

**GENESEE TRANSPORTATION COUNCIL  
QUARTERLY BOARD MEETING**

**June 10, 2021  
8:30 a.m.**

*Due to physical distance requirements during the COVID-19 outbreak, this meeting was conducted online rather than in-person.*

GTC BOARD MEMBERS PRESENT

David LeFeber, Livingston County (Acting Chairperson)  
Daniel Hogan, Monroe County – At Large  
James McIntosh, Rochester – At Large  
Ken Miller, Wayne County  
Douglas Paddock, Yates County  
William Santos, Monroe County Planning Board  
Rochelle Stein, Genesee County

ALTERNATE REPRESENTATIVES PRESENT

Condenessa Brown, City of Rochester, representing Loretta Scott  
Bill Carpenter, Rochester Genesee Regional Transportation Authority (RGRTA), representing Donald E. Jeffries  
Jerry Davis, Wyoming County, representing Rebecca Ryan  
Stephen Golding, Empire State Development Corporation, representing Eric Gertler  
Jay Gsell, Genesee / Finger Lakes Regional Planning Council, representing Timothy Cutler  
Peter Ingalsbe, Ontario County, representing John Marren  
Norman Jones, City of Rochester, representing Lovely Warren  
Scott Leathersich, Monroe County At-Large, representing Jeffrey McCann  
Kevin Kelly, Rochester City Planning Commission, representing David L. Watson  
John Papponetti, Orleans County, representing Lynne Johnson  
James Pond, Monroe County, representing Adam Bello  
Chris Reeve, New York State Department of Transportation (NYSDOT), representing Marie Therese Dominguez  
Mitchell Rowe, Seneca County, representing Robert Hayssen  
Timothy Walsh, New York State Department of Environmental Conservation, representing Basil Seggos

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Dr. Joseph Carbone, Monroe County Legislature  
Matthew Driscoll, NYS Thruway Authority (NYSTA), representing  
Stephen Goodman, Federal Transit Administration (FTA), representing  
Cosmo Giunta, Monroe County Supervisors' Association  
Richard Marquis, Federal Highway Administration (FHWA)  
Evelyn Martinez, Federal Aviation Administration (FAA)

OTHERS IN ATTENDANCE

Rochelle Bell, Monroe County  
Jody Binnix, GTC staff  
Angela Ellis, Livingston County  
Joe Bovenzi, GTC staff

Joel Kleinberg, NYSDOT  
Alex Kone, GTC staff  
James Stack, GTC staff  
John Thomas, City of Rochester

## 1. Call to Order and Roll Call

Acting Chairperson LeFeber called the meeting to order at 8:42 a.m.

Alex Kone, GTC staff, called the roll; a quorum was present.

## 2. Public Forum

There were no comments.

## 3. Approval of Minutes

Acting Chairperson LeFeber noted that draft minutes from the February 25, 2021 GTC Board meeting were included in the meeting package.

**William Santos moved to approve the minutes from the February 25, 2021 Quarterly Meeting; Dan Hogan seconded the motion. The motion passed unopposed.**

Acting Chairperson LeFeber added that minutes from the April 8, 2021 Planning Committee meeting and the draft minutes from the May 13, 2021 Planning Committee meeting were provided for informational purposes.

## 4. Communications and Announcements

James Stack noted the Kevin Bush has retired from NYSDOT. He expressed his appreciation for Kevin's contributions to GTC and transportation planning over his years of service to the region.

## 5. Reports and Action on Old Business

### a. Planning Committee Report

Scott Leathersich reported that the Planning Committee met on April 8<sup>th</sup> and May 13<sup>th</sup> and recommends that the GTC Board:

- Accept reports as evidence of completion of eight Unified Planning Work Program tasks:
  - *Wayne County High Accident Locations Program* (UPWP Task 6233)
  - *Livingston County Downtown Wayfinding Master Plan* (UPWP Task 6312)
  - *Route 390 Multi-Use Trail Restoration and Safety Improvement Study* (UPWP Task 6518)
  - *Mt. Morris-Leicester Route 36 Corridor Study* (UPWP Task 7577)
  - *O'Rorke Bridge Operations and Maintenance Analysis and Strategy* (UPWP Task 7951)
  - *Gananda Parkway Pedestrian & Bicycle Active Transportation Plan* (UPWP Task 8778)

- *Middle Cheshire Road & Health Care Services Corridor Active Transportation Plan* (UPWP Task 8779)
- *Lake Ontario State Parkway Transportation Alternative Feasibility Study* (UPWP Task 7212)
- Amending the *FY 2021-2022 Unified Planning Work Program* to reflect the contribution of FFY 2020-2021 rollover amounts;
- Amend the *FFY 2020-2024 Transportation Improvement Program* as requested by the City of Rochester, Livingston, Monroe, Ontario, Orleans, Wayne, and Wyoming Counties, RGRTA, and NYSDOT;
- Adopting the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045*;
- Amending the *National Performance Measures Report for the Genesee-Finger Lakes Region*;
- Adopting the *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045 and the 2020-2024 Transportation Improvement Program*; and
- Support the Wyoming County-requested Functional Classification System reclassification.

Additionally, the Planning Committee took the following actions:

- Approved scopes of work for three UPWP Tasks:
  - Victor Street Connectivity and Access Plan (UPWP Task 6818)
  - On Route Charging Feasibility Study (UPWP Task 8553)
  - City of Rochester Active Transportation Master Plan (UPWP Task 8769)
- Approved eight administrative modifications to the *FFY 2020-2024 Transportation Improvement Program* as requested by GTC staff, Ontario County, and NYSDOT:
  - Changing the source of Federal funds for the School St Bridge over Salmon Creek project (GTC on behalf of the Town of Sodus)
  - Increasing the Total Cost of the CR 46 at Smith Road Intersection Improvements project (Ontario County)
  - Deferring phases of the Rt 33A over Erie Canal Replacement (BIN 4443340) project (NYSDOT)
  - Modifying phases of the Rt 15A (E Henrietta Rd), from I-90 (Thruway) to I-390 project (NYSDOT)
  - Deferring a phase of the Rt 414 over CSX Bridge Rehabilitation project (NYSDOT)
  - Modifying phases of the Rt 31, from Monroe CL to V. of Macedon project (NYSDOT)

- Deferring a phase of the Rt 260 (Sweden Walker Rd), from Rt 31 to Rt 104 (W Ridge Rd) project (NYSDOT)
- Increasing the Total Cost of the Rt 5 & US 20 Intersection Improvements project (NYSDOT)
- Approved two draft documents for Public Review:
  - *Long Range Transportation Plan 2045*
  - *Transportation Conformity Determination for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045 and 2020-2024 Transportation Improvement Program*

b. GTC Staff Report

2021 FTA/FHWA Joint Certification Review

James Stack reported that, every four years, GTC is subject to an FTA/FHWA Joint Certification Review of our planning process to ensure GTC is meeting federal requirements. The FHWA and FTA federal review team conducted a virtual multi-day site visit on March 9th, 10th, and 11th. As part of the process, the Review Team, held individual conversations with Board Chairperson LeFeber and Planning Committee Chairperson Scott Leathersich on March 8. Additionally, there were two roundtable discussions on March 12. The first was open to Board and Planning Committee members and alternates. The second was open to various stakeholder groups we work with and the general public.

On May 28, the federal review team provided staff and the NYSDOT Statewide Planning Bureau a draft Certification Report for technical corrections with responses due June 14. The Certification Report identified 1 Corrective Action, 12 Recommendations, and 4 Commendations. The Corrective Action is related to the Metropolitan Planning Organization, or MPO, covering nine counties and the Metropolitan Planning Area, or MPA, covering all of Monroe County and portions of Wayne, Ontario, and Livingston counties. This is depicted on our regional map that we often show. The MPO can be thought of the people around the table while the MPA can be thought of the land that is the focus. The federal review team has instructed us to update our documentation such that the MPA boundary is expanded to cover the full nine county area by March 31.

Jim noted that he discussed the draft report with the Statewide Planning Bureau. There was a mutual concern is that there is not any kind of assessment as to the implications an MPA boundary change may have on our regional planning process and changes to various roles and responsibilities of GTC versus NYSDOT and other member agencies. Also, both GTC and NYSDOT do not believe the general definitions citation used supports the argument made by the federal review team. Rather, a different section of the federal regulation is pertinent to the MPA boundary and we believe our current approach satisfies the regulation. GTC and NYSDOT will request the Corrective Action be modified to allow time to fully assess the implications of any MPA boundary change and the desired path forward for the region with a plan for any changes presented to our federal partners by March 31.

c. Old Business

1. Federal Legislative and Funding Update

James Stack reported that Congress and the Administration came to agreement on all of the FFY 2021 Appropriations bills and they were signed into law on December 27. These Appropriations fully fund the federal government operations through September 30 and include a supplement that provides additional funding for transportation. Congress and the Administration also came to agreement on Coronavirus Relief funds. NYSDOT is still awaiting guidance from USDOT regarding the use and distribution these additional funds. He noted that that the funds do not need to be obligated before the end of the current federal fiscal year.

He added that the Biden Administration has been working with Congress to pass an infrastructure package as part of a large economic support package. Staff will continue to monitor efforts on a broader infrastructure legislation.

Congress is also making progress on a new multi-year surface transportation legislation to succeed the FAST Act that expires on September 30. On May 22, the Senate Environment & Public Works Committee released the Surface Transportation Reauthorization Act of 2021. This Committee has purview over the highway portion of the legislation while the Banking Committee has purview over public transportation. The highway portion covers roads, bridges, sidewalks, and bicycle facilities. On June 4, the House Transportation & Infrastructure Committee released the Investing in a New Vision for the Environment and Surface Transportation, or Invest, in America Act of 2021. Prior to markup, the INVEST Act of 2021 authorizes \$547 billion over five years compared to \$305.5 billion over five years authorized by the current FAST Act. Since there are differences between the Senate and House bills, a Conference Committee will be needed.

Jim listed requested earmark projects by Congressional District. He noted that two of the projects, the Elmwood Avenue Multiuse Corridor Improvement Project and the Victor Traffic Mitigation Project implement significant recommendations from past UPWP studies. These earmarks are for \$8.6 million and \$9.9 million, respectively. These are the two largest earmarks in the region.

2. TIP Staff Modifications Report

James Stack informed the Board that the TIP staff modifications report was included in the meeting package and is being provided for informational purposes. The nine modifications were reviewed by the TIP Development Committee and no objections were received. There were no questions.

## 6. Action Items

### a. Accepting reports as evidence of completion of a UPWP Task

Acting Chairperson LeFeber suggested grouping proposed Resolutions 21-15 through 21-22 into a single action; no Member or Alternate objected.

James Stack noted that Proposed Resolutions 21-15 through 21-22 were reviewed and recommended for GTC Board approval by the Planning Committee at its April 8, 2021 and May 13, 2021 meetings.

#### (1) Accepting the *Wayne County High Accident Locations Program* as evidence of completion of UPWP Task 6233 / Resolution 21-15

James Stack reported this project was conducted by Wayne County. After analyzing all county road intersections, fifteen intersections were selected to be analyzed to identify patterns of safety deficiencies and effective countermeasures. The report provides the County with suggested improvements for each location. Only one intersection has the potential for a capital project.

#### (2) Accepting the *Livingston County Downtown Wayfinding Master Plan* as evidence of completion of UPWP Task 6312 / Resolution 21-16

James Stack reported this project was conducted by Livingston County. The goals were to improve navigation throughout the County; support economic development within the County's downtowns; visually connect downtowns and destinations through uniform and consistent signage; and promote the County's unique assets and destinations. The design and implementation of a wayfinding system will weave together the nine Villages of Avon, Caledonia, Dansville, Geneseo, Leicester, Lima, Livonia, Mount Morris, and Nunda through a cohesive vehicular and pedestrian signage system.

#### (3) Accepting the *Route 390 Multi-Use Trail Restoration and Safety Improvement Study* as evidence of completion of UPWP Task 6518 / Resolution 21-17

James Stack reported this project was conducted by the Town of Greece. This trail is one of the oldest in the region and does not meet current standards. The key findings indicate that the trail requires a major end-of-life rehabilitation. This study provides support as the Town pursues funding opportunities.

#### (4) Accepting the *Mt. Morris-Leicester Route 36 Corridor Study* as evidence of completion of UPWP Task 7577 / Resolution 21-18

James Stack reported this project was conducted as a joint effort among the Towns and Villages of Mount Morris and Leicester. Since the project involved State Routes and a major access point to Letchworth State Park, NYSDOT and State Parks were key participants. The study identified potential safety, mobility, and accessibility improvements.

- (5) Accepting the *O'Rorke Bridge Operations and Maintenance Analysis and Strategy* as evidence of completion of UPWP Task 7951 / Resolution 21-19

James Stack reported this project was conducted by NYSDOT-Region 4. The O'Rorke Bridge has a unique design within our region, which is also rare within the State. Due to this uniqueness, a custom strategy was needed. A set of recommendations was identified, including mechanical and electrical repairs, updates to maintenance and operations literature, personnel training, and capital repairs. An asset management schedule with estimated costs was also developed. The final report will serve as a guide for NYSDOT and MCDOT in making decisions about future investments in the bridge.

- (6) Accepting the *Gananda Parkway Pedestrian & Bicycle Active Transportation Plan* as evidence of completion of UPWP Task 8778 / Resolution 21-20

James Stack reported this project was conducted by Wayne County. Gananda Parkway serves like a spine through this community. While it serves motor vehicles well, it does not do the same for bicyclists and pedestrians. The recommendations identify the opportunities for coordinated and cohesive land use, street design, regulatory policies, and strategies to support current and anticipated future community needs.

- (7) Accepting the *Middle Cheshire Road & Health Care Services Corridor Active Transportation Plan* as evidence of completion of UPWP Task 8779 / Resolution 21-21

James Stack reported this project was conducted by the Town of Canandaigua. A previous study of County Road 16 recommended that, since the road could not safely accommodate new bicycle facilities, the nearby Middle Cheshire Road be studied for potential to safely do so. The area around FF Thompson hospital provides many medical services and is a natural extension of such facilities. Included among the recommendations are intersection improvements, placemaking concepts for the corridor, and an implementation plan.

- (8) Accepting the *Lake Ontario State Parkway Transportation Alternative Feasibility Study* as evidence of completion of UPWP Task 7212 / Resolution 21-22

James Stack reported this project was conducted by Orleans County. The purpose of the study was to determine the feasibility of repurposing the eastbound or westbound lanes of approximately 12.7 miles of Lake Ontario State Parkway. The feasibility of repurposing the roadway to reduce long-term maintenance costs while continuing to address vehicle demand along the corridor was investigated. Public feedback was sought regarding the future of the parkway. Four concepts were developed considering both public feedback and steering committee input:

- Retain Existing Lake Ontario State Parkway
- Alternative NYS Route 18 Access to Lakeside Beach State Park

- Modify Lake Ontario State Parkway with 1 lane in each direction west of Route 98
- Conversion of Lake Ontario State Parkway to Two-Lane Parkway

A preferred alternative was not selected as there was a lack of consensus on the Steering Committee. The alternatives will be need to be further analyzed as part of project development if a capital project is pursued.

**Rochelle Stein moved to approve proposed Resolutions 21-15 through 21-22; Jim Pond seconded the motion. The motion passed unopposed.**

- b. Amending the *FY 2021-2022 Unified Planning Work Program* to reflect the contribution of actual FY 2020-2021 rollover amounts / Resolution 21-23  
James Stack reported that Resolution 21-23 was reviewed and recommended for GTC Board approval by the Planning Committee at its May 13, 2021 meeting.

The adopted FY 2021-2022 UPWP includes estimated rollover amounts for several projects that were not expected to be completed by March 31, 2020. These estimated rollover amounts were based on actual expenses through the second quarter. Now that the accounting for FY 2020-2021 has been closed out, the budgets for these projects for FY 2021-2020 can be adjusted to reflect actual rollover amounts.

Individual projects for which adjustments between estimated and actual rollover amounts required are presented in Exhibit 1 of the Resolution. Due to COVID impacting staff activity, there was actually considerable savings from GTC's Core Budget relative to typical years. Jim noted that GTC has the opportunity to utilize these savings.

GTC staff proposes the creation of a new Healthcare Contingency task (#1610) to provide budgetary capacity for extraordinary healthcare expenses. As the Host Agency for GTC, RGRTA includes GTC staff in its group health insurance. This insurance plan includes a self-funded component with stop-loss protection. The GTC core budget covers ordinary healthcare expenses. However, in the event of extraordinary healthcare expenses such as ICU care, GTC is forced to reallocate funds from planned expenses. Unfortunately, this has happened to two different staff members in the last few years. In the event that someone covered under GTC's health insurance encounters extraordinary healthcare expenses, this task will be used so there is minimal impact on planned expenses. This task would be funded each year. Once a fiscal year has completed, any unused funds will become available for future use.

Even with the Health Care Contingency, there was still more than \$86,000 available. GTC staff reviewed UPWP applications that were not funded due to a lack of available funds. The Planning Committee sought the input of the UPWP Development Committee (UDC). The UDC recommended funding the Town of Webster's proposal for the West Webster Hamlet Revitalization Plan. The UDC noted the equity aspects



of the study area and the Town's effort to engage the community even though it were not successful with the UPWP application.

Jay Gsell asked if the new contingency is based on expenses related to individuals or the entire GTC staff. Jim replied that once medical expenses reach \$250,000, the insurance coverage begins. He added it is like a high deductible for the entire group. He also noted that GTC is separate from other RGRTA subsidiaries for these purposes.

**Ken Miller moved to approve proposed Resolution 21-23; Scott Leathersich seconded the motion. The motion passed unopposed.**

- c. Amending the *2020-2024 Transportation Improvement Program / Proposed Resolutions 21-24 through 21-46 and 21-51*

Acting Chairperson LeFeber suggested grouping proposed Resolutions 21-24 through 21-46 and 21-51 into a single action; no Member or Alternate objected.

James Stack noted that Proposed Resolutions 21-24 through 21-46 and 21-51 were reviewed and recommended for GTC Board approval by the Planning Committee at its May 13, 2021 meeting.

James Stack noted that Items 1 through 9 are related to the annual Program of Projects that RGRTA submits to the Federal Transit Administration. They are the designated recipient of these funds.

- (1) Amending the 2020-2024 TIP by increasing the Total Cost of the Preventive Maintenance – RTS & RTS Access for FFY 2021 project / Resolution 21-24 (RGRTA)
- (2) Amending the 2020-2024 TIP by deferring the Replace 40-ft Buses (FY 21/22) project / Resolution 21-25 (RGRTA)
- (3) Amending the 2020-2024 TIP by decreasing the Total Cost of the Replace 40-ft Buses (FY 22/23) project / Resolution 21-26 (RGRTA)
- (4) Amending the 2020-2024 TIP by adding the Replace 40-ft Diesel Buses with Electric Buses (FY 21) project / Resolution 21-27 (RGRTA)
- (5) Amending the 2020-2024 TIP by decreasing the number of vehicles purchased in the Replace Paratransit Buses (FY 21/22) project / Resolution 21-28 (RGRTA)
- (6) Amending the 2020-2024 TIP by increasing the Total Cost of the Associated Transit Improvements (FFY 2021) project / Resolution 21-29 (RGRTA)
- (7) Amending the 2020-2024 TIP by adding the Human Resource Management Software Replacement project / Resolution 21-30 (RGRTA)
- (8) Amending the 2020-2024 TIP by adding the RTS Access Paratransit Facility project / Resolution 21-31 (RGRTA)

(9) Amending the 2020-2024 TIP by adding non-Federal funds to the Connection Hubs project / Resolution 21-32 (RGRTA)

(10) Amending the 2020-2024 TIP by combining the Rt 104, from Monroe County Line to Furnace Rd Preventive Maintenance and Intersection Improvement projects / Resolution 21-33 (NYSDOT)

James Stack noted that these two projects were merged and construction phases aligned to allow for delivery of both under a single contract.

(11) Amending the 2020-2024 TIP by changing the project limits of the Bridge Steel Repairs at 40 Locations project / Resolution 21-34 (NYSDOT)

James Stack noted that the limits were changed to account for new locations to be delivered and remove those already or to be delivered under other contracts.

James Stack noted that Items 12 through 22 are related to the Preventive Maintenance Reserve block. GTC staff worked with NYSDOT and Counties to identify specific locations for the set aside funds to be programmed.

(12) Amending the 2020-2024 TIP by deleting the Preventive Maintenance Reserve Block project / Resolution 21-35 (GTC on behalf of NYSDOT)

(13) Amending the 2020-2024 TIP by adding the Stones Falls Rd Over Mill Creek Superstructure Replacement project / Resolution 21-36 (Livingston County)

(14) Amending the 2020-2024 TIP by adding the County Line Road over Jeddo Creek Bridge Replacement project / Resolution 21-37 (Orleans County)

(15) Amending the 2020-2024 TIP by adding the Gananda Pkwy (CR 205a) Preventive Maintenance (Rt 441 to Eddy Rd) project / Resolution 21-38 (Wayne County)

(16) Amending the 2020-2024 TIP by adding the E Lake Rd (CR 2) Preventive Maintenance (Rt 19A to Rt 39) project / Resolution 21-39 (Wyoming County)

(17) Amending the 2020-2024 TIP by adding the CR 22 Preventive Maintenance (CR 4 to Rt 21) project / Resolution 21-40 (Ontario County)

(18) Amending the 2020-2024 TIP by adding the CR 8 Preventive Maintenance (Rt 96 to Wayne CL) project / Resolution 21-41 (Ontario County)

(19) Amending the 2020-2024 TIP by adding the Monroe County Highway Preventive Maintenance #10 project / Resolution 21-42 (Monroe County)

(20) Amending the 2020-2024 TIP by adding the Rt 15 (W Henrietta Rd) Preventive Maintenance from Rt 253 to Rt 252 project / Resolution 21-43 (NYSDOT)

(21) Amending the 2020-2024 TIP by adding the I-490 Preventive Maintenance (Garnsey Rd to I-90) project / Resolution 21-44 (NYSDOT)

(22) Amending the 2020-2024 TIP by adding the State/Exchange/Ford Preventive Maintenance project / Resolution 21-45 (City of Rochester)

James Stack noted that Items 23 and 24 are related to programs are managed on a Statewide basis by NYSDOT Main Office outside of regional Planning Targets and the funds are not available to any other project

(23) Amending the 2020-2024 TIP by adding the Rt 18 at N. Greece Rd Intersection Safety Improvements project / Resolution 21-46 (NYSDOT)

(24) Amending the 2020-2024 TIP by changing the scope of the Rt 390, Lexington Ave to Rt 104 project / Resolution 21-51 (NYSDOT)

**Bill Carpenter moved to approve proposed Resolutions 21-24 through 21-46 and 21-51; Jim Pond seconded the motion. The motion passed unopposed.**

- d. Adopting the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045* / Resolution 21-47

James Stack reported that Proposed Resolution 21-47 was reviewed and recommended for GTC Board approval by the Planning Committee at its May 13, 2021 meeting.

Jody Binnix stated that the *Long Range Transportation Plan* (LRTP) provides the strategic direction for more detailing planning and implementation of transportation projects over the next 25 years. The LRTP guides decision making through concept level planning in the UPWP and investment decision making in the TIP.

She noted that the development cycle began in the spring of 2020. It started with an assessment of the existing conditions of the transportation system and regional demographic and socioeconomic characteristics. That was followed closely by the identification of issues and opportunities facing the region now and in the future. This coincided with the first round of public involvement. Staff developed a survey gauging public opinion related to transportation issues and opportunities. Two virtual open houses were also conducted. Using what we heard from the public and our internal review of completed UPWP studies and data, staff developed a list of current and future needs. This needs assessment fed directly into the recommendation development. From there the financial plan, or how we will pay for everything, was solidified. Another round of public involvement including two virtual open houses were held to solicit feedback on the proposed recommendations. This input was used to finalize the recommendations. The complete draft plan was then released for a formal 30-day public review. After receiving feedback on the completed plan, staff finalized the content and conducted an editorial review.

Jody added that the planning process for LRTP 2045 kicked off right at the start of the pandemic. Prior to the pandemic, staff had prepared to go directly to the public at farmers markets, community events, and open houses. Due to the public health guidelines instituted during the pandemic, GTC was required to pivot to a completely virtual public engagement approach. PublicInput.com was utilized as the engagement hub for all things LRTP. Even though public involvement was all virtual, staff made efforts to keep the process as inclusive as possible by offering a variety

of methods. Through publicinput.com a dedicated, toll-free, phone line was made available, along with the ability to send text messages, email, and of course folks were still able to send comments via the mail. Notices for public involvement opportunities were advertised on Facebook, twitter, via email, and through legal notices in the newspapers.

The Emerging Issues and Opportunities for LRTP 2045 include the Transportation and Public Health, Impacts of Extreme Weather/Climate Change, and Expansion of Alternative Fuels. Jody noted that these three were identified in previous LRTPs, but are still relevant. New Emerging Issues and Opportunities were also identified including Unforeseen System Disruptions, Strategic Divestment, and Emerging Technologies.

The Transportation System Needs were developed collaboratively among staff using feedback from the first round of public involvement, recommendations from UPWP studies, discussions with member agencies, results from the data analysis undertaken, and areas of emphasis in the federal transportation legislation. Staff then developed the recommendations. There are 78 recommendations grouped into five categories:

1. Health and Safety
2. Access and Equity
3. System Management and Maintenance
4. Sustainability and Resilience
5. Economic Development

The five recommendation categories directly tie back to the Goals and Objectives of the plan. The recommendation categories also cover the ten planning factors that are outlined in the federal transportation legislation or the FAST Act. As in years past, the GTC LRTP is a policy-based plan that will guide investment decisions. The LRTP does not recommend individual projects.

The Evaluating Progress section outlines performance measures that are unique to LRTP 2045. These performance measures are a combination of past measures set forth in previous LRTPs as well as new measures that reflect this plan's recommendations. The performance measures in this chapter are independent from the national performance measures authorized by the FAST Act. As can be seen in the example presented - the measures correspond to the five recommendation categories. The measure is presented with the benchmark and year, along with a likely target – which is simply a decrease, an increase, or no change.

The FAST Act requires MPOs to establish performance targets that address the national performance measures. To date, GTC has supported NYSDOT and RGRTA targets, as opposed to adopting separate regional targets. The national performance measures and the agreed upon targets are presented in the standalone National Performance Measures Report.

The adoption of the new LRTP triggers two federal requirements related to the national performance measures. The first requires the LRTP to include descriptions of progress in regard to meeting the performance targets. The next requires that the LRTP include a system performance report that describes the condition and performance of the transportation system with respect to the national performance targets. To meet the reporting requirement, the standalone National Performance Measures Report is incorporated by reference into the LRTP which includes the descriptions of progress. The companion National Performance Measures Report will continue to allow GTC to promptly respond to changes in performance targets established by NYSDOT and RGRTA without having to amend the LRTP in the interim years.

Alex Kone presented the Financial Plan. He noted that the LRTP must be fiscally constrained. He discussed how the projections of reasonably expected funding were developed using current and expected Federal, State, and Local revenues for transportation. These revenues, by applicable category, were assigned to 17 Investment Strategies. These Strategies encompass the LRTP recommendations and provide guidance for setting targets for programming levels in the TIP.

Jody Binnix concluded that the LRTP is comprised of the plan itself, along with two Appendices. Appendix A is a comprehensive summary of all the public comments received from all three rounds of public involvement. Appendix B discusses the financial plan's Sankey or flow chart in further detail by breaking down each flow into a tabular format. Finally, the National Performance Measures Report is a companion document, incorporated by reference, that will continuously be amended with the latest performance targets. GTC's LRTP is currently on a five-year update cycle. The next LRTP is due in 2026.

**Jay Gsell moved to approve proposed Resolution 21-47; Christopher Reeve seconded the motion. The motion passed unopposed.**

- e. Amending the *National Performance Measures Report for the Genesee-Finger Lakes Region* / Resolution 21-48

James Stack reported that Proposed Resolution 21-48 was reviewed and recommended for GTC Board approval by the Planning Committee at its May 13, 2021 meeting.

Jody Binnix noted that the adoption of the new LRTP triggers two federal requirements regarding performance-based planning. LRTP 2045 must include a system performance report that describes the condition and performance of the transportation system with respect to national performance targets. To meet the reporting requirement, the standalone National Performance Measures Report is incorporated by reference into the LRTP as a companion document.

GTC staff have included the following new sections under each performance measure category:

- On-Going Progress – a description of progress regarding how the MPO and partners are working towards the achievement the agreed upon targets; and
- L RTP 2045 Alignment – a description of how LRTP 2045 supports the achievement of the agreed upon targets through the recommendations and associated funding levels.

The following updates to the National Performance Measures Report have also been made:

- RGRTA submitted new baseline data to the National Transit Database, therefore the transit asset management data was updated (2019);
- New York State Department of Transportation's Mid Performance Period Progress Report (2020) also updated the baseline figures for the pavement, bridge, and system performance targets;
- We have since received confirmation that we are not subject to the requirement to set CMAQ targets, as the region meets all current air quality standards. Therefore, you will notice that the CMAQ Performance Measure Targets have been removed.

Jody Binnix stated that previously agreed upon performance targets have not been updated. Only the baseline data has changed. The Safety targets are updated annually. NYSDOT will reset the safety targets this fall and the updated targets will likely be brought before the GTC Board in December. Additionally, RGRTA is anticipating setting Transit Safety measures and targets this July. She added that having the National Performance Measures Report as Companion document to the Long Range Plan, fulfills federal regulations and will continue to allow GTC to quickly respond to changes in performance targets established by NYSDOT and RGRTA without having to amend the LRTP in the interim years.

**Jay Gsell moved to approve proposed Resolution 21-48; Jim Pond seconded the motion. The motion passed unopposed.**

- f. Adopting the *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045 and the 2020-2024 Transportation Improvement Program* / Resolution 21-49

James Stack reported that Proposed Resolution 21-49 was reviewed and recommended for GTC Board approval by the Planning Committee at its May 13, 2021 meeting.

He stated that the Conformity Statement demonstrates that the *LRTP 2045* and the *FFY 2020-2024 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. Since the region is classified as an "Orphan Area", GTC must document:

- Latest planning assumptions;
- Consultation with the Air Quality Interagency Consultation Group;
- How the LRTP and the TIP address Transportation Control Measures (not applicable in this region); and
- How the LRTP and the TIP meet fiscal constraint Identify classified/non-exempt and Regionally Significant Projects.

Jim added that A 30-day public review was held in conjunction with the LRTP public review. No comments were received.

He also presented the running 3-year averages of the two regional quality monitors compared to the applicable air quality standards since 2005. This demonstrated that the region has consistently met the Federal standards since 2009.

**Bill Carpenter moved to approve proposed Resolution 21-49; Peter Ingalsbe seconded the motion. The motion passed unopposed.**

- g. Supporting Wyoming County-requested Functional Classification System reclassification / Resolution 21-50

James Stack reported that Proposed Resolution 21-14 was reviewed and recommended for GTC Board approval by the Planning Committee at its February 11, 2021 meeting.

He explained that at the previous Board meeting, the Functional Classification of County Road 31 in the Town of Attica was revised to extend beyond the Census-designated Small Urban Area to terminate at Dunbar Road. Since that meeting, coordination with NYSDOT Main Office resulted in the discovery of a database error that CR 31 was already designated as a Rural Major Collector. There was an concurrence among staff that it made the most sense to limit that designation to the already requested terminus at Dunbar Road and to upgrade the designation of Dunbar Road to Rural Major Collector from CR 31 to Route 98.

**Jim Pond moved to approve proposed Resolution 21-50; Scott Leathersich seconded the motion. The motion passed unopposed.**

## **8. New Business**

There was no new business.

## **9. Next Meeting**

Acting Chairperson LeFeber stated that the next GTC Board meeting is scheduled for August 26, 2021 and is tentatively scheduled to be held at the Henrietta Town Hall.

Note: subsequent to the meeting it was determined that Henrietta Town Hall was no longer a viable option to due changes in space allocations. The next meeting was relocated to RGRTA.

**10. Adjournment**

**William Santos moved to adjourn the meeting; Jim McIntosh seconded the motion. The motion passed unopposed.**

The meeting adjourned at 9:55 a.m.