

**GENESEE TRANSPORTATION COUNCIL  
QUARTERLY BOARD MEETING**

**December 10, 2020**

**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 Chairman)  
Timothy Cutler, Genesee-Finger Lakes Regional Planning Council (G/FLRPC)  
Daniel Hogan, Monroe County – At Large  
James McIntosh, City of Rochester – At Large  
Ken Miller, Wayne County  
Douglas Paddock, Yates County  
William Santos, Monroe County Planning Board  
Rochelle Stein, Genesee County

ALTERNATE REPRESENTATIVES PRESENT

Uzoma Anukwe, Federal Transit Administration (FTA), representing Stephen Goodman  
Kevin Bush, New York State Department of Transportation (NYSDOT), representing Marie Therese Dominguez  
Bill Carpenter, Rochester Genesee Regional Transportation Authority (RGRTA), representing Donald E. Jeffries  
Sean Carrington, NYS Thruway Authority (NYSTA), representing Matthew Driscoll  
Stephen Golding, Empire State Development Corporation, representing Eric Gertler  
Peter Ingalsbe, Ontario County, representing John Marren  
Norman Jones, City of Rochester, representing Lovely Warren  
Scott Leathersich, Monroe County At-Large, representing Jeffrey McCann  
John Papponetti, Orleans County, representing Lynne Johnson  
James Pond, Monroe County, representing Adam Bello  
Mitchell Rowe, Seneca County, representing Robert Hayssen  
Robert Scanlon, Rochester City Council, representing Loretta Scott  
Timothy Walsh, New York State Department of Environmental Conservation, representing Basil Seggos

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Dr. Joseph Carbone, Monroe County Legislature  
Richard Marquis, Federal Highway Administration (FHWA)  
Evelyn Martinez, Federal Aviation Administration (FAA)  
Rebecca Ryan, Wyoming County  
David Seeley, Monroe County Supervisors Association  
David L. Watson, Rochester City Planning Commission

OTHERS IN ATTENDANCE

Condenessa Brown, City of Rochester  
Angela Ellis, Livingston County  
Rochelle Bell, Monroe County  
Jody Binnix, GTC staff  
Joe Bovenzi, GTC staff  
Jay Gsell, G/FLRPC  
Joel Kleinberg, NYSDOT

Alex Kone, GTC staff  
Lori Maher, GTC staff  
Edward Muszynski  
Chris Reeve, NYSDOT  
James Stack, GTC staff  
Chris Tortora, GTC staff

**1. Call to Order and Roll Call**

Acting Chairman LeFeber called the meeting to order at 8:35 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 Chairman LeFeber noted that draft minutes from the August 27, 2020, GTC Board meeting were included in the meeting package.

**Rochelle Stein moved to approve the minutes from the August 27, 2020 Quarterly Meeting; Kevin Bush seconded the motion. The motion passed unopposed.**

Acting Chairman LeFeber added that draft minutes from the November 12, 2020 Planning Committee meeting were provided for informational purposes.

**4. Communications and Announcements**

James Stack noted the following changes to the member of the Board:

- By her election as the Chairperson of the Wyoming County Board of Supervisors, Rebecca Ryan is a Member of the GTC Board.
- Jeffery McCann has been appointed as a Monroe County At-Large Member of the GTC Board.
- Tim Cutler has been designated as an Alternate to the GTC Board, representing Douglas Paddock of Yates County.
- James Pond has been designated as an Alternate to the GTC Board, representing Monroe County Executive, Adam Bello.
- Condenessa Brown has been designated as an Alternate to the GTC Board representing Rochester City Council President Loretta Scott, effective December 14. However, BJ Scanlon is still representing Ms. Scott for this meeting.
- Jay Gsell has been designated as an Alternate to the GTC Board, representing G/FLRPC Chairperson Tim Cutler.

## 5. Reports and Action on Old Business

### a. Planning Committee Report

Scott Leathersich reported that the Planning Committee met remotely on November 12<sup>th</sup> and recommends that the GTC Board:

- Accept reports as evidence of completion of two Unified Planning Work Program tasks:
  - Regional Land Use Monitoring Report (Task 4220); and
  - Cayuga-Seneca Canalway Trail Phase II Study (Task 6529)
- Amend the *FFY 2020-2024 Transportation Improvement Program* as requested by the RGRTA and NYSDOT; and
- Amend the *By-Laws of the Genesee Transportation Council*.

Additionally, the Planning Committee took the following action:

- Approved the draft *Public Engagement Plan* for public review; and
- Approved one administrative modification to the *FFY 2020-2024 Transportation Improvement Program* as requested by NYSDOT:
  - Increasing the Total Cost of the Rt 63 FLAP Project - Iroquois National Wildlife Refuge.

### b. GTC Staff Report

#### 2045 Long Range Transportation Plan

Jody Binnix reported that, per guidance from our federal partners, GTC is still anticipating a June 2021 adoption for LRTP 2045.

The first round of public engagement focused on the issues and opportunities facing the region, now and in the future, ended September 4. GTC used the publicinput.com platform to conduct public engagement and advertised opportunities through both traditional means and social media platforms. Two virtual open houses for the LRTP were held in August. These open houses provided opportunities for members of the public to ask staff questions regarding the plan.

GTC staff developed an online survey that was available from mid-July to early September. Approximately, 200 people took the survey. The survey focused on gauging public opinion related to transportation issues and opportunities as well as impacts of the COVID-19 pandemic on travel patterns.

When asked to select factors that will impact the regional transportation system over the next 25 years from a list of options, *deteriorating infrastructure* was the top pick, followed by *changes in technology* and *the prevalence of e-commerce*. When asked an open-ended question, "Are there other factors that you think will impact the transportation system over the next 25 years?" respondents cited access to jobs,

impacts of climate change, along with increased access to transit, pedestrian, and bicycling options as high priorities.

Regarding the COVID-19 pandemic, over 80 percent of respondents cited they were driving less often and consuming less fuel since the start of the pandemic and about a quarter of those respondents expected this change to be permanent.

Staff have completed the demographic and socioeconomic components of the plan and have compiled general information regarding the transportation system. Additionally, staff revisited and revised the Emerging Issues and Opportunities from previous LRTPs.

The Emerging Issues and Opportunities for *LRTP 2045* include the following:

- Transportation and Public Health
- Impacts of Extreme Weather/Climate Change
- Expansion of Alternative Fuels
- Unforeseen System Disruptions (*new*)
- Strategic Divestment (*new*)
- Emerging Technologies (*new*)
  - Mobility as a service (MaaS) (*new*)
  - Connected, Autonomous, and Automated Vehicles
  - E-commerce (*new*)

Over the next few months, staff will be finalizing the transportation system needs and developing the associated recommendations and corresponding financial plan. The second round of public engagement regarding the recommendations will take place in February of 2021.

#### 2021 FTA/FHWA Joint Certification Review

James Stack reported that, every four years, GTC is subject to a Joint Certification Review of our planning process to ensure we are meeting federal requirements. The last Certification was presented to the Board in June of 2017. FHWA and FTA have initiated the next review with an announcement letter to Acting Chairman LeFeber. The first milestone was for me to submit a response indicating how GTC addressed the Corrective Actions and Recommendations of the 2017 Certification. I equate this to a Management Response to an annual audit that many of your organizations are subject to. This response was submitted to FHWA and FTA on November 20 with key stakeholders copied.

The next stage is a desk review of key documents, which is underway. Typically, the federal review team conducts a multi-day site visit. With the COVID situation, this is not feasible. As an alternative, we have scheduled this site visit to happen remotely in March. The same platforms GTC uses for meetings like this will support the remote site visits. Additionally, the tools that allow our staff to work remotely are

facilitating the desk review. GTC staff is able to load documents to a SharePoint folder that the review team can access. The review team is also able to load documents to the same folder. Alex and I have been having bi-weekly video chats with the review team and everything is progressing well.

At some point early next year, the review team and GTC staff will be reaching out to schedule sessions for various stakeholders to engage with the review team. One such group of stakeholders is this Board. We are hopeful that some of you will be able to engage with the review team and share your thoughts on the GTC planning process.

Uzoma Anukwe noted that that review is a learning process for the agencies about GTC's work and what practices could be shared with other peers. He envisions the sessions as an exchange more than an audit.

#### COVID-19 Impact on GTC Operations Review

James Stack reported that since reopening the office on July 6, GTC staff has continued to split their time between home and the office. We are continuing to monitor the situation with regard to community spread and any relevant status under the State's micro-cluster strategy. Currently, the GTC office and the homes of two employees falls within an Orange Zone. The homes of four employees fall with a Yellow Zone. The designations have not impacted how GTC is operating; however, we recognize this could change on short notice. All staff are equipped and prepared to work from home should the office need to close again.

We have become adept at using tools that allow for remote meetings, both among staff and with staff from other our partners. Our platforms have been used not only for GTC meetings but also for meetings related to UPWP projects that our community partners are sponsoring. Generally speaking, these experiences have been positive and the participation from the public has increased and been of a high quality.

#### FFY 2020 STIP Performance

James Stack informed that the Board that for Federal Fiscal Year 2020, GTC was again one of the top performing MPOs in the state for achieving obligations of projects in the unamended Statewide Transportation Improvement Program. He credited the Board for moving its end of the Federal Fiscal Year meeting to August for helping to facilitate that process.

### c. Old Business

#### 1. Federal Legislative and Funding Update

James Stack reported that Congress and the Administration failed to come to agreement on any of the FFY 2021 Appropriations bills. A Continuing Resolution was signed on September 30 that funded federal operations through December 11. The CR also extended the FAST Act for a full fiscal year but at FFY 2020 levels. While we did not see the anticipated increase in funding that a new

transportation act would bring, NYSDOT Main Office has indicated that they are not taking steps to change our TIP Planning Targets at this time.

In mid-July, the House Appropriations Committee passed its FFY 2021 Appropriations Bill for Transportation, Housing, and Urban Development or T-HUD. This Bill provides \$107.2 billion for the Department of Transportation and increase of \$21.1 billion over FFY 2020. Highlights include:

- \$1 billion for National Infrastructure Investments (aka TIGER and BUILD programs)
- \$10 million for Transportation Planning Grants to assist areas of persistent poverty, a new competitive program
- \$61.9 billion for programs funded through the Highway Trust Fund, consistent with the INVEST in America Act the House had already put forth, and an increase of \$14.7 Billion over FFY 2020 levels
- \$18.9 billion for Transit Formula Grants, consistent with the INVEST in America Act the House had already put forth, and an increase of \$5.8 Billion over FFY 2020 levels

On November 10, the Senate Appropriations Committee released all twelve Appropriations bills, including one for Transportation, Housing and Urban Development, and Related Agencies. For the Department of Transportation, the bill includes \$25.673 billion for discretionary programs and \$61.336 billion in obligation limitation. Highlights include:

- \$1 billion for the BUILD program
- \$48.7 billion for FHWA programs, including \$1.4 billion specifically for bridges
- \$13.0 billion for FTA programs

Recently, the House, the Senate, and the Administration have been working to come to agreement on the twelve Appropriations for FFY 21. At the same time, they have been working on a COVID-19 relief package. While there are still significant differences in priorities, all sides are actively negotiating. The expectation is that they will try to pass an Omnibus Appropriations Act coupled with the COVID-19 relief package. To provide more time for negotiations, yesterday afternoon the House passed another Continuing Resolution to fund the federal government through December 18. The Senate is expected to pass their companion bill and the President is expected to sign the Continuing Resolution by Friday night.

## 2. TIP Staff Modifications Report

Alex Kone informed the Board that the TIP staff modifications report was included in the meeting package and is being provided for informational purposes. The eight 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 Chairman LeFeber suggested grouping proposed Resolutions 20-46 and 20-47 into a single action; no Member or Alternate objected.

James Stack noted that Proposed Resolutions 20-46 and 20-47 were reviewed and recommended for GTC Board approval by the Planning Committee at its November 12, 2020 meeting.

- (1) Accepting *Regional Land Use Monitoring Report* as evidence of completion of UPWP Task 4220 / Proposed Resolution 20-46

James Stack reported this project was conducted by the Genesee Finger Lakes Regional Planning Council. The Executive Summary of the project starts on page 25 of the meeting package. The purpose of the project was to document land use and development trends in the Genesee-Finger Lakes Region for use by GTC and member agencies, as well as others. Tasks included distributing municipal surveys and following up with non-respondents. The report compiled annual and proposed development by municipality and at the Transportation Analysis Zone-level. This project is conducted in coordination with Monroe County Planning & Development, which conducts a similar effort within the County while G/FLRPC staff focus on the remainder of the region.

- (2) Accepting the *Cayuga-Seneca Canalway Trail Phase II Study* as evidence of completion of UPWP Task 6529 / Proposed Resolution 20-47

James Stack reported that the project was conducted by Seneca County. The Executive Summary of the project starts on page 28 of the meeting package. The purpose of the project was to produce a concept-level plan for Phase II of the Cayuga-Seneca Trail, that will connect the Village of Waterloo to the commercial area of the former Village of Seneca Falls. The effort was guided by a Steering Committee representing a broad range of stakeholders. As implied by the name, this project builds on efforts to plan for and implement an adjoining section of this trail. With significant public input, a preferred alignment was identified. The 3-mile alignment was broken into four distinct segments for clarity. The Phase II Trail Study's implementation information includes conceptual level cost estimates, potential funding opportunities, and follow-on activities including required SEQRA documentation and processes.

**Mitchell Rowe moved to approve proposed Resolutions 20-46 and 20-47; James Pond seconded the motion. The motion passed unopposed.**

- b. Amending the *2020-2024 Transportation Improvement Program* / Proposed Resolutions 20-48 through 20-51

Acting Chairman LeFeber suggested grouping proposed Resolutions 20-48 through 20-51 into a single action; no Member or Alternate objected.

James Stack noted that Proposed Resolutions 20-48 through 20-51 were reviewed and recommended for GTC Board approval by the Planning Committee at its November 12, 2020 meeting.

- (1) Amending the 2020-2024 TIP by changing the limits of the NYSDOT Bridge Deck Preventive Maintenance (10 Locations) project / Proposed Resolution 20-49

This amendment is requested by NYSDOT. During review of the Bridge Rehabilitation Justification Report, a step of Final Design, the NYSDOT Office of Structures requires bridge rail be upgraded to meet MASH standards on deck preventive maintenance projects that have a ten-year or greater life cycle. To replace the bridge rail, bridge fascia is required to be sound concrete or replaced to ensure proper anchorage. Route 390 NB & SB over Round Pond Creek (BIN 1072391 and BIN 1072392) require such upgrades and the bridge fascia are not in good condition. The estimate to repair the fascia is \$400,000.

Sutton Road over I-390 (BIN 1071170) would also require railing upgrade but due to the length of this bridge, the cost to replace the bridge rail and place a deck treatment would be greater than the cost for deck replacement. This was deemed a non-ideal use of funds. NYSDOT requests to add bridge rail replacement to this project for the Route 390 bridges and remove the Sutton Road bridge from this project to offset the cost of the added rail work. The Sutton Road bridge will be evaluated as a bridge deck replacement project and reprioritized relative to other bridge needs.

- (2) Amending the *2020-2024 TIP* by deferring the Shared Mobility Project / Proposed Resolution 20-49

This amendment is requested by RGRTA. This change is requested to align the TIP with RGRTA's grant obligation schedule. Initiation of this project was postponed due to COVID-19.

- (3) Amending the *2020-2024 TIP* by deferring the Community Mobility Zones Operations project / Proposed Resolution 20-50

This amendment is requested by RGRTA. This change is requested to align the TIP with RGRTA's grant obligation schedule. Initiation of this project was postponed due to COVID-19.

- (4) Amending the *2020-2024 TIP* by decreasing the cost of and deferring the Volunteer Transportation WNY project / Proposed Resolution 20-51

This amendment is requested by GTC staff on behalf of Volunteer Transportation Center. The source of Federal funds is the Public Transportation Innovation (FTA Section 5312) program, managed by NYSDOT Main Office. The Volunteer

Transportation Center was awarded a discretionary FTA grant that is being delivered with projects in the Buffalo region TIP and the Watertown region TIP. The revised amount is the updated respective share of the program for operations in Genesee County.

**Bill Carpenter moved to approve proposed Resolutions 20-48 through 20-51; Rochelle Stein seconded the motion. The motion passed unopposed.**

- c. Amending the *By-Laws of the Genesee Transportation Council* / Proposed Resolution 20-52

James Stack reported that the current GTC By-Laws were last amended in March of 2000. While these By-Laws have served the Council well over the years, one challenge is the restriction on who can serve as an Officer of the Council. Currently, the By-Laws state, "The Chairman and Vice Chairman shall be elected from among the Voting Members (but not Alternates) to serve two year terms." Given the many responsibilities that the Members have beyond GTC as part of their positions, there are many instances where the designated Alternate is a more active participant in GTC meetings. The depths of knowledge about GTC that some Alternates have is a missed opportunity when they cannot serve as an Officer.

After discussions with various Planning Committee and Board members, I formulated and presented to the Planning Committee an approach that can expand the pool of candidates for GTC Officer while maintaining accountability to the public. With Jerry Davis stepping down as Chairman of the Wyoming County Board of Supervisors, he is no longer a Member of the GTC Board and, therefore, no longer the Chairman of GTC. While David LeFeber has ascended to Acting Chairman, there is a need to fill a GTC Officer position in the near future. This provides an impetus for changing the By-Laws at this time.

Jim added that at the Planning Committee meeting, it was suggested that we look throughout the By-Laws for instances where the language is gender specific so that it can be revised to gender neutral. For example, Chairman will be revised to Chairperson. This is something that staff can undertake as an editorial effort so we did not include such as specific amendments to the text.

Jim noted that GTC staff will work to convene the Executive Committee to appoint a Chairperson for the remainder of the current term. He expects a meeting to be held in January prior to the next quarterly meeting in February.

**Scott Leathersich moved to approve proposed Resolutions 20-48 through 20-51; James Pond seconded the motion. The motion passed unopposed.**

## **8. New Business**

There was no New Business.

**9. Next Meeting**

Acting Chairman LeFeber stated that the next GTC Board meeting is scheduled for February 25, 2021 and will be held online.

**10. Adjournment**

**Rochelle Stein moved to adjourn the meeting; Kevin Bush seconded the motion. The motion passed unopposed.**

The meeting adjourned at 9:30 a.m.