

MEMORANDUM

TO: Genesee Transportation Council Members and Alternates
FROM: James Stack, Executive Director JS
DATE: February 16, 2023
SUBJECT: Proposed Resolution 23-1 (*Adopting the FY 2023-2024 UPWP*)

The Draft *FY 2023-2024 Unified Planning Work Program* (UPWP) contains the program of planning activities that will be conducted under the auspices of GTC using federal transportation funds beginning April 1, 2023. This document is provided as a separate attachment.

The UPWP is the culmination of several months of work by member agencies, GTC staff, and various entities throughout the Genesee-Finger Lakes Region to identify, prioritize, coordinate, and scope project proposals relative to need, other existing/proposed projects, and funding constraints.

Projects included in the current UPWP that are not expected to be complete as of March 31, 2023 have been carried over into the Draft *FY 2023-2024 UPWP*.

Proposed Resolution 23-1 was reviewed and recommended for your approval by the Planning Committee at its February 9, 2023 meeting.

The following items are presented for your consideration:

1. Proposed Council Resolution 23-1 (*Adopting the FY 2023-2024 UPWP*)

2. Public Comments

The public review period began January 9, 2023 and ended February 8, 2023. As part of the public review, GTC received several comments from members of the public and a letter from Reconnect Rochester. GTC staff responded to all the public comments received via email and sent comments to member agencies when appropriate. As part of the public review process, GTC received editorial comments concerning the UPWP narrative from the New York State Department of Transportation Planning Bureau. A compilation of public comments with corresponding GTC staff responses is provided on the following pages.

3. Draft [FY 2023-2024 UPWP](#) (attached as a separate file)

Recommended Action:

Approve proposed Resolution 23-1, adopting the FY 2023-2024 UPWP.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 23-1 *Adopting the FY 2023-2024 Unified Planning Work Program*

WHEREAS,

1. The development of a Unified Planning Work Program (UPWP) in conformance with federal guidelines helps consolidate and coordinate the transportation planning activities conducted by the Genesee Transportation Council (GTC) and member agencies;
2. The UPWP provides a mutually agreed upon document which identifies, at a minimum, federally-funded transportation planning activities to be undertaken in the Genesee-Finger Lakes Region (as the GTC Planning Area) during the program year, regardless of funding source;
3. The *FY 2023-2024 UPWP* specifically assigns planning task responsibilities to appropriate agencies and identifies the objective, process, schedule, products, proposed budget and source(s) of funds for each task;
4. The *FY 2023-2024 UPWP* has been developed in accordance with the regulations of the U.S. Department of Transportation which require a discussion of the important transportation issues facing the area to be used as the framework for selecting specific program activities; and
5. The *FY 2023-2024 UPWP* has been developed with full recognition of and responsiveness to related federal regulations and guidelines governing the Infrastructure Investment and Jobs Act (IIJA), all relevant prior surface transportation authorizing legislation, the Clean Air Act Amendments of 1990, Title VI of the Civil Rights Act of 1964, *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045*, and *2023-2027 Transportation Improvement Program*, among others.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby adopts the *FY 2023-2024 Unified Planning Work Program* as the official UPWP for the GTC Planning Area in accordance with relevant sections of Titles 23 and 49 of the United States Code and the May 27, 2016 Metropolitan Transportation Planning Final Rule; and
2. That the Council authorizes the immediate filing of appropriate applications by the New York State Department of Transportation on behalf of GTC to the appropriate federal agencies, including that for Metropolitan Planning and statewide Planning and Research funds to FHWA, Metropolitan Planning Program funds to FTA, and any other such funds as may become available, for distribution in accordance with this UPWP.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on February 23, 2023.

Date _____

CHRISTOPHER REEVE, Secretary
Genesee Transportation Council

Public Comments received by the February 8, 2023 deadline for the 2023-2024 UPWP

Public Comment(s) #1:

Hello! Hope all is well. I was really hoping the Town Of Phelps Highway Department could be included in this. I see the Village of Phelps is. But at this point not the Town Of Phelps.

We have tried to secure Grant Funding from various sources. If you could help the Town Of Phelps Highway in anyway possible it would be greatly appreciated.

Our local mines help to provide the resources many other local municipalities need to maintain their local roads. If any additional funding could be secured to help the Town Of Phelps improve and maintain our roads. It would be greatly appreciated.

Some of our roads are in need of major capital funding to help improve safety and betterment for the community. Please take our Town into consideration.

Thank You,
Dan Bremer

Hello! Hope all is well. I was hoping the Town Of Phelps Highway Department would be included in this. We have tried to secure Grant Funding from numerous sources. Any help would be appreciated.

Thank You,
Dan Bremer

Reply #1:

Thank you for reaching out to GTC. Unfortunately, the Unified Planning Work Program or UPWP funds cannot be used for capital improvements. The UPWP consists of planning funds from the federal government that may only be used for concept-level planning, analysis, and design initiatives. The funding cannot be used for property acquisition, site preparation, preliminary engineering, detailed design, operations/management, or construction.

GTC currently has two planning studies funded through the UPWP that are being conducted in the Town of Phelps. The Rt 96 over Rt 14 Strategic Divestment Analysis and the Ontario County Freight Rail Corridor Development Plan: Area 2. Supervisor Teed is involved in the Rt 96 and Rt 14 study. This study is still in the contracting phase. Ontario County is lead agency for the Freight Rail Corridor Plan, and members of the Phelps Town and Village Boards are involved in the process. We are currently soliciting proposals for the Freight Plan. I'd be happy to answer any questions you have about either project. There will be opportunities for public input throughout the planning process for both studies.

The Town of Phelps can submit transportation planning study ideas through the UPWP. The new funding cycle will kick off on the fall of 2023. I'm always available to discuss project ideas.

GTC works with NYSDOT Region 4 to solicit capital projects eligible for Federal funds via the Transportation Improvement Program (TIP). Alex Kone, copied on this email, manages the TIP.

Public Comments received by the February 8, 2023 deadline for the 2023-2024 UPWP

I'm sure Alex can answer any questions that you may have regarding future TIP project solicitations.

Please let me know if GTC can be of further assistance.

Public Comment #2:

I would like to suggest an expansion to the RTS On Demand Service. The service currently cuts off directly at the nearest intersection to my home and neighborhood which causes many problems as far as accessibility. I am 30 years old and have medical conditions that make it so that when I have good moments I need to be able to access transit such as RTS on Demand to be able to do basic things and be a part of my community. I can't get out the way it is except to medical appointments. I know that Paratransit is available. But that takes resources away from those who are wheelchair bound. Yes I'm disabled and require a cane to walk, but the other issue is that it costs more to use Paratransit, funds I don't have. I tried to ask RTS if they could make an exception because I'm literally right there next to the line to allow me to use the service and they wanted to, but said that they weren't able to because of the way the funding is done via the transportation committee and council. RTS has been amazing and stayed in contact with me. They truly want to help make this more accessible to people like me but are being held back by long governmental tape that really needs to give them more leeway to be able to tailor to the needs of the communities they serve better. When you're like me. You don't have the luxury of busses running around us. We are close to Latta and Flynn Road in North Greece and are located directly off the first street in the other side of Latta. Right there at the cutoff. Being unable to work at 30 years old is not a fun experience. The illnesses I deal with only provide me with good moments, not good days. And I need to be able to take advantage of these good moments at a moments notice. I used to use RTS every single day for most of my life when I lived in the city. I loved it. Unfortunately after my mom passed I had to move out to North Greece with my partner because of my health issues. Everything sort of happened at once. It has been very hard being here without a way to access my community around me. I'm not privileged enough to be able to walk down and wait at Latta and Flynn due to my health issues. I would if I could. I miss being able to be a part of everything. To just even go to the library, the pharmacy for my medications. To have some sense of independence out here because right now I have to rely on everyone else and it is such an awful thing to go through. They graciously help me, but the fact is I am stuck. Many others in our neighborhood too also complain that the service isn't available to them. It's great it covers Latta Road up to here. But that is only a handful of addresses and not the actual neighborhoods that are right there with tons and tons of people like me that remain cut off from our city, our own town, and the surrounding areas. So many of the people here would benefit from it. Not just people like me. With gas rising, many want alternatives and want decent public transportation. Of course if we had a decent rail system that would be great but that's a whole other story. In the meantime, we need service in the Old Country Road and particularly Crestway Lane areas sooner rather than later. It is awful to be tormented by the vehicles that remain just out of reach from us at the plazas right there down the road. And that sometimes even come up through our neighborhood to turn around. Having them drive past is even more heartbreaking knowing I have no access to something that shouldn't be an issue. When you have such a great organization like RTS who wants nothing more than to provide that access they need the okay to do so and the funding to do so. This service has proven to be an amazing benefit to so many

Public Comments received by the February 8, 2023 deadline for the 2023-2024 UPWP

here. It's time it is a benefit to us too and not just a singular strip. I helped make calls to my local officials here in Greece as a customer advocating for this push for On Demand services years back and to have done that and not be able to access it is even worse. It leaves you feeling used and honestly less than. I know that's not the goal of the Council and I hope the council will find it in their heart to do the right thing and allow an expansion to the Crestway Lane neighborhood ASAP.

Reply #2:

Thank for you contacting the Genesee Transportation Council (GTC) regarding the 2023-2024 UPWP Public Review. I have sent your comments over to the appropriate people at RTS for their consideration. As per previous UPWPs, GTC provides RTS with Federal Transit Administration funding to conduct route analysis as part of Task #8538 Service Performance Monitoring and Refinement. The objective of this Task is, as follows:

To evaluate RGRTA's ridership information for both fixed route and on demand service and adjust schedules and routes based on this information.

GTC does not own or operate any RTS facilities. Therefore, GTC does not have control over where routes are placed. It's my general understanding that RTS would very much like to increase their on-demand services but are lacking both the drivers and the equipment to do so.

Please let me know if you have any additional questions.

*The above comment was also sent to RGRTA for their information.

Public Comment #3:

We reviewed the draft LRTP/TIP and noticed that vanpooling is not mentioned in the plan. We feel that vanpooling should be a consideration in the LRTP and TIP as it is an area of opportunity that can help GTC achieve the stated goals in the plan and could play an integral part in moving the region forward. By incorporating vanpooling into the plan, encouraging its use, and sponsoring this mode of public transit, GTC can expand the reach of public transportation in the region. This is especially apparent in low population density areas or for individuals who are not able to access public transit because of where they live, work, or the distance between those places. Vanpools provide transportation equity to disadvantaged communities in the region, reduce transit deserts, improve connectivity, connect employees to valuable jobs, expand labor pools, increase attraction and retention at employer sites, create results for emission goals, help commuters save on long distance commutes and much more. Vanpools are fully customizable and offer participants with a turnkey solution that is reliable and a significant cost savings.

We currently have two existing employer partnerships in the area that consist of several hundred employees commuting into and out of the nine-county planning region daily on 3 different shifts. Further, we have identified 240 employer worksites with over 250+ employees on site within the planning region who, from our experience, would be ideal candidates for launching a vanpool program. Some of our top performing industries in need within the

Public Comments received by the February 8, 2023 deadline for the 2023-2024 UPWP

planning region include: Manufacturing (35 worksites), Healthcare (55 worksites), Wholesale Trade (13 worksites), Retail Trade (32 worksites), Colleges/Universities (11 campuses), and Correctional Facilities (7 worksites).

Additionally, if a subsidy were to be considered, as the program grows, so will the future federal formula funding that is generated from reporting vanpools to the National Transit Database (NTD). Typically, formula funds are generated on a 2:1 ratio, meaning GTC could generate at least \$2 for every \$1 spent in subsidy. Vanpools have also helped quickly build back public transit ridership in markets drastically hit by the impacts of the pandemic as well as provide complementary solutions to micro transit concepts. Vanpooling is just one piece of the transportation puzzle but a necessary one to accommodate all commutes and therefore should be part of the LRTP.

Please feel free to reach out with any questions or for further discussion. I can be contacted at Matthew.E.Lyhne@ehi.com or by phone at 860-424-2944.

Reply #3:

Thank for you contacting the Genesee Transportation Council (GTC) regarding the 2023-2024 UPWP Public Review.

The Long Range Transportation Plan 2045 includes recommendations AE-12 Transportation Management Association and AE-14 Shared Mobility Management, both of which discuss vanpools. (https://www.gtcmpto.org/sites/default/files/pdf/2021/lrtp_2045_final.pdf)

The Draft 2023-2024 UPWP includes Task #8542 Greater Rochester Transportation Management Association Feasibility Study. It is expected that vanpools will be explored as part of this study.

I have sent your comments over to the appropriate people at RTS for their consideration. Please let me know if you have any additional thoughts or questions.

Reconnect Rochester Comments:

Dear GTC Planning Committee,

Reconnect Rochester appreciates the opportunity to provide input on the 2023-2024 Unified Planning Work Program (UPWP) draft. Our organization envisions a more equitable, sustainable and multimodal transportation network for our region, and champions transportation choices that enable a more vibrant and equitable community. Our mission supports many of the goals outlined in the 2045 Long Range Transportation Plan, particularly those aimed at increasing the accessibility and mobility options for all people -- regardless of age, ability, income or mode of transportation.

We support the funding choices in the UPWP that improve the safety and accessibility for all users of our roads. We particularly support the following projects:

- 6230 High Accident Location (Recommend changing "Accident" to "Crash")

Public Comments received by the February 8, 2023 deadline for the 2023-2024 UPWP

- 5531 ADA study
- 5904 Traffic Signal Study
- 6534 Elmwood Ave Bike Study
- 6535 GRT Completion Study
- 7707 Inner Loop study
- 7801 Fairport Zoning Study
- 8534 Origin & Destination Study
- 8538 Service & Performance Study
- 8741 Regional Trails Initiative
- 8753 Rush Bike/Ped Study

A proposal that did not receive funding that we hope will be considered for future funding is the East Rochester Pedestrian Safety Plan. As the only School District in Monroe County that doesn't bus its students to school, East Rochester pedestrians tend to be children and therefore in need of additional safety measures.

In addition, the following are potential future studies we would recommend and support:

- Impacts of Projects on Carbon Emissions: Studying the costs and feasibility of projects that would yield the greatest reduction in carbon emissions and air pollution over a set period of time would help the region work towards its climate goals.
- East/West Trail Counterpart to the Genesee River Trail: The Genesee River Trail is one of the area's major all-weather active transportation "highways" and also provides access to many recreational opportunities. It only runs north/south. We urge a study of the benefits, feasibility and cost of a similar east/west multi-use trail, possibly adjacent to either the Conrail or 490 rights of way.
- Bus Rapid Transit: Increased public transit use is vital to carbon reduction and the equity goals of the region. Public transit will continue to be less attractive to people who have a choice to drive, as long as travel times for transit are dramatically slower than automobile commute times. We recommend a feasibility study of BRT in the Rochester area.
- Light Rail or Streetcar Feasibility Study: Many medium-sized cities such as Rochester have constructed light rail or streetcar routes to add value to their metropolitan cores. A study of the benefits, feasibility and costs of such infrastructure could provide guidance to our city and region for long-term transit planning.

Thank you for the opportunity to provide input for your consideration.

Sincerely,

Bill Collins
Advocacy Committee Chair

Mary Staropoli, MPA
Interim Executive Director

Public Comments received by the February 8, 2023 deadline for the 2023-2024 UPWP

Reconnect Rochester Reply:

Thank you for providing comments regarding the FY 2023-2024 Unified Planning Work Program (UPWP). GTC is pleased to hear support for several new projects including the Town of Rush Bicycle and Pedestrian Study, Genesee Riverway Trail Completion Study, and many others.

Regarding the suggestion to change Task #6230 High Accident Location Program to "Crash", High Accident Location or "HAL" is a defined term for reviewing areas with identified safety deficiencies. At this time, HAL is still the agreed upon terminology regarding this review process. From a planning perspective GTC does understand the nuances between using the word crash over accident and strives to make the distinction where possible, such as in the narrative for LRTP 2045. Crash is our preferred term when we can use it.

Regarding the East Rochester Pedestrian Safety Study, the UPWP Development Committee did discuss the merits of the project which included a lengthy discussion on school age children and other vulnerable users. East Rochester is currently in the midst of implementing sidewalk improvements via the Transportation Alternatives Program and it was suggested the East Rochester complete those capital improvements, that reset the baseline, ahead of a planning study. GTC staff have offered to meet with East Rochester ahead of the next round of UPWP funding to further discuss their application as submitted.

Thank you again for submitting new UPWP projects ideas. By way of background, the UPWP Development Committee (UDC) selects projects from a pool of applications that have been submitted by GTC member agencies, GTC staff, and local municipalities. Other agencies may submit UPWP applications with a member agency or municipal sponsor. New UPWP applications must be submitted in the fall. If Reconnect Rochester is seriously interested in further pursuing UPWP project ideas, please consider meeting with GTC staff to discuss the UPWP project development and selection process.

Please feel free to reach out if you have any additional questions about the UPWP development process.