. Populations of concern include older adults, youth, households without vehicles, and residents with disabilities, underscoring the need for Americans with Disabilities Act (ADA)-compliant, context-sensitive improvements. The area is identified as “disadvantaged” and “distressed” in federal and state metrics, strengthening the case for targeted investments.

Regional active transportation demand in Manchester is growing due to proximity to the Erie Canalway Trail and Ontario Pathways Trail, though last-mile connections remain weak—particularly in Port Gibson. Crash data and walkability assessments point to fragmented sidewalks, limited marked crossings, narrow shoulders, and perceived safety issues along key corridors. Advancing the ATP now positions local partners to compete for funding, integrate active transportation into municipal plans and policies, and improve health, quality-of-life, safety, connectivity, and economic development opportunities in line with GTC’s Long Range Transportation Plan (LRTP) 2050.

C. Tasks

Project Tasks are listed in chronological order:

Task 1: Prepare Request for Proposals (RFP) – Ontario County Planning and GTC will coordinate to submit a draft Request for Proposals.

Task 2: Establish Project Steering Committee – Ontario County Planning will assemble a steering committee in cooperation with GTC. The Steering Committee will include, but is not limited to, elected representatives from the Town of Manchester, the Villages of Manchester, Shortsville, and Clifton Springs, New York State Department of

Transportation – Region 4, Regional Transit Service (RTS) – Ontario, Ontario County Department of Planning, Ontario County Department of Public Works, and the GTC.

- Task 3: Consultant Selection – Selected members of the Project Steering Committee will review all RFP submissions and choose the best consultant or team of consultants based on RFP submission materials, and hold interviews if deemed necessary.
- Task 4: Project Initiation Meeting – Ontario County Planning will coordinate and provide the meeting location. The meeting will begin the process of data gathering, coordination and distribution of responsibilities between the project and local officials.
- Task 5: Develop Inventory – The Consultant will prepare a draft technical memorandum documenting current pedestrian and bicycle infrastructure, ADA compliance, transit connections, first- and last-mile links, gaps and barriers, traffic speeds, and relevant land-use contexts for Steering Committee review and comment. County Planning will provide available GIS layers and prior study materials to support the inventory.
- Task 6: Conduct Interviews and Targeted Outreach – In coordination with County Planning, the Consultant will interview and engage stakeholders and conduct outreach to traditionally underrepresented populations to gain an understanding of opportunities and challenges associated with the transportation network.
- Task 7: Complete Needs Assessment – The Consultant will prepare a draft technical memorandum that analyzes crash data, vehicle travel speeds, walking, bicycling, and transit service conditions, ADA gaps, and access to key destinations. The Steering Committee will review and provide feedback on the draft.
- Task 8: First Public Meeting – The Consultant and Steering Committee will explain the project to the public, identifying related issues to be addressed.
- Task 9: Develop Draft Recommendations – The Consultant will prepare a set of recommendations and concepts for Steering Committee review and comment. Considerations may include sidewalk infill, enhanced crossings, traffic calming, protected or separated bike facilities, multi-use trail connections, wayfinding, ADA upgrades, transit stop access improvements, and employment access and goods movement enhancements. Policy and program considerations may address Complete Streets, Safe Routes to School, maintenance and snow removal, zoning and site design, and intermunicipal coordination.
- Task 10: Second Public Meeting – The Consultant will present recommendations and garner feedback from public and stakeholders.
- Task 11: Develop Final Recommendations – The Consultant will refine and prioritize recommendations; prepare location-specific concepts; and produce guidance for implementation.
- Task 12: Prepare Draft Report – The Consultant will assemble a Draft ATP for Steering Committee review.
- Task 13: Prepare Final Report – The Consultant will incorporate changes to the draft report at the direction of the Steering Committee.
- Task 14: Financial Closeout.
- Task 15: Environmental Review and Adoption – Following the project closeout, the Town and participating Villages will complete any required environmental reviews and adopt the ATP.

D. Products

The project deliverables will include electronic versions and five (5) hardcopies of technical memos, an executive summary, a draft report, and a final report. PowerPoint presentations and other materials (agendas, handouts, etc.) developed for steering committee and public outreach meetings will also be provided.

E. Public Participation Plan

Public participation will be an integral part of creating a robust plan. To accomplish this, the consultant(s) — with input from the Project Steering Committee — will produce a public participation plan that will engage people of different abilities, ages, cultures, and viewpoints, ensuring the plan reflects the needs and wants of the community.

Community involvement will include multiple public meetings, stakeholder interviews, surveys, and social media outreach, emphasizing engagement of older adults, youth, people with disabilities, low-income residents, and zero-vehicle households.

F. Schedule

The project will begin in July 2026 and end in July 2027.

Task	Anticipated Completion
Scope of Work	April 2026
Release RFP	May/June
Establish Project Advisory Committee (PAC)	June
Select Consultant(s), Signed Contract	July
Project Kickoff Meeting + Public Outreach	July
Existing Conditions and Data Analysis Finalized	September
Finalizing Plans, Strategies, and Recommendations	April 2027
Draft Final Report to Town/Village Boards and Public	May/June
Plan Adopted by Town/Village – Study Complete	July

G. Project Budget

Sources of Funds		Uses of Funds	
	<u>FY 2026-27</u>		<u>FY 2026-27</u>
<u>Federal Funds</u>		<u>GTC</u>	
FHWA	\$112,500	Staff	\$0
FTA	0	Contractual	0
Subtotal	<u>\$112,500</u>	Subtotal	<u>\$0</u>
<u>Matching Funds</u>		<u>Other Agency</u>	
State (In-kind)	\$0	Staff	\$0
Local (In-kind)	0	Contractual	112,500
Local (Cash)	12,500	In-kind Exp.	12,500
Subtotal	<u>\$12,500</u>	Subtotal	<u>\$125,000</u>
<u>Total</u>	<u>\$125,000</u>	<u>Total</u>	<u>\$125,000</u>

MEMORANDUM

TO: GTC Planning Committee Members & Alternates
FROM: Joseph M. Bovenzi, AICP, Executive Director *JMB*
DATE: May 7, 2026
SUBJECT: Amending the *FY 2026-2027 UPWP* to reflect the contribution of actual FY 2025-2026 rollover amounts / Proposed Council Resolution 26-19

The adopted *FY 2026-2027 Unified Planning Work Program* (UPWP) includes estimated rollover amounts for several projects that were not expected to be completed by March 31, 2026 (i.e., the end of FY 2025-2026). These estimated rollover amounts were based on actual expenses through the second quarter of FY 2025-2026 (i.e., September 30, 2025). Now that the accounting for FY 2025-2026 has been closed out, the budgets for these projects for FY 2026-2027 can be adjusted to reflect actual rollover amounts.

You will notice an 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. GTC staff continued to experience vacancies and turnover that reduced these expenses. Of the \$695,679 identified in Column B, the staff savings account for \$672,256 with the remaining \$23,423 coming from savings on completed projects.

Individual projects for which adjustments between estimated and actual rollover amounts are required are presented in Exhibit 1 of the attached Proposed Council Resolution.

The following items are provided for your consideration:

- 1. Proposed Council Resolution 26-19** (Amending the *FY 2026-2027 UPWP* to reflect the contribution of FY 2025-2026 rollover amounts)
- 2. Exhibit 1** (Proposed revisions to the *FY 2026-2027 UPWP* budget)

Recommended Action:

Recommend action by GTC Board on Proposed Council Resolution 26-19, amending the FY 2026-2027 UPWP to reflect the contribution of actual FY 2025-2026 rollover amounts.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-19 Amending *FY 2026-2027 Unified Planning Work Program* to reflect the contribution of actual *FY 2025-2026* rollover amounts

WHEREAS,

1. The Genesee Transportation Council (GTC) *FY 2026-2027 Unified Planning Work Program (UPWP)* was programmed with estimated rollover amounts for several projects from the *FY 2025-2026 UPWP*;
2. GTC staff has completed its accounting of *FY 2025-2026 UPWP* and determined the actual rollover amounts for all projects from *FY 2025-2026 UPWP*; and
3. GTC wishes to amend *FY 2026-2027 UPWP* to reflect these actual rollover amounts for select projects and reprogram funds between tasks as detailed in Exhibit 1.

NOW, THEREFORE, BE IT RESOLVED

1. That the *FY 2026-2027 Unified Planning Work Program* and its Work Program Financial Detail and the budget portion of the affected Project Descriptions be hereby amended to reflect the actual rollover amounts and the reprogramming of funds between tasks as detailed in Exhibit 1; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Chairman of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 11, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

**Proposed Revisions to FY 2026-2027 UPWP Budget
Adjusting the Estimated Budgets to Reflect Actual Rollovers as of March 31, 2026
(Federal Funds Only)**

Exhibit 1

<u>Agency</u>	<u>Task No.</u>	<u>Project</u>	<u>Column A</u>	+	<u>Column B</u>	=	<u>Column C</u>
			<i>Estimated FY 2026-2027 UPWP Budget</i>		<i>Actual Adjustment to FY 2026-2027 UPWP Budget</i>		<i>Revised FY 2026-2027 UPWP Budget Amount Pending Action</i>
G/FLRPC	4220	Regional Land Use Monitoring	37,647		-9,853		27,794
	4221	Regional Land Use Monitoring Report (LUMR) Data Dashboard	21,490		-9,679		11,811
	5201	Transportation Listening Sessions	35,822		-16,265		19,557
	5232	Genesee-Finger Lakes Region Population Forecast	24,802		-3,552		21,250
	8141	Just Transition Workforce Development Plan	23,355		-6,110		17,245
		Net Total Adjustment - G/FLRPC	<u>143,116</u>		<u>-45,459</u>		<u>97,657</u>
Monroe County	4210	Monroe County Land Use Monitoring	26,105		-11,105		15,000
	6230	Monroe County High Accident Location Program	77,896		-10,618		67,278
	8756	Monroe County Active Transportation Implementation Plan	225,000		-25,499		199,501
		Net Total Adjustment - Monroe County	<u>329,001</u>		<u>-47,222</u>		<u>281,779</u>
City of Rochester	5531	ADA ROW Transition Plan	16,575		-16,575		0
	6535	Genesee Riverway Trail Completion Study	36,052		-36,052		0
	7707	Inner Loop North Mobility and Development Strategy	39,901		-39,901		0
	8757	City of Rochester Alleyway Reactivation and Conversion Program	90,000		-61,542		28,458
		Net Total Adjustment - City of Rochester	<u>182,528</u>		<u>-154,070</u>		<u>28,458</u>
RGRTA	8538	Service Performance Monitoring and Refinement	345,086		-173,053		172,033
		Net Total Adjustment - RGRTA	<u>345,086</u>		<u>-173,053</u>		<u>172,033</u>
NYSDOT	7579	Mount Read Boulevard Corridor Study	110,000		-53,665		56,335
		Net Total Adjustment - NYSDOT	<u>110,000</u>		<u>-53,665</u>		<u>56,335</u>
Ontario County	7431	Ontario County Access Management, Complete Streets and Resiliency Project	130,000		-29,585		100,415
		Net Total Adjustment - Ontario County	<u>130,000</u>		<u>-29,585</u>		<u>100,415</u>
Wyoming County	6234	Wyoming County High Accident Locations Program	4,242		-4,242		0
		Net Total Adjustment - Wyoming County	<u>4,242</u>		<u>-4,242</u>		<u>0</u>
Town of Rush	8753	Town of Rush Pedestrian/Bicycle Safety and Connectivity Plan	3,349		-3,349		0
		Net Total Adjustment - Town of Rush	<u>3,349</u>		<u>-3,349</u>		<u>0</u>
Village of Fairport	7801	Village of Fairport Zoning Code Update	18,826		-18,826		0
		Net Total Adjustment - Village of Fairport	<u>18,826</u>		<u>-18,826</u>		<u>0</u>
		Net Total Adjustment - Other Member Agencies	<u>1,266,148</u>		<u>-529,471</u>		<u>736,677</u>
GTC	1600	Program Reserve	125,294		695,679		820,973
	2100	Community Relations	166,345		-90		166,255
	5210	Performance Measurement	35,271		-33,250		2,021
	5400	Regional Travel Demand Modeling	114,130		-2,964		111,166
	5421	Household Travel Data Collection	184,000		-86,958		97,042
	5500	Bicycle and Pedestrian Transportation Program	113,991		-518		113,473
	5752	Genesee-Finger Lakes Regional Resiliency Plan	126,212		-53,141		73,071
	9310	NYSAMPO Shared Cost Initiative	169,898		-104,604		65,294
		Net Total Adjustment - GTC	<u>1,035,141</u>		<u>414,154</u>		<u>1,449,295</u>
		Net Total Adjustment - FY 2026-2027 UPWP	<u>2,301,289</u>		<u>-115,317</u>		<u>2,185,972</u>

MEMORANDUM

TO: GTC Planning Committee Members & Alternates
FROM: Joseph M. Bovenzi, AICP, Executive Director *JMB*
DATE: May 7, 2026
SUBJECT: *FFYs 2026-2030 Transportation Improvement Program* Administrative Modification Requests to be considered / Proposed Planning Committee Resolutions 26-10 through 26-15

NYS DOT, Ontario County, and RGRTA have requested changes to the *FFYs 2026-2030 TIP*. The TIP Development Committee (TDC) reviewed the proposed changes on April 23, 2026, and recommends favorable action for Proposed Planning Committee Resolutions 26-10 through 26-15.

The modification requests and supporting documents have been grouped and are provided for your consideration in the following attachments:

1. **Attachment A** – Administrative Modifications (#1 - 6)
2. Proposed Planning Committee Resolutions 26-10 through 26-15

Recommended Action:

Approve Planning Committee Resolutions 26-10 through 26-15, modifying the *FFYs 2026-2030 TIP*.

Attachment A – Administrative Modification

1. Proposed Planning Committee Resolution 26-10 (Advancing the Preliminary Design Phase of the Route 64 at County Road 53 (Boughton Hill Rd) Intersection Safety Enhancements project)
PIN 406415 – NYS DOT

- *Advance* the FFY 2028 Preliminary Design Phase of \$218,000 (\$196,200 Federal) to FFY 2027.

The source of existing Federal Aid is the Highway Safety Improvement Program (HSIP) – Planning Target. Matching funds are provided by NYS DOT.

NYS DOT is requesting this change to advance Preliminary Design Phase from FFY 2028 to FFY 2027 to allow the Construction Phase to be maintained in FFY 2030. The requested change would impact HSIP Planning Target balances.

2. Proposed Planning Committee Resolution 26-11 (Increasing the Total Cost of the Rt 15 (W Henrietta Rd) from 253 to Rt 252 Preventive Maintenance project)
(PIN 401553) – NYS DOT

- *Increase* the Total Cost from \$6,880,800 (\$4,521,400 Federal) to \$7,441,907 (\$4,868,267 Federal);
- *Increase* the FFY 2026 Construction Phase from \$5,200,000 (\$3,608,000 Federal) to \$5,761,107 (\$3,954,867 Federal).

The sources of existing Federal Aid are the Surface Transportation Block Grant Program (STBG) Flex, managed by NYS DOT Main Office.

NYS DOT is requesting this change to increase the Construction Phase to match the low bid. The cost increase is largely due to concrete cost inflation. The additional funding is requested from Flex Planning Target balances.

3. Proposed Planning Committee Resolution 26-12 (Increasing the Total Cost of the CR 32 at Hickox Rd Intersection Improvements project)
PIN 40N011 – Ontario County

- *Increase* the Total Cost from \$5,125,645 (\$4,202,300 Federal) to \$5,136,989 (\$4,623,300 Federal);
- *Increase* the FFY 2026 Construction Phase of \$3,958,245 (\$3,151,630 Federal) to \$3,969,589 (\$3,572,630 Federal).

The source of existing Federal Aid is the Highway Safety Improvement Program (HSIP) – Planning Target. Matching funds are provided by Ontario County.

On behalf of Ontario County, NYS DOT is requesting this change to add HSIP – Main Office funds to the project and eliminate the non-participating share for the Construction Phase. There are no impacts to Planning Targets or other projects.

4. Proposed Planning Committee Resolution 26-13 (Reinstating and Decreasing the Total Cost of the RGRTA Hydrogen Fuel Cell Electric Buses and Associated Facility Upgrades project)

PIN 482362 – RGRTA

- *Reinstate* the project from the FFY 2023-2027 TIP to the FFY 2026-2030 TIP;
- *Change* the project title from "RGRTA Hydrogen Fuel Cell Electric Buses and Associated Facility Upgrades" to "RGRTA Hydrogen Fuel Cell Electric Buses (2026)";
- *Change* the project description from "RGRTA will purchase three hydrogen fuel cell electric buses and upgrade existing facilities to meet code requirements to store, maintain, and fuel hydrogen fuel cell electric buses" to "RGRTA will purchase three hydrogen fuel cell electric buses";
- *Decrease* the Total Cost from \$22,641,490 (\$18,113,192 Federal) to \$3,360,244 (\$0 Federal);
- *Decrease* the Other Phase from \$22,641,490 (\$18,113,192 Federal) to \$3,360,244 (\$0 Federal).

The source of Federal Aid is the Section 5339(b) Program. Matching funds are provided by RGRTA.

RGRTA is requesting this change because the Federal Transit Administration did not obligate the Authority's grant through the Buses and Bus Facilities Competitive Program prior to the end of Federal Fiscal Year 2025. The award funding will be applied to rehabilitation and upgrades for the Operations Building through a new project, the "RGRTA Facilities Upgrades" project (see below). The replacement of three (3) diesel buses with fuel cell electric buses will now be funded with New York State's Zero-Emission Transit Transition Program (ZETT). That program is also funding specific hydrogen fuel cell infrastructure as part of the RGRTA Facility Upgrades project.

5. Proposed Planning Committee Resolution 26-14 (Adding the RGRTA Facility Upgrades project)

PIN 482378 – RGRTA

- *Add* a New Project with a Total Cost of \$38,725,690 (\$18,113,192 Federal);
- *Add* a FFY 2026 Other Phase of \$38,725,690 (\$18,113,192 Federal).

The source of existing Federal Aid is Federal Transit Administration Section 5339(b). Matching funds are provided by RGRTA.

RGRTA is requesting this change because the Federal Transit Administration did not obligate the Authority's grant through the Buses and Bus Facilities Competitive Program prior to the end of Federal Fiscal Year 2025. The award funding will be applied to this project, and the purchase of hydrogen fuel cell buses will be advanced under a separate project.

6. Proposed Planning Committee Resolution 26-15 (Increasing the Total Cost of the Replace 40-ft Buses (FFY 28) project)
PIN 482367 – RGRTA

- *Increase* the Total Cost from \$18,968,388 (\$15,174,710 Federal) to \$22,355,608 (\$14,949,878 Federal);
- *Change* the Federal Fund sources to include the Congestion Mitigation and Air Quality Improvement Program (CMAQ).

The source of existing Federal Aid is Federal Transit Administration Section 5307 and 5339(b). Matching funds are provided by RGRTA.

RGRTA is requesting this change to reflect the updated Ten-Year Capital Improvement Plan in the RGRTA *2026-2027 Comprehensive Strategic Plan & Financial Plan*.

GENESEE TRANSPORTATION COUNCIL

PLANNING COMMITTEE RESOLUTION

Resolution 26-10 Advancing the Preliminary Design Phase of the Route 64 at County Road 53 (Boughton Hill Rd) Intersection Safety Enhancements project (PIN 406415)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. NYSDOT proposes the following change to the *2026-2030 TIP* :
 - a. Route 64 at County Road 53 (Boughton Hill Rd) Intersection Safety Enhancements (PIN 406415)
Advance the FFY 2028 Preliminary Design Phase of \$218,000 (\$196,200 Federal) to FFY 2027.
3. The source of Federal funds is the Highway Safety Improvement Program (HSIP) – Planning Target;
4. The proposed change is described on the attached Project Detail Sheet;
5. The timing of this project is such that a modification of the *2026-2030 TIP* is now called for;
6. The GTC *TIP Procedures Manual* authorizes the Planning Committee to make TIP modifications of this nature;
7. The actions authorized under GTC Resolution No. 78-4 are consistent with an “Administrative Modification” as defined in 23 CFR 450.104; and
8. The Planning Committee is satisfied that this modification to the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council modifies the *2026-2030 TIP* by advancing the Route 64 at County Road 53 (Boughton Hill Rd) Intersection Safety Enhancements (PIN 406415) and will update the existing TIP table accordingly, and;
2. That this resolution takes effect ten days after notification to the GTC Chairperson or upon notification that the GTC Chairperson does not plan to present this resolution to the GTC Policy Committee, whichever occurs first.

CERTIFICATION

The undersigned duly qualified Chairman of the Genesee Transportation Council Planning Committee certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council Planning Committee held on May 14, 2026.

Date _____

KEVIN ROONEY, Chairman
Genesee Transportation Council
Planning Committee

406415 - Route 64 at County Road 53 (Boughton Hill Road) Intersection Safety Enhancements

Construct intersection improvements to reduce crashes at Route 64 and County Road 53 (Boughton Hill Road) in the Town of Mendon, Monroe County.

Lead Agency:	NYS DOT
Work Type:	SAFETY
County:	MONROE
MPO:	GTC
Air Quality Status:	A6 Highway Safety Improvement Program implementation

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Scoping	HSIP - Statewide	\$0	\$85,500	\$0	\$0	\$0	\$0	\$0	\$85,500
Scoping	State - Match	\$0	\$9,500	\$0	\$0	\$0	\$0	\$0	\$9,500
Total Scoping		\$0	\$95,000	\$0	\$0	\$0	\$0	\$0	\$95,000
Preliminary Design	HSIP - Planning Target	\$0	\$0	\$196,200	\$0	\$0	\$0	\$0	\$196,200
Preliminary Design	State - Match	\$0	\$0	\$21,800	\$0	\$0	\$0	\$0	\$21,800
Total Preliminary Design		\$0	\$0	\$218,000	\$0	\$0	\$0	\$0	\$218,000
Detailed Design	HSIP - Planning Target	\$0	\$0	\$0	\$0	\$119,880	\$0	\$0	\$119,880
Detailed Design	State - Match	\$0	\$0	\$0	\$0	\$13,320	\$0	\$0	\$13,320
Total Detailed Design		\$0	\$0	\$0	\$0	\$133,200	\$0	\$0	\$133,200
Right of Way Incidentals	HSIP - Planning Target	\$0	\$0	\$0	\$49,050	\$0	\$0	\$0	\$49,050
Right of Way Incidentals	State - Match	\$0	\$0	\$0	\$5,450	\$0	\$0	\$0	\$5,450
Total Right of Way Incidentals		\$0	\$0	\$0	\$54,500	\$0	\$0	\$0	\$54,500
Right of Way Acquisitions	HSIP - Planning Target	\$0	\$0	\$0	\$0	\$49,950	\$0	\$0	\$49,950
Right of Way Acquisitions	State - Match	\$0	\$0	\$0	\$0	\$5,550	\$0	\$0	\$5,550
Total Right of Way Acquisitions		\$0	\$0	\$0	\$0	\$55,500	\$0	\$0	\$55,500
Construction Inspection	HSIP - Planning Target	\$0	\$0	\$0	\$0	\$0	\$406,800	\$0	\$406,800
Construction Inspection	State - Match	\$0	\$0	\$0	\$0	\$0	\$45,200	\$0	\$45,200
Total Construction Inspection		\$0	\$0	\$0	\$0	\$0	\$452,000	\$0	\$452,000
Construction	HSIP - Planning Target	\$0	\$0	\$0	\$0	\$0	\$4,068,000	\$0	\$4,068,000
Construction	State - Match	\$0	\$0	\$0	\$0	\$0	\$452,000	\$0	\$452,000
Total Construction		\$0	\$0	\$0	\$0	\$0	\$4,520,000	\$0	\$4,520,000
Total Programmed		\$0	\$95,000	\$218,000	\$54,500	\$188,700	\$4,972,000	\$0	\$5,528,200

Current Change Reason:	Schedule / Funding / Scope
Project Changes:	Plan Revision Name changed from "LRTP Investment Category" to "FFY 2026 -- Q3"

GENESEE TRANSPORTATION COUNCIL

PLANNING COMMITTEE RESOLUTION

Resolution 26-11 Increasing the Total Cost of the Rt 15 (W Henrietta Rd) from Rt 253 to Rt 252 Preventive Maintenance project (PIN 401553)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. NYS DOT proposes the following change to the *2026-2030 TIP* :
 - a. Rt 15 (W Henrietta Rd) from Rt 253 to Rt 252 Preventive Maintenance (PIN 401553)
Increase the Total Cost from \$6,880,800 (\$4,521,400 Federal) to \$7,441,907 (\$4,868,267 Federal);
Increase the FFY 2026 Construction Phase from \$5,200,000 (\$3,608,000 Federal) to \$5,761,107 (\$3,954,867 Federal);
3. The source of Federal funds is the Surface Transportation Block Grant (STBG) Flex Program;
4. The proposed change is described on the attached Project Detail Sheet;
5. The timing of this project is such that a modification of the *2026-2030 TIP* is now called for;
6. The *GTC TIP Procedures Manual* authorizes the Planning Committee to make TIP modifications of this nature;
7. The actions authorized under GTC Resolution No. 78-4 are consistent with an "Administrative Modification" as defined in 23 CFR 450.104; and
8. The Planning Committee is satisfied that this modification to the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council modifies the *2026-2030 TIP* by increasing the Total Cost of the Rt 15 (W Henrietta Rd) from Rt 253 to Rt 252 Preventive Maintenance project (PIN 401553) and will update the existing TIP table accordingly, and;
2. That this resolution takes effect ten days after notification to the GTC Chairperson or upon notification that the GTC Chairperson does not plan to present this resolution to the GTC Policy Committee, whichever occurs first.

CERTIFICATION

The undersigned duly qualified Chairman of the Genesee Transportation Council Planning Committee certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council Planning Committee held on May 14, 2026.

Date _____

KEVIN ROONEY, Chairman
Genesee Transportation Council
Planning Committee

401553 - Rt 15 (W Henrietta Rd) from Rt 253 to Rt 252 Preventive Maintenance

Conduct preventive maintenance of Route 15 (W Henrietta Rd) from Rt 253 to Rt 252 in the Town of Henrietta, Monroe County

Lead Agency:	NYSDOT								
Work Type:	HIGHWAY PREVENTIVE MAINTENANCE								
County:	MONROE								
MPO:	GTC								
Air Quality Status:	A10 Pavement resurfacing and/or rehabilitation								
Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Scoping	State - Match	\$42,700	\$0	\$0	\$0	\$0	\$0	\$0	\$42,700
Scoping	STBG Flex - Planning Target	\$170,800	\$0	\$0	\$0	\$0	\$0	\$0	\$170,800
Total Scoping		\$213,500	\$0	\$0	\$0	\$0	\$0	\$0	\$213,500
Preliminary Design	State - Match	\$172,500	\$0	\$0	\$0	\$0	\$0	\$0	\$172,500
Preliminary Design	STBG Flex - Planning Target	\$689,800	\$0	\$0	\$0	\$0	\$0	\$0	\$689,800
Total Preliminary Design		\$862,300	\$0	\$0	\$0	\$0	\$0	\$0	\$862,300
Detailed Design	State - Match	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$200
Detailed Design	STBG Flex - Planning Target	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$800
Total Detailed Design		\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
Right of Way Incidentals	State - Match	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
Right of Way Incidentals	STBG Flex - Planning Target	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
Total Right of Way Incidentals		\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
Right of Way Acquisitions	State - Match	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000
Right of Way Acquisitions	STBG Flex - Planning Target	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000
Total Right of Way Acquisitions		\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000
Construction Inspection	State - Non-Participating Share (NPS)	\$0	\$539,000	\$0	\$0	\$0	\$0	\$0	\$539,000
Total Construction Inspection		\$0	\$539,000	\$0	\$0	\$0	\$0	\$0	\$539,000
Construction	State - Match	\$0	\$1,116,240	\$0	\$0	\$0	\$0	\$0	\$1,116,240
Construction	State - Non-Participating Share (NPS)	\$0	\$690,000	\$0	\$0	\$0	\$0	\$0	\$690,000
Construction	STBG Flex - Planning Target	\$0	\$3,954,867	\$0	\$0	\$0	\$0	\$0	\$3,954,867
Total Construction		\$0	\$5,761,107	\$0	\$0	\$0	\$0	\$0	\$5,761,107
Total Prior Costs		\$1,141,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,141,800
Total Programmed		\$1,141,800	\$6,300,107	\$0	\$0	\$0	\$0	\$0	\$7,441,907
Current Change Reason:	Schedule / Funding / Scope								
Project Changes:	Plan Revision Name changed from "LRTP Investment Category" to "FFY 2026 -- Q3"								

GENESEE TRANSPORTATION COUNCIL

PLANNING COMMITTEE RESOLUTION

Resolution 26-12 Increasing the Total Cost of the CR 32 at Hickox Rd Intersection Improvements project (PIN 40N011)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. On behalf of Ontario County, NYSDOT proposes the following change to the *2026-2030 TIP*:
 - a. CR 32 at Hickox Rd Intersection Improvements (PIN 40N011)
 Increase the Total Cost from \$5,125,645 (\$4,202,300 Federal) to \$5,136,989 (\$4,623,300 Federal);
 Increase the FFY 2026 Construction Phase from \$3,958,245 (\$3,151,630 Federal) to \$3,969,589 (\$3,572,630 Federal);
3. The source of Federal funds is the Highway Safety Improvement Program (HSIP);
4. The proposed change is described on the attached Project Detail Sheet;
5. The timing of this project is such that a modification of the *2026-2030 TIP* is now called for;
6. The *GTC TIP Procedures Manual* authorizes the Planning Committee to make TIP modifications of this nature;
7. The actions authorized under GTC Resolution No. 78-4 are consistent with an "Administrative Modification" as defined in 23 CFR 450.104; and
8. The Planning Committee is satisfied that this modification to the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council modifies the *2026-2030 TIP* by increasing the Total Cost of the CR 32 at Hickox Rd Intersection Improvements project (PIN 40N011) and will update the existing TIP table accordingly, and;
2. That this resolution takes effect ten days after notification to the GTC Chairperson or upon notification that the GTC Chairperson does not plan to present this resolution to the GTC Policy Committee, whichever occurs first.

CERTIFICATION

The undersigned duly qualified Chairman of the Genesee Transportation Council Planning Committee certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council Planning Committee held on May 14, 2026.

Date _____

KEVIN ROONEY, Chairman
Genesee Transportation Council
Planning Committee

40N011 - CR 32 at Hickox Rd Intersection Improvements

Construct intersection improvements to reduce crashes at CR 32 (Bristol Road) and Hickox Road in the Town of Canandaigua, Ontario County.

Lead Agency:	ONTARIO COUNTY								
Work Type:	SAFETY								
County:	ONTARIO								
MPO:	GTC								
Air Quality Status:	A6 Highway Safety Improvement Program implementation								
Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Scoping	HSIP - Planning Target	\$23,400	\$0	\$0	\$0	\$0	\$0	\$0	\$23,400
Scoping	Local - Match	\$2,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,600
Total Scoping		\$26,000	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000
Preliminary Design	HSIP - Planning Target	\$254,700	\$0	\$0	\$0	\$0	\$0	\$0	\$254,700
Preliminary Design	Local - Match	\$28,300	\$0	\$0	\$0	\$0	\$0	\$0	\$28,300
Total Preliminary Design		\$283,000	\$0	\$0	\$0	\$0	\$0	\$0	\$283,000
Detailed Design	HSIP - Planning Target	\$181,000	\$0	\$0	\$0	\$0	\$0	\$0	\$181,000
Detailed Design	Local - Match	\$20,100	\$0	\$0	\$0	\$0	\$0	\$0	\$20,100
Total Detailed Design		\$201,100	\$0	\$0	\$0	\$0	\$0	\$0	\$201,100
Right of Way Incidentals	HSIP - Planning Target	\$93,600	\$0	\$0	\$0	\$0	\$0	\$0	\$93,600
Right of Way Incidentals	Local - Match	\$10,400	\$0	\$0	\$0	\$0	\$0	\$0	\$10,400
Total Right of Way Incidentals		\$104,000	\$0	\$0	\$0	\$0	\$0	\$0	\$104,000
Right of Way Acquisitions	HSIP - Planning Target	\$108,270	\$0	\$0	\$0	\$0	\$0	\$0	\$108,270
Right of Way Acquisitions	Local - Match	\$12,030	\$0	\$0	\$0	\$0	\$0	\$0	\$12,030
Total Right of Way Acquisitions		\$120,300	\$0	\$0	\$0	\$0	\$0	\$0	\$120,300
Construction Inspection	HSIP - Planning Target	\$0	\$389,700	\$0	\$0	\$0	\$0	\$0	\$389,700
Construction Inspection	Local - Match	\$0	\$43,300	\$0	\$0	\$0	\$0	\$0	\$43,300
Total Construction Inspection		\$0	\$433,000	\$0	\$0	\$0	\$0	\$0	\$433,000
Construction	HSIP - Planning Target	\$0	\$3,151,630	\$0	\$0	\$0	\$0	\$0	\$3,151,630
Construction	HSIP - Statewide	\$0	\$421,000	\$0	\$0	\$0	\$0	\$0	\$421,000
Construction	Local - Match	\$0	\$396,959	\$0	\$0	\$0	\$0	\$0	\$396,959
Total Construction		\$0	\$3,969,589	\$0	\$0	\$0	\$0	\$0	\$3,969,589
-	Local - Non-Participating Share (NPS)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$734,400	\$0	\$0	\$0	\$0	\$0	\$0	\$734,400
Total Programmed		\$734,400	\$4,402,589	\$0	\$0	\$0	\$0	\$0	\$5,136,989
Current Change Reason:	Schedule / Funding / Scope								
Project Changes:	Plan Revision Name changed from "LRTP Investment Category" to "FFY 2026 -- Q3"								

GENESEE TRANSPORTATION COUNCIL

PLANNING COMMITTEE RESOLUTION

Resolution 26-13 Reinstating and Decreasing the Total Cost of the RGRTA Hydrogen Fuel Cell Electric Buses and Associated Facility Upgrades project (PIN 482362)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. RGRTA proposes the following change to the *2026-2030 TIP* :
 - a. RGRTA Hydrogen Fuel Cell Electric Buses and Associate Facility Upgrades (PIN 482362)
Reinstate the project from the FFY 2023-2027 TIP to the FFY 2026-2030 TIP;
Change the project title from "RGRTA Hydrogen Fuel Cell Electric Buses and Associated Facility Upgrades" to "RGRTA Hydrogen Fuel Cell Electric Buses (2026);
Change the project description from "RGRTA will purchase three hydrogen fuel cell electric buses and upgrade existing facilities to meet code requirements to store, maintain, and fuel hydrogen fuel cell electric buses" to "RGRTA will purchase three hydrogen fuel cell electric buses";
Decrease the Total Cost from \$22,641,490 (\$18,113,192 Federal) to \$3,360,244 (\$0 Federal);
Decrease the Other Phase from \$22,641,490 (\$18,113,192 Federal) to \$3,360,244 (\$0 Federal).
3. The source of Federal funds is the Section 5339(b) Program;
4. The proposed change is described on the attached Project Detail Sheet;
5. The timing of this project is such that a modification of the *2026-2030 TIP* is now called for;
6. The GTC *TIP Procedures Manual* authorizes the Planning Committee to make TIP modifications of this nature;
7. The actions authorized under GTC Resolution No. 78-4 are consistent with an "Administrative Modification" as defined in 23 CFR 450.104; and
8. The Planning Committee is satisfied that this modification to the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council modifies the *2026-2030 TIP* by reinstating and decreasing the Total Cost of the RGRTA Hydrogen Fuel Cell Electric Buses and Associated Facility Upgrades (PIN 482362) and will update the existing TIP table accordingly, and;
2. That this resolution takes effect ten days after notification to the GTC Chairperson or upon notification that the GTC Chairperson does not plan to present this resolution to the GTC Policy Committee, whichever occurs first.

CERTIFICATION

The undersigned duly qualified Chairman of the Genesee Transportation Council Planning Committee certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council Planning Committee held on May 14, 2026.

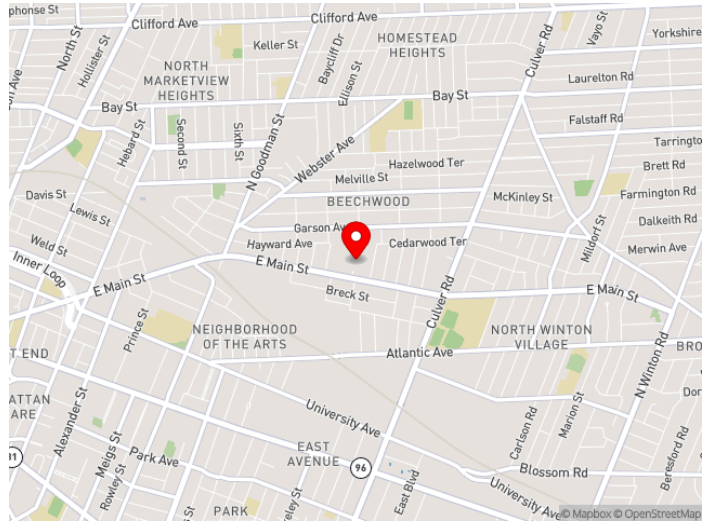
Date _____

KEVIN ROONEY, Chairman
Genesee Transportation Council
Planning Committee

482362 - RGRTA Hydrogen Fuel Cell Electric Buses (2026)

RGRTA will purchase three hydrogen fuel cell electric buses

Lead Agency:	RGRTA
Work Type:	TRANSIT
County:	MONROE
MPO:	GTC
Air Quality Status:	B10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	Local - Match	\$0	\$336,024	\$0	\$0	\$0	\$0	\$0	\$336,024
Other	ZETT	\$0	\$3,024,220	\$0	\$0	\$0	\$0	\$0	\$3,024,220
Total Other		\$0	\$3,360,244	\$0	\$0	\$0	\$0	\$0	\$3,360,244
Total Programmed		\$0	\$3,360,244	\$0	\$0	\$0	\$0	\$0	\$3,360,244

Current Change Reason:	Schedule / Funding / Scope- Update Projects split into multiple PINs for implementation (AM)
Project Changes:	Title changed from "RGRTA Hydrogen Fuel Cell Electric Buses and Associated Facility Upgrades" to "RGRTA Hydrogen Fuel Cell Electric Buses (2026)"
Project Changes:	Description changed from "RGRTA will purchase three hydrogen fuel cell electric buses and upgrade existing facilities to meet code requirements to store, maintain, and fuel hydrogen fuel cell electric buses." to "RGRTA will purchase three hydrogen fuel cell electric buses"
Project Changes:	Plan Revision Name changed from "2024 Q3" to "FFY 2026 -- Q3"

GENESEE TRANSPORTATION COUNCIL

PLANNING COMMITTEE RESOLUTION

Resolution 26-14 Adding the RGRTA Facility Upgrades project to the TIP (PIN 482378)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. RGRTA proposes the following change to the *2026-2030 TIP* :
 - a. RGRTA Facility Upgrades (PIN 482378)
*Add a New Project with a Total Cost of \$38,725,690 (\$18,113,192 Federal);
Add a FFY 2026 Other Phase of \$38,725,690 (\$18,113,192 Federal).*
3. The source of Federal funds is the Section 5339(b) Program;
4. The proposed change is described on the attached Project Detail Sheet;
5. The timing of this project is such that a modification of the *2026-2030 TIP* is now called for;
6. The *GTC TIP Procedures Manual* authorizes the Planning Committee to make TIP modifications of this nature;
7. The actions authorized under GTC Resolution No. 78-4 are consistent with an "Administrative Modification" as defined in 23 CFR 450.104; and
8. The Planning Committee is satisfied that this modification to the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council modifies the *2026-2030 TIP* by adding the RGRTA Facility Upgrades (PIN 482378) and will update the existing TIP table accordingly, and;
2. That this resolution takes effect ten days after notification to the GTC Chairperson or upon notification that the GTC Chairperson does not plan to present this resolution to the GTC Policy Committee, whichever occurs first.

CERTIFICATION

The undersigned duly qualified Chairman of the Genesee Transportation Council Planning Committee certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council Planning Committee held on May 14, 2026.

Date _____

KEVIN ROONEY, Chairman
Genesee Transportation Council
Planning Committee

482378 - RGRTA Facility Upgrades

RGRTA will upgrade existing facilities to meet code requirements to store, and maintain buses

Lead Agency:	RGRTA
Work Type:	TRANSIT
County:	-
MPO:	GTC
Air Quality Status:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	FTA 5339(b) - Bus & Bus Facilities, Fed. Disc.	\$0	\$18,113,192	\$0	\$0	\$0	\$0	\$0	\$18,113,192
Other	Local - Match	\$0	\$6,136,718	\$0	\$0	\$0	\$0	\$0	\$6,136,718
Other	ZETT	\$0	\$14,475,780	\$0	\$0	\$0	\$0	\$0	\$14,475,780
Total Other		\$0	\$38,725,690	\$0	\$0	\$0	\$0	\$0	\$38,725,690
Total Programmed		\$0	\$38,725,690	\$0	\$0	\$0	\$0	\$0	\$38,725,690

Current Change Reason:	New Project
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GENESEE TRANSPORTATION COUNCIL

PLANNING COMMITTEE RESOLUTION

**Resolution 26-15 Increasing the Replace 40-ft Buses (FFY 28) project
(PIN 482367)**

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. RGRTA proposes the following change to the *2026-2030 TIP* :
 - a. Replace 40-ft Buses (FFY 28)
(PIN 482367)
Increase the Total Cost from \$18,968,388 (\$15,174,710 Federal) to \$22,355,608 (\$14,949,878 Federal);
Change the Federal Fund sources to include the Congestion Mitigation and Air Quality Improvement Program (CMAQ).
3. The sources of Federal funds are the Section 5307 and 5339(b) Program;
4. The proposed change is described on the attached Project Detail Sheet;
5. The timing of this project is such that a modification of the *2026-2030 TIP* is now called for;
6. The GTC *TIP Procedures Manual* authorizes the Planning Committee to make TIP modifications of this nature;
7. The actions authorized under GTC Resolution No. 78-4 are consistent with an "Administrative Modification" as defined in 23 CFR 450.104; and
8. The Planning Committee is satisfied that this modification to the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council modifies the *2026-2030 TIP* by increasing the Replace 40-ft Buses (FFY 28) (PIN 482367) and will update the existing TIP table accordingly, and;
2. That this resolution takes effect ten days after notification to the GTC Chairperson or upon notification that the GTC Chairperson does not plan to present this resolution to the GTC Policy Committee, whichever occurs first.

CERTIFICATION

The undersigned duly qualified Chairman of the Genesee Transportation Council Planning Committee certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council Planning Committee held on May 14, 2026.

Date _____

KEVIN ROONEY, Chairman
Genesee Transportation Council
Planning Committee

482367 - Replace 40-ft Buses (FFY 28)

Replace 21 40-ft transit buses

Lead Agency:	RGRTA
Work Type:	TRANSIT
County:	MONROE
MPO:	GTC
Air Quality Status:	B10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	CMAQ - Statewide	\$0	\$0	\$0	\$3,398,600	\$0	\$0	\$0	\$3,398,600
Other	FTA 5307 - Planning Target	\$0	\$0	\$0	\$9,370,974	\$0	\$0	\$0	\$9,370,974
Other	FTA 5339(a) - Planning Target	\$0	\$0	\$0	\$2,180,304	\$0	\$0	\$0	\$2,180,304
Other	Local - Match	\$0	\$0	\$0	\$2,293,560	\$0	\$0	\$0	\$2,293,560
Other	SDF	\$0	\$0	\$0	\$3,668,260	\$0	\$0	\$0	\$3,668,260
Other	State - Match	\$0	\$0	\$0	\$1,443,910	\$0	\$0	\$0	\$1,443,910
Total Other		\$0	\$0	\$0	\$22,355,608	\$0	\$0	\$0	\$22,355,608
Total Active Years		\$0	\$0	\$0	\$22,355,608	\$0	\$0	\$0	\$22,355,608
Total Programmed		\$0	\$0	\$0	\$22,355,608	\$0	\$0	\$0	\$22,355,608

Current Change Reason:	Schedule / Funding / Scope
Project Changes:	Plan Revision Name changed from "LRTP Investment Category" to "FFY 2026 -- Q3"

MEMORANDUM

TO: GTC Planning Committee Members & Alternates
FROM: Joseph M. Bovenzi, AICP, Executive Director *JMB*
DATE: May 7, 2026
SUBJECT: Amending the *FFYs 2026-2030 Transportation Improvement Program* / Proposed Council Resolutions 26-20 through 26-27

NYS DOT and RGRTA have requested changes to the *FFYs 2026-2030 TIP*. The TIP Development Committee (TDC) reviewed the proposed changes on April 23, 2026, and recommends favorable action for Proposed Council Resolutions 26-20 through 26-27.

The amendment requests and supporting documents have been grouped and are provided for your consideration in the following attachments:

1. **Attachment A** – TIP Amendments (#1 – 8)
2. **Attachment B** – Proposed Council Resolutions 26-20 through 26-27

Recommended Action:

Recommend action by the GTC Board on Proposed Council Resolutions 26-20 through 26-27, amending the *FFYs 2026-2030 TIP*.

Attachment A – TIP Amendments

Main Office Funded Projects

1. Proposed Council Resolution 26-20 (Adding the Rt 14 and Rt 318/Thruway (Exit 42) Intersection Safety Enhancement Project)
(PIN 401452) – NYSDOT

- *Add a Project with a Total Cost of \$1,200,000 (\$1,200,000 Federal);*
- *Add a FFY 2026 Scoping Phase totaling \$550,000 (\$550,000 Federal);*
- *Add a FFY 2026 Preliminary Design Phase totaling \$550,000 (\$550,000 Federal);*
- *Add a FFY 2029 Detailed Design Phase totaling \$100,000 (\$100,000 Federal).*

The source of Federal Aid is the Highway Safety Improvement Program (HSIP), managed by NYSDOT-Main Office.

NYSDOT's request is to add this project to the TIP. This project will provide safety enhancements to the intersection of NYS Routes 14 and 318/Thruway (Exit 42) in the Town of Phelps, Ontario County. The construction phases will be programmed in future years. There are no impacts to Planning Targets and no impacts on any other projects.

2. Proposed Council Resolution 26-21 (Adding the Intersection Safety Enhancement Study Project)
(PIN 480679) – NYSDOT

- *Add a Project with a Total Cost of \$750,000 (\$750,000 Federal);*
- *Add a FFY 2026 Scoping Phase totaling \$345,000 (\$345,000 Federal);*
- *Add a FFY 2026 Preliminary Design Phase totaling \$345,000 (\$345,000 Federal);*
- *Add a FFY 2028 Detailed Design Phase totaling \$60,000 (\$60,000 Federal).*

The source of Federal Aid is the Highway Safety Improvement Program (HSIP), managed by NYSDOT-Main Office. Funding is provided by NYSDOT Main Office utilizing Toll Credits to allow for 100% Federal Aid.

NYSDOT's request is to add this project to the TIP. This project will review five intersections in Monroe and Ontario Counties for potential intersection safety enhancements. Construction phases will be programmed in future years. There are no impacts to Planning Targets and no impacts on any other projects.

Planning Target Funded Projects

3. Proposed Council Resolution 26-22 (Adding the Hydrogen Fueler Boil-Off Capture System Project)
(482377) – RGRTA

- *Add a New Project with a Total Cost of \$1,062,500 (\$850,000 Federal);*
- *Add an FFY 2026 Other Phase of \$1,062,500 (\$850,000 Federal).*

The source of Federal Aid is Congressionally Directed Spending. Matching funds are provided by RGRTA.

RGRTA's request is to add this project to the TIP. This project will install a hydrogen fueler boil-off capture system at the RTS East Main Street campus.

4. Proposed Council Resolution 26-23 (Decreasing the Total Cost of the Replace 40-ft Buses Project (FFY 26)
(PIN 482320) – RGRTA

- *Change* the project description from "Replace 29 40-ft transit buses" to "Replace 22 40-ft transit buses";
- *Decrease* the Total Cost from \$24,408,291 (\$5,741,313 Federal) to \$20,148,641 (\$5,741,313 Federal);
- *Decrease* the FFY 2026 Other Phase from \$24,408,291 (\$5,741,313 Federal) to \$20,148,641 (\$5,741,313 Federal).

The source of existing Federal Aid is Federal Transit Administration Section 5307 Program. Matching funds are provided by RGRTA.

RGRTA is requesting this change to align with RGRTA's Capital Improvement Plan and the FTA Program of Projects.

5. Proposed Council Resolution 26-24 (Increasing the Total Cost of the Preventive Maintenance – RTS & RTS Access (FFY 2026) Project)
(PIN 482314) – RGRTA

- *Increase* the Total Cost from \$8,525,960 (\$6,820,768 Federal) to \$16,691,630 (\$13,353,304 Federal);
- *Increase* the FFY 2026 Other Phase from \$8,525,960 (\$6,820,768 Federal) to \$16,691,630 (\$13,353,304 Federal).

The source of existing Federal Aid is Federal Transit Administration Section 5307 Program. Matching funds are provided by RGRTA.

RGRTA is requesting this change to align with RGRTA's Capital Improvement Plan and the FTA Program of Projects.

6. Proposed Council Resolution 26-25 (Increasing the Total Cost of the Replace Paratransit Buses (FFY26) Project)
(PIN 482327) – RGRTA

- *Increase* the Total Cost from \$1,452,158 (\$1,161,726 Federal) to \$1,923,000 (\$1,538,400 Federal);
- *Increase* the FFY 2026 Other Phase from \$1,452,158 (\$1,161,726 Federal) to \$1,923,000 (\$1,538,400 Federal);
- *Change* the project description from "Replace 10 Paratransit Buses" to "Replace 13 Paratransit Buses";
- *Change* the Federal Fund source from FTA Section 5307 to the Congestion Mitigation Air Quality (CMAQ) Program.

The source of existing Federal Aid is the FTA 5307 Program. Matching funds are provided by RGRTA.

RGRTA is requesting this change to align the paratransit bus replacement schedule with RGRTA's Capital Improvement Plan and the FTA Program of Projects. RGRTA is changing the source of Federal Aid from the FTA 5307 Program to the Congestion Mitigation Air Quality (CMAQ) Program.

7. Proposed Council Resolution 26-26 (Decrease the Total Cost of the Replace 40-ft Buses (FFY 27) Project)
(PIN 482366) – RGRTA

- *Decrease* the Total Cost from \$14,004,370 (\$11,203,496 Federal) to \$5,828,750 (\$4,663,000 Federal);
- *Decrease* the number of Transit Vehicles from 16 to 6;
- *Change* the Federal Fund source from the Urbanized Area Formula Program (Section 5307) to the Congestion Mitigation and Air Quality Improvement Program (CMAQ).

The source of existing Federal Aid is the FTA 5307 Program. Matching funds are provided by RGRTA.

RGRTA is requesting this change to reflect the updated Ten-Year Capital Improvement Plan in the RGRTA *2026-2027 Comprehensive Strategic Plan & Financial Plan*.

8. Proposed Council Resolution 26-27 (Adding the 2026 FTA Section 5310 projects)
(PINs 482379 through 482387)– NYS DOT

Add nine (9) projects with a Total Cost of \$2,588,448 (\$1,824,854 Federal):

1. Genesee Livingston Orleans Wyoming County Chapter NYSARC Inc – Vehicles
(PIN 482379)

Add a Project with a Total Cost of \$242,062 (\$193,650 Federal);
Add a FFY 26 Other phase of \$242,062 (\$193,650 Federal).

2. Victor Association of Cultural & Performing Arts Inc. – Vehicle
(PIN 482380)

Add a Project with a Total Cost of \$121,031 (\$96,825 Federal);
Add a FFY 26 Other phase of \$121,031 (\$96,825 Federal).

3. Lifespan of Greater Rochester, Inc. – Mobility Management
(PIN 482381)

Add a Project with a Total Cost of \$327,918 (\$262,335 Federal);
Add a FFY 26 Other phase of \$327,918 (\$262,335 Federal).

4. Episcopal Senior Life Communities, Inc. – Vehicles
(PIN 482382)

*Add a Project with a Total Cost of \$121,031 (\$96,825 Federal);
Add a FFY 26 Other phase of \$121,031 (\$96,825 Federal).*

5. Catholic Charities Diocese of Rochester, Inc. – Operating Assistance
(PIN 482383)

*Add a Project with a Total Cost of \$557,464 (\$200,067 Federal);
Add a FFY 26 Other phase of \$557,464 (\$200,067 Federal).*

6. St. Ann's Home for the Aged, Inc – Vehicle
(PIN 482384)

*Add a Project with a Total Cost of \$484,124 (\$387,299 Federal);
Add a FFY 26 Other phase of \$484,124 (\$387,299 Federal).*

7. Independent Living for Seniors, Inc. – Vehicles
(PIN 482385)

*Add a Project with a Total Cost of \$484,124 (\$387,299 Federal);
Add a FFY 26 Other phase of \$484,124 (\$387,299 Federal).*

8. NYSARC, Inc. Ontario County Chapter - Vehicles
(PIN 482386)

*Add a Project with a Total Cost of \$129,663 (\$103,730 Federal);
Add a FFY 26 Other phase of \$129,663 (\$103,730 Federal).*

9. CDS MONARCH, INC. – Vehicle
(PIN 482387)

*Add a Project with a Total Cost of \$121,031 (\$96,825 Federal);
Add a FFY 26 Other phase of \$121,031 (\$96,825 Federal).*

The source of Federal funds programmed is the FTA Section 5310 Program, managed by NYSDOT Main Office.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-20 Amending the 2026-2030 TIP by Adding the Rt 14 and Rt 318/Thruway (Exit 42) Intersection Safety Enhancement Project (PIN 401452)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. NYSDOT proposes the following changes to the *2026-2030 TIP*:
 - a. Rt 14 and RT 318/Thruway (Exit 42) Intersection Safety Enhancement Project (PIN 401452)
Add a Project with a Total Cost of \$1,200,000 (\$1,200,000 Federal);
Add a FFY 2026 Scoping Phase totaling \$550,000 (\$550,000 Federal);
Add a FFY 2026 Preliminary Design Phase totaling \$550,000 (\$550,000 Federal);
Add a FFY 2029 Detailed Design Phase totaling \$100,000 (\$100,000 Federal).
3. The source of Federal funds is the Highway Safety Improvement Program (HSIP);
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Adding the Rt 14 and Rt 318/Thruway (Exit 42) Intersection Safety Enhancement Project (PIN 401452), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 11, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

401452 - Rt 14 and Rt 318/Thruway (Exit 42) Intersection Safety Enhancement Project

Provide safety enhancements to the intersection of Rt 14 and Rt 318/Thruway (Exit 42) in the Town of Phelps, Ontario County.

Lead Agency:	NYS DOT
Work Type:	SAFETY
County:	-
MPO:	GTC
Air Quality Status:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Scoping	HSIP - Statewide	\$0	\$550,000	\$0	\$0	\$0	\$0	\$0	\$550,000
Total Scoping		\$0	\$550,000	\$0	\$0	\$0	\$0	\$0	\$550,000
Preliminary Design	HSIP - Statewide	\$0	\$550,000	\$0	\$0	\$0	\$0	\$0	\$550,000
Total Preliminary Design		\$0	\$550,000	\$0	\$0	\$0	\$0	\$0	\$550,000
Detailed Design	HSIP - Statewide	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
Total Detailed Design		\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
Total Programmed		\$0	\$1,100,000	\$0	\$0	\$100,000	\$0	\$0	\$1,200,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Stays the same \$1,200,000

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-21 Amending the 2026-2030 TIP by Adding the Intersection Safety Enhancement Study Project (PIN 480679)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. NYSDOT proposes the following changes to the *2026-2030 TIP*:
 - a. Intersection Safety Enhancement Study Project
(PIN 480679)

Add a Project with a Total Cost of \$750,000 (\$750,000 Federal);
Add a FFY 2026 Scoping Phase totaling \$345,000 (\$345,000 Federal);
Add a FFY 2026 Preliminary Design Phase totaling \$345,000 (\$345,000 Federal);
Add a FFY 2028 Detailed Design Phase totaling \$60,000 (\$60,000 Federal).
3. The source of Federal funds is the Highway Safety Improvement Program (HSIP);
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Adding the Intersection Safety Enhancement Study Project (PIN 480679), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 11, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

480679 - Intersection Safety Enhancement Study Project

Review seven intersections in Monroe and Ontario Counties for potential intersection safety enhancements

Lead Agency:	NYS DOT
Work Type:	SAFETY
County:	-
MPO:	GTC
Air Quality Status:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Scoping	HSIP - Statewide	\$0	\$345,000	\$0	\$0	\$0	\$0	\$0	\$345,000
Total Scoping		\$0	\$345,000	\$0	\$0	\$0	\$0	\$0	\$345,000
Preliminary Design	HSIP - Statewide	\$0	\$345,000	\$0	\$0	\$0	\$0	\$0	\$345,000
Total Preliminary Design		\$0	\$345,000	\$0	\$0	\$0	\$0	\$0	\$345,000
Detailed Design	HSIP - Statewide	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$60,000
Total Detailed Design		\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$60,000
Total Programmed		\$0	\$690,000	\$0	\$60,000	\$0	\$0	\$0	\$750,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Stays the same \$750,000

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-22 Amending the 2026-2030 TIP by Adding the Hydrogen Fueler Boil-Off Capture System Project (PIN 482377)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. RGRTA proposes the following changes to the *2026-2030 TIP*:
 - a. Hydrogen Fueler Boil-Off Capture System Project
(PIN 482377)

*Add a Project with a Total Cost of \$1,062,500 (\$850,000 Federal);
Add a FFY 2026 Other Phase of \$1,062,500 (\$850,000 Federal);*
3. The source of Federal funds is Congressionally Directed Spending;
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Adding the Hydrogen Fueler Boil-Off Capture System Project (PIN 482377), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 11, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

482377 - Hydrogen Fueler Boil-Off Capture System

Installation of hydrogen fueler boil-off capture system

Lead Agency:	RGRTA
Work Type:	TRANSIT
County:	-
MPO:	GTC
Air Quality Status:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	Earmark - Statewide	\$0	\$850,000	\$0	\$0	\$0	\$0	\$0	\$850,000
Other	Local - Match	\$0	\$212,500	\$0	\$0	\$0	\$0	\$0	\$212,500
Total Other		\$0	\$1,062,500	\$0	\$0	\$0	\$0	\$0	\$1,062,500
Total Programmed		\$0	\$1,062,500	\$0	\$0	\$0	\$0	\$0	\$1,062,500

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Stays the same \$1,062,500

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-23 Amending the 2026-2030 TIP by Decreasing the Total Cost of the Replace 40-ft Buses (FFY 26) Project (PIN 482320)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. RGRTA proposes the following changes to the *2026-2030 TIP*:
 - a. Replace 40-ft Buses (FFY 26) Project
(PIN 482320)

Change the project description from "Replace 29 40-ft transit buses" to "Replace 22 40-ft transit buses";
Decrease the Total Cost from \$24,408,291 (\$5,741,313 Federal) to \$20,148,641 (\$5,741,313 Federal);
Decrease the FFY 2026 Other Phase from \$24,408,291 (\$5,741,313 Federal) to \$20,148,641 (\$5,741,313 Federal).
3. The source of Federal funds is the Section 5307 Program;
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Decreasing the Total Cost of the Replace 40-ft Buses (FFY 26) Project (PIN 482320), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 11, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

482320 - Replace 40-ft Buses (FFY 26)

Replace 22 40-ft transit buses

Lead Agency:	RGRTA
Work Type:	TRANSIT
County:	MONROE
MPO:	GTC
Air Quality Status:	B10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	FTA 5307 - Planning Target	\$0	\$5,741,313	\$0	\$0	\$0	\$0	\$0	\$5,741,313
Other	State - Accelerated Transit Capital	\$0	\$13,689,664	\$0	\$0	\$0	\$0	\$0	\$13,689,664
Other	State - Match	\$0	\$717,664	\$0	\$0	\$0	\$0	\$0	\$717,664
Total Other		\$0	\$20,148,641	\$0	\$0	\$0	\$0	\$0	\$20,148,641
Total Programmed		\$0	\$20,148,641	\$0	\$0	\$0	\$0	\$0	\$20,148,641

Current Change Reason:	Schedule / Funding / Scope
Project Changes:	Description changed from "Replace 29 40-ft transit buses" to "Replace 22 40-ft transit buses"
Project Changes:	Plan Revision Name changed from "LRTP Investment Category" to "FFY 2026 -- Q3"
Funding Changes:	Local - Match
Funding Changes:	- Decrease funds in FY 2026 in OTH from \$717,664 to \$0
Funding Changes:	State - Accelerated Transit Capital
Funding Changes:	- Decrease funds in FY 2026 in OTH from \$17,231,650 to \$13,689,664
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Decreased from \$24,408,291 to \$20,148,641 (-17.45%)

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-24 Amending the 2026-2030 TIP by Increasing the Total Cost of the Preventive Maintenance – RTS & RTS Access (FFY 2026) Project (PIN 482314)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. RGRTA proposes the following changes to the *2026-2030 TIP*:
 - a. Preventive Maintenance – RTS & RTS Access (FFY 2026) Project (PIN 482314)

Increase the Total Cost from \$8,525,960 (\$6,820,768 Federal) to \$16,691,630 (\$13,353,304 Federal);
Increase the FFY 2026 Other Phase from \$8,525,960 (\$6,820,768 Federal) to \$16,691,630 (\$13,353,304 Federal).
3. The source of Federal funds is the Section 5307 Program;
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Increasing the Total Cost of the Preventive Maintenance – RTS & RTS Access (FFY 2026) Project (PIN 482314), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 11, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

482314 - Preventive Maintenance - RTS & RTS Access (FFY 2026)

Preventive Maintenance for RTS and RTS Access

Lead Agency:	RGRTA
Work Type:	TRANSIT
County:	MONROE
MPO:	GTC
Air Quality Status:	B3 Rehabilitation of transit vehicles

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	FTA 5307 - Planning Target	\$0	\$13,353,304	\$0	\$0	\$0	\$0	\$0	\$13,353,304
Other	Local - Match	\$0	\$1,669,163	\$0	\$0	\$0	\$0	\$0	\$1,669,163
Other	State - Match	\$0	\$1,669,163	\$0	\$0	\$0	\$0	\$0	\$1,669,163
Total Other		\$0	\$16,691,630	\$0	\$0	\$0	\$0	\$0	\$16,691,630
Total Programmed		\$0	\$16,691,630	\$0	\$0	\$0	\$0	\$0	\$16,691,630

Current Change Reason:	Schedule / Funding / Scope
Project Changes:	Plan Revision Name changed from "LRTP Investment Category" to "FFY 2026 -- Q3"
Funding Changes:	FTA 5307 - Planning Target
Funding Changes:	+ Increase funds in FY 2026 in OTH from \$6,820,768 to \$13,353,304
Funding Changes:	Local - Match
Funding Changes:	+ Increase funds in FY 2026 in OTH from \$852,596 to \$1,669,163
Funding Changes:	State - Match
Funding Changes:	+ Increase funds in FY 2026 in OTH from \$852,596 to \$1,669,163
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Increased from \$8,525,960 to \$16,691,630 (95.77%)

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-25 Amending the 2026-2030 TIP by Increasing the Total Cost of the Replace Paratransit Buses (FFY 26) Project (PIN 482327)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. RGRTA proposes the following changes to the *2026-2030 TIP*:
 - a. Replace Paratransit Buses (FFY 26) Project (PIN 482327)

Increase the Total Cost from \$1,452,158 (\$1,161,726 Federal) to \$1,923,000 (\$1,538,400 Federal);
Increase the FFY 2026 Other Phase from \$1,452,158 (\$1,161,726 Federal) to \$1,923,000 (\$1,538,400 Federal);
Change the project description from "Replace 10 Paratransit Buses" to "Replace 13 Paratransit Buses";
Change the Federal Fund source from FTA Section 5307 to the Congestion Mitigation Air Quality (CMAQ) Program.
3. The source of Federal funds is the Section 5307 Program;
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Increasing the Total Cost of the Replace Paratransit Buses (FFY 26) Project (PIN 482327), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 11, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

482327 - Replace Paratransit Buses (FFY 26)

Replace 13 Paratransit Buses

Lead Agency:	RGRTA
Work Type:	TRANSIT
County:	MONROE
MPO:	GTC
Air Quality Status:	B10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	CMAQ - Statewide	\$0	\$1,538,400	\$0	\$0	\$0	\$0	\$0	\$1,538,400
Other	Local - Match	\$0	\$384,600	\$0	\$0	\$0	\$0	\$0	\$384,600
Total Other		\$0	\$1,923,000	\$0	\$0	\$0	\$0	\$0	\$1,923,000
Total Programmed		\$0	\$1,923,000	\$0	\$0	\$0	\$0	\$0	\$1,923,000

Current Change Reason:	Schedule / Funding / Scope
Project Changes:	Description changed from "Replace 10 Paratransit Buses" to "Replace 13 Paratransit Buses"
Project Changes:	Plan Revision Name changed from "LRTP Investment Category" to "FFY 2026 -- Q3"
Funding Changes:	FTA 5307 - Planning Target
Funding Changes:	- Decrease funds in FY 2026 in OTH from \$1,161,726 to \$0
Funding Changes:	State - Match
Funding Changes:	- Decrease funds in FY 2026 in OTH from \$145,216 to \$0
Funding Changes:	Local - Match
Funding Changes:	+ Increase funds in FY 2026 in OTH from \$145,216 to \$384,600
Funding Changes:	CMAQ - Statewide
Funding Changes:	+ Increase funds in FY 2026 in OTH from \$0 to \$1,538,400
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Increased from \$1,452,158 to \$1,923,000 (32.42%)

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-26 Amending the 2026-2030 TIP by Decreasing the Total Cost of the Replace 40-ft Buses (FFY 27) Project (PIN 482366)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. RGRTA proposes the following changes to the *2026-2030 TIP*:
 - a. Replace 40-ft Buses (FFY 27) Project
(PIN 482366)

Decrease the Total Cost from \$14,004,370 (\$11,203,496 Federal) to \$5,828,750 (\$4,663,000 Federal);
Decrease the number of Transit Vehicle from 16 to 6;
Change the Federal Fund source from the Urbanized Area Formula Program (Section 5307) to the Congestion Mitigation and Air Quality Improvement Program (CMAQ).
3. The source of Federal funds is the Section 5307 Program;
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Decreasing the Total Cost of the Replace 40-ft Buses (FFY 27) Project (PIN 482366), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 11, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

482366 - Replace 40-ft Buses (FFY 27)

Replace 6 40-ft transit buses

Lead Agency:	RGRTA
Work Type:	TRANSIT
County:	MONROE
MPO:	GTC
Air Quality Status:	B10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	CMAQ - Statewide	\$0	\$0	\$4,663,000	\$0	\$0	\$0	\$0	\$4,663,000
Other	Local - Match	\$0	\$0	\$582,875	\$0	\$0	\$0	\$0	\$582,875
Other	State - Match	\$0	\$0	\$582,875	\$0	\$0	\$0	\$0	\$582,875
Total Other		\$0	\$0	\$5,828,750	\$0	\$0	\$0	\$0	\$5,828,750
-	FTA 5307 - Planning Target	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed		\$0	\$0	\$5,828,750	\$0	\$0	\$0	\$0	\$5,828,750

Current Change Reason:	Schedule / Funding / Scope
Project Changes:	Description changed from "Replace 16 40-ft transit buses" to "Replace 6 40-ft transit buses"
Project Changes:	Plan Revision Name changed from "LRTP Investment Category" to "FFY 2026 -- Q3"
Funding Changes:	FTA 5307 - Planning Target
Funding Changes:	- Decrease funds in FY 2027 in OTH from \$11,203,496 to \$0
Funding Changes:	Local - Match
Funding Changes:	- Decrease funds in FY 2027 in OTH from \$1,400,437 to \$582,875
Funding Changes:	State - Match
Funding Changes:	- Decrease funds in FY 2027 in OTH from \$1,400,437 to \$582,875
Funding Changes:	CMAQ - Statewide
Funding Changes:	+ Increase funds in FY 2027 in OTH from \$0 to \$4,663,000
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Decreased from \$14,004,370 to \$5,828,750 (-58.38%)

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-27 Amending the 2026-2030 TIP by Adding the 2026 FTA Section 5310 projects

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. NYS DOT-Main Office proposes the following change to the *2026-2030 TIP*:

1. Genesee Livingston Orleans Wyoming County Chapter NYSARC Inc – Vehicles
(PIN 482379)

*Add a Project with a Total Cost of \$242,062 (\$193,650 Federal);
Add a FFY 26 Other phase of \$242,062 (\$193,650 Federal).*

2. Victor Association of Cultural & Performing Arts Inc. – Vehicle
(PIN 482380)

*Add a Project with a Total Cost of \$121,031 (\$96,825 Federal);
Add a FFY 26 Other phase of \$121,031 (\$96,825 Federal).*

3. Lifespan of Greater Rochester, Inc. – Mobility Management
(PIN 482381)

*Add a Project with a Total Cost of \$327,918 (\$262,335 Federal);
Add a FFY 26 Other phase of \$327,918 (\$262,335 Federal).*

4. Episcopal Senior Life Communities, Inc. – Vehicles
(PIN 482382)

*Add a Project with a Total Cost of \$121,031 (\$96,825 Federal);
Add a FFY 26 Other phase of \$121,031 (\$96,825 Federal).*

5. Catholic Charities Diocese of Rochester, Inc. – Operating Assistance
(PIN 482383)

*Add a Project with a Total Cost of \$557,464 (\$200,067 Federal);
Add a FFY 26 Other phase of \$557,464 (\$200,067 Federal).*

6. St. Ann's Home for the Aged, Inc – Vehicle
(PIN 482384)

*Add a Project with a Total Cost of \$484,124 (\$387,299 Federal);
Add a FFY 26 Other phase of \$484,124 (\$387,299 Federal).*

7. Independent Living for Seniors, Inc. – Vehicles
(PIN 482385)

*Add a Project with a Total Cost of \$484,124 (\$387,299 Federal);
Add a FFY 26 Other phase of \$484,124 (\$387,299 Federal).*

8. NYSARC, Inc. Ontario County Chapter - Vehicles
(PIN 482386)

*Add a Project with a Total Cost of \$129,663 (\$103,730 Federal);
Add a FFY 26 Other phase of \$129,663 (\$103,730 Federal).*

9. CDS MONARCH, INC. – Vehicle
(PIN 482387)

*Add a Project with a Total Cost of \$121,031 (\$96,825 Federal);
Add a FFY 26 Other phase of \$121,031 (\$96,825 Federal).*

- 3. The source of Federal funds is the FTA Section 5310 Program;
- 4. The proposed changes are described on the attached Project Detail Sheets;
- 5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
- 6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

- 1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Adding the 2026 FTA Section 5310 projects, and will update the existing TIP table accordingly;
- 2. That this resolution takes effect immediately;

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 11, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

482379 - Genesee Livingston Orleans Wyoming County Chapter NYSARC Inc - Vehicles

Vehicles for Genesee Livingston Orleans Wyoming County Chapter NYSARC Inc

Lead Agency:	GENESEEE LIVINGSTON ORLEANS WYOMING COUNTY CHAPTER NYSARC, INC.
Work Type:	TRANSIT
County:	-
MPO:	GTC
Air Quality Status:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	FTA 5310 - Statewide	\$0	\$193,650	\$0	\$0	\$0	\$0	\$0	\$193,650
Other	Local - Match	\$0	\$48,412	\$0	\$0	\$0	\$0	\$0	\$48,412
Total Other		\$0	\$242,062	\$0	\$0	\$0	\$0	\$0	\$242,062
Total Programmed		\$0	\$242,062	\$0	\$0	\$0	\$0	\$0	\$242,062

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Stays the same \$242,062

482380 - Victor Association of Cultural & Performing Arts Inc. – Vehicle

Vehicles for Victor Association of Cultural & Performing Arts Inc.

Lead Agency:	VICTOR ASSOCIATION OF CULTURAL & PERFORMING ARTS, INC.
Work Type:	TRANSIT
County:	-
MPO:	GTC
Air Quality Status:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	FTA 5310 - Statewide	\$0	\$96,825	\$0	\$0	\$0	\$0	\$0	\$96,825
Other	Local - Match	\$0	\$24,206	\$0	\$0	\$0	\$0	\$0	\$24,206
Total Other		\$0	\$121,031	\$0	\$0	\$0	\$0	\$0	\$121,031
Total Programmed		\$0	\$121,031	\$0	\$0	\$0	\$0	\$0	\$121,031

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Stays the same \$121,031

482381 - Lifespan of Greater Rochester, Inc. - Mobility Management

Mobility Management for Lifespan of Greater Rochester, Inc.

Lead Agency:	LIFESPAN OF GREATER ROCHESTER, INC.
Work Type:	TRANSIT
County:	-
MPO:	GTC
Air Quality Status:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	FTA 5310 - Statewide	\$0	\$262,335	\$0	\$0	\$0	\$0	\$0	\$262,335
Other	Local - Match	\$0	\$65,583	\$0	\$0	\$0	\$0	\$0	\$65,583
Total Other		\$0	\$327,918	\$0	\$0	\$0	\$0	\$0	\$327,918
Total Programmed		\$0	\$327,918	\$0	\$0	\$0	\$0	\$0	\$327,918

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Stays the same \$327,918

482382 - Episcopal Senior Life Communities, Inc. - Vehicles

Vehicles for Episcopal Senior Life Communities, Inc.

Lead Agency:	EPISCOPAL SENIOR LIFE COMMUNITIES, INC.
Work Type:	TRANSIT
County:	-
MPO:	GTC
Air Quality Status:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	FTA 5310 - Statewide	\$0	\$96,825	\$0	\$0	\$0	\$0	\$0	\$96,825
Other	Local - Match	\$0	\$24,206	\$0	\$0	\$0	\$0	\$0	\$24,206
Total Other		\$0	\$121,031	\$0	\$0	\$0	\$0	\$0	\$121,031
Total Programmed		\$0	\$121,031	\$0	\$0	\$0	\$0	\$0	\$121,031

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Stays the same \$121,031

482383 - Catholic Charities Diocese of Rochester, Inc. – Operating Assistance

Operating Assistance for Catholic Charities Diocese of Rochester, Inc.

Lead Agency:	CATHOLIC CHARITIES DIOCESE OF ROCHESTER, INC.
Work Type:	TRANSIT
County:	-
MPO:	GTC
Air Quality Status:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	FTA 5310 - Statewide	\$0	\$200,067	\$0	\$0	\$0	\$0	\$0	\$200,067
Other	Local - Match	\$0	\$357,397	\$0	\$0	\$0	\$0	\$0	\$357,397
Total Other		\$0	\$557,464	\$0	\$0	\$0	\$0	\$0	\$557,464
Total Programmed		\$0	\$557,464	\$0	\$0	\$0	\$0	\$0	\$557,464

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Stays the same \$557,464

482384 - St. Ann's Home for the Aged, Inc - Vehicle

Vehicles for St. Ann's Home for the Aged, Inc

Lead Agency:	ST. ANN'S HOME FOR THE AGED, INC.
Work Type:	TRANSIT
County:	-
MPO:	GTC
Air Quality Status:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	FTA 5310 - Statewide	\$0	\$387,299	\$0	\$0	\$0	\$0	\$0	\$387,299
Other	Local - Match	\$0	\$96,825	\$0	\$0	\$0	\$0	\$0	\$96,825
Total Other		\$0	\$484,124	\$0	\$0	\$0	\$0	\$0	\$484,124
Total Programmed		\$0	\$484,124	\$0	\$0	\$0	\$0	\$0	\$484,124

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Stays the same \$484,124

482385 - Independent Living for Seniors, Inc. – Vehicles

Vehicles for Independent Living for Seniors, Inc.

Lead Agency:	INDEPENDENT LIVING FOR SENIORS, INC.
Work Type:	TRANSIT
County:	-
MPO:	GTC
Air Quality Status:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	FTA 5310 - Statewide	\$0	\$387,299	\$0	\$0	\$0	\$0	\$0	\$387,299
Other	Local - Match	\$0	\$96,825	\$0	\$0	\$0	\$0	\$0	\$96,825
Total Other		\$0	\$484,124	\$0	\$0	\$0	\$0	\$0	\$484,124
Total Programmed		\$0	\$484,124	\$0	\$0	\$0	\$0	\$0	\$484,124

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Stays the same \$484,124

482386 - NYSARC, Inc. Ontario County Chapter - Vehicles

Vehicles for NYSARC, Inc. Ontario County Chapter

Lead Agency:	NYSARC - ONTARIO COUNTY
Work Type:	TRANSIT
County:	-
MPO:	GTC
Air Quality Status:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	FTA 5310 - Statewide	\$0	\$103,730	\$0	\$0	\$0	\$0	\$0	\$103,730
Other	Local - Match	\$0	\$25,933	\$0	\$0	\$0	\$0	\$0	\$25,933
Total Other		\$0	\$129,663	\$0	\$0	\$0	\$0	\$0	\$129,663
Total Programmed		\$0	\$129,663	\$0	\$0	\$0	\$0	\$0	\$129,663

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Stays the same \$129,663

482387 - CDS MONARCH, INC. – Vehicle

Vehicles for CDS MONARCH, INC.

Lead Agency:	CDS MONARCH, INC.
Work Type:	TRANSIT
County:	-
MPO:	GTC
Air Quality Status:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	FTA 5310 - Statewide	\$0	\$96,825	\$0	\$0	\$0	\$0	\$0	\$96,825
Other	Local - Match	\$0	\$24,206	\$0	\$0	\$0	\$0	\$0	\$24,206
Total Other		\$0	\$121,031	\$0	\$0	\$0	\$0	\$0	\$121,031
Total Programmed		\$0	\$121,031	\$0	\$0	\$0	\$0	\$0	\$121,031

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Stays the same \$121,031

Item 5.b.3.

Draft Fiscal Constraint Table (Showing Proposed Changes as of June 11, 2026)

FFYs 2026 - 2030 TIP Fiscal Constraint Table

(as modified through 6/11/2026)

FHWA Source		FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	4 Year Total	5 Year Total
BFP - Planning Target	Revenue	\$12,746,788	\$10,172,788	\$12,072,880	\$12,872,788	\$12,872,788	\$47,865,244	\$60,738,032
	Programmed	\$10,862,979	\$10,172,788	\$11,816,537	\$15,033,162	\$10,624,825	\$47,885,466	\$58,510,291
	Balance	\$1,883,809	\$0	\$256,343	(\$2,160,374)	\$2,247,963	(\$20,222)	\$2,227,741
CRP Lg Urb - Planning Target	Revenue	\$1,243,890	\$1,243,890	\$1,243,890	\$1,243,890	\$1,243,890	\$4,975,560	\$6,219,450
	Programmed	\$1,108,800	\$1,181,280	\$1,238,240	\$1,287,600	\$1,342,440	\$4,815,920	\$6,158,360
	Balance	\$135,090	\$62,610	\$5,650	(\$43,710)	(\$98,550)	\$159,640	\$61,090
HSIP - Planning Target	Revenue	\$6,591,160	\$9,291,160	\$7,391,160	\$6,591,160	\$6,591,160	\$29,864,640	\$36,455,800
	Programmed	\$6,484,115	\$11,073,285	\$7,194,825	\$5,207,787	\$4,932,450	\$29,960,012	\$34,892,462
	Balance	\$107,045	(\$1,782,125)	\$196,335	\$1,383,373	\$1,658,710	(\$95,372)	\$1,563,338
NHPP - Planning Target	Revenue	\$43,670,395	\$43,670,395	\$43,670,395	\$43,670,395	\$43,670,395	\$174,681,580	\$218,351,975
	Programmed	\$43,063,234	\$43,137,221	\$43,967,895	\$43,618,560	\$43,627,040	\$173,786,910	\$217,413,950
	Balance	\$607,161	\$533,174	(\$297,500)	\$51,835	\$43,355	\$894,670	\$938,025
STBG Flex - Planning Target	Revenue	\$12,928,508	\$12,928,508	\$12,928,508	\$12,928,508	\$12,928,508	\$51,714,032	\$64,642,540
	Programmed	\$11,933,705	\$13,515,626	\$9,100,192	\$15,084,634	\$11,496,074	\$49,634,157	\$61,130,231
	Balance	\$994,803	(\$587,118)	\$3,828,316	(\$2,156,126)	\$1,432,434	\$2,079,875	\$3,512,309
STBG Lg Urb - Planning Target	Revenue	\$9,904,791	\$9,904,791	\$9,904,791	\$9,904,791	\$9,904,791	\$39,619,164	\$49,523,955
	Programmed	\$9,967,860	\$10,105,080	\$11,645,232	\$8,791,200	\$9,260,576	\$40,509,372	\$49,769,948
	Balance	(\$63,069)	(\$200,289)	(\$1,740,441)	\$1,113,591	\$644,215	(\$890,208)	(\$245,993)
STBG OSB - Planning Target	Revenue	\$3,640,464	\$3,640,464	\$3,640,464	\$3,640,464	\$3,640,464	\$14,561,856	\$18,202,320
	Programmed	\$3,458,956	\$4,097,916	\$3,556,338	\$3,507,351	\$3,399,040	\$14,620,561	\$18,019,601
	Balance	\$181,508	(\$457,452)	\$84,126	\$133,113	\$241,424	(\$58,705)	\$182,719
Planning Target Subtotal	Revenue	\$90,725,996	\$90,851,996	\$90,852,088	\$90,851,996	\$90,851,996	\$363,282,076	\$454,134,072
	Programmed	\$86,879,649	\$93,283,196	\$88,519,259	\$92,530,294	\$84,682,445	\$361,212,398	\$445,894,843
	Balance	\$3,846,347	(\$2,431,200)	\$2,332,829	(\$1,678,298)	\$6,169,551	\$2,069,678	\$8,239,229
BNY - Main Office	Revenue	\$9,459,933	\$11,059,400	\$0	\$0	\$0	\$20,519,333	\$20,519,333
	Programmed	\$9,459,933	\$11,059,400	\$0	\$0	\$0	\$20,519,333	\$20,519,333
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BNY - Off System	Revenue	\$1,448,775	\$9,642,351	\$0	\$0	\$0	\$11,091,126	\$11,091,126
	Programmed	\$1,448,775	\$9,642,351	\$0	\$0	\$0	\$11,091,126	\$11,091,126
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ - Statewide	Revenue	\$10,096,788	\$2,346,560	\$0	\$0	\$0	\$12,443,348	\$12,443,348
	Programmed	\$10,096,788	\$2,346,560	\$0	\$0	\$0	\$12,443,348	\$12,443,348
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP - Statewide	Revenue	\$3,975,500	\$6,347,269	\$3,144,000	\$100,000	\$0	\$13,566,769	\$13,566,769
	Programmed	\$3,975,500	\$6,347,269	\$3,144,000	\$100,000	\$0	\$13,566,769	\$13,566,769
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHFP - Statewide	Revenue	\$10,000,000	\$0	\$0	\$10,000,000	\$0	\$20,000,000	\$20,000,000
	Programmed	\$10,000,000	\$0	\$0	\$10,000,000	\$0	\$20,000,000	\$20,000,000
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP - Statewide	Revenue	\$19,927,120	\$0	\$0	\$0	\$0	\$19,927,120	\$19,927,120
	Programmed	\$19,927,120	\$0	\$0	\$0	\$0	\$19,927,120	\$19,927,120
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PROTECT	Revenue	\$4,282,804	\$8,638,196	\$0	\$0	\$0	\$12,921,000	\$12,921,000
	Programmed	\$4,282,804	\$8,638,196	\$0	\$0	\$0	\$12,921,000	\$12,921,000
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STBG Flex - Statewide	Revenue	\$12,663,261	\$6,966,774	\$0	\$0	\$0	\$19,630,035	\$19,630,035
	Programmed	\$12,663,261	\$6,966,774	\$0	\$0	\$0	\$19,630,035	\$19,630,035
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STBG Lg Urb - Statewide	Revenue	\$709,436	\$5,021,958	\$0	\$0	\$0	\$5,731,394	\$5,731,394
	Programmed	\$709,436	\$5,021,958	\$0	\$0	\$0	\$5,731,394	\$5,731,394
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TAP - Statewide	Revenue	\$862,980	\$12,339,074	\$0	\$0	\$0	\$13,202,054	\$13,202,054
	Programmed	\$862,980	\$12,339,074	\$0	\$0	\$0	\$13,202,054	\$13,202,054
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Statewide Subtotal	Revenue	\$73,426,597	\$62,361,582	\$3,144,000	\$10,100,000	\$0	\$149,032,179	\$149,032,179
	Programmed	\$73,426,597	\$62,361,582	\$3,144,000	\$10,100,000	\$0	\$149,032,179	\$149,032,179
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total	Revenue	\$164,152,593	\$153,213,578	\$93,996,088	\$100,951,996	\$90,851,996	\$512,314,255	\$603,166,251
	Programmed	\$160,306,246	\$155,644,778	\$91,663,259	\$102,630,294	\$84,682,445	\$510,244,577	\$594,927,022
	Balance	\$3,846,347	(\$2,431,200)	\$2,332,829	(\$1,678,298)	\$6,169,551	\$2,069,678	\$8,239,229

MEMORANDUM

TO: GTC Planning Committee Members & Alternates
FROM: Joseph M. Bovenzi, AICP, Executive Director *JMB*
DATE: May 7, 2026
SUBJECT: Proposed Council Recommendation 26-28 (Adopting the *Long Range Transportation Plan for the Genesee-Finger Lakes 2050*)

GTC staff have finalized the draft *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050 (LRTP 2050)* for GTC Board consideration on June 11, 2026. This document represents the culmination of work conducted by GTC staff with coordination between member agencies and the general public.

The draft *LRTP 2050* is available here: <https://LRTP2050>

The following item is provided for your consideration:

1. Proposed Council Resolution 26-28 (Adopting the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050*)

Pending Planning Committee review and input from the public review period, GTC staff will finalize LRTP 2050 for GTC Board consideration and action.

As of the publication of this meeting package, the public comment period is still underway. A report on any public comments received by the May 12, 2026 deadline, and any associated edits that have been made to LRTP 2050, will be presented to the Planning Committee at the May 14th meeting.

Recommended Action:

Recommend action by the GTC Board on proposed Council Resolution 26-28, adopting the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-28 Adopting the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050*

WHEREAS,

1. The Governor of New York State designated the Genesee Transportation Council (GTC) as the Metropolitan Planning Organization (MPO) responsible for transportation planning in the Genesee-Finger Lakes Region, which includes Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates counties;
2. Title 23, Section 134 of the United States Code requires that each MPO prepare and update a long range transportation plan (LRTP) for its metropolitan area;
3. Title 23, Section 134 of the United States Code requires that an LRTP shall, at a minimum, identify transportation facilities that should function as an integrated system, and include a fiscally-constrained financial plan for the implementation of recommendations contained in the LRTP;
4. The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15th, 2021;
5. The specific LRTP elements mandated by the IIJA continued from the Metropolitan Transportation Planning Final Rule jointly published by the Federal Highway Administration and the Federal Transit Administration on May 27, 2016 are included within the LRTP;
6. GTC, in consultation with affected stakeholders and the general public, has developed the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050* (LRTP 2050) in a manner that meets and exceeds the requirements of Title 23, Section 134 of the United States Code and the IIJA.
7. Public outreach for LRTP 2050 was conducted in a manner that exceeds the federal requirements and those in the GTC Public Engagement Plan;
8. LRTP 2050 has been developed and reviewed by GTC staff and member agencies through the GTC committee process, and its recommendations have been found consistent with the principles of sound transportation planning practices.

NOW, THEREFORE, BE IT RESOLVED

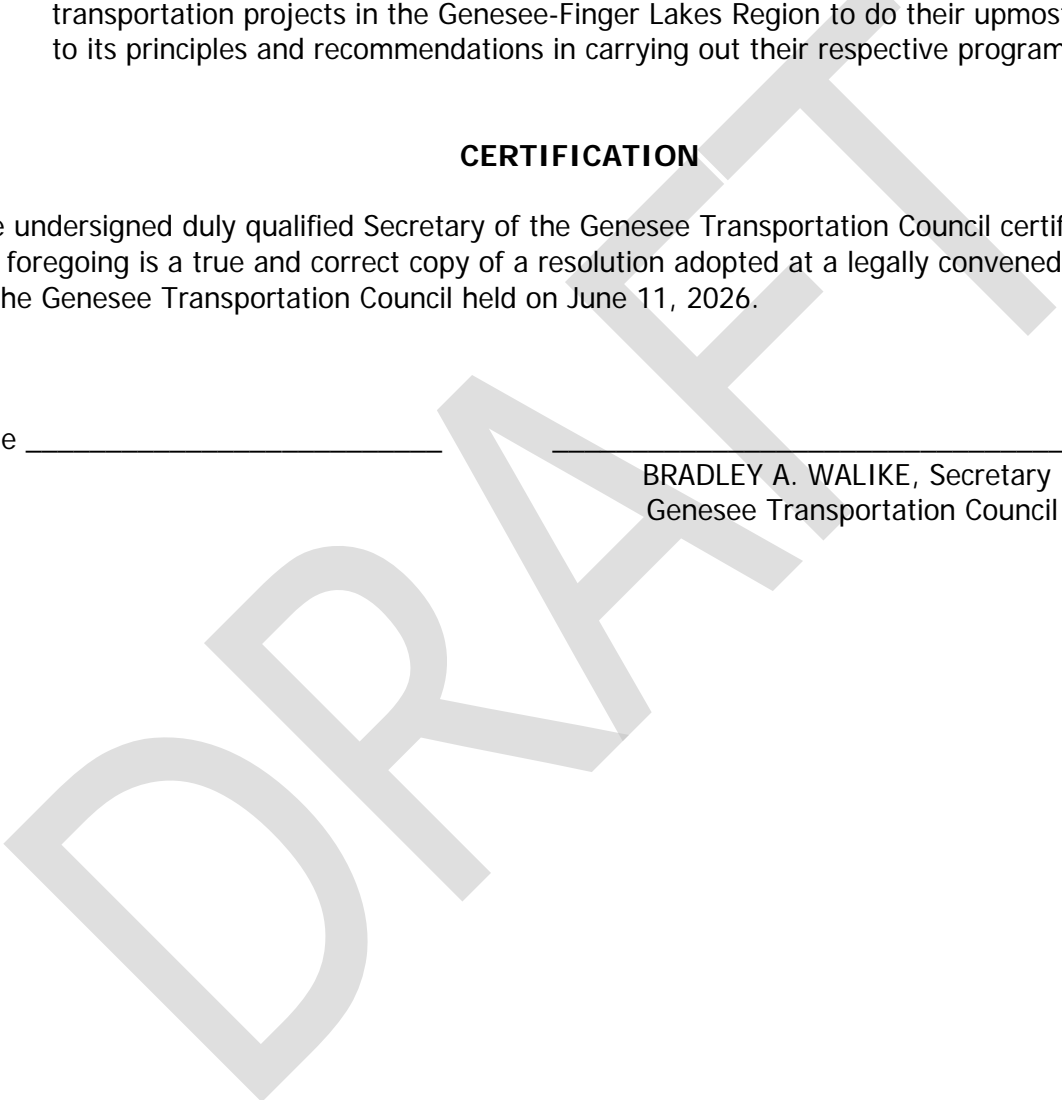
- 1. That the Genesee Transportation Council hereby adopts the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050* as the official LRTP for the Rochester Metropolitan Planning Area and the Genesee-Finger Lakes Region in accordance with Title 23, Section 134 of the United States Code and the May 27, 2016 Metropolitan Transportation Planning Final Rule; and
- 2. That the Council encourages those responsible for the development and advancement of transportation projects in the Genesee-Finger Lakes Region to do their utmost to adhere to its principles and recommendations in carrying out their respective programs.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 11, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council



MEMORANDUM

TO: GTC Planning Committee Members & Alternates
FROM: Joseph M. Bovenzi, AICP, Executive Director *JMB*
DATE: May 7, 2026
SUBJECT: Recommendation to the GTC Board concerning amending the *National Performance Measures Report* and the *2026-2030 Transportation Improvement Program* to reference the LRTP 2050.

The *National Performance Measures Report for the Genesee-Finger Lakes Region* serves as the plan's complete system performance measures report and is fully incorporated by reference into LRTP 2050. Any Long Range Transportation Plan (LRTP) amended or adopted after May 27, 2018 must include performance targets associated with the federally mandated national performance measures. The anticipated adoption of the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050* (LRTP 2050) in June of 2026 triggers the need to update the current system performance measures report.

The Infrastructure Investment and Jobs Act (IIJA), adopted in November of 2021, continued the performance management and performance-based planning and programming requirements of MAP-21. Chapter 23, Part 134 (i)(2)(C) of the *United States Code* [23USC §134(i)(2)(c)], states that MPO transportation plans must include a system performance report that describes the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous system performance reports.

To comply with federal regulations, the *National Performance Measures Report for the Genesee-Finger Lakes Region* has been updated to incorporate guidance concerning the adoption of the new LRTP and the latest performance-based planning data. As part of this update, GTC staff have included the following new sections under each performance measure category:

- LRTP 2050 Alignment – a description of how LRTP 2050 supports the achievement of the agreed upon targets.

GTC staff have updated the document for editorial changes, including new data sources and statutory references including on-going support for RGRTA's Transit Asset Management Plan.

The following items are provided for your consideration:

1. **Proposed Council Resolution 26-29** (Amending the *National Performance Measures Report* to align with the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050*)
2. **Exhibit 1** – Amended *National Performance Measures Report*

Recommended Action:

Recommend action by GTC Board on Proposed Council Resolution 26-29, Amending the National Performance Measures Report to align with the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-29 Amending the *National Performance Measures Report* to align with the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050*.

WHEREAS,

1. The Genesee Transportation Council (GTC) has been designated by the Governor of New York State as the Metropolitan Planning Organization (MPO) responsible for transportation planning for the nine-county Genesee-Finger Lakes Region, including the Rochester Metropolitan Planning Area (MPA);
2. Title 23, Section 134 of the United States Code requires that each MPO undertake a transportation planning process that shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals;
3. Title 23, Section 134 of the United States Code requires that each MPO establish performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region;
4. GTC adopted the *National Performance Measures Report for the Genesee-Finger Lakes Region* (PM Report) on February 26, 2026 and must periodically amend the PM Report to formally incorporate the agreed upon performance targets into GTC's planning documents and planning process;
5. The PM Report allows GTC to be able to respond to changes in the region and the GTC's core documents;
6. GTC expects to adopt the LRTP 2050 on June 11, 2026;
7. The LRTP 2050 has been drafted with the most up to date information, and details the process of implementing long range planning recommendations to improve health, safety, and pavement condition in the GTC's planning area;
8. LRTPs and TIPs adopted or amended after January 26, 2018 must include those targets for the Highway Safety Improvement Program and Highway Safety;
9. LRTPs and TIPs adopted or amended after July 20, 2021 must include those targets for the Public Transportation Agency Safety Plans;
10. GTC agreed to support the NYSDOT targets for Highway Safety Improvement Program and Highway Safety per Title 23 Part 490.307 of the Code of Federal Regulations;

NOW, THEREFORE, BE IT RESOLVED

1. That GTC hereby amends the *National Performance Measures Report for the Genesee-Finger Lakes Region* by bringing the document into alignment with the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050*;
2. That all associated references to GTC actions and dates are revised as appropriate; and
3. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 11, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

National Performance Measures Report



**GENESEE
TRANSPORTATION
COUNCIL**

February 2026

GTC's Commitment to the Public

The Genesee Transportation Council assures that no person shall, on the grounds of race, color, national origin, disability, age, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. GTC further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

En Español

El Consejo Genesee de Transporte asegura que ninguna persona, por motivos de raza, color, nacionalidad, discapacidad, edad, sexo o situación económica, será excluida de participar en ningún programa o actividad, ni se le negarán los beneficios de los mismos, ni será objeto de discriminación de ningún tipo. El GTC, (por sus siglas en inglés) asegura además que se hará todo lo posible para asegurar la no discriminación en todas las actividades de sus programas, ya sea que esos programas y actividades estén financiados por el gobierno federal o no.

Contact GTC

If you have any questions or comments regarding this document, please contact the Genesee Transportation Council:

1 South Washington Street
Suite 520
Rochester, New York 14614

Telephone: (585) 232-6240
Fax: (585) 262-3106
e-mail: contactgtc@gtcempo.org

Financial assistance for the preparation of this report was provided by the Federal Highway Administration and Federal Transit Administration. The Genesee Transportation Council is solely responsible for its content and the views and opinions expressed herein do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Addressing Performance Targets

Introduction

As the designated Metropolitan Planning Organization (MPO) for the Genesee-Finger Lakes Region, the Genesee Transportation Council (GTC) is required to document National Performance Measures and Targets in support of performance-based planning and programming per the Final Rule governing Metropolitan Planning pursuant to the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act published on May 27, 2016. The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), is the current federal surface transportation authorization that was signed into law on November 15, 2021. The IIJA/BIL continues these requirements concerning performance-based planning.

The *National Performance Measures Report for the Genesee-Finger Lakes Region* is updated periodically to include the GTC Board's latest actions regarding respective State and transit agency performance targets and to reflect the most recent Federal guidance. This Report outlines the National Performance Measures and Targets.

Background

Pursuant to federal requirements, MPOs must employ a transportation performance management approach in carrying out their federally-required planning and programming activities.

For the Federal-Aid Highway Program, 23 USC § 150(b) includes the following seven national performance goals:

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Capital Assets Condition – To maintain the highway infrastructure and transit capital asset systems in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
- System Reliability – To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project

completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practice.

For public transportation, transportation performance management shall be utilized to advance the general policy and purposes of the public transportation program as included in 49 USC § 5301(a) and (b).

Each MPO, such as GTC, is required per 23 USC § 134 (B)(i)(1) to establish performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region.

The Rochester Genesee Regional Transportation Authority (RGRTA) is the public transportation provider for the Rochester Urbanized Area. Under the National Performance Measures requirements, RGRTA and the New York State Department of Transportation (NYSDOT) are responsible for establishing specific performance targets. As the designated MPO for the region, GTC has the option of adopting the targets set by RGRTA and/or NYSDOT and programming projects towards achieving those targets or to establish different targets. GTC has elected to adopt the RGRTA and NYSDOT targets and agrees to program investments in support of the performance measures and targets listed in this report.

On July 13, 2018, a *Performance Management Agreement between the Genesee Transportation Council, New York State Department of Transportation, and the Rochester Genesee Regional Transportation Authority* was executed. This agreement documents the roles and responsibilities of each organization on the implementation of the National Performance Measures in the region.

Long Range Transportation Plan

Long Range Transportation Plans, per 23 USC § 134(j)(2)(C), must include a:

“System performance report. A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in subsection (h)(2), including (i) progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports”.

Any LRTP amended or adopted after May 27, 2018 must include performance targets associated with the federally mandated national performance measures.

In accordance with the federal transportation authorization, *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050* (LRTP 2050) must include a system performance measures report. The *National Performance Measures Report for the Genesee-Finger Lakes Region* is fully incorporated by reference into LRTP 2050 and serves as the plan's complete system performance measures report.

GTC's commitment to performance measures predates the above requirements for MPOs. For over a decade the LRTP has included regionally significant performance measures, in addition to

the national performance measures noted in this report. The current plan, LRTP 2050, adopted in June 2026 continues this commitment to a performance-based planning process.

Carefully tracked performance measures indicate how well the transportation system is meeting regional goals and expectations. A performance-based planning approach intends to improve project and program delivery, inform decision-making, keep priorities at the forefront, and provide for greater transparency. Decisions are backed by data, facilitating justification of realistic and achievable transportation investments. As the organization charged with setting the policy direction and overseeing the regional transportation system, it is GTC's responsibility to measure how well the system is performing. The LRTP 2050 performance measures are meant to inform and guide regional decision making regarding the surface transportation system.

Performance measures presented in LRTP 2050 are grouped into categories that directly tie back to the five recommendation categories as follows:

- Health and Safety
- Access and Mobility
- System Management and Maintenance
- Innovation and Resilience
- Economic Development

For each performance measure, a benchmark is listed, along with a target direction that indicates improvement, or the maintenance of an already well-performing metric, consistent with the GTC Goals and Objectives. For a complete listing of regional performance measures unique to the Genesee-Finger Lakes Region please reference the Evaluating Progress chapter in LRTP 2050.

Transportation Improvement Program

Transportation Improvement Programs (TIP), per 23 USC § 134(j)(2)(D), "shall include, to the maximum extent practicable, a description of the anticipated effects of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets".

The GTC *2026-2030 Transportation Improvement Program* was developed and is managed in cooperation with NYSDOT and RGRTA. It reflects the investment priorities established in the *Long-Range Transportation Plan for the Genesee-Finger Lakes Region 2050*, which incorporates comments and input from affected agencies and organizations and the public.

Highway Safety Improvement Program (HSIP) and Highway Safety

Performance Targets

On March 15, 2016, FHWA published the final rule for the HSIP and Safety Performance Management (Safety PM) Measures in the *Federal Register* with an effective date of April 14, 2016.

The NYSDOT is responsible for establishing statewide targets for Safety performance measures. The Safety performance measures assesses the absolute number of individuals affected by reportable crashes and the rates at which they occur by transportation system usage. The numbers of fatalities and serious injuries are first calculated using rolling five-year averages. The rates are calculated by normalizing the number of fatalities or serious injuries by the rolling five-year average of vehicle miles traveled (VMT).

The measures for the number and rates of fatalities and serious injuries include all system users. The measure for non-motorized system users include only pedestrians, bicyclists, and other cyclists.

What constitutes a fatality and/or serious injury is defined by the Model Minimum Uniform Crash Criteria, approved by United States Department of Transportation (USDOT). Fatalities include all deaths which occur within thirty days following a motor vehicle or other crash. Serious injuries include skull fractures, internal injuries, broken or distorted limbs, unconsciousness, severe lacerations, severe burns, and individuals unable to leave the scene without assistance.

Targets

Table 1 – Highway Safety Targets for 2025 and 2026

Performance Measure	Targets	
	2025	2026
Number of Fatalities	1011.0	1005.9
Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)	0.881	0.877
Number of Serious Injuries	11,034.1	10,978.4
Rate of Serious Injuries per 100M VMT	9.557	9.509
Number of Nonmotorized Fatalities and Serious Injuries	2,615.2	2602.0

Performance Plan and Reporting

The 2023 New York State *Strategic Highway Safety Plan* (SHSP) “strives for an equitable and sustainable transportation system that works towards zero fatalities and zero serious injuries for all roadway users.” The SHSP guides NYSDOT, the MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across New York State.

According to FHWA, “the Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious

injuries on all public roads, including non-State-owned roads and roads on tribal land.”¹ The NYSDOT Traffic and Safety Division submits the HSIP annually to FHWA. The HSIP report sets the annual safety performance targets as required by 23 CFR Part 490.209(a)1.

The Highway Safety Improvement Program Report (HSIP) and the Strategic Highway Safety Plan (SHSP) are updated annually by NYSDOT and the NYS Governor’s Traffic Safety Council, respectively. They collaborate on setting statewide targets.

Significant Progress Determination

As part of the HSIP Annual Report, FHWA assessed NYSDOT’s progress toward achieving its 2022 safety targets and determined that NYSDOT did not make significant progress. Only the Number of Serious Injuries met the targeted reduction and the other measures failed to make significant progress. Per 23 CFR § 490.211(d), NYSDOT submitted a performance improvement plan per 23 USC § 148(i) in June of 2024. NYSDOT continues to concentrate on the Emphasis Areas outlined in the *Strategic Highway Safety Plan*. Site specific projects at high accident locations and systemic improvement projects are being implemented to meet crash goals. FHWA has not yet formally published progress towards meeting targets beyond 2022.²

LRTP 2050 Alignment

Increasing safety for all users, especially those that are most vulnerable, is a key tenet of LRTP 2050. LRTP 2050 clearly states that the regional transportation system should ensure that all users, regardless of physical ability or chosen mode of transportation, are able to travel safely and securely.

LRTP 2050 outlines fifteen recommendations, as part of the Health and Safety recommendation group, that guide local and regional decision making toward a health- and safety-focused framework. Key recommendations that support the National Safety Performance Measures include:

- HS-1: Consider the safety needs of all users when planning, designing, and building transportation facilities.
- HS-8: Investigate safety concerns at rural intersections to identify safety improvements.
- HS-11: Perform a mid-block crossing safety analysis at appropriate locations.
- HS-14: Continue the development of safe routes to community destinations.
- HS-15: Support the implementation of safety improving updates across the transportation system.

¹ <https://highways.dot.gov/safety/hsip>

² <https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=New%20York>

To support implementation of these recommendations and advance progress towards these performance targets, more than \$350 million of Federal, State, and local funding is projected to be programmed through 2050 into the following Investment Categories:

- Safety Enhancements - \$266 million; and
- Safety Emphasis Areas - \$361 million.

TIP Anticipated Effects

Safety is a critical component of GTC's mission, and the projects on the TIP are consistent with the need to address safety. Safety is a primary consideration in the selection of projects to be included in the TIP. As previously noted, GTC works with NYSDOT to cooperatively develop and manage the TIP. Prior to each TIP/STIP cycle, GTC is provided Planning Targets for each Federal formula fund source. All projects submitted for consideration of funding from the Planning Targets are evaluated against multiple criteria. The extent to which the project improves the safety of the existing transportation system is the highest weighted criterion. The TIP includes projects programmed with HSIP funds and other fund sources that are expected to materially benefit the safety of the traveling public on roadways throughout the TIP planning area. The anticipated effect of the overall program is that it will contribute toward achieving NYSDOT's safety performance targets.

Transit Asset Management

Performance Targets

On July 26, 2016, the Federal Transit Administration (FTA) published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair” (SGR), requires that public transportation providers develop and implement Transit Asset Management (TAM) plans, and establishes performance measures for four transit asset categories: Rolling Stock, Equipment, Transit Infrastructure, and Facilities. The rule became effective on October 1, 2016.

Public transportation providers must establish TAM targets annually for the following fiscal year and report them to the FTA. Each provider shares its targets with the MPO in which the provider's projects and services are programmed in the MPO's TIP. The MPO is required to establish its first set of TAM targets within 180 days of the date that public transportation provider established its first targets. After this, MPOs are not required to establish TAM targets each year after the transit provider establishes targets. Instead, MPOs must set updated TAM targets when the MPO updates its LRTP.

GTC has the Rochester-Genesee Regional Transportation Authority (Tier 1) (RGRTA) operating in the planning area. RGRTA's initial TAM Plan was adopted on September 30, 2018 and is updated on an annual basis. The TAM Plan reports on projected targets for the next fiscal year; condition assessments and performance results; and a narrative report on changes in transit system conditions and the progress toward achieving previous performance targets.

When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate transit asset management targets for the MPO planning area.

Targets

The transit asset management performance measures assess the condition in which a transit capital asset can operate at a full level of performance. A capital asset is in a state of good repair when that asset can perform its designed function; does not pose a known unacceptable safety risk; and its lifecycle investments must have been met or recovered. Targets are provided for Rolling Stock, Equipment, and Facilities. Transit Infrastructure is not included as a major asset class because RGRTA does not own any rail fixed-guideway track, signals or other systems.

For age-based assets, the target represents the percentage of assets per class that exceed the RGRTA-defined Useful Life Benchmarks (ULB). RGRTA has opted to adjust the industry-standard Expected Useful Life (EUL) to reflect RGRTA's anticipated useful life based on operational experience. These targets will be used in capital planning to highlight where additional investment is needed. The performance measure for Rolling Stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB.

RGRTA owns ten facilities, and these are rated to FTA's Transit Economic Requirements Model (TERM) – Lite scale of one (1) (poor) to five (5) (excellent). The performance target represents the percentage of Facilities rated below a three (3).

The performance measure for Equipment or non-revenue, support-service and maintenance vehicles are the percentage of those vehicles that have either met or exceeded their ULB.

Performance targets for Rolling Stock, Facilities, and Equipment are shown in Table 2 below.

Table 2 – Transit Asset Management Targets

Asset Category - Performance Measure	Asset Class	Useful Life Benchmark (ULB)	2024 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	40' Bus	24	7%
	60' Articulated Bus	0	0%
	Paratransit IA	2	11%
	Regional Type III	0	0%
	Regional Type IV	13	20%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue Cars	2	9%
	Maintenance Vehicles	6	50%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger/Parking	0	0%
	Administration/Maintenance	1	20%

Performance Plan and Reporting

RGRTA's initial TAM Plan was adopted on September 30, 2018 and is updated on an annual basis to reflect service changes. The TAM Plan reports on projected targets for the next fiscal year; condition assessments and performance results; and a narrative report on changes in transit system conditions and the progress toward achieving previous performance targets. The asset category data (i.e., Rolling Stock, Equipment, Facilities, and Transit Infrastructure) is reported annually to FTA's National Transit Database. The TAM category of the PM report is updated periodically to align with RGRTA's performance goals.

Significant Progress Determination

Significant progress is not determined for Transit Asset Management Targets. There are no penalties or rewards regarding missing and/or meeting the targets.

L RTP 2050 Alignment

L RTP 2050 broadly supports maintaining the existing transportation system, including transit facilities. The goals and objectives support maintaining and preserving the existing system (#5 - promote efficient system management and operations - the transportation system should be designed and managed in a fashion that minimizes lifetime maintenance and user costs). Maintaining the existing transportation system in a state of good repair is an identified transportation system need. Transportation agencies in the region are prioritizing federal-aid investments on preserving existing transportation infrastructure assets.

L RTP 2050 outlines twenty-four recommendations, as part of the System Management and Maintenance group, that emphasize the preservation of the existing transportation system. Key recommendations that support the National Transit Performance Measures include:

- SMM-15: Maintain the state of good repair on public transportation infrastructure.
- SMM-19: Maintain roadsides safety infrastructure in a state of good repair.
- SMM-23: Support Corrective Maintenance as needed in the region.

To support implementation of these recommendations and advance progress towards these performance targets, more than \$3 billion of Federal, State, and local funding is projected to be programmed through 2050 into the following Investment Categories:

- Transit Rolling Stock - \$2.298;
- Transit Electrification - \$116 million; and
- Transit Services and Operations - \$888 million.

TIP Anticipated Effects

The GTC TIP was developed and is managed in cooperation with the RGR TA. The TIP includes specific investment priorities that support the MPO's goals, including transit asset management, using a project selection process that is anticipated to address transit SGR in the TIP planning area. The MPO's goal of addressing transit asset condition is linked to the investment plan of the RGR TA, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

The focus of GTC's investments that address transit "state of good repair" (SGR) include:

- 63 – 40' bus replacements;
- 20 – 60' bus replacements;
- 50 – paratransit bus replacements;
- 5 – Low-Floor bus replacements;

- 6 – Type VI bus replacements;
- 2 – Hydrogen bus acquisitions;
- 2 – Hydrogen van acquisitions; and
- Annual preventive maintenance of buses.

GTC anticipates that the projects in the TIP, once implemented, will contribute toward achieving the established transit asset management targets. Improving the SGR of transit capital assets is an overarching goal of the MPO.

Pavement and Bridge Condition

Performance Targets

On January 18, 2017, FHWA published the Pavement and Bridge Condition Performance Measures Final Rule in the Federal Register. This second FHWA performance measure rule, which has an effective date of May 20, 2017 (originally February 17, 2017), established six performance measures to assess pavement conditions and bridge conditions for the National Highway Performance Program (NHPP). The State DOT, in this case NYSDOT, is responsible for establishing targets for both pavement and bridge condition performance measures.

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. FHWA established five pavement condition metrics³: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). FHWA set a threshold for each metric to establish good, fair, or poor condition. Each section of pavement is classified as being in good condition or poor condition based upon the ratings of the metrics applicable to that pavement type. Pavement sections that are not good or poor condition are classified as fair. Good condition assumes that no major investment is needed, while poor condition assumes that major investment is needed.

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition⁴. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. The Final Rule created a metric rating threshold for each component to establish good, fair, or poor condition. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

Targets

The State DOT is required to set statewide two- and four-year targets for all pavement condition measures. The MPO is only required to take action on the four-year target. The State must establish targets for the entire NHS, even if they do not own the facility. Only the mainline of the highway is evaluated—not ramps, shoulders, and so forth.

³ Per FHWA, "To ensure consistent definitions, a distinction between 'performance measure' and 'performance Metric' was made in 23 CFR 490.101. A 'metric' is defined as a quantifiable indicator of performance or condition whereas a 'measure' is defined as an expression based on a metric that is used to establish targets and to assess progress toward meeting the established targets." (*FHWA Computation Procedure for the Pavement Condition Measures – FHWA-HIF-18-022*, FHWA Office of Infrastructure and Office of Policy & Governmental Affairs, April 2018)

⁴ The sum of total deck area of good or poor NHS bridges is divided by the total deck area of all bridges carrying the NHS to determine the percent of bridges in good or in poor condition. Deck area is calculated by multiplying the structure length by either the deck width or approach roadway width.

The State DOT is required to set two- and four-year targets for the bridge condition measures. Again, the MPO is only required to take action on the four-year target. The measure requires that State DOTs maintain bridges so that the percentage of the deck area of bridges classified as Structurally Deficient (SD) does not exceed 10 percent for three or more consecutive years.

In 2022, NYSDOT reported the Full Performance Period (i.e., the first full four-year performance period) to Federal Highway Administration (FHWA) for pavement and bridge performance for the last two years of the four-year performance period, as well as progress toward achieving the four-year targets. At this time, NYSDOT also reported the new two-year and four-year targets for the next performance period, 2023 and 2025 respectively. During the Mid Performance Period Progress Report, due October 1, 2024, States had the option to adjust the four-year targets. NYSDOT has elected to amend their four-year target for pavement condition.

The two-year and the amended four-year targets represent pavement and bridge condition at the end of calendar years 2023 and 2025, and are shown in Table 3 below.

Table 3 – Pavement and Bridge Condition Targets

	2017	2018	2019	2020	2021	2022	2023	2024	2025
Period 1	Baseline		Target		Target				
Period 2					Baseline		Target		Target
Percentage of Pavements of the Interstate System in Good Condition									
Annual	-	53	51.1	45.5	45.3				
Target	-				47.3		53.2		48.2
Percentage of Pavements of the Interstate System in Poor Condition									
Annual		1.2	1.1	0.7	1.1				
Target					4		1.4		1.6
Percentage of Pavements of the Non- Interstate NHS in Good Condition									
Annual			13.4	18.3	18.9				
Target			14.6		14.7		22.3		18.6
Percentage of Pavements of the Non- Interstate NHS in Poor Condition									
Annual			7.5	7.3	7.6				
Target			12		14.3		9.3		8.4
Percentage of NHS Bridges Classified as in Good Condition									
Annual	22.8	24.4	26	25.3	25.3				
Target			23		24		24.1		21.1
Percentage of NHS Bridges Classified as in Poor Condition									
Annual	10.6	10.2	9.6	10.9	11.3				
Target			11.6		11.7		12.5		12.8

Significant Progress Determination

FHWA determines significant progress for these measures after the mid-point and end of each performance period. A State has met or made significant progress toward target achievement if “actual” condition/performance is equal to or better than the established two-year target or

“actual” condition/performance is better than baseline performance 23 CFR 490.109(e). As provided in 23 CFR 490.107(b)(2)(ii)(A), baseline condition/performance is derived from the latest data collected through the beginning date of the performance period. FHWA will classify the assessment of progress toward the achievement of an individual 2-year or 4-year target as “progress not determined” if a State provides the extenuating circumstance information required in 23 CFR 490.109(e)(5), and FHWA accepts the information.”⁵

Performance Plan and Reporting – Pavements

NYSDOT submits pavement condition data related to full distress and the International Roughness Index (IRI) through FHWA’s Highway Performance Monitoring System (HPMS). The HPMS data is then used to determine the pavement condition on the system. In previous reporting periods a direct comparison between the baseline and actual results and the targets for non-Interstate NHS pavement cannot be made, due to different calculation methodologies used for the targets.

The Transportation Asset Management Plan (TAMP), completed by NYSDOT in December 2022, documents both bridge and pavement conditions on the state’s system and outlines a path for maintaining these assets. According to federal legislation the TAMP must outline a management plan for NHS pavements and bridges.

Significant Progress Determination – Pavements

NYSDOT recently reported the 2022 Full Performance Period (i.e., the first full four-year performance period) to FHWA for pavement and bridge performance for the last two years of the four-year performance period, as well as progress toward achieving the four-year targets. NYSDOT also reported the new two-year and four-year targets for the next performance period, 2023 and 2025 respectively, as shown in Table 3 above.

FHWA has yet to formally determine if significant progress has been achieved for the 2022 Full Performance Period. It is anticipated that significant progress will be determined in the summer of 2023.

If significant progress is not made, the pavement condition measure carries a penalty provision per 23 CFR 490.109(f) for State DOTs, if the Interstate pavement conditions falls below the minimum level for the most recent year. If this happens the State must then obligate a portion of the National Highway Performance Program (NHPP) and transfer a portion Surface Transportation Funding (STP) to address Interstate pavement conditions.

⁵ https://www.fhwa.dot.gov/tpm/reporting/state/condition.cfm?state=New+York#perf_target

Performance Plan and Reporting – Bridges

NYSDOT submits bridge condition data to FHWA through the National Bridge Inventory (NBI) based on a 0-9 scale, 0 indicating failed condition and 9 indicating excellent condition.

NYSDOT recently reported the 2022 Full Performance Period (i.e., the first full four-year performance period) to FHWA, as well as progress toward achieving the four-year targets. NYSDOT also reported the new two-year and four-year targets for the next performance period, 2023 and 2025 respectively, as shown in the table above.

As noted above, the TAMP is the state's asset management plan for bridges with special emphasis placed on NHS facilities.

Significant Progress Determination – Bridges

FHWA has yet to formally determine if significant progress has been achieved for the 2022 Full Performance Period.

If significant progress is not made, the bridge condition measure carries a penalty provision per 23 CFR 490.109(f). The measure requires that State DOTs maintain bridges so that the percentage of the deck area of bridges classified as Structurally Deficient (SD) does not exceed 10 percent for three or more consecutive years. If the State DOT fails to meet this requirement, penalties are imposed. If this happens the State must then obligate a portion of the National Highway Performance Program (NHPP) funds for eligible bridge projects on the NHS. If significant progress is not made for either of the bridge performance measures, the State DOT must document actions it will take to achieve the NHS bridge condition target.

LRTP 2050 Alignment – Pavements & Bridges

LRTP 2050 broadly supports maintaining the existing transportation system and not building new high-capacity facilities. The goals and objectives support maintaining and preserving the existing system (#5 - promote efficient system management and operations - the transportation system should be designed and managed in a fashion that minimizes lifetime maintenance and user costs). Maintaining the existing transportation system in a state of good repair is an identified transportation system need. Transportation agencies in the region are prioritizing federal-aid investments on preserving existing transportation infrastructure assets.

LRTP 2050 outlines twenty-one recommendations, as part of the System Management and Maintenance group, that emphasize the preservation of the existing transportation system. Key recommendations that support the National Pavement Performance Measures include:

- SMM-14: Maintain assets in a state of good repair throughout the transportation roadway network.
- SMM-20: Maintain roadside safety infrastructure in a state of good repair.
- SMM-23: Support Corrective Maintenance as needed in the region.
- SMM-25: Replace Infrastructure assets when repair and rehabilitation is not possible.

To support implementation of these recommendations and advance progress towards these performance targets, over \$2 billion of Federal, State, and local funding is projected to be programmed through 2050 into the following Investment Categories:

- NHS Assets: Pavements - \$1,454 million; and
- NHS Assets: Bridges - \$1,293 million.

TIP Anticipated Effects

Maintaining (and, where possible, improving) the condition of NHS pavements and bridges is a critical component of GTC's mission, and the projects on the TIP are consistent with the need to address the condition of these infrastructure assets. NHS highway and bridge conditions are primary considerations in the selection of projects to be included in the TIP.

Pavement and bridge conditions are primary considerations in the selection of projects to be included in the TIP. As noted above, GTC works with NYSDOT to cooperatively develop and manage the TIP. Prior to each TIP/STIP cycle, GTC is provided Planning Targets for each Federal formula fund source. All projects submitted for consideration of funding from the Planning Targets are evaluated against multiple criteria. The extent to which the project improves the condition of the existing pavements and bridges is the second highest weighted criterion, only after safety. These projects are prioritized using pavement and bridge condition data, treatment life, and traffic volume. The evaluations are conducted for pavement and bridge preventive maintenance and rehabilitation/replacements, respectively.

The TIP includes projects programmed with NHPP funds and other fund sources that are expected to materially benefit the condition of pavement and bridge assets throughout the metropolitan planning area. GTC anticipates that the projects in the TIP, once implemented, will contribute toward achieving NYSDOT's pavement and bridge condition targets.

System Performance, Freight, and Congestion Mitigation and Air Quality (CMAQ)

Performance Targets

On January 18, 2017, FHWA published the system performance, freight, and CMAQ Performance Measures Final Rule in the Federal Register. This third and final FHWA performance measure rule, which has an effective date of May 20, 2017 (originally February 17, 2017), established six performance measures to assess the performance of the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ Program.

There are two NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the Level of Travel Time Reliability (LOTTR) metric to calculate reliability on both the Interstate and non-Interstate NHS. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) during four time periods from the hours of 6 AM to 8 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The LOTTR ratio is calculated for each segment of applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable. The measures are expressed as the percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable.

The single freight movement performance measure represents the reliability of travel times for trucks on the Interstate system. FHWA established the Truck Travel Time Reliability (TTTR) Index, which is defined as the ratio of longer truck travel times (95th percentile) to a normal truck travel time (50th percentile). The TTTR Index is calculated for each segment of the Interstate system over five time periods from all hours of each day (AM peak, midday, and PM peak on Mondays through Fridays, overnights for all days, and weekends). The highest TTTR Index value among the five time periods is multiplied by the length of the segment, and the sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

The CMAQ Performance Measures are as follows:

- Annual hours of peak hour excessive delay per capita (PHED)
- Percent of non-single occupant vehicle travel (Non-SOV)
- Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction)

The three CMAQ performance measures listed above are applicable only to designated nonattainment areas or maintenance areas for National Ambient Air Quality Standards by the Environmental Protection Agency. GTC meets all current air quality standards and is not subject to establishing targets for these performance measures.

Targets

The System Performance and Freight Performance Measures and Targets are shown in Table 4 below.

Table 4 – System Performance Targets

	2017	2018	2019	2020	2021	2022	2023	2024	2025
Period	Baseline		Target		Target				
Period					Baseline		Target		Target
Percent of Person-Miles Traveled on the Interstate that are Reliable									
Annual	83.2	80.7	78.8	86.9	81.6*				
Target			73.1		73		75		75
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable									
Annual			80.3	86.8	85.7				
Target					63.4		70		70
Interstate Highway Truck Travel Time Reliability Index									
Annual	1.39	1.43	1.47	1.33	1.39*				
Target			2		2.11		2		2

*as adjusted by FHWA per NYSDOT

Performance Plan and Reporting

NYSDOT submits highway reliability data to FHWA through the annual Highway Performance Monitoring System (HPMS) data submittal and the Biennial Performance Report.

NYSDOT recently reported the 2022 Full Performance Period (i.e., the first full four-year performance period) to FHWA, as well as progress toward achieving the four-year targets. NYSDOT also reported the new two-year and four-year targets for the next performance period, 2023 and 2025 respectively, as shown in Table 4 above.

Significant Progress Determination⁶

FHWA has yet to formally determine if significant progress has been achieved for the 2022 Full Performance Period. FHWA determines if significant progress has been made at the mid-point and the end of each performance period (i.e., every two or four years). According to 23 CFR 490.109(e) significant progress towards a target is met or made if “actual” condition/performance is equal to or better than the established two-year target or “actual” condition/performance is better than baseline performance. Per, 3 CFR 490.109(f) there are no consequences if the targets have not been met.

⁶ https://www.fhwa.dot.gov/tpm/reporting/state/reliability.cfm?state=New+York#perf_target

L RTP 2050 Alignment

L RTP 2050 recognizes that overall, the region's transportation system is reliable, and congestion is not a major barrier to the movement of goods and people. The transportation system performs well by traditional standards with minimal traffic congestion and reliable travel times as compared to major metropolitan areas of similar size. L RTP 2050 strives to maintain the current level of reliability through the efficient management of the existing system (e.g., Transportation System Management and Operations (TSMO) strategies) and does not recommend adding new capacity to address congestion constraints.

L RTP 2050 outlines recommendations, as part of the System Management and Maintenance and the Economic Development groups, that seek to maintain the existing transportation system overall reliability. Key recommendations that support the National System Performance Measures include:

- SMM-1: Implement recommendations outlined in the Regional TSMO Strategic Plan.
- SMM-2: Integrate ITS into plans and studies as a solution to safety, mobility, and other needs where appropriate.
- SMM-4: Continue supporting core TSMO-related programs.
- SMM-7: Promote interagency Traffic Incident Management (TIM).
- SMM-9: Maintain and periodically update the regional Congestion Management Process.
- SMM-26: Upgrade older UTS Field Instrumentation as new models are developed.
- ED-1: Improve travel time reliability on regional freight corridors.

To support implementation of these recommendations and advance progress towards these performance targets, approximately \$327 million of Federal, State, and local funding is projected to be programmed through 2050 into the following Investment Category:

- Systems Management and Operations - \$327 million.

TIP Anticipated Effects

Providing for the reliable movement of people and goods is a critical component of GTC's mission, and the projects on the TIP are consistent with the need to address the reliability of travel times for vehicles, including trucks. These are primary considerations in the selection of projects to be included in the TIP.

National Highway System, freight, and emissions reductions are significant considerations in the selection of projects to be included in the TIP. As noted above, GTC works with NYSDOT to cooperatively develop and manage the TIP. Prior to each TIP/STIP cycle, GTC is provided Planning Targets for each Federal formula fund source. All projects submitted for consideration of funding from the Planning Targets are evaluated against multiple criteria. The extent to which the project improves system performance and reduces emissions are primary criteria.

The TIP also includes projects that are not primarily intended to address deficiencies in system performance but do address such deficiencies as part of the larger project. The TIP includes

projects programmed with NHPP, STGB, and other fund sources that are expected to have benefits to improve the reliability in travel times for people and freight.

The projects on the TIP align with the *Genesee-Finger Lakes Regional Transportation System Management and Operations (TSMO) Strategic Plan*. The TIP includes funding for the continued operations of the Regional Traffic Operations Center and Highway Emergency Local Patrol program. These programs and ITS expansion support reductions in non-recurring delay (including secondary crashes) and emissions related to congestion.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds have been programmed to support the implementation of low/no-emissions vehicles and travel demand management programs. Such programs include the implementation of shared mobility programs that have introduced bike share, vanpool, and other transportation options that have demonstrated potential to reduce single-occupancy vehicular trips.

The TIP includes projects programmed with funds from various funding programs that have benefits to reliability in travel times for people and freight. GTC anticipates that the projects in the TIP, once implemented, will contribute toward achieving NYSDOT's system performance and freight performance targets.

Greenhouse Gases

On July 15, 2022, FHWA published a Notice of Proposed Rulemaking (NPRM) concerning greenhouse gas (GHG) performance measures and targets. A final rule has yet to be published. The NPRM calls for State DOTs and MPOs to support the national GHG emission reduction goals. Specifically, the GHG targets must support the goal of net-zero emissions by 2050. Therefore, State DOTs and MPOs must establish declining CO2 emissions year over year.

Applicability - All mainline highways on the Interstate and non-Interstate National Highway System (NHS)

Proposed Measure - Percent change in tailpipe carbon dioxide (CO2) emissions on the NHS compared to the reference year (Calendar Year 2021)

Proposed Metric - Annual total tailpipe CO2 emissions on the NHS

The New York State Climate Leadership and Community Protection Act (Climate Act), signed into law on June 18, 2019, requires New York to reduce total greenhouse gas emissions 40 percent by 2030 and no less than 85 percent by 2050 from 1990 levels.⁷

⁷ <https://climate.ny.gov/>

Transit Safety

Performance Targets

The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTASP) rule on July 19, 2018. Under this rulemaking, providers of public transportation systems that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program, must develop and implement a PTASP based on a Safety Management Systems (SMS) approach. As it relates to this documentation, each PTASP must include performance targets based on the safety performance measures established in FTA's National Public Transportation Safety Plan (NSP). Other elements of a PTASP include, but are not limited to, approval by the agency's Accountable Executive and Board of Directors, designation of a Chief Safety Officer, documented processes of the agency's SMS, an employee reporting program, and process and timeline for annual reviews and updates of the PTASP.

Providers subject to the rule must annually certify a PTASP, including targets for transit safety measures that cover fatalities, injuries, safety events, and system reliability. The date by which providers must first certify a PTASP and targets was initially July 20, 2020. However, FTA extended the deadline to July 20, 2021, to provide regulatory flexibility due to the operational challenges presented by the COVID-19 public health emergency.

Upon establishing transit safety targets, a public transportation provider must make the targets available to the MPO in which the provider's projects and services are programmed in the MPO's TIP. The MPO is required to establish its first set of transit safety targets within 180 days of the date that provider established its first targets. After this, MPOs are not required to establish transit safety targets each year after the transit provider establishes targets. Instead, MPOs must set updated targets when the MPO updates its LRTP.

An MPO must reflect the transit safety targets in any LRTP and TIP updated on or after July 20, 2021. When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate targets for the MPO planning area.

The Rochester-Genesee Regional Transportation Authority is subject to the PTASP rule in the GTC planning area. They are responsible for developing a PTASP and establishing transit safety targets annually. In December 2025, the RGRTA Board of Commissioners approved the 2025-2026 PTASP. RGRTA has set January 2026 through December 2026 targets to meet the latest PTASP requirement. GTC agreed to support RGRTA's transit safety targets on February 26, 2026 via Resolution 26-03, thus agreeing to plan and program projects that are anticipated to make progress toward achieving the targets.

Targets

The PTASP must include performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 28, 2017.

The transit safety performance measures are as follows, and are shown in Table 5 below:

- Total number of reportable fatalities by mode.
- Reportable fatality rate per total vehicle revenue miles by mode.
- Total number of reportable injuries by mode.
- Rate of reportable injuries per total vehicle revenue miles by mode.
- Total number of reportable safety events by mode.
- Rate of reportable safety events per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

Table 5 – Transit Safety Performance Targets for the Rochester-Genesee Regional Transportation Authority (RGRTA)

Transit Mode	Service	Fatalities (total)	Fatality Rate (per 100,000 VRM)	Injuries (total)	Injury Rate (per 100,000 VRM)	Safety Events (total)	Safety Event Rate (per 100,000 VRM)	System Reliability (VRM per change off)
Fixed Route	DO	0	0	44	0.88	22	0.44	5,100
Demand Response	DO	0	0	8	0.26	5	0.16	20,000

PT= Purchased Transportation; DO = Directly Operated; VRM = Vehicle Revenue Miles

Performance Plan and Reporting

Currently, RGRTA is not required to report the Safety Performance Targets to FTA. Instead, FTA will review the Public Transportation Agency Safety Plan (PTASP) to ensure compliance with federal regulations.⁸

⁸ <https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-06/SPTs-Guide-v2-20210629.pdf>

Significant Progress Determination

The transit safety performance measures are new. Performance for each measure has only recently been assessed and initial targets have been developed. Future National Performance Measures Reports will discuss transit safety performance and progress towards meeting the targets over time. To date, FTA has not imposed penalties for transit providers that do not meet their Safety Performance Targets. Therefore, a determination of significant progress is not officially made.

L RTP 2050 Alignment

Increasing safety for all users, especially those that are most vulnerable, is a key tenet of L RTP 2050. L RTP 2050 clearly states that the regional transportation system should ensure that all users, regardless of physical ability or chosen mode of transportation, are able to travel safely and securely.

L RTP 2050 outlines recommendations, as part of the Health and Safety, Access and Mobility, and the System Management and Maintenance groups, that lay out programs and policies that promote safety, enhance transit, and champion system preservation. Key recommendations that support the National Transit Safety Performance Measures include:

- HS-7: Include self-enforcing street design principles in transportation planning projects.
- AM-1: Design access and mobility options with the needs of all users in mind.
- AM-6: Encourage transit supportive street design.
- AM-13: Support projects that improve intermodal connections within and outside the region.
- AM-14: Support projects that improve transit facilities.
- SMM-13: Maintenance must consider the impact on all users.

To support implementation of these recommendations and advance progress towards these performance targets, Federal, State, and local funding is projected to be programmed through 2050 into the following Investment Categories:

- Transit Rolling Stock - \$2,298 million; and
- Transit Services and Operations - \$888 million.

TIP Anticipated Effects

The GTC TIP was developed and is managed in cooperation with RGR TA. The TIP includes specific investment priorities that support the MPO's goals, including transit safety, using a project selection process that is anticipated to address transit operations in the MPO planning area. The MPO's goal of addressing transit safety is linked to the safety plans of the RGR TA, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

GTC's investments that address transit safety include on-going preventive maintenance of rolling stock and a commitment to associated transit improvements that provide safe, accessible connections between transit trips and other modes.

GTC anticipates that the projects in the TIP, once implemented, will contribute toward achieving the established transit safety targets. GTC will continue to coordinate with the region's transit provider(s) to improve the safety of travelers in the MPO planning area and maintain transit assets in a state of good repair.

Appendix 1 – Methodologies

Highway Safety

Data Sources

Fatality totals are provided by the Fatality Analysis Reporting System (FARS) and injury totals are provided by the New York State Traffic Safety Statistical Repository (TSSR). The TSSR provides public access to the Accident Information System (AIS) managed by the NYS Department of Motor Vehicles. The data portal was designed and implemented by the University at Albany's Institute for Traffic Safety Management and Research (ITSMR) and funded by the Governor's Traffic Safety Committee (GTSC).

The vehicle miles traveled projections are provided by the Highway Performance Monitoring System (HPMS) submitted by NYSDOT to USDOT. The projections are based upon vehicle counts across the functional classification system statewide.

Target Setting

The targets are calculated by first estimating the existing statewide trends for each measure. For example, a forecast for 2022 is made using a five-year moving average linear trend line. The percentage change, rounded and capped at two percent between 2018-2022 and 2015-2019 is then extrapolated to 2022. The cap allows for a target that forecasts a significant reduction, but recognizes that large decreases are unlikely to happen year after year.

NYSDOT and the GTSC report on the progress towards achieving the targets to USDOT on annual basis in the Highway Safety Improvement Program (HSIP) Annual Report and the Highway Safety Plan, respectively. NYSDOT established their initial performance targets. On December 14, 2017, GTC formally incorporated the initial NYSDOT Safety performance measures and targets into GTC's planning documents and planning process. NYSDOT will update its targets, shown in Table 5, on an annual basis.

Pavement

Data Sources

The four pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good condition or poor condition. The PM2 rule defines NHS pavement types as either asphalt, jointed concrete, or continuously reinforced concrete pavement (CRCP), and defines five pavement condition metrics that states are to use to assess pavement condition:

- International Roughness Index (IRI) – an indicator of roughness; applicable to all three pavement types.
- Cracking percent – percentage of the pavement surface exhibiting cracking; applicable to all three pavement types.
- Rutting – extent of surface depressions; applicable to asphalt pavements only.

- Faulting – vertical misalignment of pavement joints; applicable to jointed concrete pavements only.
- Present Serviceability Rating (PSR) – a quality rating that is applicable only to NHS roads with posted speed limits of less than 40 miles per hour, for example toll plazas and border crossings.

A state may choose to collect and report PSR for applicable segments as an alternative to the other four metrics. For each pavement metric, a threshold is used to establish good, fair, or poor condition. Table 5, that follows below, lists the thresholds. Using these metrics and thresholds, pavement condition is assessed for each

0.1 mile section of the through travel lanes of mainline highways on the Interstate or the non-Interstate NHS, as follows:

- Asphalt segments are assessed using the IRI, cracking, and rutting metrics, while jointed concrete segments are assessed using IRI, cracking, and faulting. For these two pavement types, each segment is rated good if the rating for all three metrics are good, and poor if the ratings for two or more metrics are poor.
- Continuous concrete segments are assessed using the IRI and cracking metrics. A segment is rated good if both metrics are rated good, and poor if both metrics are rated poor.
- If a state collects and reports PSR for any applicable pavement segments, those segments are rated according to the PSR scale in Table 6, below.

For all three pavement types, sections that are not good or poor are rated fair. The good/poor pavement condition measures are expressed as a percentage and are determined by summing the total lane-miles of good or poor highway segments and dividing by the total lane-miles of all highway segments on the applicable system. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed in the near term.

Table 6 – Federal Pavement Performance Condition Metric Thresholds

Metric	Good	Fair	Poor
IRI (inches/miles)	<95	95-170	>170
Rutting (inches)	0.2	0.20-0.40	>0.4
Faulting (inches)	<0.10	0.10-0.15	>0.15
Cracking (%)	<5	5-20 (asphalt)	5-20 (asphalt)
	<5	5-15 (JCPC)*	5-15 (JCPC)*
	<5	5-10 (CRCP)**	5-10 (CRCP)**

**JCPC – Jointed Plain Concrete Pavement*

***CRCP - Continuously Reinforced Concrete Pavement*

Data Sources

The following data sources are used:

- NYSDOT's accepted pavement management modeling program with committed projects and minimum expected future funding for the NHS
- NYSDOT's Surface Score Rating System on pavement management sections
 - Score \geq 8 equates to federal measure good
 - Score \leq 5 equates to federal measure poor

The New York State Department of Transportation (NYSDOT) adjusted the percentages by applying the difference between the federal baseline percentage and state surface rating percentages to account for differences in rating systems and averaging that occurs over longer pavement management sections. This assumes the difference remains constant.

Bridges

Data Sources

The deck area, the surface of the bridge, is calculated using data from the NBI, structural length and deck width or approach roadway width (for select culverts).

The National Bridge Inventory (NBI), maintained by the Federal Highway Administration, classifies the condition all bridges and tunnels in the U.S. with roads that pass above or below. The bridge condition ratings from the NBI for the deck, superstructure, substructure, and culvert are used to calculate the measure. The condition of the bridge is determined by the lowest rating of the four NBI classifications. The NBI rates the four classifications on a 0-9 scale, as shown below:

- Good when the lowest rating is ≥ 7
- Fair if the lowest rating is a 5 or 6
- Poor if the lowest rating is ≤ 4

The deck area, the surface of the bridge, is calculated using data from the NBI, structural length and deck width or approach roadway width (for select culverts).

MEMORANDUM

TO: GTC Planning Committee Members & Alternates
FROM: Joseph M. Bovenzi, AICP, Executive Director *JMB*
DATE: May 7, 2026
SUBJECT: Adopting the Draft *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050 and the 2026-2030 Transportation Improvement Program* / Proposed Council Resolution 26-30

As part of its transportation planning process, the Genesee Transportation Council must complete a transportation conformity process for the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050* (LRTP 2050) and *FFY 2026-2030 Transportation Improvement Program* (TIP). GTC staff has prepared a Draft of the *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050 and the 2026-2030 Transportation Improvement Program* (Conformity Statement).

The Conformity Statement demonstrates that the LRTP 2050 and the FFY 2026-2030 TIP meet the federal transportation conformity requirements in 40 CFR Part 93. Ultimately, the Federal Highway Administration and the Federal Transit Administration will make a Conformity Determination based upon their review of the Statement.

The Draft Conformity Statement was made available for public review and comment from April 9, 2026 to May 12, 2026. No public comments were received through May 1, 2026. Any and all comments received by May 12 will be provided to the Planning Committee at the May 14th meeting.

Interagency consultation was conducted with the New York Air Quality Interagency Consultation Group (ICG), including the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, NYSDOT, and the NYS Department of Environmental Conservation. The ICG concurred with the draft Statement on April 8, 2026.

The following item is provided for your consideration:

- 1. Proposed Council Resolution 26-30**
- 2. Draft *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050 and the 2026-2030 Transportation Improvement Program***

Recommended Action:

Recommend action by the GTC Board on proposed Resolution 26-30, adopting the Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050 and the 2026-2030 Transportation Improvement Program.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-30 *Adopting the Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050 and the 2026-2030 Transportation Improvement Program*

WHEREAS,

1. The Genesee Transportation Council (GTC) has been designated by the Governor of New York State as the Metropolitan Planning Organization responsible for transportation planning for the nine-county Genesee-Finger Lakes Region, including the Rochester Metropolitan Planning Area;
2. Federal regulations require that the urban transportation planning process include the cooperative development of a long range transportation plan and a transportation improvement program consisting of a staged multi-year program of projects consistent with said long range transportation plan;
3. The *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050* (LRTP) was adopted by GTC on June 11, 2026;
4. The *2026-2030 Transportation Improvement Program* (TIP) was adopted by GTC on June 12, 2025;
5. On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked or so-called "Orphan Areas";
6. The United States Environmental Protection Agency (EPA) previously designated Genesee, Livingston, Monroe, Ontario, Orleans, and Wayne counties as nonattainment under the 1997 National Ambient Air Quality Standard (NAAQS) for ground-level ozone on April 15, 2004;
7. EPA released the final nonattainment area designations 2008 Ozone NAAQS on May 21, 2012 and for the 2015 Ozone NAAQS on November 16, 2017, which show the Rochester, New York area in attainment;
8. Per the South Coast II decision, a conformity determination must be made for the 1997 ozone NAAQS on the *LRTP 2050* and the *FFY 2026-2030 TIP*;

9. 40 CFR Part 93 requires nonattainment areas to make a conformity determination when a new LRTP is adopted; and
10. 40 CFR Part 93 requires nonattainment areas to make a conformity determination when a new TIP is adopted.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby adopts the *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050* and the *FFY 2026-2030 Transportation Improvement Program*; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 11, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

Transportation Conformity Statement
for the
*Long Range Transportation Plan for the
Genesee-Finger Lakes Region 2050*
and
*2026-2030 Transportation Improvement
Program*

June 2026

Prepared by the

GENESEE TRANSPORTATION COUNCIL

and the

NYS Department of Transportation-Region 4



GTC's Commitment to the Public

The Genesee Transportation Council assures that no person shall, on the grounds of race, color, national origin, disability, age, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. GTC further assures every effort will be made to ensure nondiscrimination in all of its programs activities, whether those programs and activities are federally funded or not.

En Español

El Consejo Genesee del Transporte asegura completa implementación del Título VI de la Ley de Derechos Civiles de 1964, que prohíbe la discriminación por motivo de raza, color de piel, origen nacional edad, género, discapacidad, o estado de ingresos, en la provisión de beneficios y servicios que sean resultado de programas y actividades que reciban asistencia financiera federal.

Contact GTC

If you have any questions or comments regarding this document, please contact the Genesee Transportation Council:

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Financial assistance for the preparation of this report was provided by the Federal Highway Administration and Federal Transit Administration. The Genesee Transportation Council is solely responsible for its content and the views and opinions expressed herein do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Introduction

As part of its transportation planning process, the Genesee Transportation Council completed the transportation conformity process for the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050* (LRTP 2050) and *FFY 2026-2030 Transportation Improvement Program* (TIP). This report documents that the LRTP 2050 and the FFY 2026-2030 TIP meet the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standard (NAAQS) or any interim milestones [42 U.S.C. 7506(c)(1)]. The U.S. Environmental Protection Agency’s (EPA’s) transportation conformity rules establish the criteria and procedures for determining whether LRTPs, TIPs, and federally supported highway and transit projects conform to the SIP [40 CFR Parts 51.390 and 93].

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“South Coast II,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These areas are referred to as “Orphan Areas”. Such conformity determinations are required in Orphan Areas after February 16, 2019. The Rochester, New York, Nonattainment Area (Rochester Nonattainment Area) was classified “nonattainment” at the time of the 1997 ozone NAAQS revocation on April 6, 2015, and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012 and attainment for the 2015 ozone standard on November 16, 2017. Therefore, per the South Coast II decision, this conformity statement is being made for the 1997 ozone NAAQS on the LRTP 2050 and the FFY 2026-2030 TIP.

This conformity statement was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the South Coast II decision, according to EPA’s Transportation Conformity Guidance for the South Coast II Court Decision issued on November 29, 2018.

For consistency with prior Conformity Determinations, the Rochester, New York air quality Orphan Area will be herein referred to as the Rochester Nonattainment Area. The Rochester Nonattainment Area consists of Genesee, Livingston, Monroe, Ontario, Orleans, and Wayne Counties.

Air Quality Conformity Process

The concept of transportation conformity was introduced in the CAA of 1977, which included a provision to ensure that transportation investments conform to a SIP for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993 and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from LRTPs, TIPs, and transportation projects are

consistent with (“conform to”) the State’s air quality goals in the SIP.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with (“conform to”) the purpose of a State’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

On April 15, 2004 the EPA designated the Rochester Nonattainment Area as being in nonattainment of the National Ambient Air Quality Standard (NAAQS) for ground-level ozone. The Rochester Nonattainment Area consists of Genesee, Livingston, Monroe, Ontario, Orleans, and Wayne Counties.

The Rochester, NY Area is designated attainment for both the 2008 and 2015 ozone standards. The designation for the 2008 standard was announced on May 21, 2012 and effective July 20, 2012. The designation for the 2015 standard was announced on November 16, 2017 and effective January 16, 2018.

Conformity

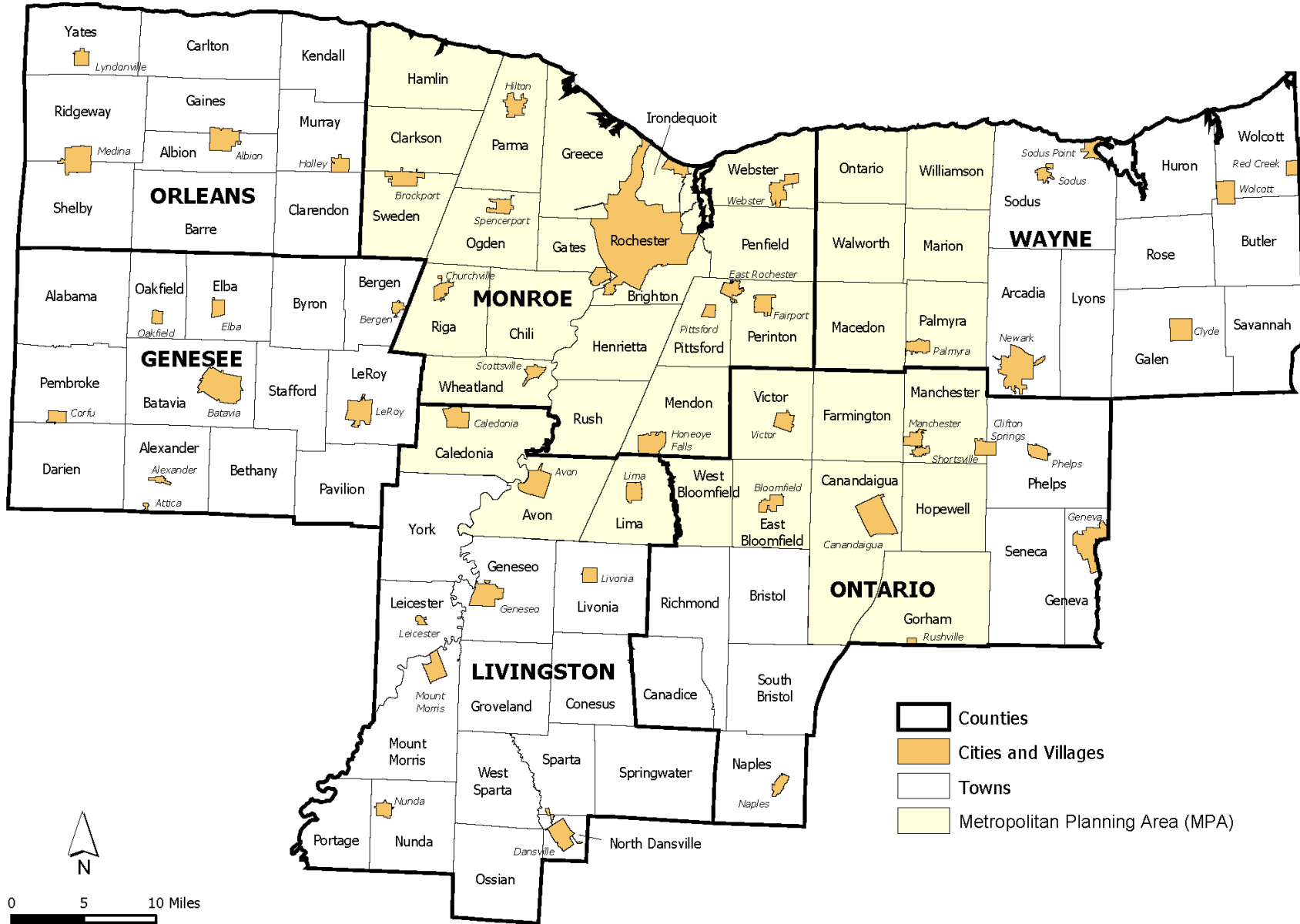
The Clean Air Act Amendments of 1990 (CAAA) require transportation agencies in nonattainment areas to ensure that their transportation improvements do not negatively contribute to air quality as a precondition to the continued receipt of federal transportation funds.

The primary geographic focus of the Genesee Transportation Council (GTC) is the Rochester Metropolitan Planning Area (MPA). The Rochester MPA includes all of Monroe County and the adjacent developed areas of Livingston, Ontario, and Wayne counties. Projects outside of the Rochester MPA that are in the Rochester Nonattainment Area are under the purview of the New York State Department of Transportation (NYSDOT)-Region 4. Map 1 on the following page presents the Rochester Nonattainment Area with the Rochester MPA highlighted.

Accordingly, GTC and NYSDOT-Region 4 are required to assert the current, fiscally- constrained long range transportation plan (LRTP) and transportation improvement program (TIP) conform to federal air quality standards. As established in GTC Resolution 04-41, GTC is responsible for documenting conformity in the Rochester MPA and NYSDOT is responsible for documenting conformity in the remainder of the Rochester Nonattainment Area. While this Statement documents the region’s assertions, ultimately, our Federal partners make a *determination* of conformity.

Rochester Nonattainment Area

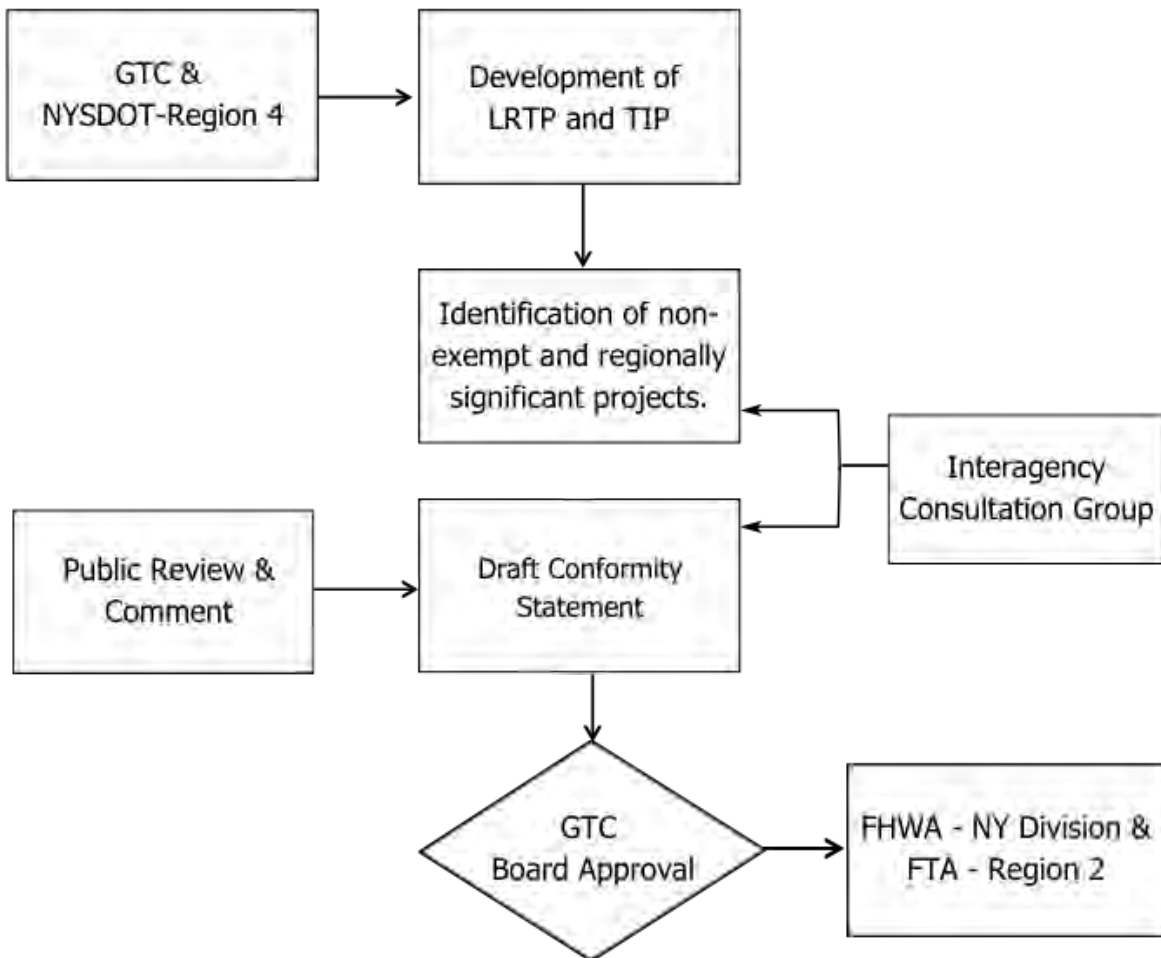
Map 1



The CAAA and the Bipartisan Infrastructure Law (BIL) define what activities must be undertaken – and what agencies must be involved in each of these activities – to demonstrate conformity of the TIP. Figure 1 below presents the major activities required to determine conformity and the agencies involved in these activities.

Figure 1

Major Activities to Determine Conformity for LRTP and TIP in Orphan Area



Interagency Consultation

To better ensure that all considerations are accounted for, the CAAA requires that each state identify and involve all affected agencies in the conformity process through an Interagency Consultation Group (ICG). In New York State, the members of the ICG are defined in Title 6 Part 240 Section 6 of the New York Codes, Rules, and Regulations as:

- Federal Highway Administration – New York Division (FHWA-NY)
- Federal Transit Administration – Region II (FTA-II)
- U.S. Environmental Protection Agency – Region 2 (EPA-2)
- NYSDOT – Environmental Science Bureau (NYSDOT-ESB)
- NYS Department of Environmental Conservation (NYSDEC)

Transportation Conformity Determination: General Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA for certain transportation activities, including updated or amended LRTPs and TIPs. Once US DOT makes its 1997 ozone NAAQS conformity determination for the LRTP 2050 and the 2026-2030 TIP, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the LRTP 2050 and the 2026-2030 TIP.

Development of LRTP and the TIP

Transportation policies and improvements utilizing Federal transportation funds in the Rochester Nonattainment Area are identified in the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050* (LRTP 2050) and the *2026-2030 Transportation Improvement Program* (2026-2030 TIP). Both the LRTP 2050 and the 2026-2030 TIP must be fiscally constrained – that is, policies, programs, and projects identified in each document must not require expenditures in excess of estimates of reasonably expected Federal transportation funds and committed non-Federal matching funds.

Given that the transportation improvements in the LRTP 2050 and 2026-2030 TIP can be implemented with reasonably expected revenues, these transportation improvements can be expected to advance and must conform to Federal air quality standards.

Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050

The LRTP 2050 was adopted by the GTC Board on **June 11, 2026**. LRTP 2050 provides a nearly 25-year perspective of existing and projected transportation system capabilities, needs, and objectives, as well as recommendations to meet these objectives for the nine-county Genesee-Finger Lakes Region, which includes the six-county Rochester Nonattainment Area. The LRTP 2050 serves as a framework for guiding Federally-funded transportation planning and investment decision-making.

2026-2030 Transportation Improvement Program

Federal regulations require that the metropolitan transportation planning process include the cooperative development of the Transportation Improvement Program (TIP), a staged multi-year program of projects consistent with the current long range transportation plan. This region's TIP is developed cooperatively by a team led by GTC and NYSDOT-Region 4.

GTC and NYSDOT-Region 4 work together to coordinate the programming of the projects in the

Rochester Nonattainment Area. The TIP development process is guided by the TIP Development Committee (TDC), which is comprised of representatives from the Rochester MPA Counties (Livingston, Monroe, Ontario, and Wayne), the City of Rochester, the Rochester- Genesee Regional Transportation Authority (RGRTA), and NYSDOT-Region 4.

In October 2024, GTC and NYSDOT-Region 4 jointly solicited applications for new transportation projects which anticipated using Federal transportation funds to be included in the *2026-2030 TIP*, covering the time period between October 1, 2025 and September 30, 2030. The GTC/NYSDOT team presented to the TDC a priority list of projects based upon the Evaluation Criteria included in the project proposal solicitation package. These criteria were wholly consistent with and derived from the LRTP 2050. The resulting preliminary rankings were reviewed and discussed with the TDC and adjustments to rankings were made as necessary to reflect overall funding considerations, geographic balance, and other factors. Based on estimates of available revenue, funding was assigned to the ranked projects in accordance with funding availability and eligibility restrictions.

The GTC Planning Committee approved the draft *2026-2030 Transportation Improvement Program Project List* for a 30-day public review period on April 24, 2025. During the public review period, two public meetings were held in the Rochester MPA to solicit comments on the program of projects. Advanced notice of the public meetings was sent to over 25 media outlets throughout the region, as well as nearly 200 organizations representing populations not traditionally well-represented in the transportation planning process.

The GTC Community Engagement Hub (gtcmpo.org/PublicInput) included a dedicated project page to provide information about the TIP, individual projects, and collect feedback via online form, email, text message, and other means.

The *2026-2030 TIP* was adopted by the GTC Board on June 12, 2025.

Transportation Conformity Requirements

Overview

On November 29, 2018, EPA issued Transportation Conformity Guidance for the South Coast II Court Decision (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for LRTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c)), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for LRTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is

required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the Genesee Transportation Council's LRTP 2050 and 2026-2030 TIP can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Fiscal constraint (40 CFR 93.108)
- Latest planning assumptions (40 CFR 93.110)
- Consultation (40 CFR 93.112)
- Transportation Control Measures (40 CFR 93.113)

Latest planning assumptions and Transportation Control Measures

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved State Implementation Plan (SIP). The New York SIP does not include any TCMs applicable to the Rochester Nonattainment Area.

Consultation

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

Interagency consultation was conducted with the New York Air Quality Interagency Consultation Group (ICG). Relevant information about new projects included in the 2026-2030 TIP were provided to the ICG with suggested air quality exemption classification and associated justification. The ICG concurred on the Exempt or Non-Exempt classification for each project on April 30, 2025. Relevant information about the policy Recommendations included in LRTP 2050 were provided to the ICG. The ICG concurred with the policy Recommendations in **April, 2026**. Interagency consultation was conducted consistent with the requirements at 40 CFR 93.105 and concurrent with public review.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450 and GTC's Public Participation Plan. The draft LRTP 2050 was made available for public review from April 9, 2026 to May 12, 2026. The draft 2026-2030 TIP was made available for public review from April 25, 2025 to May 27, 2025. Comments were considered by the GTC Board prior to adopting the LRTP 2050 and 2026-2030 TIP.

Fiscal Constraint

LRTP 2050 is primarily a policy-focused plan with no specific transportation projects mentioned. This is a result of the recognition that the existing transportation system in the region generally has sufficient capacity for our needs. While there may be projects that allow for more traffic throughput, they are not what would typically be considered capacity improvement projects, rather they are operational improvements. The majority of projects undertaken in this region are focused on attaining a State of Good Repair of the existing transportation system. Accordingly, while LRTP 2050 identifies anticipated revenue in Year of Expenditure dollars (YOES), specific project expenditures are identified within the TIP.

On October 17, 2024, NYSDOT issued the TIP/STIP Update Guidance for the October 2025-September 2029 STIP/October 2025-September 2030 TIPs. The Guidance included the amounts of Federal Highway Administration (FHWA) funds by program that are being made available to the GTC/NYSDOT- Region 4 TIP area (Planning Targets) for Federal Fiscal Years (FFYs) 2025 through 2029.

On March 11, 2025, NYSDOT provided estimated amounts of FTA Sections 5307, 5310, and 5339 funding to be allocated to RGRTA as the designated recipient for the Rochester, New York Urbanized Area. GTC staff discussed the NYSDOT estimates with RGRTA and all agreed that the estimates were reasonable.

The adopted *FFY 2026-2030 Transportation Improvement Program* contains a financial summary indicating reasonably available revenues by source and year along with expenditures by source and year to demonstrate fiscal constraint consistent with Title 23 Section 450.326(j) of the Code of Federal Regulations.

Identification of classified/Non-Exempt and Regionally Significant Projects

Exempt/Non-Exempt Projects

All federally-funded transportation projects in the Rochester Nonattainment Area must be included in the *2026-2030 TIP*. GTC and NYSDOT-Region 4 staffs evaluated the projects in the *2026-2030 TIP* to determine their exempt or non-exempt status as defined by the criteria of the federal conformity rules and guidance (“Table 2 - Exempt Projects” in 40 CFR Part 93.126 and “Table 3 - Projects Exempt from Regional Emissions Analysis” in 40 CFR Part 93.127 dated July 1, 2009).

Typically, projects that improve the safety of the highway network, preserve/maintain existing transportation infrastructure, contribute to minor increases in the efficiency of public transportation services, or enhance non-motorized travel are considered exempt. Non-exempt projects are those projects that do not meet the criteria of exempt projects and must be included in the regional emissions analysis to determine their impact on air quality.

The listing of the aforementioned transportation projects and their associated exempt/non-exempt status is provided in Appendix A. The ICG has concurred with the exempt/non-exempt status of each project on April 30, 2025. New projects subsequently added to the TIP via amendments are provided to the ICG for concurrence.

Regionally Significant Projects

A regionally significant project is defined as a project that is expected to impact regional travel patterns but will be implemented without using federal funds. Although these projects may not be included in the MPO process, they have the potential to impact regional air quality and therefore must be included in the regional emissions analysis as part of a conformity determination. For the purposes of this conformity determination, GTC and NYSDOT-Region 4 staffs reviewed the current and pending capital improvement programs (CIPs) of the City of Rochester, Monroe County, RGRTA, and Ontario County. None of the projects reviewed for this conformity determination were deemed to be regionally significant. The City of Rochester is progressing the Inner Loop North project with the intention of removing the existing limited-access facility and improving the surface street network to serve motor vehicles. This project is being progressed consistent with the requirements of the National Environmental Policy Act (NEPA). While this project will use Federal funds, a financial plan has not yet been finalized and the project is not yet in the fiscally constrained portion of LRTP (2050) or the TIP. This project is anticipated to be

Non-Exempt from Air Quality Conformity.

Public Review

This document was made available for public review from April 9, 2026 to May 12, 2026 concurrent with the draft *FFY 2026-2030 Transportation Improvement Program* to discuss the conformity statement and gather input from the public. The public review period and meeting were advertised via a legal notice in the [NEWSPAPER]. GTC did/did not receive any comments on this document.

Statement of Conformity

The analysis documented above demonstrates that the *L RTP 2050* and *2026-2030 TIP* in the Rochester Nonattainment Area is in conformity with the rules and regulations established by EPA and NYSDEC, and as such the State Implementation Plan (SIP) for air quality.

This statement was adopted by the Genesee Transportation Council Board on June 11, 2026. A scanned copy of the adopting resolution is included at the beginning of this document.

MEMORANDUM

TO: GTC Planning Committee Members & Alternates
FROM: Joseph M. Bovenzi, AICP, Executive Director *JMB*
DATE: May 7, 2026
SUBJECT: Approval of the Draft *Genesee Transportation Council Public Engagement Plan* for Public Review

The purpose of the *Genesee Transportation Council Public Engagement Plan* (PEP) is to provide guidance on public engagement activities to GTC staff, member agencies, and project sponsors. Additionally, it defines what the public can expect in terms of opportunities to participate in the metropolitan transportation planning process. This PEP provides guidance and parameters to manage expectations while maintaining flexibility in how project sponsors meet community needs.

GTC is committed to providing the public with meaningful opportunities to participate in the metropolitan transportation planning process. If circumstances beyond its control impact on the ability of GTC to follow the processes proscribed by this plan, the agency will strive to meet the intention of this plan to the extent possible.

The updated PEP defines different opportunities for engagement, explains how a person could participate, describes how a person could learn about input opportunities, and identifies accessibility and accommodations, contingency plans, and additional references. GTC will make the status and recommendations of all programs, projects, and activities conducted by or on behalf of GTC accessible to the public.

23 CFR, 450.316 requires metropolitan planning organizations to periodically review the effectiveness of their public participation plans. While there is no required timeframe for this review, GTC aims to review and update its PEP every five years. The current plan was adopted in 2021.

23 CFR, 450.316 requires a 45-day public comment period prior to the adoption of a new or revised PEP. The public comment period for the new GTC PEP will occur from May 15 through June 29. Following this period, GTC staff will revise the PEP based on any comments received, and the Planning Committee will make a final recommendation for board action at its August 13, 2026, meeting. The GTC Board is expected to consider and adopt the PEP at its August 27, 2026, meeting. The PEP will go into effect immediately after adoption by the GTC Board.

Summary of changes: Updates to the PEP reflect a shift toward clearer, more flexible, and more practical public engagement expectations across GTC processes. Board meetings will continue to be held in the spirit of the New York State Open Meetings Law, but will no longer require formal legal notices. For the Transportation Improvement Program (TIP), the process is streamlined to include one public meeting, supported by other engagement opportunities as appropriate. A new section has also been added to address the Coordinated Public Transit–Human Services Transportation Plan, ensuring its development process is clearly defined. In addition, revisions to UPWP task classifications aim to simplify and clarify expectations by

moving away from rigid project-based requirements toward a more outcome-driven approach. This includes replacing the Technical/Data and Planning/Policy categories with a three-tiered engagement framework — Inform, Consult, and Involve — focused on identifying the type of input needed to shape each project. Together, these changes are intended to improve communication, strengthen proposals, support more accurate cost estimates, and create a more consistent and user-friendly public engagement process for project teams.

Recommended Action

Approve the draft *Genesee Transportation Council Public Engagement Plan* for Public Review.



Genesee Transportation Council Public Engagement Plan

**DRAFT - May 2026
August 2026**

This document defines the policies and procedures that the Genesee Transportation Council will undertake to ensure that members of the public have meaningful opportunities to participate in the transportation planning decision-making process.



DRAFT



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If you have any questions or comments on this document, please contact the Genesee Transportation Council at 1 South Washington Street, Suite 520, Rochester, New York 14614; by telephone at (585) 232-6240, or via email at ContactGTC@gtcmpo.org

Financial assistance for the preparation of this report was provided by the U.S. Department of Transportation. The Genesee Transportation Council is solely responsible for its content.



Introduction

The Genesee Transportation Council (GTC) Public Engagement Plan (PEP) explains how people and interested parties can participate in the regional transportation planning process and what they can expect from GTC. It outlines the policies and guidelines used to ensure everyone has meaningful opportunities to stay informed, share input, and provide feedback on plans, programs, and projects.

This document describes opportunities to participate in decision-making processes, including Planning Committee and Board meetings, as well as in the development of core work products such as the Long Range Transportation Plan (LRTP), Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), Transportation Air Quality Conformity, Public Engagement Plan, and the Coordinated Public Transit-Human Services Transportation Plan. It also includes opportunities to participate in federally funded planning activities and projects.

The PEP also provides guidance for GTC staff, member agencies, and project sponsors carrying out work on behalf of GTC. It sets clear expectations for engagement while allowing flexibility to respond to the different needs of communities across the region.

Each engagement opportunity is described in terms of its purpose, how to get involved, and how GTC will communicate and support participation. This includes information on outreach approaches, accessibility and accommodations, contingency planning, procedures for updates or amendments, and additional resources.

GTC Background

The Genesee Transportation Council (GTC) is the designated Metropolitan Planning Organization (MPO) for the nine-county Genesee-Finger Lakes Region, which includes Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates counties. Federal transportation law requires every urbanized area with a population of more than 50,000 to have an MPO to receive federal highway and transit funding.

GTC coordinates how federal transportation funding is planned and used in this region. Through a cooperative planning process with local, state, and federal partners, GTC helps guide policies, plans, and investments that affect how people and goods move across the surface transportation system.

Additionally, GTC provides technical expertise for regional transportation planning needs in the areas of bicycle and pedestrian planning, travel demand modeling, and intelligent transportation systems among others.

Federal transportation laws and policies guide the planning work carried out by the MPO.



Title VI/Nondiscrimination Policy Statement

GTC's Commitment to the Public

The Genesee Transportation Council assures that no person shall, on the grounds of race, color, national origin, disability, age, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. GTC further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

It is also the policy of the Genesee Transportation Council to ensure that none of its programs, policies, and other activities have disproportionate adverse effects on minority and low-income populations. The Genesee Transportation Council identifies minority and low-income communities from US Census data. The Genesee Transportation Council takes a proactive approach to engage these communities and ensures their full and fair participation in the transportation decision-making process.

In addition, GTC will provide meaningful access to services for persons with Limited English Proficiency.

In the event GTC distributes federal-aid funds to another agency as a subrecipient, GTC will include Title VI language in all written agreements and will monitor them for compliance.

GTC is responsible for initiating and monitoring Title VI activities, preparing required reports and other GTC responsibilities as required by 23 CFR 200 and 49 CFR 21.

En Español

El Consejo Genesee de Transporte asegura que ninguna persona, por motivos de raza, color, nacionalidad, discapacidad, edad, sexo o situación económica, será excluida de participar en ningún programa o actividad, ni se le negarán los beneficios de los mismos, ni será objeto de discriminación de ningún tipo. El GTC, (por sus siglas en inglés) asegura además que se hará todo lo posible para asegurar la no discriminación en todas las actividades de sus programas, ya sea que esos programas y actividades estén financiados por el gobierno federal o no.

For additional information, refer to GTC's Title VI/Nondiscrimination Implementation Plan on the GTC website.



Opportunities to Participate in the Decision-making Process

GTC Board Meetings

Definition & Purpose:

The Genesee Transportation Council Board is the governing body that directs GTC as the designated Metropolitan Planning Organization (MPO) for the Region. It provides direction and establishes policy regarding the roles and responsibilities of GTC as the designated MPO for the region to comply with the federally certified planning process required by USDOT. The GTC Board approves all activities and work products, including the Long Range Transportation Plan (LRTP), Unified Planning Work Program (UPWP), and the Transportation Improvement Program (TIP).

The GTC Board consists of 27 members, including elected officials from each of the nine counties, the City of Rochester, and representatives from local, regional, state, and federal agencies. See Figure 1 for full list.



Figure 1



Members of the public can review meeting materials, attend meetings, and submit comments.

Public Participation:

GTC Board meetings are open to the public. People can attend in person or remotely. Members of the public can review meeting materials up to one week prior to the meeting. People can submit comments pertaining to agenda items on advance or during the public comment period at the beginning of the meeting.

Public Notice, Accessibility, and Participation Options:

Meeting notices and materials, including agendas and supporting documents, are posted on the GTC website at least one week in advance of the meetings. Printed or other accessible formats will be available upon request. GTC Board meeting notices are distributed to traditional news media outlets across the nine-county region, shared on social media platforms, and emailed to subscriber lists.

GTC Board meetings are held in venues that are accessible to people with disabilities and are located along public transit routes. GTC includes information in public notices on how to request assistance for full participation.

To support remote participation, GTC provides a live stream of each meeting that can be accessed via computer, mobile device, or toll-free telephone line. Members of the public observing remotely may participate, as if in person. Meeting recordings are archived on the GTC website.

Contingency Plans:

If a GTC Board meeting cannot be held in person due to circumstances such as severe weather, power outages, or public health concerns, the meeting may be cancelled or conducted fully remotely with provisions for the public to observe and participate online or by telephone. Notice of cancellation or changes will be made promptly via the webpage, social media, email notification, and a media release.

References & More Information:

Under GTC Board Resolution 22-18, the GTC Board amended Article VII, Section 1 of the GTC By-laws in June 2022 stating that GTC Board shall be open to the public and conducted in the spirit of the New York State Open Meetings Law, as amended.

Information about GTC Board policies, requirements, and governance structure is available at: GTC Website: <https://www.gtcmpo.org>

GTC Community Engagement Hub: www.publicinput.com/GTCBoard



Planning Committee Meetings

Definition & Purpose:

GTC's Planning Committee provides professional and technical direction to the GTC Board. The committee is made up of transportation and planning professionals that represent each jurisdiction that are appointed by GTC Board members. After considering input from sub-committees and GTC staff, the Planning Committee reviews planning work and recommends actions to the GTC Board for final approval. The committee meets eight times per year.

Members of the public can review meeting materials, attend meetings, and submit comments.

Public Participation:

Planning Committee meetings are open to the public. People can attend in person or remotely. People can submit comments pertaining to agenda items in advance or during the public comment periods at the beginning and the end of the meeting.

Public Notice, Accessibility, and Participation Options:

Meeting notices and materials, including agendas and supporting documents are posted on the GTC website at least one week in advance. Printed or other accessible formats will be available upon request. Planning Committee meeting notices are distributed to traditional news media outlets across the nine-county region, shared on social media platforms and emailed to subscriber lists.

Planning Committee meetings are held in venues that are accessible to people with disabilities and are located along public transit routes. GTC includes information in public notices on how to request assistance for full participation.

To support remote participation, GTC provides a live stream of each meeting that can be accessed via computer, mobile device, or toll-free telephone line. Members of the public observing remotely may submit questions or comments through several methods, including chat, email, text message, recorded voice message, or by speaking during the public comment portion of the meeting. Meeting recordings are archived on the GTC Community Engagement Hub.

Contingency Plans:

If a Planning Committee meeting cannot be held in person due to circumstances such as severe weather, power outages, or public health concerns, the meeting may be cancelled or conducted fully remotely with provisions for the public to observe and participate online or by telephone. Notice of cancellation or changes will be made promptly via the webpage, social media, email notification, and a media release.

References & More Information:

Information about Planning Committee policies, requirements, and governance structure is available at: GTC Website: <https://www.gtcmpo.org>

GTC Community Engagement Hub www.publicinput.com/GTCPlanningCommittee



Opportunities to Participate in the Development of Core Work Products

Among the federally required core responsibilities of the Genesee Transportation Council (GTC) is the development of a Long Range Transportation Plan (LRTP), Unified Planning Work Program (UPWP), and Transportation Improvement Program (TIP). They guide transportation policy, planning activities and investment decisions in the Genesee Finger Lakes Region.

Each of these products plays a distinct role in the metropolitan planning process and is developed through coordination with GTC member agencies, state and federal partners, and the public. Opportunities for public participation are provided throughout the development and review of these documents to ensure they accurately reflect community needs, regional priorities, and are following federal requirements.

Submitted comments and responses will be documented as part of the public record.

Long Range Transportation Plan (LRTP)

Members of the public can comment on transportation issues, opportunities, and potential solutions affecting the region. A draft plan will be shared for public review, and feedback can be submitted before it is adopted.

Definition & Purpose:

The Long Range Transportation Plan (LRTP) is a key document required to receive federal transportation funding. It sets the overall direction for transportation policy, planning, and investment decisions across the nine-county Genesee-Finger Lakes Region.

The LRTP looks at current and future transportation conditions, identifies regional needs and priorities, and outlines strategies and recommendations to guide investments over the next 25 years. It also serves as the policy framework for other transportation planning activities carried out by GTC.

Public Participation Process:

At the start of each LRTP update, GTC develops and carries out a community engagement plan to guide public participation throughout the process. This plan identifies stakeholders and interested parties, and outlines outreach activities aligned with the LRTP schedule.

The engagement plan includes a mix of online, virtual, and in-person outreach designed to reach a broad audience. Visual and interactive tools may be used to explain planning concepts and gather feedback. All engagement activities and input received are documented, and a summary of results is included in the LRTP.

Opportunities to participate may include online input on project webpages, public meetings or workshops, community group meetings, surveys, information tables at community events, and other outreach activities as appropriate.



The public engagement process includes two rounds of outreach, along with a separate public review period of at least 30 days before the plan is finalized and adopted. GTC also provides ongoing opportunities for people to contact staff and share input throughout the process.

Round 1 Outreach: Conducted early in the process to gather input on regional needs, issues, priorities, and the desired future of the transportation system.

Round 2 Outreach: Conducted later in the process to gather feedback on draft recommendations and proposed strategies.

30-Day Public Review Period: Conducted at the conclusion of the process to present the full document and to seek final comments.

GTC hosts at least one public meeting during each round of outreach. Meetings may be held in different locations across the region, at various times of day, and offered in both in-person and virtual formats to encourage participation.

Public Notice, Accessibility, and Participation Options:

GTC will publicize outreach and engagement opportunities using traditional news media, sharing on social media platforms, emailing subscriber lists and utilizing other creative methods. A legal notice announcing the public review period will be published in the daily newspaper with the largest circulation in the region, *Democrat and Chronicle*.

An electronic version of the draft LRTP will be available online. A printed copy or other formats will be available upon request.

Members of the public may submit written comments during the review period through online tools, email, or U.S. mail.

Review and Adoption Process:

The Planning Committee will review the draft LRTP and release it for a minimum 30-day public review period before recommending the plan to the GTC Board for adoption.

If significant revisions are made following the review period, the Planning Committee may approve a revised draft LRTP for an additional 10-day public review period before recommending a final version to the GTC Board.

Review, Updates, and Amendments:

Federal law requires MPOs to review and update the LRTP at least every five years.

References & More Information:

GTC Website: <https://www.gtcmpo.org>

GTC Community Engagement Hub: www.publicinput.com/gtc_lrtp

United States Department of Transportation: <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-transportation-plan-mtp>



Code of Federal Regulations:

[§450.324](#) - Development and content of the metropolitan transportation plan

Unified Planning Work Program (UPWP)

Members of the public can review and submit comments on the draft Program and the recommended list of planning projects. The section “Participate in Federally Funded Projects & Studies” provides information about opportunities to participate in the individual planning projects administered by GTC or project sponsors.

Definition & Purpose:

Metropolitan Planning Organizations (MPOs) are required to develop a Unified Planning Work Program (UPWP) to guide the use of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning funds.

The UPWP serves as GTC’s operating plan and annual budget. It identifies the federally funded transportation planning activities that GTC, its member agencies, and other municipalities in the nine-county Genesee-Finger Lakes Region will undertake during the fiscal year.

A portion of the planning funds are shared with project partners to carry out transportation planning activities. Projects include:

- Planning for physical improvements to the transportation system;
- Non-infrastructure transportation services and programs; and
- Integration of transportation and land use.

The UPWP includes descriptions of planning tasks and expected products, responsible agencies, schedules, costs, and funding sources.

UPWP Development Process:

Each year, GTC solicits project proposals from eligible applicants seeking partnerships to carry out transportation planning activities using federal planning funds. GTC notifies municipalities and member agencies through written and electronic communication.

Applicants may attend informational workshops, review the program handbook, and consult with GTC staff to better understand the application process and program requirements. Project sponsors receive UPWP Public Engagement Requirements at the time of application.

The UPWP Development Committee (UDC), a subcommittee of the Planning Committee, guides development of the UPWP. The UDC is composed of representatives from GTC member agencies and is responsible for reviewing and prioritizing project applications and recommending a draft list of projects for funding consideration by the Planning Committee



The project sponsor shall describe the proposed outreach approach within the Scope of Work, including target audiences, engagement methods, and timing.

Public Participation Process:

The Planning Committee reviews and approves a draft UPWP and draft project list for a minimum 30-day public review period before recommending the program to the GTC Board for adoption.

Public Notice, Accessibility, and Participation Options:

GTC will publicize the public review period through traditional and electronic methods including, but not limited to:

- Legal notice published in the daily newspaper with the largest circulation in the region, currently the *Democrat and Chronicle*;
- Media releases distributed to local news outlets across the nine-county region;
- Announcements on social media platforms;
- Email notifications to subscriber lists; and
- Information posted on the GTC website and Community Engagement Hub.

The draft UPWP is available online and in print upon request. Accommodations, including alternative formats and language assistance, are available upon request. Members of the public may submit written comments during the review period through online tools, email, or U.S. mail.

Following the public review period, the Planning Committee will review a summary of public comments and revise the draft UPWP as appropriate before recommending a final version to the GTC Board for adoption. Planning Committee and GTC Board meetings are open to the public.

Review, Updates, and Amendments:

GTC is required to update the UPWP at least every two years, though updates are often completed annually prior to the start of the fiscal year (April 1). Amendments to the UPWP are reviewed by the Planning Committee before consideration by the GTC Board.

References & More Information:

GTC Website: <https://www.gtcmppo.org>

GTC Community Engagement Hub: www.publicinput.com/GTCUPWP

United States Department of Transportation: <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/unified-planning-work-program-upwp>

Code of Federal Regulations:

§450.308 - Funding for transportation planning and unified planning work programs



Transportation Improvement Plan (TIP)

Members of the public can review and submit comments to GTC on the draft TIP, its recommended list of transportation projects, and amendments presented to the GTC Planning Committee and GTC Board.

Definition & Purpose:

The Transportation Improvement Program (TIP) is a five-year capital improvement plan that schedules the spending and implementation of federal and state funded transportation improvements. The TIP covers New York State Department of Transportation (NYSDOT) Region 4, a seven-county area including Genesee, Livingston, Monroe, Ontario, Orleans, Wayne, and Wyoming counties.

The TIP lists specific projects, the lead agency responsible for implementing the project, anticipated schedules, estimated costs, and funding sources for each project phase. This includes preliminary engineering, right-of-way acquisition, construction, and inspection.

NYSDOT develops the Statewide Transportation Improvement Program (STIP) for the entire state. GTC and NYSDOT Region 4 work cooperatively to develop the TIP for the seven-county area. Upon adoption, the TIP is incorporated into the STIP. The TIP is the short-term implementation tool of the Long Range Transportation Plan (LRTP) and must be consistent with its goals and objectives.

TIP Development Process:

In coordination with NYSDOT's development of the Statewide Transportation Improvement Program, GTC and NYSDOT Region 4 solicit project proposals from member agencies, eligible counties, municipalities, and public authorities seeking federal funding for engineering, right-of-way, or construction phases. The TIP is updated on a three-year cycle. Outreach occurs through a combination of written and electronic notifications.

Potential project applicants may attend informational workshops, review the TIP Guidebook and TIP Procedures Manual, and consult with GTC staff to better understand the process and requirements for securing federal transportation funds.

The TIP Development Committee (TDC), a subcommittee of the Planning Committee, guides the development of the TIP. The TDC includes representatives from the Metropolitan Planning Area (MPA), including Livingston, Monroe, Ontario, and Wayne counties, the City of Rochester, the Rochester Genesee Regional Transportation Authority (RGRTA), and NYSDOT Region 4. The committee reviews and prioritizes project applications and recommends a draft project list to the Planning Committee.

Public Participation Process:

The Planning Committee reviews and approves a draft TIP for a minimum 30-day public review period.



During the public review period, GTC will host at least one public meeting to present the draft TIP, explain the development process, and solicit public input regarding how the proposed projects support the goals and objectives of the LRTP.

Public Notice, Accessibility, and Participation Options:

GTC will publicize the public review period through traditional and electronic methods including, but not limited to:

- Legal notice published in the daily newspaper with the largest circulation in the region, currently the *Democrat and Chronicle*;
- Media releases distributed to local news outlets across the nine-county region;
- Announcements on social media platforms;
- Email notifications to subscriber lists; and
- Information posted on the GTC website and Community Engagement Hub.

The draft UPWP is available online and in print upon request. Accommodations, including alternative formats and language assistance, are available upon request. Members of the public may submit written comments during the review period through online tools, email, or U.S. mail.

Following the public review period, the Planning Committee will review a summary of public comments and revise the draft TIP as appropriate before recommending it to the GTC Board for adoption. Planning Committee and GTC Board meetings are open to the public.

Review, Updates, and Amendments:

GTC updates the TIP on a three-year cycle.

The TIP Development Committee meets quarterly to review proposed changes to the TIP. The TDC can approve minor changes and make recommendations to the Planning Committee on the approval of more substantive changes.

Substantive changes to projects involving adding or removing projects or significantly changing project scopes, limits, schedules, or federal funding require a TIP Amendment. Amendments, as defined by the TIP Procedures Manual, are first reviewed by the Planning Committee prior to consideration by the GTC Board. All TIP Amendments are subject to public review and comment.

Less significant TIP changes are classified as either Staff or Administrative Modifications. These modifications may be approved by the Planning Committee or the TIP Development Committee. The GTC Board is notified of these changes, but public review is not required.

References & More Information:

GTC Website: www.gtcmpo.org

GTC Community Engagement Hub: <https://publicinput.com/GTCTIP>



TIP Procedures Manual (Updated August 2021):

https://www.gtcmpo.org/sites/default/files/TIP/gtc_tip_procedures.pdf

[2026-2030 Transportation Improvement Program - Program Guide](#)

New York State FFY 2026-2029 Statewide Transportation Improvement Program (STIP): <https://www.dot.ny.gov/programs/stip>

United States Department of Transportation: <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/transportation-improvement-program-tip>

Code of Federal Regulations:

[§450.326](#) - Development and content of the transportation improvement program (TIP)

Opportunities to Participate in the Development of Other Required Products

Transportation Conformity Statement

Members of the public can review and submit comments on the draft Transportation Conformity Statement

Definition & Purpose:

Transportation Conformity is the process through which metropolitan planning organizations ensure that transportation investments included in the region's Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) comply with the requirements of the Federal Clean Air Act. The conformity process demonstrates that the planned transportation projects will not negatively affect a region's ability to meet or maintain federal air quality standards.

Under the Clean Air Act Amendments of 1990, the LRTP and TIP for the Rochester Metropolitan Statistical Area (MSA) must receive a positive conformity determination from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in consultation with the United States Environmental Protection Agency (USEPA). This determination confirms that transportation projects in the plan and program will not hinder the region's ability to attain or maintain the National Ambient Air Quality Standards (NAAQS) for ground-level ozone.

GTC works with the New York Air Quality Interagency Consultation Group to evaluate project classifications. Federal regulations identify certain transportation projects that are exempt from air quality analysis because they have little or no impact on emissions or primarily



address safety concerns. Projects that may affect air quality are classified as non-exempt and require project-specific analysis.

GTC and the New York State Department of Transportation (NYSDOT) work cooperatively to conduct the required analysis to ensure that federally funded transportation improvements in the Rochester MSA conform to federal air quality standards. The results of this analysis are documented in a Transportation Conformity Statement, which is submitted to FHWA, FTA, and USEPA for review and approval.

Public Participation Process:

The GTC Planning Committee reviews and approves a draft Transportation Conformity Statement for a minimum 30-day public review period.

After the public review period, a summary of comments received and how they were addressed will be included in the final document before it is recommended to the GTC Board for adoption.

Public Notice, Accessibility, and Participation Options:

GTC will publicize the public review period through traditional and electronic methods including, but not limited to:

- Legal notice published in the daily newspaper with the largest circulation in the region, currently the *Democrat and Chronicle*
- Media releases distributed to local news outlets across the nine-county region
- Announcements on social media platforms
- Email notifications to subscriber lists
- Information posted on the GTC website and Community Engagement Hub.

The draft Transportation Conformity Statement is available online and in print upon request. Accommodations, including alternative formats and language assistance, are available upon request. Members of the public may submit written comments during the review period through online tools, email, or U.S. mail.

Following the public review period, the Planning Committee will review a summary of public comments before recommending it to the GTC Board for adoption. Planning Committee and GTC Board meetings are open to the public.

Upon adoption, GTC staff submits the final Transportation Conformity Statement to FHWA and FTA for a conformity determination in consultation with USEPA.

Review, Updates, and Amendments:

The Transportation Conformity Statement is updated when a new LRTP or TIP is updated or when significant changes occur to a non-exempt project that may affect the air quality analysis.



References & More Information:

GTC Website: <https://www.gtcmppo.org>

GTC Community Engagement Hub: <publicinput.com/GTCAirQuality>

United States Department of Transportation: <https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/air-quality-conformity>

Code of Federal Regulations:
40 CFR Part 93.105 - Determining Conformity of Federal Actions to State or Federal Implementation Plans

Public Engagement Plan (PEP)

Members of the public can review and submit comments on the draft Plan.

Definition & Purpose:

Metropolitan Planning Organizations (MPOs) are required to develop and maintain a Public Participation Plan that guides how the public and stakeholder communities are engaged in the metropolitan transportation planning process, including development of the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) and other key documents.

The Genesee Transportation Council (GTC) Public Engagement Plan (PEP) outlines the policies and strategies used to ensure that the public and transportation system stakeholders have meaningful opportunities to participate in the metropolitan planning process. It describes how the public can learn about and engage in key decision points through accessible in-person and virtual opportunities, supported by adequate public notice.

Public Participation Process:

The GTC Planning Committee reviews and approves a draft PEP for a minimum 45-day public review period. Following the review period, the Planning Committee will review a summary of public comments and revise the draft as appropriate before recommending the final plan to the GTC Board for adoption. Planning Committee and GTC Board meetings are open to the public.

Public Notice, Accessibility, and Participation Options:

GTC will publicize the public review period through traditional and electronic methods including, but not limited to:

- Legal notice published in the daily newspaper with the largest circulation in the region, currently the *Democrat and Chronicle*
- Media releases distributed to local news outlets across the nine-county region
- Announcements on social media platforms



- Email notifications to subscriber lists
- Information posted on the GTC website and Community Engagement Hub.

The draft Transportation Conformity Statement is available online and in print upon request. Accommodations, including alternative formats and language assistance, are available upon request. Members of the public may submit written comments during the review period through online tools, email, or U.S. mail.

Review, Updates, and Amendments:

The PEP is reviewed and updated periodically, typically in coordination with updates to the Long Range Transportation Plan, or as needed to reflect changes in federal requirements or engagement practices.

References & More Information:

GTC Website: <https://www.gtcmpo.org>

United States Department of Transportation: <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/public-involvement-outreach>

Code of Federal Regulations:
[§450.316 - Interested parties, participation, and consultation](#)

Coordinated Public Transit-Human Services Transportation Plan

Members of the public, specifically older adults, individuals with disabilities, and people with low incomes can submit input about publicly funded transportation services.

Definition & Purpose:

The Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) identifies transportation needs and strategies to improve mobility for older adults, individuals with disabilities, and people with low incomes. The plan promotes coordination among public transit providers, human service agencies, and other transportation providers to improve efficiency and expand transportation options. It is required to be reviewed and updated every five years.

To be eligible for funding from the FTA Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program, projects must be derived from a locally developed Coordinated Plan. In addition to establishing eligible project criteria, the Coordinated Plan identifies service gaps coordination needs and transportation barriers encountered by the mobility challenged community.

The Coordinated Plan complements other metropolitan planning activities and directly informs the development of the region's Long Range Transportation Plan (LRTP) and



Transportation Improvement Program (TIP) by identifying strategies and projects that enhance mobility for populations with specialized transportation needs.

Public Participation Process:

The Federal Transit Administration (FTA) calls for the Coordinated Plan to be developed through a process that includes participation by older adults, individuals with disabilities, representatives of public, private, and nonprofit transportation agencies and human service providers, and other members of the public. Consistent with this approach, updates to the Coordinated Plan incorporate input from public transit providers, human service organizations, transportation providers, caregivers and advocacy groups, and individuals who rely on publicly subsidized transportation services.

Engagement activities may include stakeholder meetings, workshops, surveys, and other opportunities to gather input on transportation needs, service gaps, and strategies to improve coordination and access.

Public Notice, Accessibility, and Participation Options:

GTC will publicize the opportunity to participate through traditional and electronic methods including, but not limited to:

- Media releases distributed to local news outlets across the nine-county region
- Announcements on social media platforms
- Email notifications to subscriber lists
- Information posted on the GTC website and Community Engagement Hub.

Surveys will be available online and in print upon request. Accommodations, including alternative formats and language assistance, are available upon request. Members of the public may submit written comments through online tools, email, or U.S. mail.

The draft Plan will be presented to the Planning Committee for approval and to the GTC Board for adoption.

Review, Updates, and Amendments:

The Coordinated Plan is updated every five years to reflect changing transportation needs, program requirements, and coordination opportunities among transportation providers and human service organizations.

References & More Information:

GTC Community Engagement Hub: publicinput.com/gtc_coordinatedplan

NYS DOT Website: <https://www.dot.ny.gov/divisions/policy-and-strategy/public-transportation/local-dev-coordinated-plans>

2021 Coordinated Plan: https://www.dot.ny.gov/divisions/policy-and-strategy/public-trans-respository/Final_2021_Coordinated_Plan_Update.pdf



United States Department of Transportation:
<https://www.transit.dot.gov/funding/grants/coordinated-public-transit-human-services-transportation-plans>

Opportunities to Participate in Federally-funded Projects & Studies

Introduction

Besides participating in the development of the core work products, members of the public are encouraged to share input on specific projects and studies that are funded through the UPWP or TIP.

GTC expects project sponsors to exceed minimum standards described in this Plan and other policies to ensure early and meaningful public involvement. Project sponsors may use their own public participation policies and guidelines provided they satisfy the minimum requirements of this plan and provide a transparent decision-making process.

GTC staff are available to support project sponsors in planning, conducting, and publicizing public participation efforts. Staff can also review and provide guidance on community engagement strategies based on experience, offer technical assistance with implementation, and assist in evaluating outcomes.

UPWP Plans & Studies

Definition & Purpose:

Projects funded through the Unified Planning Work Program (UPWP) cover a broad range of transportation planning activities led by GTC, its member agencies, and project sponsors. These efforts produce plans and studies, collect data, and/or make policy recommendations that guide transportation decision-making across the region. Projects vary in scope and typically result in recommendations and outcomes shaped by input provided by external stakeholders including partnering agencies or members of the public. Many of the plans are used to help communities pursue future capital improvement funding to implement the plan recommendations.

Public Participation Process:

Members of the public can participate in UPWP planning projects at different levels, depending on the project's purpose, public impact and how much public input can inform outcomes. Engagement goals for some projects focus on keeping the public **informed**, while others **consult** or **involve** external stakeholders more directly in shaping recommendations. Projects with greater potential to affect the public are designed to include more opportunities for meaningful engagement.

All projects are updated and published in the UPWP document that is adopted annually in April, at the start of the state fiscal year. Task Descriptions outline the objective, key participants, budget, process, and preliminary schedule.



When projects have a defined scope of work and a project sponsor, scopes of work and final executive summaries are presented to the Planning Committee and recommended to the Board for acceptance. Planning Committee and Board meetings are open to the public. They are also recorded and archived online.

Inform Level (Sharing Information)

The public engagement expectation for planning tasks at this level is to ensure awareness and transparency. While there may be little to no direct public input, the work still supports broader transportation planning efforts that shape decisions that ultimately affect the public.

Examples of UPWP planning tasks that are typically suited to the **Inform** level of engagement are often administrative or technical in nature may include but are not limited to:

- Administrative or internal staff management activities; and
- Data Collection and Analysis activities such as Land Use Monitoring Reports, Highway Safety Investigations/High Crash Location Reports, Asset Management.

Consult Level (Interagency Coordination)

At this level, engagement relies on coordination with agencies and stakeholders through multi-agency working groups, often referred to as project steering or advisory committees. This approach is particularly important when partners have a specific role, interest, or expertise related to the work, or when they may be affected by potential recommendations.

Steering Committees may include representatives of local municipalities, transit operators, state agencies, public health or environmental organizations, and others with a specific interest or perspective on the subject matter. Owners of transportation facilities are always represented. Steering Committee meetings are generally considered working sessions and are not typically publicized or open to the public.

Depending on the context and purpose of the planning task, the scope for the public engagement component is flexible.

Examples of UPWP planning tasks that are typically suited to the **Consult** level of engagement may include but are not limited to:

- Early stage or background analysis of facilities or systems such as travel demand modeling exercises, feasibility studies, alternative analysis, and other efforts where coordination and targeted input help shape project direction.

Involve (Engaging Directly with the Public)

Engagement at this level is for planning projects that gather and assess existing conditions and identify transportation needs that will result in a set of recommendations incorporating community input.



Engagement plans are expected to be broader and more complex providing opportunities for a wider range of community members to participate. These projects warrant structured public engagement plans outlining outreach strategies, with at least two rounds of public engagement. The first round of public engagement introduces the project to the community and defines the problem(s) the project seeks to solve, while the second round of public engagement introduces proposed recommendations to the community.

Members of the public can participate through more interactive engagement opportunities, such open-house events, workshops, pop-up events, surveys, virtual engagement tools, etc.

These projects also include coordination with agencies and stakeholders in the form of Steering Committees.

Examples of UPWP planning tasks that are typically suited to the **Involve** level of engagement may include but are not limited to:

- Active Transportation Plans
- Corridor Studies
- Small Area Studies
- Other efforts where community input plays a key role in shaping outcomes.

Public Notice, Accessibility, and Participation Options:

The project sponsor will publicize the opportunity to participate through traditional and electronic methods including, but not limited to:

- Media releases distributed to local news outlets in the project area
- Announcements on social media platforms
- Email notifications to subscriber lists
- Information posted on the GTC website and Community Engagement Hub.

Outreach materials will be available online and printed upon request. Accommodations, including alternative formats and language assistance, are available upon request. Members of the public may submit written comments through online tools, email, or U.S. mail.

GTC will assist sponsors with publicity and notification as appropriate.

References & More Information:

GTC's UPWP Public Engagement Requirements

Transportation Improvement Program (TIP) - Project Development & Delivery



Definition & Purpose:

Transportation projects included in the Transportation Improvement Program (TIP) involve the design, development, and construction of transportation infrastructure improvements funded with federal transportation funds. These projects are typically administered by state or local agencies, such as the New York State Department of Transportation (NYSDOT), counties, municipalities, or public transportation authorities.

Because these projects may involve changes to transportation facilities and services, they are subject to environmental review and public involvement requirements during project development.

Public Participation Process:

Agencies responsible for administering transportation-related projects included in the TIP must provide meaningful opportunities for the public to participate in the development and implementation of those projects.

Project sponsors are responsible for conducting outreach activities appropriate to the project's scope and potential impacts. Outreach activities may include public meetings, public information sessions, public comment periods, and other opportunities for community input during project development.

Public Notice, Accessibility, and Participation Options:

Project sponsors are responsible for notifying the public of outreach opportunities using appropriate communication methods. Public notices typically include information about the project purpose, proposed improvements, and opportunities to provide comments.

References & More Information:

[New York State Department of Transportation Public Involvement Manual](#)

[NYSDOT Public Involvement Section, Project Development Manual - Appendix 2](#)

[NYSDOT Procedures for Consultation with Public Officials in Rural Areas](#)

[New York State FFY 2026-2029 Statewide Transportation Improvement Program \(STIP\)](#)

[USDOT Promising Practices for Meaningful Public Involvement in Transportation Decision-making - October 2022](#)

Federal and State Regulations

The Code of Federal Regulations (CFR) annual edition is the codification of the general and permanent rules published in the Federal Register by the departments and agencies of the



Federal Government produced by the Office of the Federal Register (OFR) and the Government Publishing Office.

Title 23 Highways

Chapter I → FEDERAL HIGHWAY ADMINISTRATION, DEPARTMENT OF
TRANSPORTATION

Subchapter E → PLANNING AND RESEARCH

PART 450–PLANNING ASSISTANCE AND STANDARDS

Subpart C–Metropolitan Transportation Planning and
Programming

Relevant sections of the Code of Federal Regulations citing guidance for each topic were noted at the end of each section.

- [§450.324](#) Development and content of the metropolitan transportation plan
- [§450.308](#) Funding for transportation planning and unified planning work programs
- [§450.326](#) Development and content of the transportation improvement program (TIP)
- [40 CFR 93](#) PART 93–Determining conformity of federal actions to state or federal implementation plans
- [§450.316](#) Interested parties, participation, and consultation

The MPO shall provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under §450.316(a).

Appendix

Board Resolution - Adoption anticipated August 27, 2026

[§450.316](#) Interested parties, participation, and consultation, Updated 3-6-26



New York State Open Meetings Law, Updated May 28, 2024

DRAFT

This content is from the eCFR and is authoritative but unofficial.

Title 23 – Highways

Chapter I – Federal Highway Administration, Department of Transportation

Subchapter E – Planning and Research

Part 450 – Planning Assistance and Standards

Subpart C – Metropolitan Transportation Planning and Programming

Authority: 23 U.S.C. 134 and 135; 42 U.S.C. 7410 *et seq.*; 49 U.S.C. 5303 and 5304; 49 CFR 1.85 and 1.90.

Source: 81 FR 34135, May 27, 2016, unless otherwise noted.

§ 450.316 Interested parties, participation, and consultation.

- (a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
 - (1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
 - (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
 - (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
 - (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;
 - (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
 - (v) Holding any public meetings at convenient and accessible locations and times;
 - (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
 - (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
 - (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;

- (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
 - (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
- (2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
- (3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.
- (b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:
- (1) Recipients of assistance under title 49 U.S.C. Chapter 53;
 - (2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
 - (3) Recipients of assistance under 23 U.S.C. 201-204.
- (c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
- (d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.
- (e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.

[81 FR 34135, May 27, 2016, as amended at 81 FR 93473, Dec. 20, 2016; 82 FR 56544, Nov. 29, 2017]

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SHOSHANAH BEWLAY

By Electronic Mail Only

July 19, 2021

karimeh.shamieh@gmail.com

The staff of the Committee on Open Government is authorized to issue advisory opinions. The ensuing staff advisory opinion is based solely upon the information presented in your correspondence, except as otherwise indicated.

Dear Rima Shamieh:

I am writing in response to your request for an advisory opinion regarding the application of the New York State Open Meetings Law (OML) to a Metropolitan Planning Organization (MPO), an entity established pursuant to federal law. Specifically, you ask whether an MPO, which is the policy board of an organization created and designated to carry out the metropolitan transportation planning process pursuant to § 134(d) of Title 23 of the United States Code ("Metropolitan transportation planning"), must conduct its meetings pursuant to the requirements of the OML.

The OML governs meetings of "public bodies" and defines the that term as:

any entity for which a quorum is required in order to conduct public business and which consists of two or more members, performing a governmental function *for the state or for an agency or department thereof*, or for a public corporation as defined in section sixty-six of the general construction law, or committee or subcommittee or other similar body of such public body.

OML § 102(2) (emphasis added). As noted above, an MPO is an entity created pursuant to and deriving its authority from the requirements of federal, not state, law. In recognition of the statutory definition of public body in the OML, the New York State Court of Appeals, in *ASPCA v. Board of Trustees of the State University of New York*, 79 N.Y.2d 927, 929 (1992), held with respect to another federally-created body called a Laboratory Animals Use Committee (LAUC) that "the Open Meetings Law excludes Federal bodies from its ambit. The LAUC's constituency, powers and functions derive solely from Federal law and regulations. Thus, even if [the LAUC] could be characterized as a governmental entity, it is at most a Federal body that is not covered under the Open Meetings Law."

Similar to the LAUC discussed in *ASPCA v. Board of Trustees*, MPOs are given effect by an instrumentality of government in New York and MPO members are selected by New York government officials. However, the existence both the LAUC and MPOs "derive[s] solely from Federal law and regulations." Although New York State Transportation Law § 15-a addresses the *functions* of MPOs, in a 1999 opinion issued by the New York State Ethics Commission (a precursor to the Joint Commission on Public Ethics), the Commission noted in relevant part that "Transportation Law § 15-a, enacted in 1975, *recognized* MPOs as the 'organization designated as such by the governor for the purpose of *complying*

with federal statutes. Transportation Law § 15-a *did not provide the statutory authority for the creation of MPOs but recognized their existence as continuing.* NYS Ethics Commission, Advisory Opinion No. 99-9 (May 7, 1999) (emphasis added).

For these reasons, it appears to us that MPOs would not constitute “public bodies” required to comply with the OML. For previously prepared advisory opinions regarding similar entities created pursuant to federal statutory or regulatory authority, see [OML AO 2603](#), [OML AO 2943](#), and [OML AO 3341](#).

I hope this information proves useful.

Sincerely,

/s/ Kristin O'Neill

Kristin O'Neill
Assistant Director

GTC FY 2026-2027 UPWP - Project Progress Report
UPWP Task Status as of May 14, 2026 Planning Committee Meeting

Task #	Description	Scope Approved	Status/Progress/Issues
GTC			
3100	GTC Strategic Planning	on-going	No activity to report.
5200	Long Range Transportation Plan Update/Implementation	on-going	LRTP 2050 to be presented to the May PC and recommended for approval at the June PC. Currently no feedback on the draft from the community.
5301	Staff Technical Assistance	N/A	No activity to report.
5421	Household Travel Data Collection	N/A	Consultant completed "big data" analysis. Next step is to update/incorporate O-D data findings into model.
5500	Active Transportation Program	N/A	Review of R3 and R4 TAP applications. Data coordination with Reconnect Rochester for various projects.
5540	Complete Streets Program	N/A	Funding has been designated to specific UPWP tasks.
5700	Safety Planning	N/A	Additional staff granted access to CLEAR. Staff pulled CLEAR data for MPO Planing area and developed county by county safety performance measure data for the LRTP and SS4A safety action plans.
5710	Security & Resiliency Planning	N/A	Staff updated GIS layer of Thruway detour routes for Task 5905 RFP.
5752	Genesee-Finger Lakes Regional Resiliency Plan	Feb-23	Stakeholder feedback collected and incorporated. Work progressing toward draft report.
5905	Genesee-Finger Lakes Regional Thruway Detour Route Management Plan	May-24	Preferred consultant identified.
7110	Congestion Management Process (CMP)	on-going	Staff monitoring and analyzing congested locations on an as-needed basis.
8741	Genesee-Finger Lakes Regional Trails Initiative Update	Feb-24	No activity to report.

GTC FY 2026-2027 UPWP - Project Progress Report
UPWP Task Status as of May 14, 2026 Planning Committee Meeting

Task #	Description	Scope Approved	Status/Progress/Issues
G/FLRPC			
4220	G/FLRPC Regional Land Use Monitoring (2024)	on-going	Data collection underway.
5232	Genesee-Finger Lakes Region Population Forecast 2060	Nov-24	Compiling additional projections for consideration
8141	Just Transition Workforce Development	May-25	No activity to report.
Monroe County			
4210	Monroe County Land Use Monitoring (2024)	on-going	No activity to report.
5522	Safe Routes Child Walk and Bike Safety Education Program	Jul-25	Contract drafted and sent to consultant for signature.
6230	Monroe County High Accident Location Program	on-going	No activity to report.
6536	Genesee Valley Park (GVP) Olmsted Arched Bridges Restoration Plan	Jul-25	Finalizing RGRTA approval (May); once completed, will finalize contract
8756	Monroe County Active Transportation Implementation Plan	Aug-24	PAC meeting #2 in mid-May, waiting on consultant for scheduling. Discussed vision plan for the corridor.
NYSDOT			
6111	TIP Best Practices Study, Phase 2	May-23	RFP under review then will send to NYSDOT for review.
6612	Wyoming County Route 20A Truck Freight Corridor Study	Aug-24	Scope approval still underway, sent back to NYSDOT for additional review.
7214	I-490 Center City Interchange Operations Mobility Study	Jul-25	RFP released 4/27, questions are due 5/22, and proposals due by 6/12.
7215	Irondequoit Bay Bridge Project Scoping Study	New	Scope to be developed; anticipated approval in Fall 2026.
7579	Mount Read Boulevard Corridor Study	Aug-24	PAC meeting in May to discuss the next steps in the visioning and design recommendations process.

GTC FY 2026-2027 UPWP - Project Progress Report
UPWP Task Status as of May 14, 2026 Planning Committee Meeting

Task #	Description	Scope Approved	Status/Progress/Issues
Livingston County			
8782	Nunda Active Transportation Plan	May-25	The project is in the consultant selection phase.
Ontario County			
7431	Ontario County Access Management, Complete Streets, and Resiliency Project	Nov-24	Website to be released two weeks ahead of the steering committee meeting, then full public engagement will be done in early June.
8784	Manchester Active Transportation Plan	Aug-22	Scope of work to be brought to the May PC.
City of Rochester			
8757	City of Rochester Alleyway Reactivation and Conversion Plan	Aug-24	Developing final scope and contract.
RGRTA			
8430	Rochester Public Market Access, Mobility and Development Study	Jan-26	Reviewed NYSDOT approval for the RFP, will release RFP 5/30 at RTS request.
8538	Service Performance Monitoring and Refinement	on-going	No activity to report.
Wyoming County			
8759	Wyoming County Active Transportation Plan	Jan-26	Draft RFP under review by Wyoming County.
Yates County			
6217	Yates County Guiderail and Horizontal Curve Study	Jul-25	Data review meeting scheduled for 5/5.
Genesee, Orleans, Wyoming Counties			
6218	Multi-County Guiderail Assessment	New	Scope presentation to May Planning Committee
Other Agencies			
8754	Town of Gates Active Transportation Plan	Aug-24	New contacts received. Scheduling kick off meeting.
8755	Hamlet of Ontario Center Active Transportation Plan	New	No activity to report.

GTC FY 2026-2027 UPWP - Project Progress Report
UPWP Task Status as of May 14, 2026 Planning Committee Meeting

Task #	Description	Scope Approved	Status/Progress/Issues
Other Agencies (cont.)			
8758	City of Batavia Active Transportation Plan	Nov-24	Developing final scope and contract.
8783	Ovid Active Transportation Plan	Jul-25	Delays with the scoring committee submitting scores; expect to hold a round of interviews.

MEMORANDUM

TO: GTC Planning Committee Members & Alternates
FROM: Joseph M. Bovenzi, AICP, Executive Director *JMB*
DATE: May 7, 2026
SUBJECT: Staff Modifications to the *2026-2030 Transportation Improvement Program (TIP)*

The *GTC TIP Procedures Manual* allows GTC staff to make minor modifications to TIP projects with concurrence from the TIP Development Committee (TDC). The Procedures Manual requires that certain changes be reported to the GTC Planning Committee for informational purposes.

On April 23, 2026, the TDC raised no objections to the following changes:

Staff Modification 26-03:

1. Turk Hill Road over Thomas Creek Bridge Replacement (BIN 3317260)
(PIN 4BNY84) – Monroe County

Change the project title from “Turk Hill Road over Thomas Creek Bridge Replacement (BIN 3317260)” to “Turk Hill Road over Thomas Creek Bridge Rehabilitation (BIN 3317260)”;

Change the project type from “Bridge Replacement” to “Bridge Rehabilitation”;

Change the project description from “Replace the Turk Hill Road Bridge (BIN 3317260) over Thomas Creek in the Town of Perinton, Monroe County” to “Rehabilitate the Turk Hill Road Bridge (BIN 3317260) over Thomas Creek in the Town of Perinton, Monroe County”;

The source of existing Federal Aid is the Bridge New York (BNY) Program, managed by NYSDOT Main Office. Matching funds are provided by Monroe County.

Monroe County originally proposed this project as a bridge replacement. During the preliminary engineering process, the design consultant, Colliers Engineering & Design, evaluated several project alternatives and determined that re-lining of the existing steel multi-plate structure is the preferred alternative. Both NYSDOT and NYSDEC have reviewed this alternative and support advancing it into detailed design. There is no impact to the project budget or Planning Target funds.

2. CR 4 at Freshour Rd Intersection Improvements
(PIN 40N010) – Ontario County

Increase the Total Cost from \$3,992,010 (\$3,592,770 Federal) to \$4,125,310 (\$3,592,770 Federal);

Add a FFY 2026 Supplemental Detailed Design Phase of \$133,300 (\$0 Federal);

The source of Federal Aid is the Highway Safety Improvement Program (HSIP) – Planning Target. Matching funds are provided by Ontario County.

Ontario County is requesting this change to add a supplemental Detailed Design phase, based on a new fee proposal. Ontario County proposes to add an eligible, non-participating share to the project to move forward. There is no impact to Planning Target funds or any other projects.

3. CR 9 and Gillis Road Intersection Safety Improvement Project
(PIN 40N015) – Ontario County

Increase the Total Cost from \$5,057,830 (\$4,365,657 Federal) to \$5,119,230 (\$4,365,657 Federal);

Increase the FFY 2026 Preliminary Engineering Phase of \$206,850 (\$186,165 Federal) to \$268,250 (\$186,165 Federal);

The source of existing Federal Aid is the Highway Safety Improvement Program (HSIP) – Planning Target. Matching funds are provided by Ontario County.

Ontario County is requesting this change to increase the cost of the preliminary engineering phase based on a new fee proposal. Ontario County proposes to add an eligible, non-participating share to the project to move forward. There is no impact to Planning Target funds or any other projects.

4. Broadway/South Union Street Reconstruction
(PIN 4CR023) – City of Rochester

Increase the Total Cost from \$13,607,600 (\$10,839,000 Federal) to \$13,618,230 (\$10,839,000 Federal);

Increase the FFY 2026 Right-of-way Acquisition Phase of \$34,650 (\$27,720 Federal) to \$45,280 (\$27,720 Federal).

The source of existing Federal Aid is the Surface Transportation Block Grant (STBG) Large Urban – Planning Target. Matching funds are provided by the City of Rochester.

The City of Rochester is requesting this change to cover increased right-of-way acquisition costs based on a new cost estimate. The City of Rochester proposes to add an eligible, non-participating share to the project to move forward. There is no impact to Planning Target funds or any other projects.

5. Culvert Replacement/Rehabilitation at Various Locations in Livingston, Monroe, and Wayne Counties
(PIN 4LC105) – NYSDOT

Decrease the Total Cost from \$15,315,561 (\$8,638,196 Federal) to \$14,315,561 (\$8,638,196 Federal);

Decrease the FFY 2027 Construction Phase from \$13,992,561 (\$8,638,196 Federal) to \$12,922,561 (\$8,638,196 Federal).

The source of existing Federal Aid is Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program, managed by NYSDOT-Main Office. Matching funds are provided by NYSDOT.

NYSDOT is requesting this change to remove one culvert, CIN C440038, and decrease the Construction Phase. The culvert is being repaired under a standby contract due to the inability to wait for this project to be contracted. There is no impact to Planning Target funds or any other projects.

6. Rt 31 from Village of Pittsford to I-590 Preventive Maintenance
(PIN 40C101) – NYSDOT

Increase the Total Cost from \$11,701,044 (\$9,360,855 Federal) to \$13,906,477 (\$10,060,855 Federal);

Increase the FFY 2026 Construction Phase from \$8,937,906 (\$7,150,325 Federal) to \$11,143,339 (\$7,850,325 Federal).

The source of existing Federal Aid is the National Highway Performance Program (NHPP) – Planning Target. Matching funds are provided by NYSDOT.

NYSDOT is requesting this change to increase the Construction Phase cost to account for a betterment associated with traffic signals to a private plaza. In addition, HSIP funding managed by NYSDOT Main Office is being added to the project to account for a traffic signal replacement and sidewalk extension. There is no impact to Planning Target funds or any other projects.

7. NYSDOT Pavement Markings (FFY 2027) Eastside
(PIN 4T3523) – NYSDOT

Increase the Total Cost from \$8,733,700 (\$3,365,795 Federal) to \$9,345,924 (\$3,365,795 Federal);

Increase the FFY 2026 Construction Phase from \$7,200,000 (\$3,266,515 Federal) to \$7,812,224 (\$3,266,515 Federal).

The source of existing Federal Aid is the National Highway Performance Program (NHPP) – Planning Target. Matching funds are provided by NYSDOT.

NYSDOT is requesting this change to increase the Construction Phase funding to align with a new design estimate based on recent bid results. The additional funding will be a non-participating share with no impact to Planning Targets.

8. Replace on Demand Vehicles (FFY 26)
(PIN 482322) – RGRTA

Increase the Total Cost from \$451,486 (\$361,189 Federal) to \$463,000 (\$370,400 Federal);

Increase the Other Phase from \$451,486 (\$361,189 Federal) to \$463,000 (\$370,400 Federal).

The source of existing Federal Aid is Federal Transit Administration Section 5307 Program. Matching funds are provided by RGRTA.

RGRTA is requesting this change to align with RGRTA's Capital Improvement Plan and the FTA Program of Projects.