

**GENESEE TRANSPORTATION COUNCIL  
QUARTERLY BOARD MEETING**

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

**December 9, 2021**

GTC BOARD MEMBERS PRESENT

David LeFeber, Livingston County (Acting Chairperson)  
James McIntosh, Rochester – At Large  
William Santos, Monroe County Planning Board  
Rochelle Stein, Genesee County

ALTERNATE REPRESENTATIVES PRESENT

Uzoma Anukwe, Federal Transit Administration, representing Stephen Goodman  
Chris Bollin, Monroe County – At Large, representing Daniel Hogan  
Bill Carpenter, Rochester Genesee Regional Transportation Authority, representing Donald Jeffries  
Sean Carrington, NYS Thruway Authority, representing Matthew Driscoll  
Tim Cutler, Yates County, representing Douglas Paddock  
Jerry Davis, Wyoming County, representing Rebecca Ryan  
Stephen Golding, Empire State Development Corporation, representing Hope Knight  
Peter Ingalsbe, Ontario County, representing John Marren  
Kevin Kelley, Rochester City Planning Commission, representing David Watson  
Christopher Reeve, NYS Department of Transportation, representing Marie Therese Dominguez  
Scott Leathersich, Monroe County – At Large, representing Jeffrey McCann  
John Papponetti, Orleans County, representing Lynne Johnson  
Timothy Walsh, NYS Department of Environmental Conservation, representing Basil Seggos

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Adam Bello, Monroe County Executive  
Dr. Joseph Carbone, Monroe County Legislature  
Cosmo Giunta, Monroe County Supervisors' Association  
Robert Hayssen, Seneca County  
Rick Marquis, Federal Highway Administration  
Evelyn Martinez, Federal Aviation Administration  
Ken Miller, Wayne County  
Loretta Scott, Rochester City Council  
James Smith, City of Rochester Mayor (Acting)

OTHERS IN ATTENDANCE

Jody Binnix, GTC staff  
Joe Bovenzi, GTC staff  
Angela Ellis, Livingston County  
Joel Kleinberg, NYSDOT – Region 4

Alex Kone, GTC staff  
Lori Maher, GTC staff  
James Stack, GTC staff

## 1. Call to Order and Roll Call

Due to technical issues streaming the meeting to the public, Acting Chairperson LeFeber was not able to call the meeting to order until 9:05 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 August 26, 2021 GTC Board meeting were included in the meeting package.

**Tim Walsh moved to approve the minutes from the August 26, 2021 Quarterly Meeting; Bill Carpenter seconded the motion. The motion passed unopposed.**

Acting Chairperson LeFeber added that the minutes from the October 14, 2021 Planning Committee meeting and draft minutes from the November 18, 2021 Planning Committee meeting were provided for informational purposes.

## 4. Communications and Announcements

James Stack noted the following changes to Board membership:

- Due to the resignation of Lovely Warren, James Smith is the Acting Mayor of the City of Rochester and is a Member of GTC until Malik Evans is sworn in as Mayor on January 1.
- Hope Knight has been named the Acting Commissioner of the Empire State Development Corporation and, therefore, is a Member of GTC.

## 5. Reports and Action on Old Business

### a. Planning Committee Report

Scott Leathersich reported that the Planning Committee met on October 14<sup>th</sup> and November 18<sup>th</sup> and recommends that the GTC Board:

- Accept reports as evidence of completion of eight Unified Planning Work Program tasks:
  - *Regional Land Use Monitoring (2020)* (UPWP Task 4220)
  - *I-490 Integrated Corridor Management (ICM) Plan* (UPWP Task 5902)
  - *Monroe County High Accident Location Program (2020-2021)* (UPWP Task 6230)
  - *State Route 332 & Route 96 Sub-Area Study* (UPWP Task 7576)

- *Livingston County Mobility Management Strategy* (UPWP Task 8171)
- *Ontario Midland Strategic Plan* (UPWP Task 8621)
- *Canandaigua Waterfront Active Transportation Plan* (UPWP Task 8751)
- *Monroe County Traffic Signal/Sign Pole Asset Management* (UPWP Task 7950)
- Amend the *FFY 2020-2024 Transportation Improvement Program* as requested by NYSDOT;
- Affirm the 2022 Genesee Transportation Council Host Agency Agreement between NYSDOT and GTCS Inc.

Additionally, the Planning Committee took the following actions:

- Approved scopes of work for two UPWP Tasks:
  - Regional Traffic Operations Center (RTOC) Strategic Plan (Task 5903)
  - Cross Asset Highway and Bridge Evaluation and Prioritization Tool (Task 7900)
- Approved three administrative modifications to the *FFY 2020-2024 Transportation Improvement Program* as requested by the Ontario County and NYSDOT:
  - Increasing the Total Cost of the Tileyard Rd over Flint Creek Bridge Replacement project (Ontario County)
  - Increasing the Total Cost of Rt 204 (Brooks Ave), Rt 33A to Rochester City Line project (NYSDOT)
  - Increasing the Total Cost of Rt 414 over CSX Bridge Rehab project (NYSDOT); and
- Approved the terms for the Active Transportation Advisory Group.

b. GTC Staff Report

James Stack reported that staff has been working on the next Unified Planning Work Program (UPWP) that establishes the annual work program commencing April 1, 2022. Staff worked with the UPWP Development Committee to evaluate proposals for new project partnerships and has identified new projects to be recommended for consideration by the Planning Committee at its January meeting. A draft UPWP will then be made available for public review before a final recommendation from the Planning Committee for the Board's consideration in February.

c. Old Business

1. Federal Legislative and Funding Update  
(Moved to New Business)
2. TIP Staff Modifications Report

Acting 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.

3. Active Transportation Advisory Group

James Stack reported at the August 26, 2021 meeting, the Board expressed support for the establishment of an Active Transportation Advisory Group and directed the Planning Committee to finalize the parameters for the group. The Planning Committee had initial discussions at their October 14 meeting and finalized the terms at their November 18 meeting. The only notable change was to clarify that the Advisory Group may provide perspective to appropriate entities on TIP program development and suggest ideas for potential UPWP projects. He noted that membership will be solicited in early 2022.

**6. Action Items**

a. Accepting report as evidence of completion of a UPWP Task

Acting Chairperson LeFeber suggested grouping proposed Resolutions 21-82 through 21-89 into a single action; no Member or Alternate objected.

James Stack noted that Proposed Resolutions 21-82 through 21-88 were reviewed and recommended for GTC Board approval by the Planning Committee at its October 14, 2021 meeting. Proposed Resolution 21-89 was reviewed and recommended for GTC Board approval by the Planning Committee at its November 18, 2021 meeting.

1. Accepting the *Regional Land Use Monitoring (2020)* as evidence of completion of UPWP Task 4220 / Resolution 21-82

James Stack reported this project was conducted by the Genesee/Finger Lakes Regional Planning Council. 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. One primary use is updating the GTC Travel Demand Model. The report compiles residential, industrial, commercial, community service, and mixed-use permits. G/FLRPC staff distributed a survey to all municipalities and supplemented it with data from the Census Bureau and the New York State Uniform Code Annual Report. Staff achieved 97% response rate. As far as the trends in the 2020 year, the top residential permits issued were in the City of Rochester (778 units), Town of Henrietta (278 units) and the Town of Irondequoit (270 units). There were also 18 industrial permits and 55 commercial permits in the region.

2. Accepting the *I-490 Integrated Corridor Management (ICM) Plan* as evidence of completion of UPWP Task 5902 / Resolution 21-83

James Stack reported this project was conducted by GTC staff. The study objective was two-fold: 1) to develop a guide for future investments in ITS, and 2) to identify operational strategies aimed at improving safety, minimizing delay, and enhancing traffic operations along the I-490 corridor. The study area

included the entire I-490 corridor, approximately 38-miles, from LeRoy to Victor. The planning process included development of an inventory that included identification of gaps and needs; a review of potential ICM strategies, and the development of recommendations. The recommendations were grouped into three major categories. The first is ITS Infrastructure, which identified the location of future ITS deployments along the corridor. The second is Operations and Policy, which identified actions to manage traffic and incidents, obtain traffic operations data, and conduct asset management. The third is Regional ITS Architecture, which included identification of ITS Architecture updates to support ICM recommendations. In addition, the project identified topics for future study in support of ICM actions.

3. Accepting the *Monroe County High Accident Location Program (2020-2021)* as evidence of completion of UPWP Task 6230 / Resolution 21-84

James Stack reported this project was conducted by Monroe County Department of Transportation staff. The purpose of the project was to perform a detailed analysis of each location identified as a Priority Investigation Location (PIL). The next step is to identify and evaluate potential countermeasures as well as develop specific safety recommendations. Each year, MCDOT identifies a new set of locations to be analyzed. For the 2020 program, 11 intersection and 17 segment locations were identified and analyzed. MCDOT uses a five-year history to calculate crash rates and identify locations that exceed a critical rate of County-owned facilities. Four locations previously identified as a PILs were removed from further study due to declining crash rates. Recommendations resulting from the investigations included new turn lanes, signage and signal enhancements, as well as pavement marking changes. A number of these improvements have been incorporated into planned capital projects and others will be implemented by County and City forces.

4. Accepting the *State Route 332 & Route 96 Sub-Area Study* as evidence of completion of UPWP Task 7576 / Resolution 21-85

James Stack reported this project was conducted by Ontario County. The purpose of the project was to develop an access management plan for the study area to preserve Route 332 and Route 96. The study assessed the transportation system, its operations, as well as the potential impacts of existing and future land uses along Route 332 and Route 96. The study findings form the foundation for proposed improvements that address safety and connectivity for all modes of travel. The recommendations focus on reconfiguring existing roadways, modifying access management policies and local land use regulations in an effort to support town policies and initiatives for future land development, as well as preservation practices.

5. Accepting the *Livingston County Mobility Management Strategy* as evidence of completion of UPWP Task 8171 / Resolution 21-86

James Stack reported this project was conducted by Livingston County. The purpose of the project was to develop a tool that analyzes existing mobility management in Livingston County, specifically for program level transportation

demands through county human service agencies. The project involved exploring public programming efficiencies, public funding sources, and existing contracts to develop recommendations that fit the needs of the County.

The first recommendation involved improving the functionality of the Ride Livingston portal to include trip booking and payments. The ARC GLOW was recently hired to provide mobility management services; utilizing the portal is a key part of the contract. Further recommendations include developing a trip exchange between agencies both within and outside of the County. The portal can be expanded to serve as a platform to enable collaboration at a larger scale, both geographically and with the number of participating agencies

Although not part of the study, Monroe and Ontario Counties have been working together on a multi-county mobility management strategy that was awarded funding from the FTA Section 5310 program. They are currently working with Livingston County to explore the possibility of expanding the platform to all three counties.

6. Accepting the *Ontario Midland Strategic Plan* as evidence of completion of UPWP Task 8621 / Resolution 21-87

James Stack reported this project was conducted by Wayne County. The purpose of the project was to develop a Freight Corridor Strategic Plan for the Ontario-Midland Short Line Railroad. The Ontario Midland Railroad is a short line railroad primarily located in Wayne County. The project began with an inventory of existing conditions that focused on land use, infrastructure, utilities, environmental considerations, and rail network and operations. A rail-enabled business opportunity analysis was then conducted, focusing on individual and commodity-based business opportunities. Outreach and engagement were conducted with current users of the railroad. Based on these findings, development profiles were completed, and individual sites and target areas were identified. Finally, recommendations were provided for three categories baseline, strategic, and target area across the four geographic areas of the rail system.

7. Accepting the *Canandaigua Waterfront Active Transportation Plan* as evidence of completion of UPWP Task 8751 / Resolution 21-88

James Stack reported this project was conducted by the City of Canandaigua. The objective of the project was to assess the physical and market conditions of the area to inform decision making around a range of public realm improvements along the corridor, such as pedestrian and bicycle facilities and amenities, and roadway modifications. The corridor transitions from a mixed-use retail setting to a recreational and tourism-focused area along Canandaigua Lake. The recommended improvements along the corridor are intended to enhance safe routes of transportation for all types of users. There are specific recommendations to improve travel for bicyclists and pedestrians. Other key improvements include a roundabout at the Lakeshore Drive/City Pier intersection, sidewalks and crosswalk enhancements along Lakeshore Drive, and a multi-use side path on the south side of Lakeshore Drive extending to Route 364.

8. Accepting the *Monroe County Traffic Signal/Sign Pole Asset Management* as evidence of completion of UPWP Task 7950 / Resolution 21-89

James Stack reported this project was conducted by the Monroe County Department of Transportation. The purpose of the project was to create a countywide inventory for all sign poles, traffic signal poles, and associated traffic signal equipment maintained by the County. Data was collected at 669 locations, incorporating all data from the condition assessments and photos into a GIS inventory. The consultant team developed a project-specific data collection form installed on smartphones to obtain data for the specific features of the signal poles, control cabinets, pull boxes and sign poles. The data was added to a GIS database in real time, allowing stakeholders to track progress and allow for concurrent quality control review. A condition assessment was conducted using visual ratings for various components of the traffic signals and poles. Monroe County DOT will be reviewing the report for future programming of capital projects and possibly a specific traffic signal project for any upgrades or repairs that are needed.

**Rochelle Stein moved to approve proposed Resolutions 21-82 through 21-89; Chris Reeve seconded the motion. The motion passed unopposed.**

- b. Amending the *2020-2024 Transportation Improvement Program* / Proposed Resolution 21-90

James Stack noted that Proposed Resolution 21-90 was reviewed and recommended for GTC Board approval by the Planning Committee at its November 18, 2021 meeting.

1. Adding the FFY 2022 Railway-Highway Crossings (Section 130) projects / Proposed Resolution 21-90 (NYSDOT)

James Stack reported that the individual rail crossing projects were selected on a Statewide basis through the Railway-Highway Crossings (Section 130) program, managed by NYSDOT Main Office. The Planning Committee recommended that all projects be considered under a single resolution. They also recommended that the Board authorize the GTC Executive Director to make any future Project Cost or Project Schedule changes for these locations as Staff Modifications, per the TIP Procedures Manual, similar to previous authorization related to statewide projects.

**Tim Cutler moved to approve proposed Resolution 21-90; Tim Walsh seconded the motion. The motion passed unopposed.**

- c. Affirming the 2022 Genesee Transportation Council Host Agency Agreement between NYSDOT and GTCS, Inc. / Resolution 21-91

James Stack reported that Proposed 21-91 was reviewed and recommended for GTC Board approval by the Planning Committee at its November 18, 2021 meeting.

He noted that GTC requires a Host Agency to first instance monies for reimbursement of expenses (e.g., operating, professional services, etc.) incurred by GTC and other agencies through the UPWP. Since 1977, GTCS, Inc. has served as the Host Agency for GTC. NYSDOT reimburses GTCS, Inc. for eligible expenses incurred by GTC as the metropolitan planning organization for the Genesee-Finger Lakes Region.

A Host Agency Agreement between GTCS, Inc. and NYSDOT is necessary to allow for the financial obligations assumed by GTCS, Inc. on behalf of GTC. The current agreement was executed on August 18, 1977 and as has been extended multiple times with the most recent commencing on April 1, 2012 and extending through March 31, 2022. A new Host Agency Agreement is necessary to continue the operations of GTC.

GTC and RGRTA staffs have worked with NYSDOT-Main Office to develop the new Host Agency Agreement that will take effect April 1, 2022 and run through March 31, 2032 (i.e., a 10-year agreement). GTCS, Inc. approved the continuation of its role as the Host Agency for GTC and enter into the new Host Agency Agreement at its December 2, 2021 meeting.

Bill Carpenter added that agreement with GTC has worked well over the previous agreement period and that RGRTA is happy to move forward for the next ten-year period.

**Bill Carpenter moved to approve proposed Resolution 21-90; Rochelle Stein seconded the motion. The motion passed unopposed.**

## **8. New Business**

There was no New Business

### **a. Federal Legislative and Funding Update**

James Stack reported that there has been significant activity in Congress related to an infrastructure package. While negotiations were underway, Congressional action was needed to enact a Continuing Resolution (CR) to keep the government operating without the twelve budget Appropriation Acts for the new Federal Fiscal Year. CRs authorize the continuation of programs and funding levels from one Federal Fiscal Year to the next; however, they do not allow changes, which must be achieved through the typical legislative and budget processes.

The first CR funded the federal government at the prior year levels from October 1 to December 3. To give more time for negotiations, a second Continuing Resolution was enacted to fund the federal government at the prior year's levels from December 3 to February 18.

As Congress and the Administration were negotiating a larger infrastructure package, the FAST Act that authorized surface transportation programs was

extended from October 1 to October 31. As a new package was not yet in place, the FAST Act was extended again through December 3.

Jim presented a series of diagrams explaining how federal transportation funding finds its way to implementing capital projects in the GTC region. The process starts with a multi-year authorization of surface transportation programs and funding. Funding is then appropriated by federal fiscal year. Certain funds are subject to the annual appropriations process. Funds are distributed to States via formula.

Formula funds are then apportioned to each State. Each funding program has formulas for how this is accomplished. Each State then determines the distribution of funds within the Federal rules. New York State distributes funds to regions covered by MPOs like GTC based on formulas. These are referred to as Regional Planning Targets. The GTC TIP development process programs projects to the Regional Planning Targets based on rules for each funding program. New York State also has Statewide programs that allow municipalities and agencies to compete for targeted funding. Some Federal programs are apportioned by formula to Larger Urban Areas, including the greater Rochester area.

Projects are included in the Transportation Improvement Program, or TIP, which identifies individual projects and associated costs, revenues, and schedule. The TIP includes funds distributed through Regional Planning Targets, Statewide programs, and apportioned to the urban area. Jim noted that there are also opportunities for discretionary funds directly from the US Department of Transportation.

On November 15, President Biden signed the Infrastructure Investment and Jobs Act or IIJA. IIJA replaces the FAST Act and authorizes surface transportation programs for five years. Overall, IIJA provides \$567.5 billion in guaranteed transportation funding. IIJA provides contract authority from the Highway Trust Fund funded primarily by motor fuels taxes. The \$318.6 billion for highway programs is a 41% increase over the FAST Act. The \$70 billion for transit programs is a 43% increase over the FAST Act. The IIJA also provides for advanced appropriations that are not subject to the annual appropriations process. The balance of the authorization is covered through the General Fund and are subject to the annual appropriations process.

IIJA maintains a commitment to existing core formula programs for highways but increases the funding. There is a similar commitment for existing transit programs. IIJA establishes new formula programs that reflect priorities of the Administration and Congress. Jim noted that these new programs are subject to the Federal rulemaking process. The Continuing Resolution maintains existing program and does not allow USDOT staff to work on the new programs until a full Appropriation is in place.

Jim highlighted the direct line on the diagram from the Federal level to the TIP via discretionary programs. IIJA maintains a commitment to several existing programs with increased funding. IIJA also establishes new discretionary programs but, he noted, these new programs cannot be developed under the Continuing Resolution.

IIJA also affects Metropolitan Planning, in other words, GTC operations. Of note, there is a significant increase in funding to support metropolitan planning. While there is a 22.3% increase in FHWA planning funds nationally, the funds are distributed by the size of urbanized areas so New York State gets a significant share. GTC has already seen a 36.6% increase in FHWA funds available for the UPWP commencing April versus the current year. With regard to FTA planning funds, the increase is 72.5% *[[ Note: the source for this calculation used an incorrect value; the actual change ranges from 29% in the first year to 41.4% in the final year. ]]* nationally and New York State should fare well. However, these funds are subject to the annual appropriations process so we do not yet know how much will be available for the next UPWP. For UPWP development, he noted, GTC staff used a flat line projection in our revenue estimate and NYSDOT has already relayed an increase of about \$4,300.

With regards to required Planning Factors, the IIJA has a requirement that MPOs use a minimum of 2.5% of our FHWA planning funds on Complete Streets planning. While MPOs have not had such a requirement in the past, GTC has been supportive of complete streets concepts for many years but not as a stand-alone task. Staff will show this as a separate activity in the UPWP to give it more visibility. Jim stated that, while staff do not yet know what form our efforts will take, he expects it will be a mix of staff time and working with community stakeholders.

While staff need to wait for guidance, GTC will also have to more fully incorporate housing considerations, another new Factor, into the planning process.

There is also new emphasis on infrastructure resiliency. In preparation for the new PROTECT program, MPOs can develop a resiliency improvement plan. If GTC adopts a plan and prioritize projects, the federal share of implementing projects is increased from 80% to 87%. If GTC also incorporates the resiliency plan into the Long Range Transportation Plan, the federal share rises to 90%. Staff will have to wait for the rulemaking process to result in guidance, but the approved Critical Transportation Vulnerability Assessments will provide a significant head start on this plan as they were developed using the FHWA framework developed for pilot projects.

Staff will continue to monitor the rollout and will provide updates at future meetings.

## **9. Next Meeting**

Acting Chairperson LeFeber stated that the next GTC Board meeting is scheduled for February 24, 2022 at RGRTA.

## **10. Adjournment**

The meeting adjourned at 9:58 a.m.