

**GENESEE TRANSPORTATION COUNCIL  
PLANNING COMMITTEE MEETING**

**CityPlace  
50 West Main Street, Rochester  
and via PublicInput.com**

**August 10, 2023  
10:00 a.m.**

PLANNING COMMITTEE MEMBERS PRESENT

Devin Blue, Wyoming County  
John Boser, NYS Thruway Authority  
Tom Frys, Monroe County Executive  
Richard Perrin, City of Rochester – Mayor  
David Riley, City of Rochester – At Large  
Kevin Rooney, Wayne County  
Bill Wright, Ontario County

ALTERNATE REPRESENTATIVES PRESENT

Karen Cox, Monroe County – At-Large, representing Scott Leathersich  
Joel Kleinberg, NYS Department of Transportation, representing Chris Reeve  
Yixuan Lin, Monroe County Planning Board, representing Rochelle Bell  
Jason Wolfanger, Livingston County, representing Angela Ellis

PLANNING COMMITTEE MEMBERS ABSENT AND UNREPRESENTED

Uzoma Anukwe, Federal Transit Administration  
Ben Fischer, Federal Highway Administration  
Stephen Golding, Empire State Development Corporation  
George Hebert, Monroe County Legislature  
Tim Hens, Genesee County  
Kevin Kelley, City of Rochester – Planning Commission  
David Lindsay, Monroe County – At-Large  
Evelyn Martinez, Federal Aviation Administration  
John Papponetti, Orleans County  
Douglas Rapalee, Yates County  
C. Mitchell Rowe, Seneca County  
James Smith, City of Rochester – City Council  
Miguel Velázquez, Rochester Genesee Regional Transportation Authority  
Richard Sutherland, Genesee/Finger Lakes Regional Planning Council  
Vacant, Monroe County Supervisors' Association  
Vacant, NYS Department of Environmental Conservation

OTHERS IN ATTENDANCE

Josh Artuso, Town of Webster	Zachary Cracknell, Livingston County
Jody Binnix, GTC staff	Lori Maher, GTC staff
Joe Bovenzi, GTC staff	Emily Royce, G/FLRPC staff
Matt Chatfield, Webster Economic Development Alliance	James Stack, GTC staff
	Chris Tortora, GTC staff

**1. Call to Order & Introductions**

Kevin Rooney, Acting Planning Committee Chairperson, called the meeting to order at 10:04 a.m. Joe Bovenzi conducted a roll call of Committee members and alternates. The names of other attendees were captured from meeting login information.

**2. Public Forum**

Nobody from the public spoke during the Public Forum.

**3. Approval of Minutes**

**Rich Perrin moved to approve the minutes from the May 18, 2023 Planning Committee meeting; Joel Kleinberg seconded the motion. The motion passed unopposed.**

**4. Announcements and Old Business**

Jim Stack reported that GTC submitted an application for the Safe Street and Roads for All (SSA4) program on July 10. GTC staff worked with the nine Counties and City of Rochester to finalize scope of the project. It is anticipated that grant announcements will be made in mid to late-October.

Jody Binnix reported that the upcoming round of UPWP funding for the FY 2024-2025 cycle will begin this fall. The Call for Project-Partnerships will go out on Friday, September 8. Applications are due Friday, October 13 at 4 p.m. A draft for Public Review will be considered by the Planning Committee on January 11. The Planning Committee will consider any public comments to the draft UPWP in February. The Board will consider adopting the UPWP in February as well. The new funding becomes available for projects starting on April 1.

GTC staff are not anticipating any changes to the application for this cycle, as it was updated for the last round of funding. All things UPWP related, including the Call for Project-Partnerships document, the application, and a virtual recording of the UPWP workshop can be found at [publicinput.com/UPWP](http://publicinput.com/UPWP). If potential sponsors have project ideas, it is recommended that they reach out to GTC staff to discuss their ideas ahead of the application due date. GTC staff have already met with interested applicants. Please feel free to reach out if anyone has additional questions.

**5. Action Items**

**a) Unified Planning Work Program (UPWP)**

1. Recommendation to the GTC Board concerning accepting reports as evidence of UPWP Tasks

- a. Task 7706 – West Webster Hamlet Revitalization Plan

- Josh Artuso, Director of Development with the Town of Webster, presented the project closeout. He reported that the purpose of this project was to

develop a revitalization plan for the West Webster Hamlet to strengthen the identity of place through active transportation and safety improvements, increased connectivity, and the promotion of sustainable development and land use patterns.

A Citizen's Advisory Committee, comprised of local business owners and residents, was formed to help guide the planning process. The Citizen's Advisory Committee, project Steering Committee, and members of the public helped the project team develop a list of issues to address and opportunities to capitalize on.

Matt Chatfield, Executive Director of the Webster Economic Development Alliance, noted the historical hamlet is one of the oldest developments in the Town of Webster. This project started as a grassroots effort before funding was secured to start this study. There is broad community support to revitalize the Gravel Road and Ridge Road intersection.

A robust public engagement process was undertaken. The first round of public engagement was conducted virtually using social pinpoint. The website had almost 6,000 visits, an interactive map, and over 100 comments. Two in-person open houses were also held. The first open house had over 70 attendees.

A total of 14 recommendations were identified. These recommendations centered on land use and development as well as transportation and streetscape improvements. A model zoning ordinance was also developed as part of the project. The Town hopes to adopt this ordinance in the fall.

b. Task 6230 – Monroe County High Accident Location Program

Tom Frys, Monroe County, presented the project close out. The County reviewed a list of High Accident Location Program (HALP) intersections and HALP segments. A broad range of treatments were recommended such as new signage, restriping, traffic signal changes/improvement, and trimming of trees.

Jim Stack asked how new locations for the program are screened and selected. Tom responded that new segments and intersections are always being added to the list, based on crash history and known safety needs.

Kevin Rooney responded that Wayne County undertook a similar study several years ago. The County plans to review five years of accident history to determine if the improvements that were made have resulted in increased safety.

**Joel Kleinberg moved to recommend approval of Resolutions 23-16 and 23-17; Richard Perrin seconded the motion. The motion passed unopposed.**

**b) Transportation Improvement Program**

1. Modifying the *FFYs 2023-2027 TIP* / Planning Committee Resolutions 23-11 through 23-16

Kevin Rooney proposed grouping Items 5.b.1.a through 5.b.1.f under a single action. No Member or Alternate objected.

- a. Deferring a phase of the Taylor Rd over Irondequoit Creek Bridge Replacement project / Planning Committee Resolution 23-11

Tom Frys reported that Monroe County will not receive design approval this year. Deferring the phase to the next year will preserve the funds for future use on this project.

- b. Reinstating the Park Road Preventive Maintenance project / Planning Committee Resolution 23-12

Jim Stack reported that the Town of Batavia requested this increase to cover increased construction costs. This action will add a supplemental construction phase to help cover those costs. These funds would otherwise have to be given back to Main Office, so this action keeps these funds within the region.

- c. Reinstating the City of Batavia Highway Preventive Maintenance project / Planning Committee Resolution 23-13

Jim Stack reported that the City of Batavia incurred higher than anticipated construction costs for this project. This action will add a supplemental Construction phase to preserve the federal share of the project at 80 percent.

- d. Increasing the Total Cost of the O'Rorke Lift Bridge Rehabilitation project / Planning Committee Resolution 23-14

Joel Kleinberg reported that NYSDOT-Region 4 needs to hire a consultant to assist with this project due to the unique nature of the bridge's design. As a moveable bridge, the O'Rorke Bridge has highly specialized engineering requirements that are not typical in this region. This change will ensure that funds are available in the right year and that a consultant request can be approved by the State Comptroller.

- e. Increasing the Total Cost of the Rt 18 (Latta Road) at N Greece Rd Intersection Safety Enhancements project / Planning Committee Resolution 23-15

Joel Kleinberg reported that the project is at PS&E stage, and the cost estimate has increased. The primary drivers of the construction cost increase include improvements to water mains and adjusting the North Greece Road profile. These increases will be covered by Main Office safety funds and there will be no impact on the regional Planning Target.

- f. Increasing the Total Cost of the Rt 31 from Rt. 19 to Transit Way Safety Enhancements project / Planning Committee Resolution 23-16

Joel Kleinberg reported that the cost increase for this project is due to associated work on water mains, closed drainage, and storm water management. PS&E approval is imminent. As with the previous project, these increases will be covered by Main Office safety funds and there will be no impact on the regional Planning Target.

**Tom Fry moved to approve of Planning Committee Resolutions 23-11 through 23-16; Bill Wright seconded the motion. The motion passed unopposed.**

- 2. Recommendation to the GTC Board concerning amending the *FFYs 2023-2027 TIP* / Proposed Council Resolutions 23-18 through 23-26

Kevin Rooney proposed grouping Items 5.b.2.a through 5.b.2.i under a single action. No Member or Alternate objected.

- a. Deferring phases of the Rt 414 over CSX Bridge Rehabilitation project / Proposed Council Resolution 23-18

Joel Kleinberg reported that the key issue with this project is coordination with CSX. This issue goes back to October 2022. The Railroad Force Account Agreement is not available from CSX, and NYSDOT needs that agreement in place to advance this project. This means that NYSDOT will lose the construction year. Deferring phases back one year is typical, but because there is no indication that CSX will move on the agreement, NYSDOT is seeking to defer the Construction and Construction Inspection phases back two years. Main Office will manage fiscal constraint, and there will not be an impact on regional Planning Targets.

Jim Stack noted that if the agreement is available sooner, the project can be accelerated from FY 2025 to 2024 if funds are available in 2024. This provides a cushion to accelerate the project if the opportunity arises.

Kevin Rooney asked if the scope would change because of pushing the construction phases out two years. Joel Kleinberg replied that he does not anticipate that will be a concern and expects the project will still be a rehabilitation project. He acknowledged that the longer the construction phases get pushed out, the greater the likelihood that a more intensive treatment will be needed. However, if the project scope changes, NYSDOT will bring the project back to the Planning Committee for consideration of the new scope.

- b. Deferring phases of the Large Culvert Replacement/Rehabilitation project / Proposed Council Resolution 23-19

Joel Kleinberg reported that this is a large culverts project. The funds for this project are provided to Region 4 by Main Office under a program for State owned culverts. This program serves as a counterpart for the BRIDGE NY

projects. When this project was added to the TIP, the timing of phases were meant as placeholders until an implementation schedule was available. NYSDOT has onboarded a consultant and now has a realistic implementation schedule. This amendment is only adjusting the schedule to be realistic.

This project is being implemented with Main Office funds, so there is no impact on regional Planning Targets. This amendment will shift Construction and Construction Inspection phases out of Fiscal Year 2024 and it covers several individual culvert projects.

- c. Increasing the Total Cost of the Large Culvert Replacement/Rehabilitation project / Proposed Council Resolution 23-20

Joel Kleinberg reported that the situation for this amendment is the same as for the previous project.

- d. Deferring phases of the I-490 Bridges over Erie Canal and Kreag Rd project / Proposed Council Resolution 23-21

Joel Kleinberg reported that this project will involve work on the I-490 bridges and the pavements around them over the Erie Canal and Kreag Road in Perinton. This is one of the largest projects that NYSDOT has on the TIP, with over \$47 million in the Construction phase. The Construction phase was programmed in the current Federal Fiscal Year. However, NYSDOT is requesting a deferral of this phase because staff received updated traffic counts and are exploring alternative work zone traffic control arrangements that may result in significant cost savings for the project. It is possible that a planned three-year project could be completed in two years, resulting in both cost savings and reduced disruption to traffic operations. Main Office will manage fiscal constraint.

Jim Stack noted that the regional fiscal constraint table has been adjusted to show a reduction in the Planning Target NHPP funds in FFY 2023 and a corresponding increase in the Statewide NHPP funds in FFY 2024 in recognition of Main Office managing the fiscal constraint.

- e. Increasing the Total Cost of the Genesee Street Reconstruction project / Proposed Council Resolution 23-22

Richard Perrin reported that the cost increase for this project is due to rising labor and materials costs and additional work required because of issues identified in the field. The City is looking to make up the difference via a value engineering assessment. Hopefully cost increases will be limited in the future as commodity and material prices stabilize and the city will not bring any more of these projects back to the committee.

Jim Stack noted that the City has a substantial overmatch on the project, which means a less than normal federal share. Any reduction in the cost estimate will lessen this overmatch but there may still be an opportunity to provide more federal funds should they become available. Rich Perrin noted

that the City remains committed not to exceed a 75 percent federal share as identified in the initial project application.

Kevin Rooney asked if the updated costs were based on an engineer's estimate and Rich Perrin replied in the affirmative.

- f. Increasing the Total Cost of the Rt 14 over CSX Bridge Rehabilitation project / Proposed Council Resolution 23-23

Joel Kleinberg reported that costs for this project were higher than anticipated due to work zone traffic control needs. This request is to use available balances to cover those costs.

Jim Stack asked if any Railroad Force Account issues were anticipated similar to the Rt 414 over CSX Bridge Rehabilitation project previously discussed and will this impact the project delivery date. Joel Kleinberg replied that he would check on that issue and confirm.

- g. Increasing the Total Cost of the Monroe County RTOC Operations (FFY 2022-2023) projects / Proposed Council Resolution 23-24

Tom Frys reported that this request is to cover increased costs for running the Regional Traffic Operations Center (RTOC). Costs for the RTOC have risen significantly in the past few years. The RTOC was understaffed for several years, but now staffing levels have been increased, and rates have gone up as well. There has been an increase in stakeout requests, where RTOC staff visit construction sites to identify the location of ITS infrastructure so that it is not disturbed by construction activities. This has increased vehicle hours and mileage. The number of computerized traffic signals managed from the RTOC has also grown, from 503 a few years ago up to an anticipated total of 530 by 2025. This has led to increased hardware costs. In addition, the RTOC building is aging and requires more maintenance.

Jim Stack explained that each year, the RTOC has a separate TIP project for Monroe County operating expenses. There are currently two requests before the committee. One is to make the RTOC's 2022 operating expenses whole, and the second is based on more accurate estimates for 2023 costs.

Kevin Rooney explained that there was a discussion at the July TDC meeting about these requests. The concern among the rural counties was that this project is using Flex funds that are sought after by rural counties and may be the only source of funding available for certain projects in rural areas. He anticipated that this topic would continue to be discussed at the TDC. Jim Stack responded that, several years ago, there was a decision to use NHPP funds for NYSDOT's share of the RTOC and STP Flex for MCDOT's share of the RTOC given the eligibility of roads under their jurisdiction that have field elements connected to the RTOC.

Jim Stack noted that the original Monroe County request for the TDC was to approve funding increases for future years out to 2027, but the proposed

changes defer discussions of additional funding for 2025 through 2027 to future TDC meetings.

Bill Wright asked for an explanation of the increase of staff levels. Tom Fry's replied that it was due to filling vacancies in dispatchers, field technicians, and other RTOC personnel. These staff increases are needed because the RTOC manages traffic signals for both the City of Rochester and the County, as well as some State traffic signals managed from the RTOC. Both County and State signal shops are run out of the RTOC.

Kevin Rooney asked if safety funds could be used for these activities, including the HELP truck program. Joel Kleinberg explained that projects funded with the Highway Safety Improvement Program (HSIP) must address an identified safety issue and provide a specific countermeasure. NYSDOT will use HSIP funds for new signal installations when that can be done as part of a capital project to resolve a documented safety issue. However, RTOC operations are not typically eligible for HSIP funding.

Joel Kleinberg noted that NYSDOT has a counterpart annual project for State expenses related to RTOC operations. Planning Targets are set by Main Office at the start of every capital program update period. These targets account for the costs of running the RTOC. There are lower Planning Targets in regions that do not have a traffic operations center. Last year, Region 4 asked for more funding to cover its side of RTOC expenses and received about a 30% increase to cover these costs. NYSDOT has seen similar increases in traffic operations center expenses across the state.

Bill Wright asked if the region's Planning Targets will change because of this issue. Joel Kleinberg replied that was a possibility. If more funding becomes available, he will alert the Planning Committee. Jim Stack noted that if additional Main Office funds become available, they could be used to supplement operations expenses. If several regions are experiencing similar issues with the increasing costs to manage traffic operations centers, perhaps Main Office will be open to increasing regional Planning Targets.

h. Adding the 2023 BRIDGE NY projects / Proposed Council Resolution 23-25

Joel Kleinberg reported that this was the fourth round of BRIDGE NY (BNY) funding. This program makes funding available on a statewide basis for Local governments. There is no competition from NYSDOT for these funds. The projects are fully funded by Main Office and do not impact regional Planning Targets. Also, the program includes culvert projects, but these projects are 100 percent State funded, so they are not included on the TIP. These projects represent new funds coming to the region. The specific dollar amounts reflect what local officials asked for.

Joel noted that the proposed project schedules are placeholders that were based on the Initial Project Proposal (IPPs). The BNY funding announcement came later than anticipated, and the original schedules may no longer be appropriate. Jim Stack explained that this resolution would allow changes to



project schedules to be achieved via Staff Modifications as the funding is associated with specific projects and not available to any other project.

Kevin Rooney noted that one difference from the past BNY rounds is that cost overruns no longer required to be paid for by Local sponsors. If the need arises, local sponsors can request more funding from regional Planning Targets.

Joel Kleinberg noted a correction for one BNY project, the Hawley Road over Red Creek Bridge. This was originally a superstructure replacement, but the Regional office and Main Office determined that was not the best treatment, and a full bridge replacement was needed instead. The correction in the meeting presentation updated the project title and cost to reflect this new information. Jim Stack noted that the Resolution will be corrected before sending to the Board.

- i. Deferring phases of the Rt 204 (Brooks Ave), 33A to Rochester City Line project / Proposed Council Resolution 23-26

Joel Kleinberg reported that the project's Detailed Design phase is programmed in the current Federal Fiscal Year, and completing that phase is required to be able to obligate the Right-of-Way Acquisition phase. However, the Detailed Design phase will not be complete this year. NYSDOT is asking for a \$1,000 placeholder phase to help document that design approval is still needed. When design approval is complete, NYSDOT will use state funds for the Detailed Design phase. The Right-of-Way Acquisition phase will be shifted back one fiscal year. Since the Right-of-Way Acquisition process was already started with federal aid resources, that phase must retain federal funding.

Kevin Rooney asked if capacity is available for this request, and Jim Stack replied in the affirmative.

**Rich Perrin moved to recommend approval of Resolutions 23-18 through 23-26; Bill Wright seconded the motion. The motion passed unopposed.**

**c) Long Range Transportation Plan**

(No Action Items)

**d) Related Activities**

- 1. Amending the By-Laws to add Vice Chairperson to the Executive Committee

Jim Stack reported that in December 2020, the GTC By-Laws were amended to allow qualified Alternates to serve as a GTC Officer. It had recently come to light that the By-Laws do not explicitly indicate that the Vice Chairperson is a member of the GTC Executive Committee if the position is held by a qualified Alternate.

To rectify this situation, there are two potential approaches.

First approach: no change to the By-Laws. The Chairperson is already specified as a member of the Executive Committee. The Vice Chairperson can be designated as an Alternate to the Executive Committee for whomever they already represent on the GTC Board.

Second approach: change the By-Laws to explicitly designate the Vice Chairperson as a member of the Executive Committee. If this approach is taken, the By-Laws should include language that precludes a single entity from having both the Member and the qualified Alternate on the Executive Committee.

As the second approach is more specific, it is the recommended approach. The following language is suggested:

ARTICLE IV

COMMITTEES

Section 1. Executive Committee. The Executive Committee shall consist of the Council Chairperson, Council Vice Chairperson, the Monroe County Executive, the Chairperson of the Wayne County Board of Supervisors, the Chairperson of the Ontario County Board of Supervisors, the ~~Chairpersons~~Chairperson of the Livingston County Board of Supervisors, the Mayor of the City of Rochester, the Chairperson of the Rochester-Genesee Regional Transportation Authority, the Chairperson of the Genesee- Finger Lakes Regional Planning Council, and the Regional Director of the NYS Department of Transportation. Any member of the Executive Committee may designate an alternate. If a qualified Alternate serves as a Council Officer, that person shall be the designated Alternate to the Executive Committee in lieu of the relevant ex-officio Voting Member. No member of the Executive Committee shall cast more than one vote, even if they serve on the Executive Committee in more than one capacity."

Jim noted that the new language is applicable to either the Chairperson or the Vice Chairperson (i.e., Council Officer) as either position can be held by a qualified Alternate.

Both Chairperson LeFeber and Vice Chairperson Ingalsbe have requested that this change be presented to the Planning Committee for consideration and recommendation. The Planning Committee members are welcome to provide any comments or suggestions they may have on the suggested language.

The current By-Laws allow for amendment by a two-thirds vote by the GTC Board. Pending any comments from the Planning Committee, this proposed amendment can be presented to the GTC Board for consideration at their August 24, 2023 meeting.

**Joel Kleinberg moved to recommend that GTC Board approve the changes of the by-laws as proposed; Yixuan Lin seconded the motion. The motion passed unopposed.**

**6. Reports****a) Status of UPWP Projects**

*GTC* - Jim Stack reported:

- GTC Strategic Planning: No activity to report.
- Long Range Transportation Plan Update/ Implementation: No activity to report.
- Genesee-Finger Lakes Scenario Tool: No activity to report.
- Staff Technical Assistance: Staff created an online survey for Fairport OCED (Office of Community & Economic Development) to assess conditions as part of their Mobility and Parking Study.
- Household Travel Data Collection: Staff is working with RGRTA on approaches to acquiring various "big data" products within procurement guidelines.
- Active Transportation Program: No activity to report.
- Complete Streets Program: Reconnect Rochester's Complete Streets Makeover program 2023 project is at the intersection of Arnett Boulevard and Warwick Avenue was implemented June 10. The CSM Steering Committee is meeting on August 21 to review the results.
- Safety Planning: Safe Streets and Roads for All (SS4A) grant application was submitted on July 10.
- Regional Safety Plan: Staff are preparing the second version of RFP to be released soon.

Yixuan Lin asked how much funding was available for the Regional Safety Plan.

Jody Binnix responded that there is \$125,000 in Federal Funding available for a consultant. The draft contract is being prepared.

- Security & Resiliency Planning: Staff to present on regional resiliency planning process at AMPO Annual Conference in Cleveland (September 26-29, 2023).
- Genesee-Finger Lakes Regional Resiliency Plan: RFP in development.
- 2024 Eclipse Planning: Continue to field requests for presentations (e.g., Hilton/Parma Recreation, Health Emergency Preparedness Coalition, Monroe County Council of Governments). Staff participates in monthly Rochester Stakeholder meetings (next meeting is Aug. 17 at 4 p.m.) Continue to coordinate with Rochester Task Force on known viewing locations for traffic management purposes. Continue to promote #ArriveEarlyStayLate, #TakeTuesdayToo. Staff to present on planning efforts at the AMPO Conference.
- Congestion Management Process (CMP): No activity to report.
- Travel Time Data Collection Program: No activity to report.
- Rt 96 over Rt 14 Strategic Divestment Analysis: Pop-up outreach at local festival on August 3. There is an online survey available through August 14. Technical Memo #1 was reviewed by NYSDOT and GTC staff.

- Transportation Performance Management Enhancement Project: After considerable consideration, it is recognized that these types of efforts are usually only feasible at statewide or very large metropolitan areas. An internal decision has been made to drop this project and free up funds for 2024-25 UPWP.
- Greater Rochester Transportation Management Association Feasibility Study:
- Regional Freight Plan Update: Approval for GTC to enter into contract was granted at the August 3 RGRTA Board of Commissioners meeting.
- Regional Trails Initiative Update: No activity to report.

*G/FLRPC* – Emily Royce reported:

- G/FLRPC Regional Land Use Monitoring (CY 2022): Staff is following up with non-responding municipalities. The development of the report and associated maps is in progress. Project close out is anticipated at the October 12 Planning Committee meeting.
- The Last Mile (or less): Site Plan Review for Multimodal Transportation: The Final draft report is under review. It includes sections on development regulations, site plan review process, and other resources. Project close out is anticipated at the October 12 Planning Committee meeting.
- Regional Alternative Fuel Vehicle Infrastructure Tools: Staff met with the Greater Rochester Clean Cities board on July 19 to brief them on this project. A steering committee is being organized and a survey for municipalities and businesses is being developed.

*Livingston County* – Joe Bovenzi reported:

- Lakeville Corridor Strategic Plan: The next Steering Committee meeting is scheduled for August 25 to discuss preferred design concepts. A community design public workshop was held on July 12.

*Monroe County* – Yixuan Lin and Tom Frys reported:

- Land Use Monitoring (CY 2022): Received 27 of 30 responses from municipalities. Started data update and compiling reports. Will add additional information when available. Project close out anticipated at the October 12 Planning Committee meeting.
- Traffic Signal Preemption Study: Contract is being developed.
- High Accident Location Program: Close out considered under Item 5.a.1.
- Elmwood Avenue Bike Infrastructure Feasibility Study: Subsequent to the May meeting, the UDC discussed a possible scope change. It was agreed that Monroe County would pursue a larger application for the next UPWP round. The County is planning to submit a revised application in October.
- Comprehensive Active Transportation Plan: The Final Report and remaining project deliverables were received. Project close out is anticipated at the October 12 Planning Committee meeting.

*NYSDOT* – Joe Bovenzi reported:

- Regional Traffic Operations Center Strategic Plan: The project was accepted by the GTC Board for closeout at its June 8, 2023 meeting.
- TIP Best Practices Study: The RFP is in development.
- City of Rochester Downtown Sign Assessment: Draft Technical Memorandum 2 (Needs and Recommendations) has been completed.

*Ontario County* – Jody Binnix reported:

- Ontario County Freight Rail Corridor Development Plan: The project kick-off meeting was held on June 29. The consultant is working on data collection and existing conditions analysis. The project area overlaps with the Rt. 96 & 14 study, and these projects will complement each other moving forward.

*City of Rochester* – David Riley reported:

- ADA Right-of-Way Transition Plan: Staff are working through comments on the RFP. Will follow-up to finalize and release.
- Joseph Avenue ArtWalk Master Plan: The RFP was advertised on August 10 (today). Proposals are due on September 15.
- Genesee Riverway Trail Completion Study: The project is on hold due to staff reorganization. It is anticipated to restart in the fall.
- Inner Loop North Mobility and Development Strategy: The plan is to submit a draft scope of work to GTC staff this month for comment and seek consideration and approval at the October 12 Planning Committee meeting.
- City of Rochester Active Transportation Master Plan: The report was released for public review, and there have been two additional public meetings where additional comments were received. Staff are looking to make minor revisions to the report based on discussions with NYSDOT. Project close out anticipated at the October 12 Planning Committee meeting.

*RGRTA* – Jim Stack reported:

- Origin-Destination Study: The procurement process was completed, and the contract was awarded to Dikita Enterprises, Inc. at RGRTA's August 3 Board of Commissioners Meeting.
- Service Performance Monitoring and Refinement: Service Performance monitoring meetings were held on April 19, May 17, and June 21. No major service changes were made for April or June. Staff are working on identifying any changes needed for September.
- Rural Village and City Local Route Study: The project was accepted by the GTC Board for closeout at its June 8, 2023 meeting.
- Rural On Demand Transit Study: Potential community stakeholders have been identified and the customer survey is live. The Via team will be on site during the week of August 21 to do ride-alongs and customer interviews/outreach.

- On Route Charging Feasibility Study: The project was accepted by the GTC Board for closeout at its June 8, 2023 meeting.

*Wyoming County* – Jim Stack reported:

- Wyoming County Priority Investigation Locations Program: This project stalled with GTC staff changes. Jim will coordinate proposal review with County staff.

*Other Agencies* –

Joe Bovenzi reported:

- Arcade Multi-Use Trail Feasibility Study: The consultant met with NYSDOT - Region 4 to pre-screen Main Street (Rt. 39) recommendations on June 6. A public engagement event was held on June 27. The consultant is preparing the draft report for steering committee review.

Jody Binnix reported:

- Canal Ponds Business Park Connectivity Study: The second Steering Committee Meeting to discuss the Needs Assessment was held on July 19. The first Public Meeting and a Stakeholder Meeting are scheduled for August 24.

Jim Stack reported:

- West Webster Hamlet Revitalization Plan: Close out considered under Item 5.a.1.

Joe Bovenzi reported:

- Village of Fairport Zoning Code Update: Sixteen copies of the RFP have been distributed as of August 4; proposals are due to the village by August 28.

Lori Maher reported:

- Village of Warsaw Active Transportation Plan: The second Project Advisory Committee (PAC) meeting was held July 5 to present Technical Memo 1. The next PAC meeting is scheduled for September 6 and first public workshop is expected to be held the week of September 18.

Chris Tortora reported:

- Town of Rush Comprehensive Active Transportation Plan: GTC staff is coordinating with the Town on the RFP, likely to be released in early September.

## **b) TIP Staff Modifications**

Jim Stack reported that since the last Planning Committee meeting there was one TIP staff modification. A report was included in the meeting package.

**c) Federal Legislative and Funding Update**

USDOT Discretionary Programs

Jim Stack provided an overview of upcoming discretionary funding opportunities through USDOT. He noted that RGRTA had applied for both the Buses and Bus Facilities and the Low or No Emission Vehicle solicitations through the FTA. He also noted that NYSEERDA is leading a statewide application for Charging and Fueling Infrastructure (CFI) program, of which the City of Rochester and Livingston County are participating. Regarding the Safe Streets & Roads for All Grant Program, both GTC and the City of Rochester applied. Jim further noted that not all discretionary programs have released the NOFO and/or the due date.

**d) Other GTC Matters**

Staff Changes

Jim Stack announced that Alex Kone accepted a position with Cambridge Systematics working on safety planning. He noted that Alex's last day with GTC was on July 21, 2023.

Jim Stack stated that a candidate to take over the Active Transportation duties has passed pre-employment screening and has a start date of August 28, 2023.

**e) Public Engagement Highlights**

Lori Maher reported that many of the public engagement activities undertaken since the previous meeting were covered under the UPWP project highlights earlier in the meeting. A list of public engagement activities is included in the meeting presentation.

**f) Member Agency and Partner Updates**

No reports provided.

**7. New Business**

There was no New Business.

**8. Public Forum**

Lori Maher reported that there were no public comments received from observers online.

**9. Next Meeting**

Kevin Rooney reported that the next meeting is scheduled for October 12, 2023.

**10. Adjournment**

The meeting was adjourned at 12:09 PM.