

**GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING**

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

June 8, 2023

GTC BOARD MEMBERS PRESENT

Phillip Eygnor, Wayne County
Daniel Hogan, Monroe County At-Large
Rochelle Stein, Genesee County
Erik Frisch, City of Rochester – At Large

ALTERNATE REPRESENTATIVES PRESENT

Rochelle Bell, Monroe County Planning Board, representing William Santos
Sean Carrington, New York State Thruway Authority, representing Frank Hoare
Angela Ellis, Livingston County, representing David LeFeber
Stephen Golding, Empire State Development Corporation, representing Hope Knight
Peter Ingalsbe (Vice-Chairperson), Ontario County, representing Todd Campbell
Scott Leathersich, Monroe County – At Large, representing Jeffrey McCann
John Papponetti, Orleans County, representing Lynne Johnson
Richard Perrin, City of Rochester - Mayor, representing Malik Evans
Chris Reeve, NYS Department of Transportation, representing Marie Therese Dominguez
Mitch Rowe, Seneca County, representing Michael Enslow
Miguel Velázquez, Rochester Genesee Regional Transportation Authority, representing Donald Jeffries
Tim Walsh, NYS Department of Environmental Conservation, representing Basil Seggos

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Adam Bello, Monroe County Executive
Leslie Church, Yates County
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
Jim Brady, Wayne County
Wes Grooms, City of Rochester
Joel Kleinberg, NYSDOT – Region 4

Alex Kone, GTC staff
Lori Maher, GTC staff
Tom Polech, Monroe County
James Stack, GTC staff
Richard Sutherland, GFLRPC staff

2. **Call to Order and Roll Call**

Vice-Chairperson Ingalsbe called the meeting to order at 8:30 a.m. Alex Kone, GTC staff, called the roll; a quorum was present.

3. **Public Forum**

There were no comments.

4. **Approval of Minutes**

Vice-Chairperson Ingalsbe noted that draft minutes from the February 23, 2023 GTC Board meeting were included in the meeting package.

Scott Leathersich moved to approve the minutes from the February 23, 2023 Quarterly Meeting; Rochelle Stein seconded the motion. The motion passed unopposed.

Vice-Chairperson Ingalsbe added that the minutes from the April 13, 2023 Planning Committee meeting and the draft minutes from the May 8, 2023 Planning Committee meeting were provided for informational purposes.

4. **Communications and Announcements**

Board Membership

James Stack reported two changes to the Board membership:

- David Riley has been designated as an alternate for Erik Frisch as the City of Rochester's At-Large representative.
- Ben Fischer has been designated as the Federal Highway Administration New York Division Liaison to GTC and is an Alternative of Rick Marquis.

Staff Changes

James Stack noted that Bob Williams departed the GTC staff on May 25 to pursue a private sector position in Waterloo, Ontario, Canada but will maintain ties to the Rochester area. A job posting to fill this position was posted on June 6.

Christopher Reeve has been named as the Regional Director for NYSDOT- Region 4 and is no longer in an Acting capacity.

5. **Reports and Action on Old Business**

a. Planning Committee Report

Scott Leathersich reported met on April 13th and May 8th and recommends that the GTC Board:

- Accept three reports as evidence of completion of Unified Planning Work Program tasks:

- On-Route Charging Feasibility Study (RGRTA)
- Regional Traffic Operations Center (RTOC) Strategic Plan
- Regional Village Local Service Study
- Amend the *FY 2023-2024 Unified Planning Work Program* to reflect the contribution of actual FY 2022-2023 rollover amounts
- Amend the *FFYs 2023-2027 Transportation Improvement Program* as requested by NYSDOT
- Amend the *National Performance Measures Report* and the *FFYs 2023-2027 TIP* to by revising the Pavement and Bridge Condition, System Performance, Freight Performance, and Transit Asset Management Performance Targets

Additionally, the Planning Committee took the following actions:

- Approved scopes of work for eight UPWP Tasks:
 - Task 5531 – City of Rochester ADA Transition Plan
 - Task 5904 – Monroe County Traffic Signal Preemption Study
 - Task 7801 – Village of Fairport Zoning Code Update
 - Task 8534 – RGRTA Origin & Destination Study
 - Task 8554 – Regional Alternative Fuel Vehicle Infrastructure Tools
 - Task 6110 – TIP Best Practices Study
 - Task 6553 – Joseph Avenue ArtWalk Master Plan
 - Task 6535 – Genesee Riverway Trail Completion Study
 - Task 8753 – Town of Rush Comprehensive Active Transportation Plan
- Approved four administrative modifications to the *FFY 2023-2027 Transportation Improvement Program* as requested by Wyoming County, Monroe County, RGRTA and NYSDOT:
 - Increasing the Total Cost of the CR 30 (Oatka Rd) Rehabilitation project
 - Reinstating the Highway Preventive Maintenance #9 project
 - Increasing the Total Cost of the Replace Paratransit Buses (FFY 23) project
 - Increasing the Total Cost of the Rt 104 from Rt 940M (Lake Ave) to Culver Rd Preventive Maintenance

b. GTC Staff Report

James Stack highlighted two staff planning activities:

1. Total Solar Eclipse Planning

GTC delivered about a dozen presentations about transportation planning for the Total Solar Eclipse in April 2024. Groups included Monroe County Council of Governments, Health Emergency Preparedness Coalitions and other local, community eclipse committees.

In April, GTC joined a host of local officials including Congressman Morelle, NYS Senator Jeremy Cooney, Monroe Co. Exec. Adam Bello, Rochester Mayor Malik

Evans, Visit Rochester, SUNY Brockport and others at a One-Year Out milestone press conference at the RMSC.

Jim Stack and Lori Maher were invited to present at the American Astronomical Society's Eclipse Workshop in Albuquerque, NM on June 9 and 10.

Greater Rochester is seen as a leader in planning for this big event across sectors.

Scott Leathersich noted that schools will be closed on Eclipse Day and Jim confirmed that most in Western New York have announced a similar decision which will alleviate traffic congestion and eliminate the risk that school children are still being transported and would miss the event.

Dan Hogan asked if there are any deliberate restrictions to highway construction work? Chris Reeve, NYSDOT, noted that contracts include language to restrict lane closures, when possible. Rich Perrin, City of Rochester, noted restrictions are being considered.

c. Old Business

1. Federal Legislative and Funding Update

USDOT discretionary grant opportunities

James Stack provided an overview of upcoming discretionary grant opportunities from USDOT and resources available to navigate the application process.

2. TIP Staff Modifications Report

Vice-Chairperson Ingalsbe 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 23-7 through 23-9

James Stack noted that Proposed Resolution 23-7 was reviewed and recommended for GTC Board approval by the Planning Committee at its April 13, 2023 meeting. Proposed Resolutions 23-8 and 23-9 were reviewed and recommended for GTC Board approval by the Planning Committee at its May 8, 2023 meeting.

1. Accepting the *On-Route Charging Feasibility Study* as evidence of UPWP Task 8553 / Resolution 23-7

Jim Stack reported that this project was conducted by RGRTA. The purpose of the project was to study the feasibility of on-route charging of electric buses in RGRTA's fixed-route system.

New York State has established a policy for the largest public transportation providers to transition to zero-emission fleet by 2035. This project was intended to help RTS staff understand if on-route charging is a viable option for supporting electric buses as part of a larger strategy to transition to a zero-emission fleet.

The process included:

- Creating an initial inventory of potential on-route charging locations (14 total);
- Developing criteria to analyze potential on-route charging locations;
- Evaluating the feasibility of on-route charging at each location; and
- Verifying that locations can supply charging needs for different routes under different operating conditions.

Six locations were identified as feasible to support on-route charging. However, there are still limitations to electric buses. RGRTA is pursuing hydrogen fueled buses to be able to compare to electric buses and determine a path forward.

2. Accepting the *Regional Traffic Operations Center (RTOC) Strategic Plan* as evidence of UPWP Task 5903 / Resolution 23-8

Jim Stack reported that this project was conducted by NYSDOT. The purpose of the project was to develop a strategic plan for the Regional Traffic Operations Center (RTOC) that will guide the RTOC's activities over the next ten years.

RTOC staff identified a need for an analysis that describes the functions and services the RTOC currently provides, articulates the operational goals and associated services it will provide in the future, and describes what actions the RTOC needs to take to achieve those goals. The strategic plan is meant to provide a holistic look at the RTOC as an integrated multi-agency facility and articulate how it can best accomplish long-range service delivery goals.

The process included:

- Developing an inventory to understand current conditions;
- Developing a business concept identifying service delivery goals and associated strategies;
- Documenting actions needed to implement the business concept; and
- Developing recommendations for addressing needs and opportunities.

Key recommendations were:

- Reconfigure interior layout;

- Provide remote access;
 - Prepare a Continuity of Operations Plan;
 - Develop uniform workflows for daily tasks;
 - Expand interagency agreements and coordination;
 - Reassess Transportation Operations Specialist staff position; and
 - Increase use of Regional ITS Architecture for planning purposes
3. Accepting the *Regional Village Local Service Study* as evidence of UPWP Task 8543 / Resolution 23-9

Jim Stack reported that this project was conducted by RGRTA. The purpose of the project was to determine the best way to deliver public transit in selected towns and villages.

RGRTA wanted to explore the applicability of different service models in small Towns and Villages outside of Monroe County. The study looked at how the different models would work to lay the foundation for further analysis.

There are no specific recommendations at this time. RGRTA has initiated a follow-on study to explore the applicability of On-Demand service in these Counties but outside of the areas explored in this study.

Daniel Hogan moved to approve proposed Resolutions 23-7 through 23-9; Scott Leathersich seconded the motion. The motion passed unopposed.

- b. Amending the *FY 2023-2024 Unified Planning Work Program* to reflect the contribution of actual FY 2022-2023 rollover amounts / Proposed Resolution 23-10

James Stack noted that Proposed Resolution 23-10 was reviewed and recommended for GTC Board approval by the Planning Committee at its May 9, 2023 meeting.

Jim Stack reported that the adopted FY 2023-2024 UPWP includes estimated rollover amounts for several projects that were not expected to be completed by March 31, 2023. These estimated rollover amounts were based on actual expenses through the second quarter. Now that the accounting for FY 2022-2023 has been closed out, the budgets for these projects can be adjusted to reflect actual rollover amounts.

Individual projects for which adjustments between estimated and actual rollover amounts are required were presented in Exhibit 1 of the Resolution. Column B shows the expenditures and Column C shows the new project balance. Jim added that several projects have been completed. Column B shows a few tasks with increases. The increase to GTC is a function of budget savings that frees up funding for other projects.

Jim highlighted two proposed project changes to the *FY 2023-2024 UPWP* have been recommended by the UPWP Development Committee (UDC) for consideration:

- Task #5421, Household Travel Data Collection, is being significantly reduced. When contemplating the project, staff used the previous Household Travel Survey to estimate the budget. Traditionally, this activity uses a costly survey tool but staff has explored the use of “big data” in lieu of the survey. Through various affiliations, GTC has access to various data sets at low or no additional cost. Accordingly, it is recommended that the Task budget be reduced from \$475,763 to \$200,000.
 - A portion of the savings (\$50,000) is proposed to be set aside to reprogram the GTC website as noted in Task #2100 since the underlying software is reaching the end of support.
 - The GTC Executive Committee is currently considering the establishment of additional staff positions. It is proposed that the balance of the savings from this task be reserved to cover the costs of the new positions (\$225,763) as noted in Task#1600;
- Task #1100, GTC Administration, is being increased to cover the anticipated cost of rent should GTC move offices later in the year and be required to pay monthly rent.

Angela Ellis commented that maintaining access to studies is critical. She and her staff use them regularly and distribute links to a range of partners.

Miguel Velázquez asked if this increase for staffing is a one-time infusion. Jim responded that future budgets would accommodate these positions as part of the GTC Core Budget. There is sufficient capacity within projected Metropolitan Planning funds.

Miguel Velázquez moved to approve proposed Resolution 23-10; Richard Perrin seconded the motion. The motion passed unopposed.

- c. Amending the *FFYs 2023-2027 Transportation Improvement Program* / Proposed Resolutions 23-11 through 23-14

Vice-Chairperson suggested grouping proposed Resolutions 23-11 through 23-14 into a single action; no Member or Alternate objected.

Jim Stack reported that Proposed Resolution 23-11 was reviewed and recommended for GTC Board approval by the Planning Committee at its April 13, 2023. Proposed Resolutions 23-12 through 23-14 were reviewed and recommended for GTC Board approval by the Planning Committee at its May 8, 2023 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 / Resolution 23-11 (NYSDOT)

This amendment is requested by Ontario County. The change reflects the low bid received. NYSDOT Main Office has allocated statewide Safety funds to this project.

2. Increasing the total cost of the Rt 31 from Rt 19 to Transit Way Safety Improvements project / Resolution 23-12 (NYSDOT)

This amendment is requested by NYSDOT-Region 4. The change reflects the latest cost estimate. NYSDOT Main Office has allocated statewide Safety funds to this project.

3. Increasing the total cost of Rt 15 Corridor Operation Enhancement Project / Resolution 23-13 (NYSDOT)

This amendment is requested by NYSDOT-Region 4. The change reflects the latest cost estimate. There is no change to the Federal funds as part of this change, the increase is initially covered by State funds.

NYSDOT-Region 4 is also requesting that, if NYSDOT Main Office identifies current fiscal year federal funds from statewide resources that can be allocated to this project, the GTC Executive Director is authorized to add these funds via Staff Modification without further action of the Board. This authority would not be applicable to regional Planning Target funds.

4. Increasing the total cost of Rt 15 Corridor Operation Enhancement Project / Resolution 23-14 (NYSDOT)

This amendment is requested by NYSDOT-Region 4. The Scoping phase of the project has confirmed eligibility for Highway Safety Improvement Program funds. The next stage of engineering and Right-of-Way Incidentals is being accelerated. The name change reflects the focus on safety and not primarily operations. NYSDOT Main Office has allocated statewide Safety funds to this project for construction, which is beyond the horizon of the TIP.

Richard Perrin moved to approve proposed Resolutions 23-11 through 23-14; Chris Reeve seconded the motion. The motion passed unopposed.

- d. Amending the *National Performance Measures Report for the Genesee-Finger Lakes Region* and the *FFYs 2023-2027 TIP* by revising the Pavement and Bridge Condition, System Performance, Freight Performance, and Transit Asset Management Performance Targets / Proposed Resolution 23-15

Alex Kone reported that NYSDOT recently reported the 2022 Full Performance Period to FHWA, including pavement and bridge condition, system performance, and freight performance measures. This report covers the last two years of the full four-year performance period. This report also included the new target horizons, 2023, the two-year targets and 2025, the four-year targets for the next full four-year performance period.

He presented the Pavement and Bridge performance measures for facilities on the National Highway System (NHS). He noted that the two-year and four-year targets are derived from NYSDOT's projected asset conditions using FHWA criteria for assessing Good or Poor conditions.

Jody Binnix presented the performance measures for System Performance and Freight. The System Performance Measures assess the reliability of the NHS. There are two measures that are considered for the system performance measures. NYSDOT calculates the Level of Travel Time Reliability (LOTTR), that is ultimately expressed as the percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable.

The single freight performance measure represents the reliability of travel times for trucks on the Interstate system. A Travel Time Reliability Index 2.0 indicates that a trip will take twice as long as compared to free flow speed. This target is consistent with the targets set during the first reporting period.

Alex Kone provided an overview of the updated Transit Assets measures from RGRTA that are included in their annual submission to the National Transit Database. There were no significant changes to the measures from the previous year.

Rochelle Stein moved to approve proposed Resolution 23-15; Scott Leathersich seconded the motion. The motion passed unopposed.

- e. Authorizing an application to the Office of the Secretary of Transportation for a Planning and Demonstration Grant through the Safe Streets and Roads for All program

James Stack reported that the Bipartisan Infrastructure Law established the Safe Streets and Roads for All discretionary grant program. This program is referred to as SS4A. The program supports the development of a comprehensive safety action plan (Action Plan) that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues. SS4A is broken into two categories: Planning & Demonstration Grants and Implementation Grants. SS4A requires an eligible Action Plan be in place before applying to implement projects and strategies (i.e., for Implementation Grants).

In 2022, the first round of SS4A was initiated with a relatively short turn around for submitting applications. At that time, the Planning Committee did not recommend moving forward. Of the \$400 million made available for Planning Grants, \$177 million went unawarded. The USDOT has rolled the unawarded funds from round 1 into round 2 which means \$577 million is available for this cycle.

After discussing SS4A at the April 13 Planning Committee meeting, there was concurrence to explore development of a multi-jurisdictional grant application. After consulting with key staff from the City of Rochester and all nine Counties, the Planning Committee recommended authorizing the submission of an SS4A grant application.

New York State is expected to release an update to the statewide Strategic Highway Safety Plan. The FY 2022-23 Unified Planning Work Program included funding to prepare a Regional Safety Plan that we expect to kick-off late summer. The Regional Safety Plan would serve as a foundation for looking at individual Counties and the City of Rochester.

The proposal for a SS4A grant would include Core Activities and Additional Activities conducted over four years. The Core Activities include development of separate stand-alone Local Road Safety Plans for the City of Rochester and each County early in the program. Subsequent years would include Site Investigations where there is a relatively high rate of crashes (budgeted at ten per year). For locations with crashes on a more linear fashion, we would conduct Road Safety Audits (budgeted at 2 per year). The grant would support stakeholder engagement and two Safety/Active Transportation Summits (last held in 2019). Lastly, the Core Activities include acquisition of data collection equipment that would be purchased for each County and the City of Rochester to own and use.

For Additional Activities, we have identified on-going support for Reconnect Rochester's Complete Streets Makeover program and a new Downtown Curb Extension Murals program.

Jim presented a Preliminary Budget. The SS4A grants are limited to 80 percent of project costs. SS4A funds are available to be spent over five years so we have structured a four-year program to allow some time to wrap up elements before the grant expires. The non-Federal match can be provided by in-kind or cash. The Revenues portion shows a project of nearly \$2.2 million seeking nearly \$1.8 million in SS4A funds. The Expenses portions shows the breakdown for Core Activities and Additional Activities. If we are successful in securing the grant, we would need to bring on a staff person to manage the project and keep an aggressive schedule on track, which is captured in Program Management and would be supplemented by UPWP funds.

In order to ensure we had sufficient non-Federal match, staff worked with each partner to identify a reasonable amount of in-kind services as well as a proportional cash contribution. The proportion was based on 2020 population with a 3.5 cents per capita contribution each year for four years. When combined with registration fees and sponsorship for the Summits, this covers the match for the Core Activities. The Additional Activities bring their own match.

If the Board agrees to move forward, the next steps are laid out on this slide. Awards are expected to be announced in October and we would expect to enter into an agreement with USDOT in early 2024.

Richard Perrin noted that the City of Rochester will be submitting its own application for both Implementation and Demonstration activities. First, the City will apply for capital funding projects recommended in its draft Active Transportation Master Plan. Second, they will also conduct Demonstration activities piloting proposed separated bicycle facilities and other safety treatments along other corridors to inform the designs of future projects. He stated that these activities do not conflict with GTC's application and help inform the broader strategic planning process.

Scott Leathersich moved to authorize the GTC Executive Director to submit an application to the Office of the Secretary of Transportation for a Planning and Demonstration Grant through the Safe Streets and Roads for

All program; Richard Perrin seconded the motion. The motion passed unopposed.

7. New Business

- a. Discussion of NYS Legislation (A.5718/S.5959) allowing Risk Retention Groups which meet a minimum surplus requirement, and which are registered in NYS to offer automobile insurance coverage to nonprofit organizations in this state.

Jim Stack reported that legislators from the Ithaca area have introduced bills in the State Assembly and State Senate that will allow Risk Retention Groups (RRG) to provide automobile insurance.

Currently, New York is the only state that precludes RRGs from providing insurance unless they are domiciled in the state. Affected organizations include Flower City Carshare (FloShare) in Rochester, Ithaca Car Share (halted operations in late-May), and Buffalo Carshare (working to restart operations).

Proponents of the legislation have asked for support from organizations that have a stake in ensuring car share options are available in their communities. A draft letter to Assembly Speaker Heastie and Senate Majority Leader Stewart-Cousins was included in the meeting package for consideration.

Jim apologized for the length of materials for this agenda item but supporting specific State legislation is not something we typically have on the agenda. He wanted to ensure you had any background material you needed.

When contacted last week, this legislation was stuck. The legislation passed in the Senate on Monday and was referred to the Assembly that same day. In the Assembly, it was referred to the Rules committee yesterday. Today is the last day of the session but I don't know if a vote is scheduled yet.

If the GTC Board agrees, staff is prepared to send the support letter shortly after this meeting. If the Assembly fails to take action today, GTC would still be on record supporting a way for not-for-profit car share services to insure their operations.

Richard Perrin noted that FloShare staff have indicated that, with reduced insurance costs, they would likely be able to double the size of the fleet that is currently deployed in the City of Rochester.

Richard Perrin moved to authorize the GTC Executive Director to disseminate the Letter of Support; Daniel Hogan seconded the motion. The motion passed unopposed.

8. Next Meeting

Vice-Chairperson Ingalsbe stated that the next GTC Board meeting is scheduled for August 24, 2023 at RGRTA.

9. Adjournment

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