

**GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING**

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

June 30, 2021

*Members/Alternates attending via videoconference but not contributing to Quorum

GTC BOARD MEMBERS PRESENT

David LeFeber, Livingston County (Chairperson)
Erik Frisch, City of Rochester – At Large*
Daniel Hogan, Monroe County – At-Large
Jack Marren, Ontario County
Rochelle Stein, Genesee County
William Santos, Monroe County Planning Board*

ALTERNATE REPRESENTATIVES PRESENT

Rochelle Bell, Monroe County Planning Board, representing William Santos
Jim Brady, Wayne County, representing Phillip Eynor
Bill Carpenter, Rochester Genesee Regional Transportation Authority, representing Donald Jeffries
Sean Carrington, New York State Thruway Authority, representing Matthew Driscoll*
Tim Cutler, Yates County, representing Leslie Church*
Tom Frys, Monroe County Executive, representing Adam Bello*
Stephen Golding, Empire State Development Corporation, representing Hope Knight*
Joel Kleinberg, NYS Department of Transportation, representing Marie Therese Dominguez*
Scott Leathersich, Monroe County – At Large, representing Jeffrey McCann
Mary Lupien, City of Rochester – Council, representing Miguel Melendez
John Papponetti, Orleans County, representing Lynne Johnson*
Richard Perrin, City of Rochester - Mayor, representing Malik Evans
Mitch Rowe, Seneca County, representing Bob Hayssen
Timothy Walsh, NYS Department of Environmental Conservation, representing Basi Seggos

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Stephen Goodman, Federal Transit Administration
Sabrina LaMar, Monroe County Legislature
Rick Marquis, Federal Highway Administration
Evelyn Martinez, Federal Aviation Administration
Rebecca Ryan, Wyoming County
Stephen Schultz, Monroe County Supervisors' Association
David Watson, Rochester City Planning Commission

OTHERS IN ATTENDANCE

Jody Binnix, GTC staff
Joe Bovenzi, GTC staff
Angela Ellis, Livingston County
Alex Kone, GTC staff
Peter Ingalsbe, Ontario County

Lori Maher, GTC staff
James Stack, GTC staff
Richard Sutherland, G/FLRPC

1. Call to Order and Roll Call

Chairperson LeFeber called the meeting to order at 8:33 a.m. Alex Kone, GTC staff, called the roll; a quorum was present.

2. Public Forum

There were no comments.

3. Approval of Minutes

Chairperson LeFeber noted that draft minutes from the February 24, 2022 GTC Board meeting were included in the meeting package.

Rochelle Stein moved to approve the minutes from the February 24, 2022 Quarterly Meeting; Bill Carpenter seconded the motion. The motion passed unopposed.

Chairperson LeFeber added that the minutes from the May 12, 2022 Planning Committee meeting and draft minutes from the June 16, 2022 Planning Committee meeting were provided for informational purposes.

4. Communications and Announcements

James Stack noted the following changes to Board membership:

- Phillip Eygnor has been elected the Chairman of the Wayne County Board of Supervisors and is a Member of GTC.
- Richard Sutherland has been appointed as the Executive Director of the Genesee-Finger Lakes Regional Planning Council and is an Alternate to GTC.

5. Reports and Action on Old Business

a. Planning Committee Report

Scott Leathersich reported that the Planning Committee met on May 12 and June 16, and recommends that the GTC Board:

- Accept reports as evidence of completion of five Unified Planning Work Program tasks:
 - Beh Industrial Park Traffic Optimization Study;
 - Ramp Reconfiguration Study;
 - Regional Fleet Electrification Study;
 - Genesee-Finger Lakes Scenario Tool; and
 - Village of Perry Transportation Safety and Access Study
- Adopt the *Title VI/Nondiscrimination Implementation Plan*

- Amend the *GTC By-Laws*
- Amend the *FY 2022-2023 Unified Planning Work Program* to reflect the contribution of actual FY 2021-2022 rollover amounts
- Amend the *FFY 2020-2024 Transportation Improvement Program* as requested by the City of Batavia, Ontario County, RGRTA and NYSDOT.

Additionally, the Planning Committee took the following actions:

- Approved scopes of work for six UPWP Tasks:
 - Task 6216 – City of Rochester Downtown Sign Assessment
 - Task 6632 – Canal Ponds Business Park Connectivity Study
 - Task 7578 – Lakeville Corridor Strategic Plan
 - Task 8544 – Rural On Demand Transit Study
 - Task 6550 – Arcade Multi-Use Trail Study
 - Task 8752 – Village of Warsaw Active Transportation Plan
- Approved five administrative modifications to the *FFY 2020-2024 Transportation Improvement Program* as requested by the City of Rochester, Wayne County, Wyoming County, and NYSDOT:
 - Increasing the Total Cost of the Farmington Rd Bridge over Ganargua Creek project (Wayne County)
 - Increasing Total Cost of the CR 30 (Oatka Rd) Rehabilitation project (Wyoming County)
 - Increasing the Total Cost of the Rt 33A over Erie Canal Bridge Replacement project (NYSDOT)
 - Deferring a phase of the Genesee St Reconstruction project (City of Rochester)
 - Increasing the Federal Share of the I-490 over Genesee River Bridge Rehabilitation project (NYSDOT)

b. GTC Staff Report

ICAM

James Stack reported that on June 16, the Federal Transit Administration announced awards under the Innovative Coordinated Access & Mobility, or ICAM, Pilot Program. Lifespan of Greater Rochester was awarded \$240,000 for the Genesee-Finger Lakes one-click Regional Mobility Management Project.

This pilot project will expand the capabilities of the Finger Lakes regional one-click web portal to include scheduling and payment of trips provided by public transit and a non-transit community transportation providers. This will result in an integrated and seamless process for accessing community transportation. Lifespan was previously awarded FTA Section 5310 funding to create a one-click platform for

Monroe and Ontario Counties that would allow those seeking human services transportation in those counties to access trip information in a single location as well as access the assistance of mobility managers to help connect with the most appropriate travel resources. The ICAM grant will allow for additional counties to be served and a regional mobility manager to be hired who would oversee development of the new platform. Additionally, the grant will fund technological exploration into the ability to enhance the platform by linking it to existing and future scheduling and booking systems of multiple transportation services. Users would then be able to also schedule and pay for trips on a single website.

TAP-CMAQ

James Stack reported that on June 23, Governor Hochul announced funding awards under the Transportation Alternatives Program, or TAP, and the Congestion Mitigation and Air Quality Improvement Program, or CMAQ. Of the \$178.8 million awarded statewide, \$23.7 million was awarded to 13 projects in the Finger Lakes region. These range from bicycle and pedestrian projects that improve accessibility, safe routes to school, and support non-motorized trips to projects that improve comfort for bus customers with shelters, seating, and zero emission propulsion. All of the projects are consistent with and advance the Long Range Transportation Plan. Alex presented a graphic that shows the majority of the projects are directly supported by GTC planning activities.

Staff will work with project sponsors to confirm the phase costs and schedules to be included in the Transportation Improvement Program. It is yet to be determined which, if any, projects will have phases in the current Federal Fiscal Year. Either way, we will be bringing these projects to the Board in August for consideration to amend the current TIP or as part of the new TIP that will take effect later this year.

c. Old Business

1. Federal Legislative and Funding Update

James Stack reported that on March 15, President Biden signed the Consolidated Appropriations Act, 2022. This funds federal operations through September 30, 2022 as well as the new programs authorized under the Bipartisan Infrastructure Law (BIL). Staff continues to monitor the rollout of the new programs and funding opportunities to relay to stakeholders across the region.

He noted that with a full year Appropriation enacted, programs funded through the BIL are rolling out. The first Notice of Funding Opportunity, or NOFO, was released by USDOT for the Rebuilding American Infrastructure with Sustainability and Equity, or RAISE, discretionary grant program. Although staff discussed several potential projects, we are only aware of the Village of Webster submitting an application. The project would convert private roads on the Xerox campus to public roads, allowing for in-fill development where infrastructure already exists.

The second NOFO was the Safe Streets and Roads for All program. One of the funding categories is for Planning related to identifying locations to improve

safety under a Safe Systems Approach. Staff is reviewing the NOFO to determine if this program is worth submitting an application on behalf of the region.

The third NOFO was the Bridge Improvement Program. Initial review of the NOFO shows that any application needs to be able to be “Highly Responsive” to the criteria to have a shot at funding. Among the challenges is that the project has to meet a minimum of \$2.5 million federal share and a Benefit Cost Analysis needs to be conducted. The project needs a BCA of at least 1.5 to be rated “Highly Responsive”. Staff will screen unfunded TIP projects for potential candidates.

Dan Hogan asked if any of the federal aid funds from the new BIL programs were available in the region. Jim Stack replied that existing formula programs have been apportioned to States and have been provided to regions by NYSDOT for Planning Targets in the TIP.

He noted that, conversely, very little funding was currently available in new programs because FHWA staff had not been able to prepare guidance for the new funding programs until a new federal budget was in place.

Rich Perrin noted that there was a 20% increase in the BIL for the National Highway Performance Program but that Planning Targets remained essentially the same, with NYSDOT Main Office holding more funding for Statewide programs. James Stack added that the Surface Transportation Block Grant – Large Urban and Highway Safety Improvement Program both saw increases in the latest Planning Targets.

Mary Lupien asked GTC to provide a breakdown of total BIL funding that has been appropriated so far. James Stack agreed to distribute a summary of Federal Fiscal Year 2022 appropriations to the Board.

2. TIP Staff Modifications Report

Chairperson LeFeber informed the Board that the TIP Staff Modifications report was included in the meeting package and is being provided for informational purposes. There were no questions.

6. Action Items

- a. Accepting reports as evidence of completion of UPWP Tasks / Proposed Resolutions 22-14 through 22-16, 22-19, and 22-20

Chairperson LeFeber suggested grouping proposed Resolutions 22-14 through 22-16, 22-19, and 22-20 into a single action; no Member or Alternate objected.

James Stack noted that Proposed Resolutions 22-14 through 22-16 were reviewed and recommended for GTC Board approval by the Planning Committee at its May 12, 2022 meeting. He also noted Proposed Resolutions 22-19 and 22-20 were reviewed

and recommended for GTC Board approval by the Planning Committee at its June 16, 2022 meeting.

1. Accepting the *Beh Industrial Park Traffic Optimization Study* as evidence of UPWP Task 7705 / Proposed Resolution 22-14

James Stack reported this project was conducted by the Town of Ontario. The purpose of the project was to develop a plan to support the continued growth and development of the Beh Industrial Park by identifying and evaluating alternatives for enhancing traffic safety and circulation, with an emphasis on goods movement, within and around the park. The aim of the study is to improve the current conditions at the Route 104 and Dean Parkway intersection and to explore alternative routes to access the industrial park.

A series of improvements to Route 104 and the Dean Parkway intersection were proposed and analyzed. As part of an upcoming capital project along Route 104, NYSDOT is planning to install pedestrian signals, crosswalks, and sidewalk pads, as well as new traffic signals that will include mast arms and high visibility back plates along all five intersections reviewed as part of this report. Additionally, NYSDOT will be lengthening the Route 104 eastbound left turn lane into Dean Parkway.

A new access road along County Line Road was also proposed. Homeowners along County Line Road were notified of public input opportunities to comment on this alternative. This access road would alleviate traffic congestion at the Route 104 and Dean Parkway intersection by providing a second point of access and improve access to properties and potential developable land in the western portion of the Beh Industrial Park. This access road requires more detailed analysis before it can be implemented.

2. Accepting the *Ramp Reconfiguration Study* as evidence of UPWP Task 7952 / Proposed Resolution 22-15

James Stack reported this project was conducted by GTC staff on behalf of NYSDOT. The purpose of the project was to assess the current ramp configuration at two interchanges (I-490/I-590/NYS Route 590 and NY Route 590/NYS Route 104) with the intent of investigating lane configuration alternatives that address safety, efficiency, and congestion issues at those interchanges. The project steering committee included representatives from NYSDOT, Monroe County, the City of Rochester, and the towns of Brighton, Pittsford, Penfield, Irondequoit, and Webster.

The needs assessment identified five main areas of concern. Four were at the 490/590 interchange and one was at the Route 104/590 interchange. The issues are primarily related to the short distances between decision points for merging and weaving traffic. The study identified eight potential design concepts to address the concerns. Two of the concepts were discarded as infeasible. The remaining six concepts can address various issues but need more detailed analysis before they can be implemented.

3. Accepting the *Regional Fleet Electrification Study* as evidence of UPWP Task 8552 / Proposed Resolution 22-16

James Stack reported this project was conducted by G/FLRPC staff. The purpose of the project was to develop a strategy for advancing fleet electrification in the Genesee-Finger Lakes Region. Fleet electrification is the process of converting fleets from fossil fuel sources to electricity. The need to better understand and document this process was the reason this study was done.

The study area included the entire Genesee-Finger Lakes Region. The focus was on public fleets, but the study lessons are also applicable to private fleets.

The report is organized into several sections, including:

- an introduction to fleet electrification;
- an overview of regional economic and workforce development opportunities for supporting electric vehicle adoption;
- summaries of lessons learned from three case study partners (RGRTA, the City of Rochester, and Fairport Electric);
- a review of recommendations including federal, state, and local government actions in support of electrification such as electric vehicle supportive policies, charging station deployments, and public education and outreach on EVs; and
- how-to guides that provide fleet operators with step-by-step guides to the fleet electrification process.

The fleet electrification process is still in its early stages, so there may be opportunities for future studies in this area as more information about the fleet electrification process becomes available and new products come to market.

4. Accepting the Genesee-Finger Lakes Scenario Tool as evidence of UPWP Task (5205) / Proposed Resolution 22-19

James Stack reported this project was conducted by GTC staff. The purpose of the project was to deploy a scenario planning tool to support GTC staff planning activities and member agency projects relating to transportation and land use.

The study area included the entire Genesee-Finger Lakes Region. There was a synergy with having an overall regional framework that would analyze the interrelated impacts of land use and transportation. The project was progressed in two phases. The first phase was exploratory, focusing on the selection of a preferred tool, something that balanced both capabilities and accessibility for a wide range of users.

The second phase centered on the deployment of the tool. First, a model of regional place types that mirrored the towns, villages, and cities across nine counties was developed. Next, the analysis modules were calibrated by including regional baselines and model assumptions. The place types were then used to

build two 2050 growth scenarios, a trend scenario and an alternative growth scenario. To gain experience with the tool, two pilot studies were conducted.

The first was for Genesee County as part of their comprehensive plan update. They assessed the impacts of maintaining the existing Smart Growth Zones through 2050. The fiscal impacts model highlighted that four-times more tax revenue would be generated on a per acre basis than allowing sprawl growth patterns and would reduce the amount of needed infrastructure investment.

The second study focused on the West Main Street corridor and Bulls Head redevelopment in the City of Rochester. It utilized the Public Health Assessment Model to calculate the impacts of built environment changes on chronic diseases. The study area lacks the extent of street trees and greenspace relative to the average of City and Monroe County, respectively. Increasing those two dimensions is expected to result in significant reductions in projected chronic diseases such as obesity, coronary heart disease, blood pressure, and type two diabetes.

5. Accepting the *Village of Perry Transportation Safety and Access Study* as evidence of UPWP Task 6817 / Proposed Resolution 22-20

James Stack reported this project was conducted by Village of Perry. The purpose of the project was to develop a study to improve safety and accessibility of pedestrian and bicycle connections primarily along Center Street (Route 246) and also between Center Street and Village anchors such as the school district campus, parks, downtown, and the Silver Lake Trail.

For the purposes of the study, Center Street was divided into three context zones, the southern and middle sections being primarily residential and the northern end being commercial.

The northern commercial section includes poor access management, lack of sidewalks and a need for improved drainage. The proposed improvements would add curbing, defined shoulders, sidewalks, plantings, and lighting. This would provide access management and include drainage improvements. An additional gateway feature would add a welcoming entrance to the Village. Together, these elements would tie together a growing employment base, medical services, the school campus, and retail services.

The middle and southern sections include sidewalk rehabilitation and removal of complicated gaps that would ensure ADA continuity through the entire corridor. Two separate retaining walls and a former train trestle that has potentially historical elements are more complicated. These elements would require additional engineering to determine preferred alternatives.

Jack Marren moved to approve proposed Resolutions 22-14 through 22-16, 22-19, and 22-20; Scott Leathersich seconded the motion. The motion passed unopposed.

b. Adopting the *Title VI/Nondiscrimination Implementation Plan* / Proposed Resolution 22-17

James Stack noted that Proposed Resolution 22-17 was reviewed and recommended for GTC Board approval by the Planning Committee at its May 12, 2022 meeting.

Jim reported the development of this plan was conducted by GTC staff. The purpose of the Title VI/Nondiscrimination Implementation Plan is to document policies and expectations to ensure continuous compliance with Title VI of the Civil Rights Act of 1964 and additional nondiscrimination authorities and executive orders.

Since GTC is a subrecipient of federal metropolitan planning funds from both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), GTC is required to comply with Title VI of the Civil Rights Act of 1964 (Title VI), which prohibits discrimination based on upon race, color, and national origin.

Other nondiscrimination authorities and executive orders provide protection against discrimination based on gender, age, disability, low-income status, and limited English proficiency.

Our Notice of Nondiscrimination Policy is on the screen. This statement is posted in our office and is included in our major products and various plans and studies conducted by or on behalf of GTC.

The Plan includes demographic data and analysis in our Planning Region, ongoing activities to reduce barriers to participate, various assurances, public notice templates, and other supplemental plans such as a Limited English Proficiency Plan. A draft plan was submitted to the NYSDOT Office of Civil Rights, or OCR, for review and comment. Staff addressed those comments for the final plan.

Once adopted by the GTC Board, the Title VI Plan will be submitted to OCR for final approval. As recommended in our Federal Certification, we have created a framework to update this plan, on a regular basis, every two years.

Richard Perrin thanked GTC staff for separating the City of Rochester's data from Monroe County per his request at the May 12 Planning Committee meeting. This separation helps to better highlight the concentration of poverty within the City.

Bill Carpenter moved to approve proposed Resolution 22-17; Richard Perrin seconded the motion. The motion passed unopposed.

c. Amending the GTC By-Laws / Proposed Resolution 22-18

James Stack noted that Proposed Resolutions 22-18 was reviewed and recommended for GTC Board approval by the Planning Committee at its May 12, 2022 meeting.

Jim reported that the GTC By-Laws currently require the Board to adhere to the New York State Open Meetings Law (OML). During the COVID emergency, GTC demonstrated an ability to conduct business in an open manner utilizing technology

that doesn't require meeting participants and observers to be physically present in the same room. This was permitted under emergency orders from Governors Cuomo and Hochul waiving certain OML requirements. With the COVID emergency easing, those waivers have lapsed and GTC is once again required to adhere to stricter OML requirements.

Since GTC started conducting remote meetings in May 2020, staff have noted an increase in the level of observation of GTC Board and Planning Committee meetings by members of the public. The meetings have also been recorded and archived for viewing on demand.

The New York State Committee on Open Government has issued an opinion that Metropolitan Planning Organizations, like GTC, are established pursuant to federal requirements and, therefore, are not subject to the Open Meetings Law, as noted in the attachment. Other MPOs across the state are grappling with this same issue. Adhering to the Open Meetings Law was a decision of past members of the GTC Board and reflects a desire for meaningful opportunity for transparency.

After staff explored alternatives to the strictly adhering to the Open Meetings Law while still meeting the spirit, we determined that simplest approach would be to strike this requirement from the By-Laws and use the Public Engagement Plan to set the parameters for conducting meetings in an open manner.

Mary Lupien asked if the description of the proposed change could be more clearly defined. James Stack explained that the new language was intended to be more flexible and provide the board with the ability to respond to potentially rapid policy and technology changes. He stressed the GTC *Public Engagement Plan* provides specific public information requirements and comment opportunities.

Bill Carpenter stated his support for the change and explained that, from a logistical perspective, the RGRTA Board of Commissioners had seen increased participation from many of its members by holding virtual meetings. Rochelle Bell noted that meetings work well when held either in-person or virtual, but that sometimes hybrid meetings are challenging because it can be difficult to manage discussions between attendees who are present in person and those who are remote.

Shelly Stein moved to approve proposed Resolution 22-18; Jack Marren seconded the motion. The motion passed unopposed.

- d. Amending the *FY 2022-2023 Unified Planning Work Program* to reflect the contribution of actual FY 2021-2022 rollover amounts / Proposed Resolution 22-21

James Stack noted that Proposed Resolution 22-21 was reviewed and recommended for GTC Board approval by the Planning Committee at its June 16, 2022 meeting.

Jim reported that the adopted *FY 2022-2023 UPWP* includes estimated rollover amounts for several projects that were not expected to be completed by March 31, 2022. These estimated rollover amounts were based on actual expenses through the second quarter, that is to say September 30, 2021. Now that the accounting for FY

2021-2022 has been closed out, the budgets for these projects for FY 2022-2023 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. This slide shows the net change only for tasks that required adjustments. Typically, this reflects 3rd and 4th quarter expenditures. However, since the UPWP was adopted in February, we have realized additional revenue. With the full year Appropriations, the FTA planning funds to GTC were increased by about \$121,000. We typically share the FTA funds beyond staff needs with RGRTA for various planning activities. RGRTA requested to use the additional FTA funds to increase their activities related to UPWP Task #8538 Service Performance Monitoring and Refinement to support more in-depth analysis of on demand services and the UPWP Development Committee concurred.

Jim added that, since the previous fiscal year, a Health Care Contingency has been established to cover unexpected expenses related to extraordinary situations such as the need for ICU care. Thankfully, the Contingency was not needed during the fiscal year. Consistent with the establishment of this Contingency, the unused amount is rolled back into the program for other uses.

Staff requested the UPWP Development Committee consider using a portion of these savings to establish a new Pedestrian Facilities Inventory task. They concurred. This would be an on-going task with data collection each year and the data will be archived and available to our municipal partners or their consultants. The first year will include acquisition of tools and equipment to conduct data collection in the field and development of the process to do so. The City of Rochester has already indicated a willingness to work with us as a pilot to work out the kinks.

Tim Walsh moved to approve proposed Resolution 22-21; Shelly Stein seconded the motion. The motion passed unopposed.

- e. Amending the *2020-2024 Transportation Improvement Program* / Proposed Resolutions 22-22 through 22-38

Chairperson LeFeber suggested grouping proposed Resolutions 22-22 through 22-38 into a single action; no Member or Alternate objected.

James Stack noted that Proposed Resolutions 22-22 through 22-38 were reviewed and recommended for GTC Board approval by the Planning Committee at its June 16, 2022 meeting. He noted the following for each of the projects:

1. Increasing the Total Cost of the CR 4 at CR 20 Intersection Improvements project / Proposed Resolution 22-22 (Ontario County)

This amendment is requested by Ontario County. The cost increase reflects the latest engineering estimate and reflects higher construction costs relative to prior years as well as more extensive earthwork that originally contemplated for the project.

2. Increasing the Federal Share of the City of Batavia Highway Preventive Maintenance project / Proposed Resolution 22-23 (City of Batavia)
This amendment is requested by the City of Batavia. The cost increase reflects the low bid received for the project.
3. Increasing the Total Cost of the I-590 Bridges over Rt. 31 and Allens Creek Rd project / Proposed Resolution 22-24 (NYSDOT)
This amendment is requested by NYSDOT. The cost increase reflects the latest engineering estimate and higher construction costs relative to prior years.
4. Increasing the Total Cost of the Rt 31, from Monroe CL to Hamlet of Macedon project / Proposed Resolution 22-25 (NYSDOT)
This amendment is requested by NYSDOT. The cost increase reflects the latest engineering estimate and higher construction costs relative to prior years.
5. Increasing the Total Cost of the I-390 over Erie Canal Barrier and Fascia Replacement project / Proposed Resolution 22-26 (NYSDOT)
This amendment is requested by NYSDOT. The cost increase reflects the latest engineering estimate and higher construction costs relative to prior years.
6. Deferring phases of the Rt 15A (E Henrietta Rd), from I-90 (Thruway) to I-390 project / Proposed Resolution 22-27 (NYSDOT)
This amendment is requested by NYSDOT. The project has identified culvert work that requires addition time for design and ROW Acquisition. The cost increase reflects the latest engineering estimate and higher construction costs relative to prior years.
7. Deferring phases of the Rt 204 (Brooks Ave), Rt 33A to Rochester City Line project / Proposed Resolution 22-28 (NYSDOT)
This amendment is requested by NYSDOT. There is a specialized stormwater pumping system below the railroad bridge over Brooks Ave. This requires specific expertise and more time to complete the design. The cost increase reflects the latest engineering estimate and higher construction costs relative to prior years. There is also a shift in the source of federal funds for the portion of the project that is not eligible for NHPP funds.
8. Deferring phases of the I-490 Preventive Maintenance (Garnsey Rd to I-90) project / Proposed Resolution 22-29 (NYSDOT)
This amendment is requested by NYSDOT. The schedule change will delay the Construction to coordinate work zone operations with the I-490 over Erie Canal and Kreag Rd bridge replacement project.
9. Increasing the Total Cost of the Preventive Maintenance – RTS & RTS Access for FFY 2022 project / Proposed Resolution 22-30 (RGRTA)
This amendment is requested by RGRTA. The change more fully reflects the actual cost of vehicle preventive maintenance and utilizes FTA funds freed up by changes to other projects.

10. Increasing the Total Cost of the Associated Transit Improvements (FFY 2022) project / Proposed Resolution 22-31 (RGRTA)

This amendment is requested by RGRTA. The change more maintains RGRTA's commitment to use 1 percent of its FTA Section 5307 funds for customer amenities, even though it is no longer required. The full year FTA Appropriations increased this amount.

11. Decreasing the number of vehicles in the Replace 40-ft Buses (FY 21) and Replace 40-ft Buses (FY 21/22) projects / Proposed Resolution 22-32 (RGRTA)

This amendment is requested by RGRTA. The change combines two bus replacement projects and reduces the total quantity based on projected fleet replacement needs.

12. Increasing the Total Cost of the increasing the Total Cost of the Replace 60-ft Buses (FY 22/23) project / Proposed Resolution 22-33 (RGRTA)

This amendment is requested by RGRTA. The change to vehicle size is based on projected fleet replacement needs. The cost change reflects current estimates for new buses.

13. Increasing the Total Cost of the increasing the Total Cost of the RTS Access Paratransit Facility project / Proposed Resolution 22-34 (RGRTA)

This amendment is requested by RGRTA. The current project is only for initial design and site screening. Now that a preferred site has been identified, the project can proceed. The change adds funds to complete the design and acquire the site.

14. Increasing the Total Cost of the increasing the Total Cost of the Replace Paratransit Buses (FY 22/23) project / Proposed Resolution 22-35 (RGRTA)

This amendment is requested by RGRTA. The cost change reflects current estimates for new buses.

15. Adding the On-Demand Vehicles project / Proposed Resolution 22-36 (RGRTA)

This amendment is requested by RGRTA. This is a new project and increases the number of vehicles for the On-Demand service established last year and has proven very popular with customers.

16. Adding the Garage D Design & Environmental Review project / Proposed Resolution 22-37 (RGRTA)

This amendment is requested by RGRTA. This is a new project to fund the design and environmental review for a new bus garage dedicated to zero emissions buses. RGRTA currently is equipped to store 20 electric buses in an existing garage. However, retrofitting existing garages for additional zero emissions buses is more complicated than constructing a new dedicated facility designed specifically for these buses.

17. Adding the Connection Hubs – Phase II project / Proposed Resolution 22-38 (RGRTA)

This amendment is requested by RGRTA. This is a new project to build a Connection Hub on Hylan Drive in conjunction with a new URMC medical facility

nearing completion. The project also includes relocating the existing Connection Hub in Irondequoit Plaza being displaced by new commercial development.

Scott Leathersich moved to approve proposed Resolutions 22-22 through 22-38; Tim Walsh seconded the motion. The motion passed unopposed.

8. New Business

There was no new business.

9. Next Meeting

Chairperson LeFerber stated that the next GTC Board meeting is scheduled for August 25, 2022 at RGRTA.

10. Adjournment

The meeting adjourned at 9:52 a.m.