

MEMORANDUM

TO: Genesee Transportation Council Members & Alternates
FROM: Joseph M. Bovenzi, AICP, Executive Director *JMB*
DATE: August 20, 2026
SUBJECT: August 27, 2026 Meeting Materials

The Genesee Transportation Council (Board) will meet at **8:30 a.m. on Thursday, August 27, 2026** at the **Rochester-Genesee Regional Transportation Authority, 1372 East Main Street, Rochester, New York 14609.**

Pursuant to the GTC By-Laws, this meeting will be conducted in a hybrid format and in the spirit of NYS Open Meetings Law. Meeting participants that are physically present in the room or connected via the designated Zoom link will count towards a quorum.

GTC staff have made arrangements to allow Members and Alternates to participate in the meeting remotely, and for the general public to observe the meeting remotely, if they are not able or willing to attend in-person.

Members and Alternates will be sent a separate email invitation providing information to participate via Zoom. This information is meant for meeting participants and should not be shared outside of your agency.

The general public will be able to observe the meeting in-person, via a toll-free telephone number, or online via <https://publicinput.com/GTCBoard>. They will have an opportunity to interact with the Board during the Public Forum.

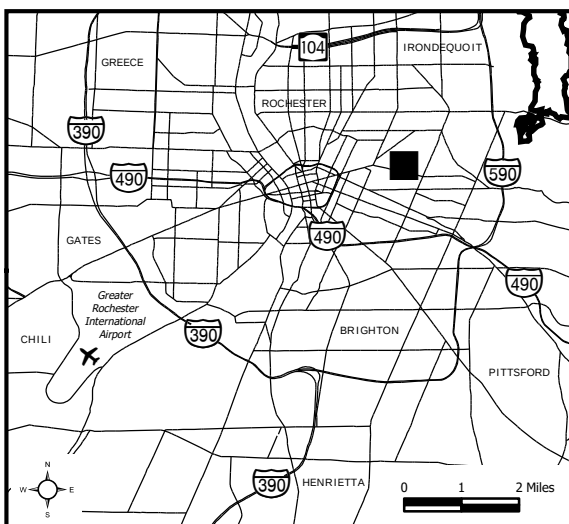
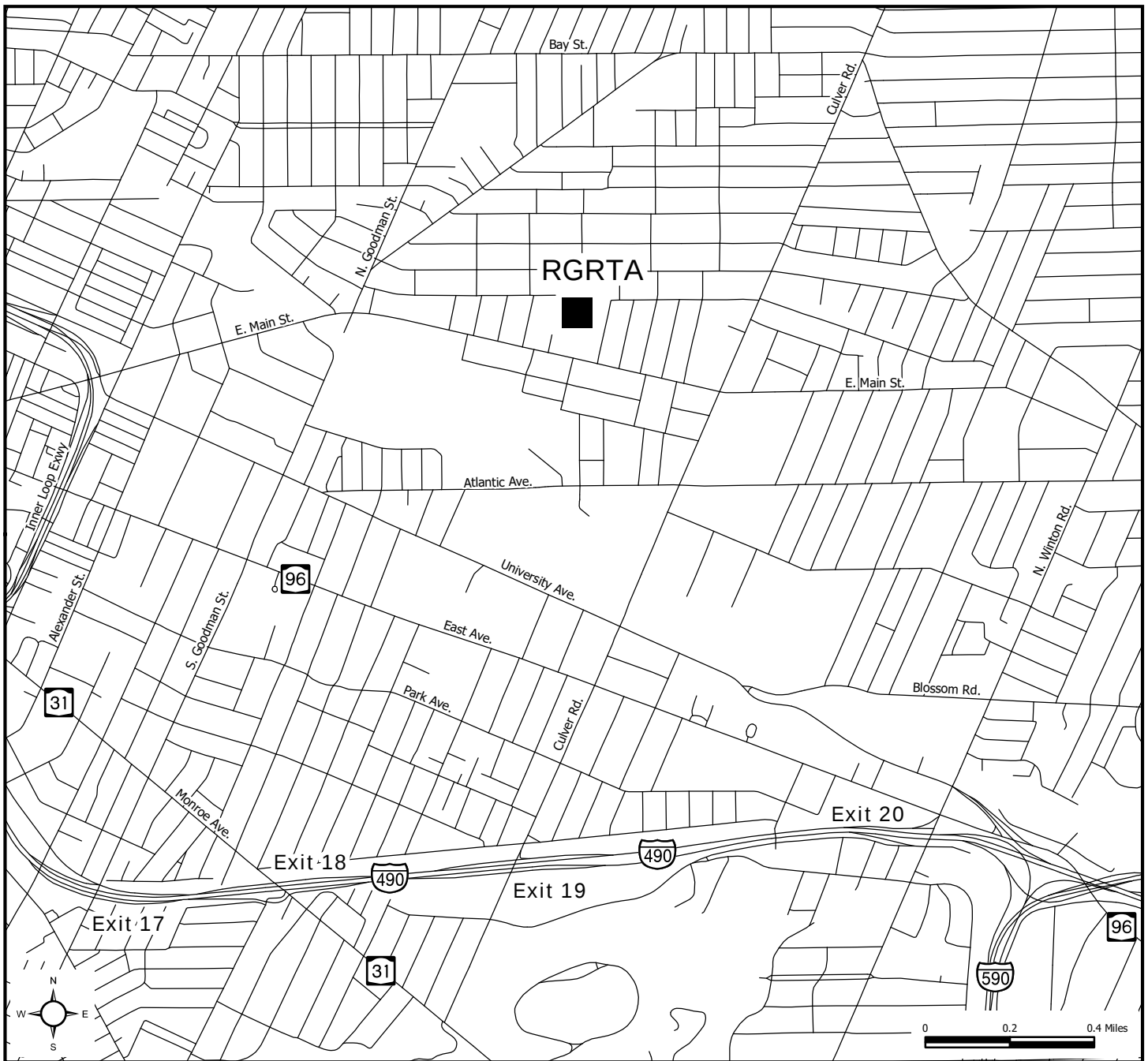
The following meeting materials are enclosed:

- Meeting Agenda
- Draft minutes from the June 11, 2026 Quarterly Board meeting
- Draft minutes from the August 13, 2026 Planning Committee meeting are provided for informational purposes
- TIP Staff Modifications Report
- Proposed Council Resolution 26-31, and associated materials, amending the *FY 2026-2027 Unified Planning Work Program*
- Proposed Council Resolutions 26-32 through 26-34, and associated materials, accepting report(s) as evidence of completion of UPWP Task(s)
- TIP Fiscal Constraint Table
- Proposed Council Resolutions 26-35 through 26-51, amending the *FFYs 2026-2030 Transportation Improvement Program*
- Proposed Council Resolution 26-52, and associated materials, adopting the *2026 Public Engagement Plan*

- Proposed Council Resolution 26-53, and associated materials, adopting the *2026 Coordinated Public Transit Human Services Transportation Plan*

Please email me at jbovenzi@gtcmpo.org if you have any questions or suggestions for other items to be addressed at this meeting.

Encl.



GENESEE TRANSPORTATION COUNCIL

Board Meeting

When: Thursday - August 27, 2026
8:30 a.m.

Where: RGRTA
1372 East Main Street
Rochester, New York, 14609

Please use the Main Street entrance located on the east side of the administration building.

www.gtcmpo.org

**GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING**

**August 27, 2026
8:30 a.m.**

**Rochester-Genesee Regional Transportation Authority
1372 East Main Street
Rochester, New York 14609**

<https://publicinput.com/GTCBoard>

AGENDA

1. Call to Order and Introductions
2. Public Forum
3. Approval of Minutes: [June 11, 2026 Quarterly meeting](#) *(see page 1)*
 - a. Draft minutes from the [August 13, 2026 Planning Committee meeting](#) are provided for informational purposes
(see page 12)
4. Communications and Announcements
5. Reports and Action on Old Business
 - a. Planning Committee Report
 - b. GTC Staff Report
 - c. Old Business
 1. Federal Legislative and Funding Update
 2. [TIP Staff Modifications](#) *(see page 30)*
6. Action Items
 - a. [Amending the FY 2026-2027 Unified Planning Work Program to add the Transit Fare Study \(UPWP Task 8431\)](#) / Proposed Council Resolution 26-31 *(see page 33)*
 - b. [Accepting reports as evidence of completion of UPWP Task\(s\)](#) / Proposed Resolutions 26-32 through 26-34 *(see page 38)*
 1. Transportation Listening Sessions (UPWP Task 5201) / Proposed Council Resolution 26-32
 2. Genesee-Finger Lakes Regional Resilience Improvement Plan (UPWP Task 5752) / Proposed Council Resolution 26-33
 3. City of Rochester Alleyway Reactivation and Conversion Program (UPWP Task 8757) / Proposed Council Resolution 26-34

- c. [FFY 2026-2030 TIP Fiscal Constraint Table](#) (see page 63)
- d. [Amending the FFYs 2026-2030 Transportation Improvement Program](#) / Proposed Council Resolutions 26-35 through 26-51 (see page 64)
 - 1. Adding the South Street Rd and Fargo Rd Roadway Safety Enhancement Project / Proposed Council Resolution 26-35
 - 2. Adding the Old Rt 31, Fairville Maple Ridge Rd, And Wayneport Rd Safety Enhancement Project / Proposed Council Resolution 26-36
 - 3. Adding the CR 36 Roadway Safety Enhancements Project / Proposed Council Resolution 26-37
 - 4. Advancing the Construction Phases of the Railroad Crossing Enhancement @ Quaker Rd And Canandaigua Rd Project / Proposed Council Resolution 26-38
 - 5. Changing Phases of the Rt 19 over Pearl Creek Bridge Replacement (BIN 1015200) Project / Proposed Council Resolution 26-39
 - 6. Deferring the Construction Phases of the Replace Of Various Culverts In Livingston, Monroe, and Wayne Project / Proposed Council Resolution 26-40
 - 7. Increasing the Federal Share of the Construction Phase of the Silver Rd over Little Tonawanda Creek Bridge Replacement Project / Proposed Council Resolution 26-41
 - 8. Increasing the Federal Share of the Construction Phase of the Walker Rd over Moorman Creek (BIN 3317660) Project / Proposed Council Resolution 26-42
 - 9. Adding the Rt 31 from I-490 to the Wayne County Line Project / Proposed Council Resolution 26-43
 - 10. Deferring the Construction Phases and Increasing the Total Cost of the Rt 98 Rehabilitation And Intersection Improvements Project / Proposed Council Resolution 26-44
 - 11. Adding Construction Phases to the Dewey Ave and Emerson St Reconstruction and Intersection Improvements Project / Proposed Council Resolution 26-45
 - 12. Adding Supplemental Phases and Decreasing the Federal Share of the Main Street Streetscape Phase III Project / Proposed Council Resolution 26-46
 - 13. Adding Supplemental Phases and Decreasing the Federal Share of the Atlantic Ave/Browncroft Blvd/E Main St/Monroe Ave/N Winton Rd Project / Proposed Council Resolution 26-47
 - 14. Adding Supplemental Phases and Decreasing the Federal Share of the Avenue D/Bay St/Joseph Ave Preventive Maintenance Project / Proposed Council Resolution 26-48
 - 15. Adding Supplemental Preliminary Engineering Phase and Decreasing the Federal Share of the Wegman Rd Over I-490 Bridge Replacements (1048670 & 1095570) Project / Proposed Council Resolution 26-49
 - 16. Increasing the Total Cost of the Rt 31, Rt 31A, and Redman Rd Intersection Safety Enhancement Project / Proposed Council Resolution 26-50

17. Changing the Federal Fund Source of the Construction Phases of the Rt 31 from I-590 to the Vil of Pittsford (WL) Project / Proposed Council Resolution 26-51
 - e. [Adopting the 2026 Public Engagement Plan](#) / Proposed Council Resolution 26-52
(see page 125)
 - f. [Adopting the 2026 Coordinated Public Transit Human Services Transportation Plan](#) / Proposed Council Resolution 26-53 (see page 159)
7. New Business
8. Next Meeting: December 10, 2026 – RGRТА
9. Adjournment

**GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING**

**Rochester-Genesee Regional Transportation Authority
1372 East Main Street, Rochester, New York, 14609
and via PublicInput.com**

June 11, 2026

Jurisdiction	Member	Alternate	
Counties			
Genesee County	Christian Yunker	✓	Chad Klotzbach
Livingston County	David LeFeber	✓	Megan Crowe
Monroe County	Yversha Román		Rose Bonnick
Ontario County	Bill Wellman		Peter Ingalsbe
Orleans County	Lynne Johnson		Craig Lane Ed Morgan
Seneca County	Michael Enslow		Melissa Taylor
Wayne County	Kim Leonard		Jim Brady
Wyoming County	Jim Brick		Eric Smith
Yates County	Leslie Church		Vacant
PC Chairperson	Kevin Rooney		Megan Crowe
Other Local Members			
Monroe County – Executive	Adam Bello		Tom Frys
Monroe County – Planning Board	William Santos		Yixuan Lin
Monroe County – Supervisors’ Assn.	Jim Kirch	✓	William Moehle
Monroe County – At Large (1)	Amy Grower		Tom Polech
Monroe County – At Large (2)	Dan Hogan	✓	Chris Bollin
City of Rochester – Mayor	Malik Evans		Kabutey Ocansey
City of Rochester – Council	Miguel Meléndez		James Smith
City of Rochester – Planning Commission	David Watson		Vacant
City of Rochester – At Large	Erik Frisch	✓	David Riley
Regional Agencies			
Genesee / Finger Lakes Regional Planning Council	John Fitzak	✓	Richard Sutherland
Rochester-Genesee Regional Transportation Authority	Donald Jeffries		Miguel Velázquez
State Agencies			

Empire State Development Corporation	Hope Knight		Stephen Golding	✓
NYS Department of Environmental Conservation	Amanda Lefton		Timothy Walsh	✓
NYS Department of Transportation	Marie Therese Dominguez		Brad Walike Joel Kleinberg	✓
NYS Thruway Authority	Frank Hoare		Nicholas Przybylski Matthew Durawa	✓
Federal Agencies				
Federal Aviation Administration	Evelyn Martinez		Vacant	
Federal Highway Administration	Rick Marquis		Ben Fischer	
Federal Transit Administration	Michael Culotta		Vacant	
GTC Staff				
✓ Joe Bovenzi	✓ Chris Snyder	✓ David Staas		
✓ June McIlquham	✓ Cheryl Nieskes	✓ Al Bartolotta		
✓ Lori Maher	✓ Omar Suri	✓ Chris Tortora		
Others in Attendance				
Wayne Krull, Orleans County				
Other anonymous viewers via Engagement Hub				

1. Call to Order and Roll Call

Chairperson Ingalsbe called the meeting to order at 8:30 a.m. Chris Snyder called the roll; a quorum was present.

2. Public Forum

There were no comments during the public forum.

3. Approval of Minutes

Chairperson Ingalsbe reported that draft minutes from the February 26, 2026 GTC Board meeting were included in the meeting package.

Tom Frys moved to approve the minutes from the February 26, 2026, Quarterly Meeting; Joel Kleinberg seconded the motion. The motion passed unopposed.

Chairperson Ingalsbe noted that the approved minutes from the April 9 and May 14, 2026 Planning Committee meetings were provided for informational purposes.

4. Communications and Announcements

- a. Joe Bovenzi reported that GTC's office building was sold in January 2026 and that the new owner is evaluating potential renovations and reconfiguration of the building space. Preliminary discussions have included the possibility of relocating the GTC office to a currently vacant suite on the third floor.

Potential benefits to GTC include additional office space, dedicated workstations for all staff, space for interns, and a larger conference room. Discussions about this move are currently informal. He explained that a more detailed proposal will be shared with the Chair and Executive Committee once available.

- b. Joe Bovenzi provided an update on the development schedule for the 2027–2028 Unified Planning Work Program (UPWP). The Call for Project Partnerships will be issued on August 14, and project proposals are due by September 25. The UPWP Development Committee (UDC) will review proposals during October and early November. The goal is to prepare a complete draft program by Thanksgiving and distribute the draft report in advance of the January Planning Committee meeting for consideration and action.

5. Reports and Action on Old Business

- a. Planning Committee Report

Megan Crowe reported that the Planning Committee met on April 9 and May 14 and recommended that the GTC Board:

- Accept five reports as evidence of completion of Unified Planning Work Program (UPWP) tasks being presented:
- Amend the *FFYs 2026-2030 Transportation Improvement Program* as requested by NYSDOT and RGRTA
- Adopt the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050*
- Amend the *National Performance Measures Report for the Genesee-Finger Lakes Region* by incorporating the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050* and revising the Transit Asset Management Baselines
- Adopt the Transportation Conformity Determination of the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050* and the *2026-2030 Transportation Improvement Program*

Additionally, the Planning Committee took the following actions:

- Approve the public review for the draft LRTP 2050
- Approve the public review of the draft Transportation Conformity Determination for the LRTP 2050 and the 2026-2030 TIP
- Approved the draft 2026 Public Participation Plan for public review
- Approved Scope of Works for three UPWP Tasks:
 - Task 6111 – Transportation Improvement Program (TIP) Best Practices Study, Phase 2

- Task 6218 – Genesee, Orleans, and Wyoming Multi-County Guiderail Assessment Project
- Task 8784 – Manchester Active Transportation Plan
- Approved six Administrative Modifications to the *FFYs 2026-2030 Transportation Improvement Program* as requested by NYSDOT, RGRTA, and Ontario County.

b. GTC Staff Report

Joe Bovenzi provided the following reports:

1. Status of the Safe Streets and Roads for All (SS4A) Program

Local Road Safety Plans (LRSP) Data collection and analysis for individual counties and the region is ongoing. Project websites have been published on GTC's PublicInput website (publicinput.com/gtcss4a). Each of the nine counties and the City of Rochester has an interactive map for people to note their observations and anecdotes in addition to crash data.

Pop-up interactive events were held at the four western County Fairs in June and July. Four stakeholder focus group meetings are being scheduled in Monroe County during June, July, and August (Government partners, nonprofits and advocacy organizations, youth and schools, and vulnerable populations).

Safe Streets and Roads for All (SS4A) Grant Complete Street Makeover and Downtown Smart Streets

The Genesee Park Boulevard/Pioneer Street complete street makeover project was installed on May 16. Downtown smart street installations are planned for Union Street and Canfield Place on June 27 and Woodbury Boulevard and St. Mary's Place on July 11.

Coordination with the City of Rochester's Vision Zero and Active Transportation Plan projects and the NYS Thruway Authority Safety Action Plan is ongoing.

2. Public Engagement Plan (PEP)

Joe Bovenzi provided an update on the Public Engagement Plan (PEP), which was released for public review following the May 14 Planning Committee meeting. The PEP is updated periodically, typically on a five-year cycle, and is subject to a required 45-day public review period, running from May 15 through June 29.

The draft PEP, including any revisions resulting from public comments, will be presented to the Planning Committee at its August 13 meeting for recommended action. The final plan is scheduled to be presented to the Board for adoption at its August 27 meeting.

3. Coordinated Public Transit-Human Services Transportation Plan

Joe Bovenzi provided an update on the status of the Coordinated Public Transit-Human Services Transportation Plan, which was last updated in 2021 and is required to be updated every five years. Maintaining an approved Coordinated Plan is a federal requirement for programming FTA Section 5310 funds, which support transportation services for older adults and individuals with disabilities when existing

transportation options are unavailable, insufficient, or inappropriate to meet their needs.

The draft Coordinated Plan is currently under development and will be presented to the Planning Committee at its August 13 meeting for recommended action by the board. The final Coordinated Plan is scheduled to be presented to the Board for adoption at its August 27 meeting.

c. Old Business

1. Federal Legislative and Funding Update

Joe Bovenzi provided an update on federal transportation legislation as the Infrastructure Investment and Jobs Act (IIJA) approaches its September 30 expiration date. In Congress, work is underway on the next surface transportation reauthorization bill. The House Transportation and Infrastructure (T&I) Committee released the draft Building Unrivaled Infrastructure and Long-Term Development for America's 250 Act (BUILD America 250 Act, H.R. 8870) on May 17. The bill was approved by the committee on a bipartisan 62-2 vote and will undergo additional review and consideration in the House. No companion bill has yet been released by the Senate, and several policy differences between the House and Senate remain unresolved.

The proposed legislation would authorize approximately \$580 billion in transportation funding over five years. Key provisions of interest to MPOs include a 9.6 percent increase in Metropolitan Planning (PL) funding in the first year and a 22.8 percent increase over the life of the bill, along with an increase in the federal cost share from 80 percent to 90 percent. The proposal also expands and clarifies eligible uses of PL funds, including fiscal administration of local projects, preliminary design activities, local technical assistance, transportation-related studies, and critical data procurement. Additional provisions include increased funding for bridge programs, continuation of the Safe Streets and Roads for All (SS4A) program with a greater emphasis on implementation, and creation of a new Surface Transportation Accelerator Grant Program. Staff noted that additional legislative activity is expected throughout the summer and that one or more continuing resolutions may be needed to maintain federal transportation funding beyond September 30 until a new authorization bill is enacted.

2. 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 Council Resolutions 26-14 through 26-18.

Joe Bovenzi reported that Proposed Council Resolutions 26-14 through 26-18 were reviewed and recommended for GTC Board approval by the Planning Committee at its April 9 meeting.

1. Accepting the *Regional Land Use Monitoring Report (LUMR) Data Dashboard* as evidence of completion of UPWP Task 4221 / Proposed Council Resolution 26-14

Joe Bovenzi presented the completed Land Use Monitoring Report (LUMR) Data Dashboard project, sponsored by G/FLRPC. The project compiled ten years of Regional and Monroe County Land Use Monitoring Report data (2014–2024) into an interactive web-based dashboard designed to improve accessibility and analysis of land use trends.

The dashboard includes data visualizations organized into six categories, allowing users to explore permit activity and residential development data by year, municipality, and county, as well as download summary information. The tool is intended to support planning initiatives, strategic decision-making, and grant applications, and is designed to accommodate future annual data updates.

2. Accepting the *Americans with Disabilities Act (ADA) Right-of-Way Transition Plan* as evidence of completion of UPWP Task 5531 / Proposed Council Resolution 26-15

Joe Bovenzi presented the completed ADA Right-of-Way Transition Plan for the City of Rochester. The project developed a comprehensive inventory and assessment of sidewalks, curb ramps, intersections, and bus stops to identify mobility barriers and accessibility deficiencies throughout the city.

Project activities included establishing an advisory committee, conducting outreach with individuals with disabilities and caregivers, documenting accessibility barriers, and developing potential improvement strategies with associated cost estimates and funding approaches. The final plan identifies three implementation scenarios based on cost and schedule and provides a long-term strategy for improving accessibility and ADA compliance within the public right-of-way.

3. Accepting the *Wyoming County Priority Investigation Locations (PILs) Study* as evidence of completion of UPWP Task 6234 / Proposed Council Resolution 26-16

Joe Bovenzi presented the completed Wyoming County Priority Investigation Location (PIL) Study, a safety-focused effort to identify crash trends, high-risk locations, and contributing factors on county-owned roadways and intersections.

The study analyzed crash data from 2019 through 2024 using NYSDOT's Crash Location and Engineering Analysis Repository (CLEAR) system, incorporated stakeholder input, conducted field reviews, and evaluated potential site-specific and system-wide safety improvements. Recommendations include measures such as enhanced pavement markings, improved lighting, and other countermeasures aimed at reducing crashes. The resulting report will help guide future safety investments and project prioritization by Wyoming County.

4. Accepting the *Genesee Riverway Trail Completion Study* as evidence of completion of UPWP Task 6535 / Proposed Council Resolution 26-17

Joe Bovenzi presented the completed Genesee Riverway Trail North Completion Study, which developed a plan to create a continuous Genesee Riverway Trail along the approximately 8.5-mile corridor north of downtown Rochester.

Project activities included establishing a Project Advisory Committee, conducting an inventory and needs assessment to identify trail gaps, engaging the public through six community meetings and events, and developing recommendations for 33 projects across six subareas. The study also established project priorities, identified trail design best practices and standards, and outlined potential funding strategies for implementation. The resulting plan provides a long-term framework for expanding and enhancing the trail system, improving connections to nearby trails and the future High Falls State Park, and guiding future implementation efforts by the City and its project partners.

5. Accepting the *Village of Fairport Zoning Code Update* as evidence of completion of UPWP Task 7801 / Proposed Council Resolution 26-18

Joe Bovenzi presented the completed Village of Fairport Zoning Code Update, which aligned the Village's zoning code and map with its Comprehensive Plan while supporting walkability, transportation safety, mobility, and community character.

The project included a review of existing zoning regulations, a needs assessment, extensive public engagement, and the development of updated zoning provisions and mapping. Transportation-related elements of the revised code address off-street parking requirements, parking design standards, driveways and access management, bicycle parking, and land use and site design features that improve access and mobility throughout the village. The updated code was adopted by the Village Board on February 9, 2026, and may serve as a model for other villages and hamlets across the region. The project was funded on a 50/50 basis to reflect both transportation and non-transportation planning elements addressed through the update.

Joel Kleinberg moved to approve Proposed Council Resolutions 26-14 through 26-18; Tim Walsh seconded the motion. The motion passed unopposed.

b. Amending the FY 2026-2027 Unified Planning Work Program to reflect the contribution of actual FY 2025-2026 rollover amounts / Proposed Council Resolution 26-19

Joe Bovenzi presented the annual UPWP budget reconciliation, which updates project budgets and funding balances based on actual expenditures through the end of the fiscal year on March 31. Because the UPWP is developed before the close of the fiscal year, this process incorporates third- and fourth-quarter expenditures to ensure project budgets accurately reflect completed work and remaining funds.

Joe noted that projects showing a zero balance have been completed and no longer require funding. Program reserve balances have increased over the past several years due primarily to staffing changes. Staff indicated that these funds are expected to be made available for future planning projects through upcoming project selection cycles, rather than remaining in reserve long-term.

John Fitzak moved to approve Proposed Council Resolution 26-19; Tom Fry seconded the motion. The motion passed unopposed.

c. FFY 2026-2030 TIP Fiscal Constraint Table

Joe Bovenzi provided an overview of the updated fiscal constraint tables, which will be presented regularly to show the impacts of Transportation Improvement Program (TIP) amendments on available funding balances. The updated tables include a new four-year total column to align with NYSDOT's fiscal tracking requirements, while continuing to track the full five-year TIP period.

Staff reviewed changes to several funding programs, including the Highway Safety Improvement Program (HSIP) and Surface Transportation Block Grant (STBG) Flex program. While some funding categories remain balanced, others have available balances or are currently over-programmed. Staff noted that upcoming analyses will identify opportunities to allocate available funds, including STBG Flex and National Highway Performance Program (NHPP) balances, to eligible projects. The fiscal constraint tables will continue to be updated quarterly to monitor funding availability and ensure the TIP remains fiscally constrained.

d. Amending the *FFYs 2026-2030 Transportation Improvement Program* / Proposed Resolutions 26-20 through 26-27.

Joe Bovenzi reported that proposed Resolutions 26-20 through 26-27 were reviewed and recommended for GTC Board approval by the Planning Committee at its April 9 and May 14 meetings. Therefore, the board will act on Resolutions 26-20 through 26-27. Joe Bovenzi provided a brief explanation of each amendment.

Chairperson Ingalsbe suggested grouping proposed Resolutions 26-20 through 26-27 into a single action; no Member or Alternate objected.

1. Adding the Rt 14 and Rt 318/Thruway (Exit 42) Intersection Safety Enhancement Project / Proposed Council Resolution 26-20

Joe explained this is a NYSDOT project focused on safety improvements, is a new project added to the TIP, and new funding to the region.

2. Adding the Intersection Safety Enhancement Study Project / Proposed Council Resolution 26-21

Joe explained this is a NYSDOT project focused on safety improvements, is a new project added to the TIP, and new funding to the region.

3. Adding the Hydrogen Fueler Boil-Off Capture System Project / Proposed Council Resolution 26-22

Joe explained that Proposed Resolutions 26-22 through 26-26 reflect project changes requested by RGRTA; they are a combination of adding new projects and adjusting bus replacements and maintenance work to align with RGRTA's capital improvement plan.

4. Decreasing the Total Cost of the Replace 40-ft Buses (FFY 26) Project / Proposed Council Resolution 26-23

5. Increasing the Total Cost of the Preventive Maintenance – RTS & RTS Access (FFY 2026) Project / Proposed Council Resolution 26-24

6. Increasing the Total Cost of the Replace Paratransit Buses (FFY26) Project / Proposed Council Resolution 26-25

7. Decreasing the Total Cost of the Replace 40-ft Buses (FFY 27) Project / Proposed Council Resolution 26-26

8. Adding the 2026 FTA Section 5310 projects / Proposed Council Resolution 26-27

Joe explained that Resolution 26-27 is to add new Section 5310 projects to the TIP.

Tom Polech moved to approve Proposed Council Resolutions 26-20 through 26-27; Christian Yunker seconded the motion. The motion passed unopposed.

e. Adopting the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050 / Proposed Council Resolution 26-28

June McIlquham presented the final Long Range Transportation Plan (LRTP) 2050, which establishes a vision, priorities, and recommendations to guide transportation planning and investment decisions across the Genesee-Finger Lakes Region over the next 25 years. Development of the plan began in Spring 2025 and included extensive coordination with regional partners, analysis of transportation system conditions and trends, and a comprehensive public engagement process that gathered hundreds of comments through listening sessions and other outreach activities.

The plan identifies key emerging issues and transportation needs facing the region, including transportation safety, public health, housing and transportation connections, system resiliency, mobility for older adults, active transportation, freight movement,

alternative fuels, and emerging technologies. In response, the plan includes 85 recommendations organized into five categories: Access and Mobility, Health and Safety, System Management and Maintenance, Innovation and Resilience, and Economic Development. The recommendations will serve as a framework for project development, funding decisions, and regional transportation planning activities.

The LRTP also includes performance measures to track progress and a financial plan estimating approximately \$12.5 billion in transportation investments across the region over the next 25 years. Staff noted that public review of the draft plan generated valuable feedback that was incorporated into the final document and that the plan will serve as the region's primary long-range transportation policy guide through 2050. Tim Walsh noted the NYSDEC's Community Air Quality Monitoring data might be useful to include in the report and offered to coordinate.

Tom Frys moved to approve Proposed Council Resolution 26-28; Christian Yunker seconded the motion.

f. Amending the National Performance Measures Report for the Genesee-Finger Lakes Region / Proposed Council Resolution 26-29

June McIlquham presented updates to the National Performance Management Report to align the document with the recently completed LRTP 2050. The report incorporates the federally required performance targets previously adopted by the Board and now includes references to LRTP goals and recommendations that support achievement of those targets.

The update also incorporates revised transit asset management information provided by RGRTA to ensure consistency with current transit performance measures. The report demonstrates how regional planning efforts and partner agency activities support federal transportation performance goals related to safety, system condition, and operational effectiveness.

David LeFeber moved to approve Proposed Council Resolution 26-29; Tom Frys seconded the motion. The motion passed unopposed.

g. Adopting the Transportation Conformity Statement for the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050* and the *2026-2030 Transportation Improvement Program* / Proposed Council Resolution 26-30

June McIlquham presented the Transportation Conformity Statement for the LRTP 2050. The document confirms that the projects and recommendations contained in the Long Range Transportation Plan conform to federal air quality requirements and are not expected to cause adverse impacts to regional air quality.

The conformity analysis underwent public review and was evaluated by the Interagency Consultation Group (ICG), which includes representatives from NYSDOT, FHWA, FTA, and other partner agencies. The ICG determined in April 2026 that the LRTP recommendations conform to applicable air quality standards. Staff noted that the conformity statement must be updated whenever the Transportation Improvement

Program (TIP) or Long Range Transportation Plan (LRTP) is amended. The current update primarily reflects changes associated with adoption of the LRTP 2050 and includes only minor revisions to the document text.

Tim Walsh, representing the New York State Department of Environmental Conservation (NYSDEC), emphasized the importance of incorporating data from recent community air monitoring efforts into regional transportation planning and air quality analyses. He noted that the monitoring program included extensive data collection throughout the Rochester area and identified transportation-related sources as a significant contributor to local air quality concerns. He encouraged GTC to ensure that the findings and data from this effort are considered as part of future transportation conformity analyses and planning activities.

Staff acknowledged the value of the community air monitoring data and expressed interest in further coordination with NYSDEC. Staff noted that there may be opportunities to incorporate the information into future reviews and updates and agreed to follow up to ensure the most current and relevant air quality data are available for regional planning efforts.

John Fitzak moved to approve Proposed Council Resolution 26-30; Jim Brady seconded the motion. The motion passed unopposed.

7. New Business

Tim Walsh highlighted several ongoing initiatives related to sustainable transportation and climate resilience. He noted that NYSDEC expects to participate in this year's Get There Green transportation campaign in September and will continue partnering with regional organizations, including GTC and RTS, to promote public transit use and other sustainable transportation options.

Tim Walsh also discussed opportunities to improve transportation system resilience to flooding and extreme weather events. He noted that NYSDEC works closely with NYSDOT, FEMA, and other partners on resiliency initiatives and encouraged communities to explore available funding opportunities, including the Resilient Watersheds Grant Program and hazard mitigation planning grants. He emphasized that these programs can support projects such as culvert replacements and other infrastructure improvements designed to strengthen the transportation network's ability to withstand future flooding and weather-related impacts.

8. Next Meeting

Chairperson Ingalsbe stated that the next GTC Board meeting is scheduled for August 27, 2026, at RGRTA, 1372 East Main Street, Rochester, New York 14609.

9. Adjournment

The meeting was adjourned at 9:25 a.m.

**GENESEE TRANSPORTATION COUNCIL
PLANNING COMMITTEE MEETING**

**CityPlace, 50 West Main Street, Rochester, New York 14614
and via PublicInput.com**

August 13, 2026; 9:30 a.m.

Jurisdiction	Member	Alternate	
Counties			
Genesee County	Laura Wadhams	✓	Justin Gerace
Livingston County	Megan Crowe	✓	Jason Wolfanger
Monroe County	Yversha Román		Rose Bonnick
Ontario County	Christopher Day		Timothy McElligott
Orleans County	Craig Lane		Wayne Krull
Seneca County	Jill Henry		Jason Rearick
Wayne County	Kevin Rooney	✓	David Fantuzzo
Wyoming County	Devin Blue		Matt Verrelli
Yates County	Douglas Rapalee		Matthew Reed
Other Local Members			
Monroe County – Executive	Thomas Frys	✓	Thomas Polech
Monroe County – Planning Board	Yixuan Lin	✓	Patrick Gooch
Monroe County – Supervisors’ Assn.	<i>Vacant</i>		David Dunning
Monroe County – At Large (1)	Henry Herdzik		David Kubiak
Monroe County – At Large (2)	David Lindsay		Jason Kennedy
City of Rochester – Mayor	Kabutey Ocansey	✓	<i>Vacant</i>
City of Rochester – Council	Bridget Monroe		Mitch Rowe
City of Rochester – Planning Commission	Kevin Kelley	✓	<i>Vacant</i>
City of Rochester – At Large	David Riley	✓	Dominic Fekete
Regional Agencies			
Genesee / Finger Lakes Regional Planning Council	Richard Sutherland	✓	Emily Royce
Rochester-Genesee Regional Transportation Authority	Miguel Velázquez		Scott Adair
State Agencies			
Empire State Development Corporation	Stephen Golding		Greg Albert
NYS Department of Environmental Conservation	<i>Vacant</i>		<i>Vacant</i>
NYS Department of Transportation	Bradley Walike		Joel Kleinberg
NYS Thruway Authority	Nicholas Przybylski	✓	Matthew Durawa

Federal Agencies				
Federal Aviation Administration	Evelyn Martinez			
Federal Highway Administration	Ben Fischer			
Federal Transit Administration	Vacant			
GTC Staff Present				
Joe Bovenzi	Al Bartolotta	Lori Maher		
June McIlquham	Cheryl Nieskes	Chris Snyder		
Dave Staas	Omar Suri	Chris Tortora		
Other Attendees Present				
Jody Binnix, NYSDOT	Rich Denbow, Cambridge Systematics	Alex Kone, RGRTA		
David Kruse, LaBella	Henry Litsky, Reconnect Rochester	Mukta Ramola, Cambridge Systematics		
Sarah Schembri, Wayne County Planning Office				

1. Call to Order & Introductions

Kevin Rooney, Planning Committee Chairperson, called the meeting to order at 9:30 a.m. Chris Snyder called the role of Committee members and alternates. The names of other attendees are noted above.

2. Public Forum

No one from the public spoke during the Public Forum.

3. Approval of Minutes

Joel Kleinberg moved to approve the minutes from the May 14, 2026, Planning Committee meeting; Tom Frys seconded the motion. The motion passed unopposed.

4. Announcements and Old Business

1. GTC Office Relocation

Joe Bovenzi reported that GTC is preparing to relocate its office to a larger third-floor suite within the same building, following the building's sale earlier this year and planned renovations to the fifth floor. The new space will provide additional staff workstations and storage, as well as a large conference room that can accommodate Planning Committee, UDC, steering committee, and other meetings, along with consultant interviews. The space will also provide workspace for member agencies when needed. The move is anticipated for November at the earliest.

2. UPWP 2027-2028 Cycle Update

Chris Snyder reported that the 2027-2028 UPWP cycle will begin on August 14, several weeks earlier than in previous years, to allow development of a complete program before Thanksgiving. Application materials, guidance, and a video will be available through the PublicInput page, with applications due September 25. Approximately \$970,000 in federal transportation planning funds is anticipated. The UDC will review and select projects during October and November, followed by Planning Committee consideration and public review beginning in January, Board action in February, and the new UPWP taking effect in April. Mr. Snyder encouraged potential applicants to contact him early to discuss proposed projects before submitting applications.

5. Action Items

a) Unified Planning Work Program (UPWP)

- 1. Recommendation to the GTC Board concerning amending the FY 2026-2027 Unified Planning Work Program to add the Transit Fare Study (UPWP Task 8431) / Proposed Council Resolution 26-31**

Joe Bovenzi presented a proposed UPWP amendment to add the RTS Transit Fare Study and reprogram approximately \$75,000 in FTA planning funds from the

Program Reserve to support the project.

Alex Kone, RGRTA, added that the study will comprehensively review RTS fare structures across fixed-route, paratransit, on-demand, and rural services, including modeling potential impacts, Title VI considerations, and public outreach.

Joe Bovenzi noted that the funds are restricted to transit-related planning activities and are not being redirected from other projects. In response to a question regarding the funding source, he clarified that the funds are from the previous fiscal year and had been carried into the Program Reserve, where they are available for transit-related planning activities.

David Riley moved to recommend approval of Proposed Council Resolution 26-31; Tom Frys seconded the motion. The motion passed unopposed.

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

- a. *Transportation Listening Sessions* (UPWP Task 5201) / Proposed Council Resolution 26-32

Lori Maher reported the collaborative effort between GTC and G/FLRPC was to gather transportation priorities from residents and stakeholders throughout the nine-county region. A total of 12 in-person and virtual listening sessions were conducted, with input identifying common themes including rural mobility, accessibility, roadway safety, pedestrian and bicycle infrastructure, transit, and connections between transportation and land use. The input gathered through the project informed LRTP 2050, the Genesee-Finger Lakes CEDS, and future regional transportation planning and investment decisions.

- b. *Genesee-Finger Lakes Regional Resilience Improvement Plan* (UPWP Task 5752) / Proposed Council Resolution 26-33

Mukta Ramola of Cambridge Systematics presented an overview of the Regional Resilience Improvement Plan, which updates previous regional vulnerability work and is intended to meet FHWA PROTECT Program requirements. The plan evaluates the resilience of the regional transportation system, identifies vulnerabilities, and positions the region to pursue federal resilience funding. The analysis focused on roads, bridges, and culverts and evaluated six regionally significant natural hazards using current conditions and projections through 2050.

She explained that the technical assessment considered four components: vulnerability, risk, criticality, and prioritization. Vulnerability considered an asset's exposure to hazards, susceptibility to damage, and ability to recover; risk translated potential impacts into estimated repair costs; and criticality considered an asset's importance based on factors such as daily use, communities served,

emergency response, and public safety. Risk and criticality were then combined to identify priority assets. Local agencies reviewed the initial criticality assessment through a web map and provided input based on local conditions, which was incorporated into the final analysis. The resulting priority network identifies assets with varying levels of risk and criticality across the nine-county region. The plan also recommends two levels of mitigation strategies: broader policies, programs, and funding strategies, and project-specific measures such as green infrastructure and low-impact design.

Yixuan Lin, Monroe County, asked how the plan could be used moving forward. Mutka Ramola explained that high-risk, high-criticality assets were compared with TIP projects to identify potential priority projects for federal resilience funding. It was also noted that resilience considerations could potentially be incorporated into future TIP project selection criteria.

Committee members discussed that the analysis primarily focuses on facilities eligible for federal funding, while many locally owned roads and bridges also experience flooding and other resilience concerns but may not be federally-aid eligible. Members noted that addressing resilience on one federally eligible facility may not fully resolve a broader problem if nearby local facilities remain vulnerable. Chris Tortora explained that the primary purpose of the plan is to provide access to federal PROTECT funding for eligible assets, which could potentially free other funding resources to address local transportation needs.

c. *City of Rochester Alleyway Reactivation and Conversion Program* (UPWP Task 8757) / Proposed Council Resolution 26-34

David Riley with the City of Rochester explained the project was developed for the City's Transportation Planning Division with support from a project advisory committee representing local agencies, City departments, and neighborhood and community organizations. The study was undertaken to develop a more proactive and comprehensive approach to Rochester's alleyways, which provide important property and parking access, but can also present challenges related to maintenance, vegetation, illegal dumping, cut-through traffic, safety, and other undesirable activities.

The study inventoried approximately 100 alleyways and developed typologies based on their location and function, including residential, mixed-use, commercial/industrial, parking access, pedestrian-only, and potential retail activation areas. The project included assessing existing conditions and needs, public meetings, stakeholder interviews, neighborhood presentations, and a walking tour with the project advisory committee. Recommendations were developed by alley type rather than for individual locations.

He highlighted potential strategies including improved lighting and vegetation management, public art and placemaking, temporary activation of vacant lots and alleys, pavement treatments, traffic controls, speed management, improved

pedestrian and bicycle connections, and green infrastructure. He noted that 79 percent of alleys are within one block of an existing bicycle facility and 81 percent are within one block of a transit stop, creating opportunities for low-stress multimodal connections. The next step will be to prioritize potential improvements and identify funding opportunities.

Joe Bovenzi noted that although the study focuses on the City of Rochester, many villages and hamlets throughout the nine-county region have similar alleyways and could potentially apply concepts and strategies identified through the study.

Yixuan Lin, representing Monroe County Planning, praised the City and consultant team for their community engagement efforts and highlighted the value of the committee's alley tour, which allowed participants to see and better understand alleyways they may have passed regularly without recognizing their function or potential. Kevin Rooney representing Wayne County echoed Joe Bovenzi's observation noting that the presentation prompted recognition of similar alleyways within rural communities.

Megan Crowe moved to recommend approval of Proposed Council Resolutions 26-32 through 26-34; Tom Frys seconded the motion. The motion passed unopposed.

b) Transportation Improvement Program

1. Actions concerning modifying the FFYs 2026-2030 TIP / Planning Committee Resolutions 26-16 through 26-29

Kevin Rooney proposed grouping Proposed Planning Committee Resolutions 26-16 through 26-29 under a single action. No member or alternate objected.

- a. Deferring the Right-of-Way Acquisition of the Griswold Rd Over Murder Creek Bridge Replacement project / Proposed Planning Committee Resolution 26-16

Laura Wadhams reported that the proposed TIP modification would defer Right-of-Way Acquisition funds from FY 2026 to FY 2027 to align with the current project schedule. She noted that permitting delays have affected the schedule and that the adjustment is intended to proactively reflect the anticipated timing of right-of-way activities. Construction funding is still expected to remain on its original schedule.

- b. Increasing the Total Cost of the Rt 414 Over CSX Bridge Rehabilitation (BIN 4064080) project / Proposed Planning Committee Resolution 26-17

Joel Kleinberg described several TIP modifications involving Bridge New York projects. One project had completed PS&E in 2022 but was unable to advance due to unresolved permitting issues between NYSDOT and CSX. An agreement has since been reached, allowing the project to proceed.

Construction and construction inspection costs are being increased to reflect current costs compared with the original 2022 estimate. The additional funding will be provided at the statewide level and will not affect the GTC planning target.

- c. Changing the Federal Fund Source of the Construction Phases of the Hawley Road over Red Creek Bridge Replacement project / Proposed Planning Committee Resolution 26-18

Joel Kleinberg described this project requires a change in funding source between statewide bridge funding programs. The changes are dollar-for-dollar adjustments with no change in project cost and no impact on the regional planning target.

- d. Increasing the Total Cost of the Moscow Rd over Yanty Creek Bridge Replacement (BIN 3317110) project / Proposed Planning Committee Resolution 26-19

Joel Kleinberg described this project requires a change in funding source between statewide bridge funding programs. The changes are dollar-for-dollar adjustments with no change in project cost and no impact on the regional planning target.

- e. Increasing the Construction Phase of the CR 36 over Honeoye Lake Inlet Bridge Replacement project / Proposed Planning Committee Resolution 26-20

Joel Kleinberg reported that additional statewide Bridge New York funding is being provided for the CR 36 project.

He noted that GTC and NYSDOT Region 4 have consistently ranked among the strongest areas in the state for delivering federally funded projects on schedule and within budget, including leading the state in the most recent year. This performance has helped position the region to receive additional funds when they become available statewide.

Committee members recognized GTC, NYSDOT Region 4, project sponsors, and Regional Local Project Liaisons for their roles in successfully delivering projects.

- f. Increasing the Total Cost of the Pavement Markings For 2028 (Westside) project / Proposed Planning Committee Resolution 26-21

Joel Kleinberg explained that the project cost is being increased for the next federal fiscal year to reflect the current estimate. No additional federal aid is being requested; the adjustment is to the non-federal share. He noted that the action is being taken now to establish an accurate cost estimate before federal project delivery performance scoring begins on October 1.

- g. Increasing the Total Cost of the Rt 31 from I-590 to the Vil of Pittsford (WL) project / Proposed Planning Committee Resolution 26-22

Joel Kleinberg explained that the Monroe Avenue project, extending from the Village of Pittsford toward Pittsford Plaza and Brighton, received additional vulnerable roadway user safety funding from NYSDOT. The additional funding will allow the project to expand the originally planned sidewalk improvements and close additional sidewalk gaps. The proposed modification adds right-of-way funding needed to acquire property necessary to construct the expanded sidewalk improvements.

- h. Increasing the Total Cost of the Regional ITS Operations 2026 project / Proposed Planning Committee Resolution 26-23

Joel Kleinberg explained that the ITS Operations modifications support the Transportation Management Center/Regional Traffic Operations Center (TMC/RTOC). The modifications increase funding for FY 2026 and FY 2027 to reflect rising operating costs, particularly the increased cost of ITS equipment.

- i. Increasing the Total Cost of the Regional ITS Operations 2027 project / Proposed Planning Committee Resolution 26-24

Joel Kleinberg explained that the ITS Operations modifications support the Transportation Management Center/Regional Traffic Operations Center (TMC/RTOC). The modifications increase funding for FY 2026 and FY 2027 to reflect rising operating costs, particularly the increased cost of ITS equipment.

- j. Increasing the Total Cost of the Rt 18 Over Northrup Creek and Smith Creek Bridge Replacement project / Proposed Planning Committee Resolution 26-25

Joel Kleinberg explained that the modification increases right-of-way acquisition funding for a project involving two bridges. Because the bridges must be elevated to meet NYSDOT and federal requirements, the extent of the necessary right-of-way impacts could not be determined when the project was initially programmed. A \$1,000 placeholder had been included until design progressed sufficiently to establish the acquisition needs. The project now has a more accurate right-of-way estimate, reflecting the property impacts associated with raising the bridges and their roadway approaches.

- k. Increasing the Federal Share of the Construction Phases of the Rt 15 from Rt 253 to Rt 252 project / Proposed Planning Committee Resolution 26-26

Omar Suri explained that the modification is part of an effort to rebalance

fiscal constraint within the TIP. GTC reviewed available FY 2026 flexible Planning Target funds and identified an opportunity to apply them to the project before the end of the federal fiscal year. The project's non-participating share was reduced as much as possible to allow GTC to fully utilize the available flexible federal funding.

- I. Increasing the Federal Share of the Detailed Design and Construction Phases of the Monroe Co Highway PM #12 project / Proposed Planning Committee Resolution 26-27

Omar Suri explained that the Monroe County project modification uses available FY 2026 NHPP Planning Target funds to reduce the project's non-participating share and fully utilize available FY 2026 funding. He also noted that the modification is part of GTC's broader effort to maintain fiscal constraint, including addressing projected deficits in FY 2027 through FY 2029 for flexible and Large Urban Planning Target funds. The proposed change was developed after the previous TDC meeting and therefore had not been reviewed by the TDC.

- m. Advancing the Engineering Phases of the Rt 15A From Rt 252 to Erie Canal project / Proposed Planning Committee Resolution 26-28

Omar Suri explained that GTC worked with NYSDOT, Monroe County, and the City of Rochester to adjust several projects as part of the effort to maintain fiscal constraint. The adjustments include advancing or deferring project phases and shifting projects between funding sources. For the projects presented, flexible Planning Target funds are being advanced from FY 2028 to FY 2027 for one project and from FY 2029 to FY 2027 for a Monroe County project.

- n. Advancing the Engineering Phases of the Monroe Co Highway PM #13 project / Proposed Planning Committee Resolution 26-29

Tom Frys moved to approve Planning Committee Resolutions 26-16 through 26-29; Joel Kleinberg seconded the motion. The motion passed unopposed.

2. Recommendation to the GTC Board concerning amending the FFYs 2026-2030 TIP / Proposed Council Resolutions 26-35 through 26-49.

Kevin Rooney proposed grouping Proposed Council Resolutions 26-35 through 26-49 under a single action. No Member or Alternate objected.

Joel Kleinberg reported that the first three new projects will bring additional safety funding to the region through the Roadway Departure Safety Action Plan. Counties were eligible to submit projects, which were selected by NYSDOT Main Office based on HSIP eligibility and a data-driven evaluation process. He noted

that the three new safety projects are distributed across the region and represent new funding coming into the area.

- a. Adding the South Street Rd and Fargo Rd Roadway Safety Enhancement Project / Proposed Council Resolution 26-35

On behalf of Genesee County, NYSDOT's request is to add this project to the TIP. This project will provide safety enhancements to South Street Road and Fargo Road in the Towns of LeRoy and Stafford, Genesee County. There are no impacts on Planning Targets and no impacts on any other projects.

- b. Adding the Old Rt 31, Fairville Maple Ridge Rd, And Wayneport Rd Safety Enhancement Project / Proposed Council Resolution 26-36

NYSDOT's request is to add this project to the TIP. This project will implement safety enhancements to Old Rt 31, Fairville Maple Ridge Road, and Wayneport Road in the Towns of Galen, Arcadia, and Macedon, Wayne County. There are no impacts on Planning Targets and no impacts to any other projects.

- c. Adding the CR 36 Roadway Safety Enhancements Project / Proposed Council Resolution 26-37

Ontario County is requesting is to add this project to the TIP. This project will implement safety enhancements to County Road 36 in the Towns of Naples, Canadice, and Richmond, Ontario County. There are no impacts to Planning Targets and no impacts on any other projects.

- d. Advancing the Construction Phases of the Railroad Crossing Enhancement @ Quaker Rd and Canandaigua Rd Project / Proposed Council Resolution 26-38

Joel Kleinberg explained that the project had previously been included in the TIP but was paused due to unresolved issues between NYSDOT and the railroad. The matter went before an administrative law judge, and the parties were directed to reach agreement. Those issues have since been resolved, allowing the project to move forward. The project, which will eliminate a railroad crossing, is being added back to the TIP with an updated schedule and is anticipated for construction during the next construction season.

NYSDOT is requesting to advance the Construction and Construction Inspection Phases now that a final project schedule has been identified. There are no impacts to Planning Targets.

- e. Changing Phases of the Rt 19 over Pearl Creek Bridge Replacement (BIN 1015200) Project / Proposed Council Resolution 26-39

NYSDOT is requesting to increase the Construction Costs to match the current estimate. Also requesting to defer the Right-of-Way Acquisitions Phases due to delays in design approval related to potential archeological concerns.

- f. Deferring the Construction Phases of the Replace Of Various Culverts In Livingston, Monroe, and Wayne Project / Proposed Council Resolution 26-40

NYSDOT is requesting this change due to a delay in obtaining environmental permits for the project.

- g. Increasing the Federal Share of the Construction Phase of the Silver Rd over Little Tonawanda Creek Bridge Replacement Project / Proposed Council Resolution 26-41

This action is requested by the NYSDOT following the award of addition funds from Main Office. This change will replace the Non-Participating Shares on this project with federal aid funds.

- h. Increasing the Federal Share of the Construction Phase of the Walker Rd over Moorman Creek (BIN 3317660) Project / Proposed Council Resolution 26-42

This action is requested by the NYSDOT, in coordination with Monroe County, following the award of additional funds from Main Office to the project. This change will replace the Non-Participating Shares on this project with federal aid funds.

- i. Deferring the Construction Phases and Increasing the Total Cost of the Rt 98 Rehabilitation and Intersection Improvements Project / Proposed Council Resolution 26-43

Town of Batavia is requesting to increase the cost of and defer the Construction Phases of this project due to delayed process of acquiring ten easements necessary to widen the highway and increase the construction cost due to the rise in asphalt prices. The Town is requesting funding through available balances of STBG – Flex funds.

- j. Adding Construction Phases to the Dewey Ave and Emerson St Reconstruction and Intersection Improvement Project / Proposed Council Resolution 26-44

This action would add Large Urban funds to PIN 4CR020 in FFY 2028. The FFY 2028 Large Urban funds added to this project will be provided by PIN 4CR022.

- k. Adding Supplemental Phases and Decreasing the Federal Share to the Main Street Streetscape Phase III Project / Proposed Council Resolution 26-45
This action would provide Large Urban funds to PIN 4CR020 in FFY 2028. The FFY 2029 Supplemental Construction and Construction Inspection phases would be funded with Federal Aid from PIN 4CR026.

- l. Adding Supplemental Phases and Decreasing the Federal Share to the Atlantic Ave/Browncroft Blvd/E Main St/Monroe Ave/N Winton Rd Project / Proposed Council Resolution 26-46

This action would provide Flex funds to PIN 4CR022 in FFY 2029. The FFY 2030 Supplemental Construction and Construction Inspection phases would be funded with Federal Aid from PIN 4CR025.

- m. Adding Supplemental Phases and Decreasing the Federal Share to the Avenue D/Bay St/Joseph Ave Preventive Maintenance Project / Proposed Council Resolution 26-47

This action would provide Large Urban funds to PIN 4CR026 in FFY 2030. The Future Year Supplemental Construction and Construction Inspection phases would be funded with Federal Aid from expected future allocations.

- n. Adding Supplemental Preliminary Engineering Phase and Decreasing the Federal Share of the Wegman Rd Over I-490 Bridge Replacements (1048670 & 1095570) Project / Proposed Council Resolution 26-48

On behalf of NYSDOT, GTC staff is recommending this change to decrease the FFY 2028 federal aid and add an eligible, non-participating share to the project to balance fiscal constraint.

- o. Increasing the Total Cost of the Rt 31, Rt 31A, and Redman Rd Intersection Safety Enhancement Project / Proposed Council Resolution 26-49

NYSDOT is requesting this change to add a Supplemental Preliminary Engineering phase to cover additional design costs. In addition, NYSDOT is requesting an increase in the Construction and Construction Inspection Phases to match the latest cost estimates. The additional funding for the construction phases will be a non-participating share with no impact on Planning Targets or any other projects.

- p. Add a new project: Route 31 from 490 to Wayne Countyline.

Joel Kleinberg described a late addition to the proposed TIP amendments that will bring approximately \$2.5 million in new funding to the region. The NYSDOT Main Office-funded project will resurface a portion of Route 31 in eastern Monroe County, using a mill-and-fill pavement treatment. He noted that the additional investment will help maintain pavement conditions and is another funding gain for the region.

3. Fiscal Constraint Table

Omar Suri reviewed the updated fiscal constraint table and summarized changes made since the TDC meeting. He explained that GTC conducted additional analysis and worked with NYSDOT, Monroe County, and the City of Rochester to better balance available Planning Target funds across fiscal years and funding programs. Adjustments included advancing or deferring project phases and changing funding sources. These changes improved balances in the STBG Flex and STBG Large Urban programs for FY 2027 through FY 2029 and brought the

funding four-year total closer to fiscal balance.

He noted that FY 2026 NHPP and FY 2026 STBG Flex funds are now fully programmed. While the Large Urban program remains slightly over-programmed across the four-year total, the balance has improved considerably from the previous review. This was achieved by using available FY 2026 funds to reduce non-participating shares. The fiscal constraint table will be updated before the Board meeting to incorporate the additional walk-in project.

Committee members noted the unusual circumstance of having approximately \$2.3 million available in the current year while being over-programmed by approximately \$400,000 across the four-year period. Staff explained that although GTC generally seeks to use available funds as early as possible, particularly because of inflation, available FY 2026 funds cannot necessarily be applied to projects if projects are not ready to advance or the available funding sources do not align with project eligibility. Staff will continue to look for opportunities to advance eligible project phases and improve the balance. Members acknowledged the complexity of the current fiscal constraint situation and thanked GTC, NYSDOT, and project sponsors for working collaboratively on the adjustments.

Tom Frys moved to recommend approval of Proposed Council Resolutions 26-35 through 26-49; Yixuan Lin seconded the motion. The motion passed unopposed.

c. Long Range Transportation Plan

1. No action items.

d. Related Activities

1. Action concerning approving the *Draft 2026 Public Participation Plan* / Proposed Council Resolution 26-50

Lori Maher explained that the Plan establishes how the public can participate in GTC's planning processes, how participation opportunities are communicated, and how GTC works to make those processes accessible. The draft Plan was released for a 45-day public review period from May 18 through June 29 and was promoted through a legal notice, media release, social media, direct email, and a project webpage where the public could review the draft and submit comments. No public comments were received during the review period.

Joel Kleinberg moved to recommend approval of Proposed Council Resolution 26-50; David Kubiak seconded the motion. The motion passed unopposed.

2. Action concerning approving the *2026 Coordinated Public Transit Human Services Transportation Plan* / Proposed Council Resolution 26-51

Al Bartolotta presented an overview of the 2026 Coordinated Public Transit Human Services Transportation Plan, the five-year update to the plan adopted in 2021. He explained that the regional plan supports the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program and is intended to identify and coordinate transportation needs and services for older adults, people with disabilities, and other mobility-challenged populations. GTC also uses the plan to help evaluate Section 5310 funding applications in coordination with NYSDOT.

The update included an inventory of transportation providers and services, analysis of socioeconomic and demographic trends, and input from an advisory committee, transportation providers, and riders. He noted that overall demographic trends and transportation needs have remained relatively constant since the previous update. He highlighted the particularly high levels of low-income households and households without vehicle access in Rochester, underscoring the importance of transit for mobility. RTS remains the region's primary transit provider, supplemented by paratransit, on-demand services, county Offices for the Aging, ARC organizations, and numerous nonprofit and private transportation providers.

Provider and rider surveys identified several continuing challenges. Providers cited limited funding as a significant concern, while riders identified the need for expanded transit coverage and improved inter-county transportation, particularly for access to medical services. More than 3,000 RTS rider responses were incorporated into the analysis. Recommended strategies include improved regional connectivity and coverage, infrastructure and accessibility improvements such as sidewalks, bus shelters and crosswalks, expanded transportation services, improved technology and information access, and mobility management and education. He emphasized that proposed Section 5310 projects must be consistent with needs and strategies identified in the Coordinated Plan to be eligible for consideration.

One attendee asked about the percentage of households without vehicle access in the region compared with New York State and national levels. Al noted that New York State's higher percentage is influenced significantly by New York City and that lower-income areas generally have higher rates of households without vehicle access.

A question was also raised about how Section 5310 applications from Seneca and Yates counties are handled and whether they are evaluated through a different NYSDOT region. Staff agreed to follow up to ensure those counties are appropriately included in the funding process. The discussion also noted that Section 5310 funding is typically awarded every 2-3 years, with the most recent round providing approximately \$1.8 million to nine agencies, including support for mobility management programs. Staff reiterated that funded activities must align with the needs and strategies identified in the Coordinated Plan.

Megan Crowe moved to recommend approval of Proposed Council Resolution 26-51; Joel Kleinberg seconded the motion. The motion passed unopposed.

Megan Crowe explained that Livingston County is evaluating whether to bring mobility management services in-house. While the County works with Lifespan on the regional mobility management web portal, it does not currently contract mobility management services in the same manner as Monroe and Ontario counties. She noted that the County may build upon the plan's recommendations as it considers its approach, including potential use of Section 5310 funding.

Discussion also addressed whether the plan's mobility management recommendation could encompass not only staffing, but also technology and other program-related costs. Staff confirmed that these costs could be eligible and noted that regional coordination among agencies is viewed favorably when Section 5310 applications are evaluated.

6. Reports

a) Status of UPWP Projects

Joe Bovenzi provided brief updates and highlights on UPWP projects. Detailed project status information is available in the meeting materials.

Project sponsors and GTC staff provided brief updates on active UPWP projects. GTC staff noted that the Thruway Detour Route Plan contract is under development and that work has begun to initiate a more comprehensive update of the Congestion Management Process.

Chris Tortora provided an update on G/FLRPC's Regional Population Forecast 2060, noting that G/FLRPC is working from updated Cornell population projections and will develop municipal-level forecasts from the county-level control totals. Changes to Cornell's methodology resulted in some delays, with an update anticipated for the Planning Committee in October or November.

Yixuan Lin, Monroe County reported that the first Project Evaluation Meeting for the Safe Routes to School project is scheduled for August 26. The County's Active Transportation Implementation Plan held its first public open house on July 16 and received 315 online survey responses. The project focuses on County-owned facilities. Data collection for the Land Use Monitoring Report is complete, and analysis and preparation of the final report are underway. The County also reported progress on its intersection improvement program, with seven active studies underway.

NYS DOT reported that consultant interviews for the I-490 Center City Operations Study are scheduled for the following week and that the Mount Read Boulevard Corridor Study is underway. GTC staff reported that the Nunda Active Transportation Plan contract is under review, the Manchester Active Transportation Plan contract is in development, and Ontario County's Task 7431 is progressing well.

Scott Adair reported that the contract for the Rochester Public Market Access, Mobility, and Development project is being developed for Board consideration on September 2. RGRTA's service performance monitoring and refinement activities continue monthly.

Wyoming County reported that proposals for its transportation planning project are due the following day, with significant consultant interest received. Data collection for the Wyoming County Active Transportation Plan remains underway. The multi-county guiderail assessment is in the consultant selection phase.

GTC staff reported that the Ovid Active Transportation Plan has begun and data collection is underway. The Gates and Batavia active transportation plans are also underway.

Interest in advancing the Hamlet of Ontario project was reconfirmed, and staff will work with the community to develop an updated scope.

b) Status of SS4A Program

Al Bartolotta provided an update on the Safe Streets and Roads for All (SS4A) Local Road Safety Plans. The consultant team has largely completed the initial data collection and analysis and is working with local governments to review the findings and provide local input. The project is also beginning to identify potential emphasis areas based on crash data and trends, including speeding, roadway departures, and crash types.

Public engagement is ongoing throughout the region. Outreach has included pop-up events at county fairs and other community events, along with county-specific project webpages that provide opportunities for residents to review information and submit input. During discussion, Livingston County expressed interest in additional coordination regarding the data, website, and opportunities for public involvement. Al Bartolotta indicated that staff would follow up with the County and share information received from the consultant team.

c) TIP Staff Modifications

Joe Bovenzi reported that since the last Planning Committee meeting, the TIP Development Committee has concurred with eight staff modification requests. A report was included in the meeting package.

d) Federal Legislative and Funding Update

Surface Transportation Reauthorization

Joe Bovenzi provided an update on federal transportation legislation and funding. He noted that the IIJA expires September 30 and that the House Transportation and Infrastructure Committee has advanced the proposed BUILD America 250 Act as the next transportation reauthorization. The House proposal remains under consideration, while the Senate has not yet released its version. The House and Senate proposals will ultimately need to be reconciled before a new reauthorization can be enacted.

He reported that both chambers have passed continuing resolutions, with differences still to be resolved following the August recess. For GTC, the continuing resolutions are generally expected to maintain current transportation funding levels and program eligibility. However, neither proposal extends the advance appropriations used to fund several IIJA transportation programs, which could potentially affect certain federal funding sources. GTC and the Association of Metropolitan Planning Organizations will continue to monitor these developments.

Joe Bovenzi provided an overview of the proposed BUILD America 250 Act, a five-year, approximately \$580 billion transportation reauthorization proposal. He highlighted several provisions of particular interest to MPOs, including a potential increase of nearly 10 percent in metropolitan planning funding, an increase in the federal cost share from 80 percent to 90 percent, and expanded eligibility for the use of metropolitan planning funds. The proposal could also allow MPOs to become direct recipients of metropolitan planning funds, although doing so would bring additional federal reporting requirements.

He also highlighted proposed increases in Surface Transportation Block Grant and Bridge Formula Program funding. While some existing programs would be repealed or modified, many of their activities could remain eligible through STBG or other programs. The proposal would repeal the PROTECT formula program while retaining discretionary resilience funding. It would also continue SS4A with greater emphasis on implementation rather than planning and establish a new grant program focused on intermodal and multimodal projects in urban, rural, and regional areas.

He also noted that the proposal remains under consideration and that additional updates will be provided as the reauthorization process advances.

e) Other GTC Matters

Nothing to report.

f) Member Agency and Partner Updates

Nothing to report.

7. New Business

Nothing to report.

8. Public Forum

No one provided comments.

9. Next Meeting

Kevin Rooney announced that the next Planning Committee meeting is scheduled for October 8, 2026. All materials for items to be considered at this meeting should be

submitted to GTC staff no later than Friday, September 25, 2026.

Joe Bovenzi noted that if the October meeting is cancelled for lack of action items, the next meeting will be on November 19.

10. Adjournment

The meeting was adjourned at 11:08 a.m.

Megan Crowe moved to adjourn the meeting; Joel Kleinberg seconded the motion. The motion passed unopposed.

Link to video recording: <https://publicinput.com/PR6432>

MEMORANDUM

TO: Genesee Transportation Council Members & Alternates
FROM: Joseph M. Bovenzi, AICP, Executive Director *JMB*
DATE: August 20, 2026
SUBJECT: Staff Modifications to the *FFYs 2026-2030 Transportation Improvement Program*

The GTC TIP Procedures Manual allows GTC staff to make minor modifications to TIP projects with concurrence from the TIP Development Committee (TDC). The Procedures Manual requires that certain changes be reported to the GTC Board for informational purposes.

On July 8, 2026, the TDC raised no objections to the following changes:

1. Staff Modification 26-04:

- Advance the **Replace 40-Ft Buses (FFY 2027)** project (PIN 482366) – RGRTA

RGRTA requested this change to complete the request for transfer of funds from FHWA CMAQ to FTA 5307 for the programmed year of FFY 2026. The increase in Local share reflects NYSDOT policy regarding matching funds for CMAQ. These funds were not available to any other project sponsors, and this change did not impact any other projects or fiscal constraint.

- Advance the **Replace 40-Ft Buses (FFY 2028)** project (PIN 482367) – RGRTA

RGRTA requested this change to increase SDF funds with the combination of the NYSDOT Accelerating Transit Capital Program (ATC) and Modernization and Enhancement Formula Program 9MEP). The utilization of the State funds removed future FTA funds from the project and simplified the FTA award agreement process. These funds were not available to any other project sponsors, and this change did not impact any other projects or fiscal constraint.

On July 23, 2026, the TDC raised no objections to the following changes:

1. Staff Modification 26-05:

- Defer the **Supplemental Planning, Traffic Calming Demonstration Project & Project Monitoring** project (PIN 4CR027) – City of Rochester

The City of Rochester requested this change due to the delay in the execution of the 2024 SS4A grant agreement. These funds are grant funds dedicated to this project, and this change does not impact any other projects or fiscal constraint.

- Defer the **North Clinton Avenue Implementation** project (PIN 4CR028) – City of Rochester

The City of Rochester requested this change due to the delay in the execution of the 2024 SS4A grant agreement. These funds are grant funds dedicated to this project, and this change does not impact any other projects or fiscal constraint.

- Defer the **Chili Avenue and East Main Street Implementation** project (PIN 4CR029) – City of Rochester

The City of Rochester requested this change due to the delay in the execution of the 2024 SS4A grant agreement. These funds are grant funds dedicated to this project, and this change does not impact any other projects or fiscal constraint.

- Defer the **Lexington Avenue Street Implementation** project (PIN 4CR030) – City of Rochester

The City of Rochester requested this change due to the delay in the execution of the 2024 SS4A grant agreement. These funds are grant funds dedicated to this project, and this change does not impact any other projects or fiscal constraint.

- Increase the Total Cost of the **Cheese Factory Rd Over Keshequa Creek Bridge Replacement** project (PIN 4BNY78) – Livingston County

Livingston County requested this change to increase the construction cost based on revised preliminary construction estimate. Livingston County proposed to increase an eligible, non-participating share that is currently programmed on the project to move forward. The county also requested additional federal aid be added to the project if it becomes available. There is no impact on Planning Target funds.

- Add Supplemental Phase to the **Joy Rd over Salmon Creek Bridge Superstructure Replacement** project (PIN 4BNY81) – Wayne County

NYS DOT requested this action following the award of additional funds from Main Office. This change will replace non-participating shares on this project with federal aid funds.

- Defer the **Bluff Drive Roadway Safety Enhancements** project (PIN 476155) – Town/Village of East Rochester

The Town/Village of East Rochester requested this change to defer the Detailed Design Phase due to delays obtaining the final agreements and preparing proposed design. There is no change to the project scope or total budget, and no impacts on Planning Target funds.

- Add Supplemental Phase to the **Hamlet of Greigsville Corridor Improvements** project (PIN 476151) – Town of York

The Town of York requested this change to add a supplemental FFY 2027 ROWI Phase. Funds will be transferred from the FFY 2027 Construction Phase to cover the cost of the Supplemental ROWI Phase, so there is no change to the overall project cost or federal share. The change covers work associated with drainage improvements that must be made prior to the construction of sidewalks and other related infrastructure elements.

- Increase the Total Cost of the **Gillette Rd Over Unnamed Creek Bridge Replacement** project (PIN 4BNY79) – Orleans County

Orleans County requested this change to increase the cost of the Construction Phase based on the revised estimate. Orleans County proposed to add an eligible, non-participating share to the project to move forward. The county has also requested additional federal aid be added to the project if it becomes available. There is no impact on Planning Target funds.

- Increase Federal Share of the **Pavement Markings for 2027 (Eastside)** project (PIN 4T3523) – NYSDOT

GTC staff recommended that the federal aid share of the Construction Phase be increased to draw down a balance of FFY 2026 NHPP funds.

MEMORANDUM

TO: Genesee Transportation Council Members & Alternates
FROM: Joseph M. Bovenzi, AICP, Executive Director *JMB*
DATE: August 20, 2026
SUBJECT: Amending the *FY 2026-2027 Unified Planning Work Program* to Add the RGRTA Transit Fare Study (UPWP Task 8431) / Proposed Council Resolution 26-31

RGRTA has requested an amendment to the *FY 2026-2027 Unified Planning Work Program* to add the RGRTA Transit Fare Study (UPWP Task 8431). The purpose of this project is to perform a comprehensive review of current fare structures and model potential future fare structures for RTS Connect, RTS On Demand, and RTS Access.

The total project budget is \$173,590. \$75,294 in FTA planning funds will be reprogrammed from UPWP Task 1600, Program Reserve, to this project. The balance of \$98,296 will be provided from RGRTA funds. This project is currently the only project that is eligible for the use of these FTA funds.

The attached resolution and exhibits provided additional information on this project. Exhibit 1 provides a summary of the impact of this change on UPWP Task 1600, Program Reserve. Exhibit 2 provides the UPWP Task Page that will be included in the amended *FY 2026-2027 Unified Planning Work Program*.

The following items are provided for your consideration:

1. **Proposed Council Resolution 26-31** (Amending the *FY 2026-2027 Unified Planning Work Program* to Add the RGRTA Transit Fare Study (UPWP Task 8431))
2. **Exhibit 1** (Proposed revisions to the *FY 2026-2027 UPWP* budget)
3. **Exhibit 2** (Proposed UPWP Task 8431 Description Page)

Recommended Action:

Approve Proposed Council Resolution 26-31, Amending the FY 2026-2027 Unified Planning Work Program to Add the RGRTA Transit Fare Study (UPWP Task 8431)

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-31 *Amending the FY 2026-2027 Unified Planning Work Program to Add the RGRTA Transit Fare Study (UPWP Task 8431)*

WHEREAS,

1. The Genesee Transportation Council (GTC) adopted the *FY 2026-2027 Unified Planning Work Program* (UPWP) at its February 26, 2026, meeting;
2. RGRTA seeks to amend the *FY 2026-2027 UPWP* to include the RGRTA Transit Fare Study (UPWP Task 8431);
3. The RGRTA Transit Fare Study will be partially funded with FTA funds currently programmed in the *FY 2026-2027 UPWP* under Program Reserve (UPWP Task 1600);
4. GTC wishes to amend the *FY 2026-2027 UPWP* to add the RGRTA Transit Fare Study and reprogram \$75,294 in FTA funds from the Program Reserve task to the RGRTA Transit Fare Study task, as detailed in the attached exhibits.

NOW, THEREFORE, BE IT RESOLVED

1. That the *FY 2026-2027 Unified Planning Work Program* be amended to include the *RGRTA Transit Fare Study* (UPWP Task 8431) as detailed in the attached exhibits; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Chairman 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 August 27, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

**Proposed Revisions to FY 2026-2027 UPWP Budget
Adjusting the Budget to Reflect Additional Task
(Federal Funds Only)**

Exhibit 1

			<u>Column A</u>	+	<u>Column B</u>	=	<u>Column C</u>
<i>Agency</i>	<i>Task No.</i>	<i>Project</i>	<i>Estimated FY 2026-2027 UPWP Budget</i>		<i>Actual Adjustment to FY 2026-2027 UPWP Budget</i>		<i>Revised FY 2026-2027 UPWP Budget Amount Pending Action</i>
RGRTA	8431	Transit Fare Study	0		75,294		75,294
		Net Total Adjustment - RGRTA	<u>0</u>		<u>75,294</u>		<u>75,294</u>
		Net Total Adjustment - Other Member Agencies	0		75,294		75,294
GTC	1600	Program Reserve	820,973		-75,294		745,679
		Net Total Adjustment - GTC	<u>820,973</u>		<u>-75,294</u>		<u>745,679</u>
		Net Total Adjustment - FY 2026-2027 UPWP	<u>820,973</u>		<u>0</u>		<u>820,973</u>

EXHIBIT 2

8431 – RGRTA Transit Fare Study

Objective: To perform a comprehensive review of current fare structures and model potential future fare structures.

Classification: Technical/Data Collection

Participants: RGRTA (Lead Agency), and GTC staff.

Budget:

Sources of Funds		Uses of Funds	
	FY 2026-27		FY 2026-27
<u>Federal Funds</u>		<u>GTC</u>	
FHWA	\$0	Staff	\$0
FTA	\$75,294	Contractual	\$0
Subtotal	\$75,294	Subtotal	\$0
<u>Matching Funds</u>		<u>Other Agency</u>	
State (In-kind)	\$0	Staff	\$0
Local (In-kind)	\$0	Contractual	\$173,590
Local (Cash)	\$98,296	In-kind Exp.	\$0
Subtotal	\$98,296	Subtotal	\$173,590
<u>Total</u>	<u>\$173,590</u>	<u>Total</u>	<u>\$173,590</u>

Process: Issue RFP. Engage a consultant. Review current fare structure and conduct benchmarking with peer transit agencies. Develop recommendations for primary and secondary fare structures for RTS Connect, RTS On Demand, and RTS Access. Model five-year revenue and ridership projections for each recommendation. Develop a Public Participation Plan and conduct at least three (3) public outreach sessions. Conduct a Title VI fare equity analysis evaluating Disparate Impact (DI) and Disproportionate Burden (DB) of the chosen fare structure in accordance with FTA Circular 4702.1B.

Schedule:	1. Consultant Selection	Summer 2026
	2. Review of current fare structure & benchmarking	Summer 2026
	3. Fare recommendations & modeling	Fall 2026
	4. Public stakeholder engagement	Winter 2026-2027
	5. Develop recommendations	Winter 2027
	6. Final report completed	Winter 2027
	7. Financial closeout	Winter 2027

Products:

1. Benchmarking Summary, Recommendation Report, Fare Revenue and Ridership Modeling Tool, Public Participation Plan, Title VI Fare Equity Analysis Report, and Executive Summary on findings and recommendations
2. Steering committee and public meeting materials

MEMORANDUM

TO: Genesee Transportation Council Members & Alternates
FROM: Joseph M. Bovenzi, AICP, Executive Director *JMB*
DATE: August 20, 2026
SUBJECT: Accepting reports as evidence of completion of UPWP Tasks / Proposed Council Resolutions 26-32 through 26-34

The following items are provided for your consideration:

1. **Proposed Council Resolution 26-32** (Accepting the *Transportation Listening Sessions* as evidence of completion of UPWP Task 5201) and the **Executive Summary** of the project.
2. **Proposed Council Resolution 26-33** (Accepting the *Genesee-Finger Lakes Regional Resilience Improvement Plan* as evidence of completion of UPWP Task 5752) and the **Executive Summary** of the project.
3. **Proposed Council Resolution 26-34** (Accepting the *City of Rochester Alleyway Reactivation and Conversion Program* as evidence of completion of UPWP Task 8757) and the **Executive Summary** of the project.

Recommended Action:

Approve Proposed Council Resolutions 26-32 through 26-34.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-32 Accepting the *Transportation Listening Sessions* as evidence of completion of UPWP Task 5201

WHEREAS,

1. The *FY 2026-2027 Unified Planning Work Program* includes Task 5201, Transportation Listening Sessions, for the purpose of soliciting community input on the *Long Range Transportation Plan 2050*;
2. Said Task conducted public and stakeholder engagement for the development of the *Long Range Transportation Plan 2050* through in-person and virtual sessions, held throughout the region, that helped spread awareness of the purpose of the Long Range Transportation Plan and the plan development process, obtained feedback on issues and opportunities presented in the plan, and informed the research and development of plan recommendations;
3. Said Task has been completed and resulted in 12 online and in-person listening sessions held in the summer and fall 2025 that informed the *L RTP 2050*; and
4. Said Task has been monitored and reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the *Transportation Listening Sessions* as evidence of completion of UPWP Task 5201; and
2. That this resolution takes effect immediately.

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 August 27, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

MEMORANDUM

To: Genesee Transportation Council

From: Genesee/Finger Lakes Regional Planning Council (G/FLRPC)

Re: Executive Summary for Transportation Listening Sessions Task #5201

Date: July 1, 2026

The Transportation Listening Sessions were conducted to engage residents and stakeholders across the Genesee-Finger Lakes Region and gather firsthand input on transportation concerns, needs, and opportunities. The effort provided an opportunity for people representing urban, suburban, village, and rural communities to share their experiences with the regional transportation system and identify issues affecting mobility, accessibility, safety, and quality of life. The information collected through this initiative informed multiple regional planning efforts and strengthened the transportation planning process by incorporating community perspectives alongside technical analysis.

As part of the 2024-2025 Unified Planning Work Program (UPWP), the Genesee/Finger Lakes Regional Planning Council (G/FLRPC) received transportation planning funds through the Genesee Transportation Council (GTC) to conduct a series of Transportation Listening Sessions throughout the Genesee-Finger Lakes Region. The project represented a collaborative effort between the two regional agencies to engage residents across the nine-county planning region while emphasizing transportation sustainability, improved air quality, transportation access, and the unique mobility challenges facing both urban and rural communities.

When the project was initiated, both regional agencies intended to use the information gathered through the Transportation Listening Sessions to support ongoing planning initiatives. G/FLRPC planned to incorporate the input into its Climate Smart Communities (CSC) Program to help identify strategies that advance sustainability and reduce greenhouse gas emissions from transportation sources, while GTC planned to use the input to inform development of the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050 (LRTP 2050).

During the course of the project, G/FLRPC experienced a temporary gap in funding for technical assistance supporting the Climate Smart Communities Program. As a result, the primary purpose of the Transportation Listening Sessions shifted to serving as the first phase of public engagement for GTC's LRTP 2050. However, the information collected through the sessions continued to provide value to G/FLRPC. The broad public input regarding transportation conditions, mobility needs, and regional transportation

priorities informed the transportation element of the Genesee-Finger Lakes Comprehensive Economic Development Strategy (CEDS). Themes identified through the Listening Sessions helped ground the CEDS transit discussion in the experiences of residents, service providers, and other regional stakeholders. This input strengthened the connection between transportation access and broader economic development priorities, including access to employment, essential services, and opportunities throughout the region. Since completion of the Listening Sessions, funding for G/FLRPC's Climate Smart Communities Program has resumed, allowing the organization to continue advancing climate planning and technical assistance for municipalities throughout the region. G/FLRPC coordinated the logistics for twelve Transportation Listening Sessions conducted throughout the nine-county planning region. The Council publicized each meeting, secured venues, facilitated both in-person and virtual sessions, and documented participant comments following each event. By leveraging G/FLRPC's longstanding relationships with local governments, community organizations, and regional partners, GTC was able to conduct a broader and more geographically diverse public engagement effort than would have otherwise been possible. A complete list of Listening Sessions and meeting summaries is provided in the Appendix.

Comments received during the twelve Transportation Listening Sessions reflected the perspectives of residents, local officials, transportation providers, disability advocates, county and municipal staff, and other stakeholders representing communities throughout the region. While individual concerns varied by location, several common themes emerged, including the need to improve rural transportation options, enhance accessibility for older adults and people with disabilities, improve pedestrian and bicycle infrastructure, address roadway safety concerns, strengthen connections between transportation and land use, and expand opportunities for walking, bicycling, and transit.

The Transportation Listening Sessions served as the first phase of public and stakeholder engagement for LRTP 2050 and helped identify transportation issues and opportunities across the region. Community input directly informed the development of the Plan's goals, strategies, and recommendations related to health and safety, access and mobility, system management and maintenance, sustainability and resilience, and economic development. In addition, the broad transportation themes documented through the Listening Sessions informed the transportation element of the Genesee-Finger Lakes Comprehensive Economic Development Strategy (CEDS), demonstrating the value of collecting regional public input that can support multiple planning initiatives. Together, these efforts ensure that community perspectives will continue to guide future transportation planning studies, project development, and investment decisions throughout the Genesee-Finger Lakes Region.

Health & Safety

County Pair	Identified Issue	Standardized Issue Label	Dot Count	Total dots	% of Total Dots	Notes or Quotes
Monroe	Better Bike lanes - safer for bikers and	Safe Walking and Biking	15	28	53.57%	
Monroe	Transit Related GhG emmissions (air	Safe and Accessible Transit	2	28	7.14%	
Monroe	Increasing sidewalk accessibility for differently abled individuals	Safe Walking and Biking	3	28	10.71%	
Monroe	Weather hazards	Safe Roads and Intersections	1	28	3.57%	
Monroe	Speeding	Traffic Speed and Enforcement	1	28	3.57%	
Monroe	Potholes & other road hazards	Safe Roads and Intersections	0	28	0.00%	
Monroe	Stateroad safety	Safe Roads and Intersections	1	28	3.57%	
Monroe	Not enough speed bumps	Traffic Speed and Enforcement	0	28	0.00%	
Monroe	Supporting complete Street	Safe Walking and Biking	3	28	10.71%	
Monroe	Shelters at bus stops	Safe and Accessible Transit	2	28	7.14%	
Ontario & Wayne	Recreational/ Pedestrian Safety (Bikes,	Safe Walking and Biking	6	11	54.55%	
Ontario & Wayne	Public Transit Shelters	Safe and Accessible Transit	0	11	0.00%	
Ontario & Wayne	Support non-vehicle transit to decrease road congestion	Safe and Accessible Transit	5	11	45.45%	
Ontario & Wayne	Main streets better integrated for non-vehicle transit safety (i.e. bike lines, better signals, cross walk guards, etc).	Safe Walking and Biking	0	11	0.00%	
Ontario & Wayne	Concerns with aging populations and lack of emergency services	Equity in Safety for All Users	0	11	0.00%	
Yoming & Livingst	Aging population medical transit	Safe and Accessible Transit	0	8	0.00%	
Yoming & Livingst	speed limits & safer crosswalks/side	Safe Walking and Biking	3	8	37.50%	
Yoming & Livingst	Intersection safety	Safe Roads and Intersections	2	8	25.00%	
Yoming & Livingst	Cyclist and pedestrian safety	Safe Walking and Biking	2	8	25.00%	
Yoming & Livingst	more bike lanes	Safe Walking and Biking	1	8	12.50%	
Yates & Seneca	Lack of bike lanes	Safe Walking and Biking	2	12	16.67%	
Yates & Seneca	minimal shoulders - issues with	Safe Roads and Intersections	1	12	8.33%	
Yates & Seneca	Medicaid transit not reliable	Safe and Accessible Transit	3	12	25.00%	
Yates & Seneca	Safe streets and complete streets is	Safe Walking and Biking	1	12	8.33%	
Yates & Seneca	Better side walks	Safe Roads and Intersections	1	12	8.33%	
Yates & Seneca	Bike safety enforcement	Safe Walking and Biking	4	12	33.33%	

Access & Mobility

County Pair	Identified Issue	Standardized Issue Label	Dot Count	Total dots	% of Total Dots	Notes or Quotes
Monroe	Affordable housing near transit lines	Reliable and Affordable Transit	0	26	0.0%	
Monroe	Not enough grid access to expand EV	Reliable and Affordable Transit	0	26	0.0%	
Monroe	Public Transit services are not reliable for getting to work, school, etc on time.	Reliable and Affordable Transit	10	26	38.5%	
Monroe	Public Transit trip lengths take a disproportionately long amount of time compared to the same trip in a personal vehicle.	Reliable and Affordable Transit	2	26	7.7%	
Monroe	Need more volunteer driver programs	Access for Vulnerable Populations	0	26	0.0%	
Monroe	Public Transportation should be free	Reliable and Affordable Transit	2	26	7.7%	
Monroe	There are major gaps in service in low-income	Reliable and Affordable Transit	4	26	15.4%	
Monroe	Traffic / congestion	Traffic and Congestion Equity	0	26	0.0%	
Monroe	Better support for differently abled communitites to get transport for work, etc.	Access for Vulnerable Populations	3	26	11.5%	
Monroe	Expand RTS service farther	Regional and Rural Connectivity	1	26	3.8%	
Monroe	Express Lanes	Traffic and Congestion Equity	1	26	3.8%	
Monroe	More sidewalks in general	Reliable and Affordable Transit	1	26	3.8%	
Monroe	Better support for the aging population who need service to health services	Access for Vulnerable Populations	2	26	7.7%	
Ontario & Wayne	Main Streets dealing with high levels of	Traffic and Congestion Equity	4	11	36.4%	
Ontario & Wayne	Expanding public transportation	Reliable and Affordable Transit	2	11	18.2%	
Ontario & Wayne	Parking issues	Traffic and Congestion Equity	0	11	0.0%	
Ontario & Wayne	Young work force have minimal access to reliable transit for jobs	Reliable and Affordable Transit	2	11	18.2%	
Ontario & Wayne	Medicaid cuts decreasing medical transit	Access for Vulnerable Populations	1	11	9.1%	
Ontario & Wayne	Better housing that connects more effectively to job and transportation hubs	Housing and Transportation Connection	3	11	27.3%	
Wyoming & Livingston	Transit out of food deserts	Housing and Transportation Connection	0	10	0.0%	
Wyoming & Livingston	Barriers to transit study implementation	Community Voice and Barriers	3	10	30.0%	
Wyoming & Livingston	Community opinion should have more weight in planning transit decisions	Community Voice and Barriers	1	10	10.0%	
Wyoming & Livingston	Grant application turn around time is too short	Community Voice and Barriers	1	10	10.0%	
Wyoming & Livingston	rural areas lack mobility	Regional and Rural Connectivity	2	10	20.0%	
Wyoming & Livingston	lack of cross-county interconnectivity via public transit	Regional and Rural Connectivity	1	10	10.0%	
Wyoming & Livingston	public transit service hors are limiting for access	Access to Jobs and Services	2	10	20.0%	
Yates & Seneca	Better access to services and jobs	Access to Jobs and Services	1	12	8.33%	
Yates & Seneca	Not a lot of personal vehicles	Regional and Rural Connectivity	0	12	0.00%	
Yates & Seneca	Public Transit headway/schedule issues - hours of operations are limiting	Reliable and Affordable Transit	5	12	41.67%	
Yates & Seneca	Horse traffic issues and slow traffic	Traffic and Congestion Equity	2	12	16.67%	
Yates & Seneca	Lack of walkability	Reliable and Affordable Transit	4	12	33.33%	

Economic Development

County Pair	Identified Issue	Standardized Issue Label	Dot Count	Total dots	% of Total Dots	Notes or Quotes
Monroe	More reliable public transit service leads directly to better access to work, school, job opportunities which in turn betters our economy	Transit and Job Access	9	26	34.6%	
Monroe	Bike lanes in areas of tourism	Tourism and Local Economy	1	26	3.8%	
Monroe	Expand RTS on Demand	Transit and Job Access	2	26	7.7%	
Monroe	Emphasize complete streets program for planning	Infrastructure for Economic Growth	3	26	11.5%	
Monroe	Invest in visible signs, bike racks, shoulders for trails, etc.	Infrastructure for Economic Growth	1	26	3.8%	
Monroe	Better mobility for young adult/teenage access to jobs	Transit and Job Access	2	26	7.7%	
Monroe	Quality of life in relation to ones mobility options	Equity and Economic Mobility	4	26	15.4%	
Monroe	Downtown core connection between Buffalo and Rochester	Tourism and Local Economy	4	26	15.4%	
Ontario & Wayne	Mobility leading to increased tourism	Tourism and Local Economy	2	13	15.4%	
Ontario & Wayne	Traffic issues in tourism hubs	Tourism and Local Economy	2	13	15.4%	
Ontario & Wayne	People feel stuck - person economic mobility issues	Transit and Job Access	2	13	15.4%	
Ontario & Wayne	Need more sidewalks, bikelanes, and others to increase attraction from tourists	Infrastructure for Economic Growth	2	13	15.4%	
Ontario & Wayne	Lack of funding to invest in community projects	Funding and Investment	3	13	23.1%	
Ontario & Wayne	Green spaces near roads	Infrastructure for Economic Growth	1	13	7.7%	
Ontario & Wayne	Downtown core connection between Buffalo and Rochester	Tourism and Local Economy	1	13	7.7%	

Wyoming & Livingston	Fiscal transit responsibility	Funding and Investment	1	10	10.0%	
Wyoming & Livingston	Better transit leads to access to more jobs	Transit and Job Access	2	10	20.0%	
Wyoming & Livingston	taking planning and making it actionable	Long-Term and Regional Planning	2	10	20.0%	
Wyoming & Livingston	long term planning for transit has issues of reliance	Long-Term and Regional Planning	2	10	20.0%	
Wyoming & Livingston	site development infused with active and alternative trasnit mobility	Infrastructure for Economic Growth	3	10	30.0%	
Wyoming & Livingston	workforce development EV maintenance (training)	Transit and Job Access	0	10	0.0%	
Yates & Seneca	YTS public transit should expand services	Transit and Job Access	4	12	33.33%	
Yates & Seneca	Better public transit leads to better job opportunities	Transit and Job Access	6	12	50.00%	
Yates & Seneca	Public transit lack of funding for expansion	Funding and Investment	2	12	16.67%	
Yates & Seneca	Winery and tourism is critical	Tourism and Local Economy	0	12	0.00%	

Sustainability & Resilience

County Pair	Identified Issue	Standardized Issue Label	Dot Count	Total dots	% of Total Dots	Notes or Quotes
Monroe	Bike Racks / Lanes -> less drivers	Active and Sustainable Mobility	7	26	26.9%	
Monroe	Continue our investment for clean energy - especially in the public transit sector to decrease GhG emissions	Clean Energy and Emissions Reduction	11	26	42.3%	
Monroe	More trails - better protections	Active and Sustainable Mobility	2	26	7.7%	
Monroe	Incentive programs for carpooling, walking, biking, etc.	Funding and Governance for Resilience	0	26	0.0%	
Monroe	Weatherizing and infrastructure protection against extreme weather	Climate Adaptation and Infrastructure Resilience	1	26	3.8%	
Monroe		Electric Vehicle Infrastructure and Transition	1	26	3.8%	
Monroe	Bike share / Car share programs	Clean Energy and Emissions Reduction	1	26	3.8%	
Monroe	Bus Rapid Transit	Electric Vehicle Infrastructure and Transition	3	26	11.5%	
Monroe	Better include EV transitions into planning					
Ontario & Wayne	More bike lanes, more mobility	Active and Sustainable Mobility	4	13	30.8%	
Ontario & Wayne	Increase mobility in tourism regions	Sustainable Tourism and Regional Access	1	13	7.7%	
Ontario & Wayne	supporting long range trails	Active and Sustainable Mobility	2	13	15.4%	
Ontario & Wayne	promoting complete streets for continuing generational access	Active and Sustainable Mobility	3	13	23.1%	
Ontario & Wayne	floodplain management	Climate Adaptation and Infrastructure Resilience	1	13	7.7%	
Ontario & Wayne	Increase funding for weatherizing/ preventative care in face of climate change	Electric Vehicle Infrastructure and Transition	2	13	15.4%	
Ontario & Wayne	Electric vehicle safety regulations	Electric Vehicle Infrastructure and Transition	0	13	0.0%	
Wyoming & Lincoln	Finding creative grant and funding sources for development	Electric Vehicle Infrastructure and Transition	2	10	20.0%	
Wyoming & Lincoln	A need for better interconnection between decision making bodies	Funding and Governance for Resilience	3	10	30.0%	

Wyoming & Livin	Grid capacity is devaluing EVs (lack of grid capacity issues)	Electric Vehicle Infrastructure and Transition	1	10	10.0%	
Wyoming & Livin	Issues and barriers with the EV school bus mandate	Clean Energy and Emissions Reduction	0	10	0.0%	
Wyoming & Livin	Extreme weather infrastructure mitigation planning	Climate Adaptation and Infrastructure Resilience	3	10	30.0%	
Wyoming & Livin	Physical EV charging stations	Electric Vehicle Infrastructure and Transition	1	10	10.0%	
Yates & Seneca	No buy in for EV infrastructure	Electric Vehicle Infrastructure and Transition	4	12	33.33%	
Yates & Seneca	Share the road campaign - for respecting menanite populations	Active and Sustainable Mobility	3	12	25.00%	
Yates & Seneca	has been very successful and should continue					
Yates & Seneca	Support investment in more sidewalks	Active and Sustainable Mobility	5	12	41.67%	
Yates & Seneca	Investing in the finishing of trails	Active and Sustainable Mobility	0	12	0.00%	
Yates & Seneca	EV bikes in relation to vehicle traffic	Electric Vehicle Infrastructure and Transition	0	12	0.00%	

System Management and Maintenance

County Pair	Identified Issue	Standardized Issue Label	Dot Count	Total dots	% of Total Dots	Notes or Quotes
Monroe	Expand electrical grid capacity	Infrastructure Capacity and Congestion Management	2	14	14.3%	
Monroe	Better oversight for RTS on demand	Transit Operations and Reliability	3	14	21.4%	
Monroe	Headways on Public Transit are extremely long (travel time)	Transit Operations and Reliability	1	14	7.1%	
Monroe	Better snow removal	Road and Street Maintenance	1	14	7.1%	
Monroe	RGRTA cutting too much service	Government Coordination, Communication, and	3	14	21.4%	
Monroe	Better trail maintenance	Trail and Active Transportation Maintenance	1	14	7.1%	
Monroe	Lack of communication between local transit authorities and State Department of Transportation	Government Coordination, Communication, and	3	14	21.4%	
Ontario & Wayne	Maintenance reimbursement for road work	Road and Street Maintenance	5	11	45.5%	
Ontario & Wayne	State road management issues	Road and Street Maintenance	1	11	9.1%	
Ontario & Wayne	Issues with truck specific congestion	Government Coordination, Communication, and	1	11	9.1%	
Ontario & Wayne	Transit providers not connected	Government Coordination, Communication, and	1	11	9.1%	
Ontario & Wayne	Preventative maintenance for environmental hazards is needed	Preventative and Environmental Maintenance	1	11	9.1%	
Ontario & Wayne	Better interagency communication and cooperation	Government Coordination, Communication, and	1	11	9.1%	
Ontario & Wayne	overall road maintenance issues	Road and Street Maintenance	1	11	9.1%	

Wyoming & Livingston	County level transit manager	Government Coordination, Communication, and	1	10	10.0%	
Wyoming & Livingston	Better communication for better utilization of funds	Government Coordination, Communication, and	3	10	30.0%	
Wyoming & Livingston	Miscommunication between federal, state, and municipal transit/planning organizations	Government Coordination, Communication, and	4	10	40.0%	
Wyoming & Livingston	RTS hours of operations (service hours) are limiting	Transit Operations and Reliability	2	10	20.0%	
Yates & Seneca	Main street Maintenance	Road and Street Maintenance	0	12	0.0%	
Yates & Seneca	Seasonal traffic issues	Road and Street Maintenance	5	12	41.7%	
Yates & Seneca	Rumble strips causing issues continue the removals	Road and Street Maintenance	1	12	8.3%	
Yates & Seneca	Bus reliability is weak and needs to be strengthened	Transit Operations and Reliability	5	12	41.7%	
Yates & Seneca	Seneca lake trail issues	Trail and Active Transportation Maintenance	0	12	0.0%	
Yates & Seneca	support the creation of round-a-bouts	Trail and Active Transportation Maintenance	1	12	8.3%	

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-33 Accepting the *Genesee-Finger Lakes Regional Resilience Improvement Plan* as evidence of completion of UPWP Task 5752

WHEREAS,

1. The *FY 2026-2027 Unified Planning Work Program* includes Task 5752, Genesee-Finger Lakes Regional Resilience Improvement Plan, for the purpose of assessing the region's surface transportation system vulnerability to weather events and natural hazards, and providing system-wide and project-specific recommendations to minimize infrastructure asset vulnerability and strengthen system resilience;
2. Said Task included an inventory of critical transportation infrastructure assets including Federal-Aid roads, bridges, and large culverts; an analysis of anticipated natural hazard extents and impacts; an assessment of the vulnerability of critical assets to anticipated hazards; and the identification of implementation strategies for preventing and/or mitigating the impacts of hazard events on those assets;
3. Said Task has been completed and has resulted in the *Genesee-Finger Lakes Regional Resilience Improvement Plan*, which identifies specific actions to prevent and/or mitigate the impacts of hazard events on regional transportation infrastructure and meets the requirements of a Resilience Improvement Plan under the FHWA's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program; and
4. Said Study has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the *Genesee-Finger Lakes Regional Resilience Improvement Plan* as evidence of completion of UPWP Task 5752; and
2. That this resolution takes effect immediately.

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 August 27, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

GENESEE-FINGER LAKES REGIONAL RESILIENCE IMPROVEMENT PLAN

EXECUTIVE SUMMARY

PREPARED FOR
**GENESEE TRANSPORTATION
COUNCIL**

PREPARED BY
CAMBRIDGE SYSTEMATICS



GTC

EXECUTIVE SUMMARY

Genesee Transportation Council developed the Genesee-Finger Lakes Regional Resilience Improvement Plan (RIP) to help the region better prepare for current and future weather events and natural hazards that may disrupt the transportation system. The plan updates and builds on prior regional vulnerability work, including the [2016 Regional Critical Transportation Infrastructure Vulnerability Assessment](#), and meets the requirements of a Resilience Improvement Plan under the Federal Highway Administration's (FHWA) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program.

This plan provides a regional framework for identifying resilience needs, strengthening project development, and pursuing federal resilience funding opportunities. The RIP covers the nine-county Genesee-Finger Lakes Region: **Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates Counties**. The assessment focused on three categories of critical surface transportation assets:

FIGURE 1 | TRANSPORTATION ASSETS ANALYZED



The RIP evaluated natural hazards that are regionally significant, relevant to the PROTECT program, and supported by available data. The selected hazards were:

FIGURE 2 | SUMMARY OF REGIONAL HAZARDS AND IMPACTS ON CRITICAL SURFACE TRANSPORTATION



The RIP focused on transportation assets that are important to regional mobility, emergency response, freight movement, and access to essential destinations. The **asset ranking approach combined three major steps**:

CRITICALITY	RISK-BASED VULNERABILITY	PRIORITIZATION
<i>How important is the asset to the transportation system and the communities it serves?</i>	<i>How likely is the asset to be affected by hazards, and what could the consequences be?</i>	<i>Where do high-priority resilience needs overlap with planned investments?</i>
Criticality considered: ● Usage And Operational Importance, such as roadway classification, and traffic volume ● Socioeconomic Importance, including disadvantaged communities and employment density ● Health And Safety Importance, including access to hospitals, schools, emergency operations centers, and DOT facilities	Risk-Based Vulnerability was based on: ● Exposure to current and future hazard conditions ● Sensitivity based on asset condition ● Adaptive Capacity based on network redundancy and detour availability ● Likelihood of hazard occurrence ● Owner Cost if the asset is damaged	Priority Project Screening: ● The assessment screened existing Transportation Improvement Program projects against high-priority RIP assets to identify where resilience considerations may already align with programmed investments and where hazard mitigation strategies may be needed to ensure asset durability and system reliability

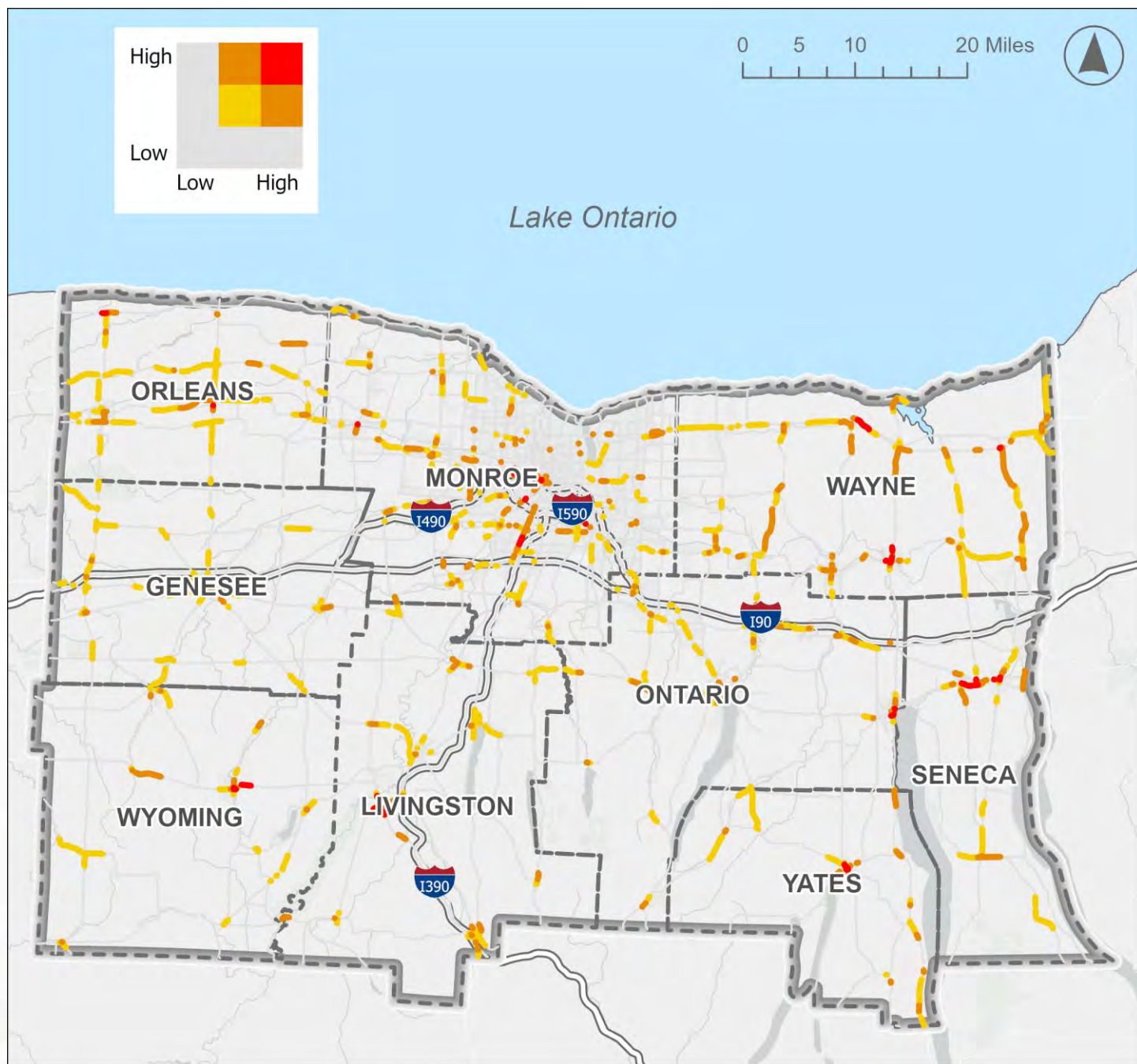
Stakeholder input from across the region was used to validate the data and refine results to align with local experience. The final asset ranking combined risk and criticality equally. Each asset was assigned to one of nine categories based on whether it had low, moderate, or high risk and low, moderate, or high criticality.

TABLE 1 | ASSET RANKING MATRIX

Risk	Risk			
	High	High Risk Low Criticality	High Risk Moderate Criticality	High Risk High Criticality
	Moderate	Moderate Risk Low Criticality	Moderate Risk Moderate Criticality	Moderate Risk High Criticality
	Low	Low Risk Low Criticality	Low Risk Moderate Criticality	Low Risk High Criticality
		Low	Moderate	High
		Criticality		

Note: Assets classified as High Risk/High Criticality, High Risk/Moderate Criticality, Moderate Risk/High Criticality, and Moderate Risk/Moderate Criticality were identified as high-priority assets for further resilience strategy development.

FIGURE 3 | HIGH-PRIORITY ROADWAYS



The asset ranking results show that resilience needs are distributed across the region. High-criticality assets are concentrated primarily in Monroe County and around the Rochester urbanized area, where travel demand, development intensity, and access to key destinations are greatest. However, priority assets are not limited to Monroe County. High-priority roadway, bridge, and culvert assets occur across all other regional counties as well.

The results identified **45 roadway segments, 8 bridges, and 40 culverts in the high-risk/high-criticality category**. The RIP also identified additional assets in the high-risk/moderate-criticality, moderate-risk/high-criticality, and moderate-risk/moderate-criticality categories. These assets may warrant further consideration as GTC and its partners advance future studies, project scoping, and programming decisions.

The RIP also screened existing Transportation Improvement Program (TIP) projects against the high-priority RIP assets. This overlay identified locations where planned investments already intersect with resilience needs, as well as locations where additional resilience strategies or project development may be needed. The resulting priority project list provides a planning-level resource for incorporating resilience into, project scoping, and implementation efforts.

The Genesee-Finger Lakes Regional RIP provides GTC and its partners with a shared framework for strengthening transportation resilience across the region.

Over time, GTC can leverage this plan to incorporate resilience into future studies, project development, funding decisions, and long-range transportation planning. As new hazard data, asset condition information, and local priorities emerge, the RIP can be updated to continue supporting a safer, more reliable, and more resilient regional transportation system.

THE RIP IS INTENDED TO SUPPORT REGIONAL RESILIENCE IMPLEMENTATION THROUGH THE FOLLOWING:



Identify Transportation Assets That May Need Resilience Improvements

Incorporate Resilience Into Project Scoping and Design



Support Future PROTECT and Other Discretionary Grant Applications

Inform UPWP and TIP Development



Coordinate With Counties, Municipalities, NYSDOT, and Other Regional Partners

Advance General and Asset-Specific Adaptation Strategies



GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-34 ***Accepting the City of Rochester Alleyway Reactivation and Conversion Program Plan as evidence of completion of UPWP Task 8757***

WHEREAS,

1. The *FY 2026-2027 Unified Planning Work Program* includes Task 8757, City of Rochester Alleyway Reactivation and Conversion Program, for the purpose of developing a plan that will re-envision how alleyways function throughout the City of Rochester and by reactivating these spaces to improve safety, provide connections for nonmotorized and active transportation modes, and revitalize neighborhoods;
2. Said Task included a comprehensive inventory and mapping of existing alleyways and alleyway conditions throughout the City of Rochester, the development of an existing conditions report, an evaluation of alleyway network strengths and challenges through a needs and opportunity analysis, the development of alleyway typologies and typology-specific design recommendations, a proposed implementation actions and execution timeline, and a comprehensive public engagement process that included two public open house meetings, and an on-site tour and charrette of City alleyways with the Project Advisory Committee (PAC);
3. Said Task has been completed and has resulted in the *Alleyway Activation and Planning Study* report, which identifies specific near-, mid-, and long-term actions for various alleyway typologies in the form of a comprehensive design recommendation and implementation plan; and
4. Said Study has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the *Alleyway Activation and Planning Study* report, as evidence of completion of UPWP Task 8757; and
2. That this resolution takes effect immediately.

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 August 27, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council



Executive Summary



CITY of ROCHESTER
Malik D. Evans, Mayor

Project Purpose & Goals

The City of Rochester developed the Alleyway Activation & Planning Study to evaluate Rochester's network of publicly owned alleyways and identify opportunities to improve safety, connectivity, placemaking, sustainability, and neighborhood vitality.

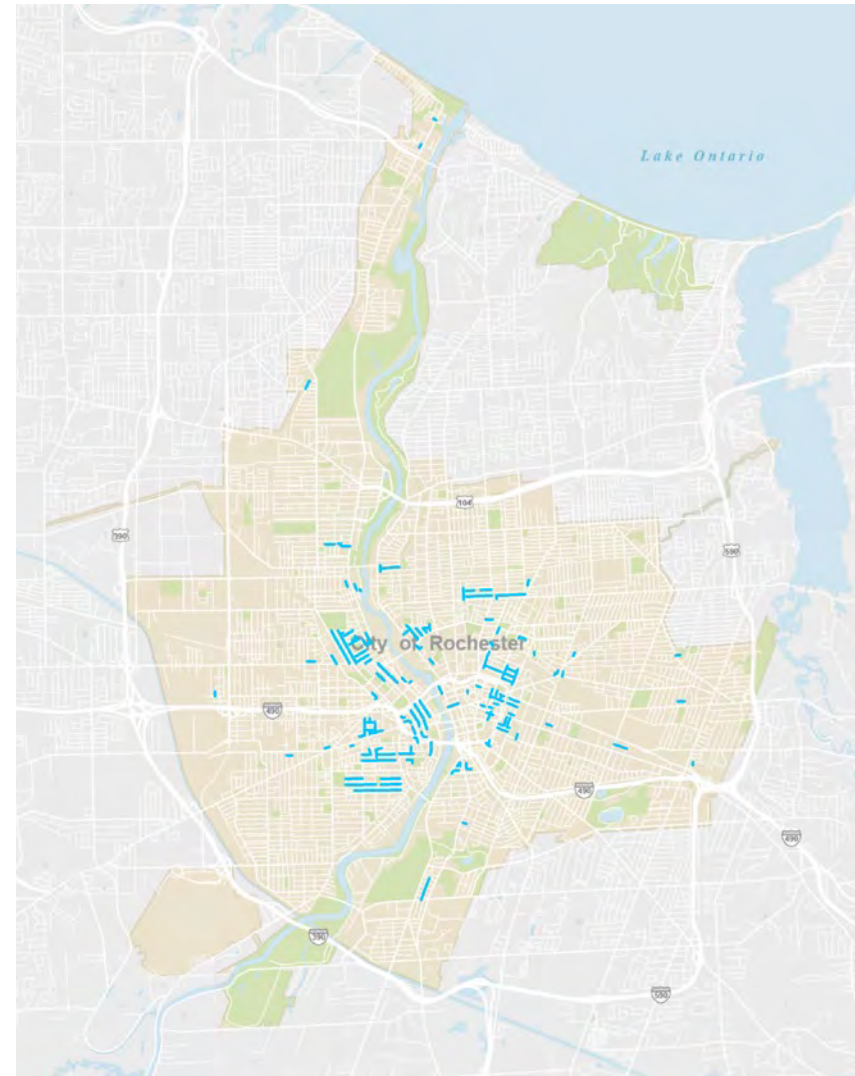
Planning Context

Rochester's alleyway system includes more than 100 public corridors extending over 13 miles throughout the city and serving a wide variety of residential, commercial, service, and transportation functions.

Historically, Rochester's alleyways have functioned primarily as secondary access corridors supporting deliveries, waste collection, utilities, rear parking access, and property access. While these functions remain critical, the study found that many alleyways represent underutilized community assets located near neighborhoods, commercial districts, parks, transit infrastructure, bicycle facilities, and community destinations.

The Alleyway Activation & Planning Study establishes a citywide framework for improving alleyways while preserving their essential operational functions. The plan builds upon Rochester's Vision Zero Initiative, Active Transportation Plan, Complete Streets Policy, Countywide Active Transportation Plan, and Comprehensive Access and Mobility Plan.

The study includes an Existing Conditions Assessment (**Chapter 01**), Needs and Opportunities Analysis (**Chapter 02**), Alleyway Activation Strategies (**Chapter 03**), Design Recommendations (**Chapter 04**), and Implementation Plan (**Chapter 05**).



Legend: ● Alleys

Public Participation

Community engagement played a central role in shaping the study and identifying priorities for future improvements.

The Project Team engaged residents, business owners, property owners, neighborhood organizations, community advocates, institutional partners, public agencies, and other stakeholders through a multi-phase outreach process that included stakeholder meetings, agency coordination, two rounds of public workshops, and virtual presentations. These discussions identified key priorities that directly informed the study's recommendations.

- **Public Workshop #1** was held in October 2025 and consisted of an in-person open house at the Lewis Street YMCA Neighborhood Center, and a virtual session. More than 35 individuals participated in the open house and identified lighting, vegetation management, alley activation, multimodal connectivity, traffic calming, and public art as the highest-priority improvements.
- **Public Workshop #2** was conducted in April 2026 and included an in-person open house at the Edgerton R-Center and a virtual public presentation. Participants emphasized pedestrian-scale lighting, traffic calming, wayfinding, transparency along alley-facing building facades, beautification, and maintenance.

! Throughout the engagement process, **community members consistently highlighted safety and maintenance as the most pressing concerns** while expressing support for public art, community programming, bicycle and pedestrian connectivity, vacant lot activation, and stronger neighborhood stewardship.



Participants at Public Workshop #1 prioritized the alleyway activation strategies they considered most important.



The Project Advisory Committee explored Rochester's alleyways during a walking tour in September 2025.

Key Findings

The study identified a number of significant opportunities to improve safety, connectivity, and placemaking throughout Rochester's alleyway network.

Key findings include:

- ✓ **Strong transportation connectivity potential.** Seventy-nine percent (79%) of alleyways are located within one block of an existing bicycle facility, while 81% are within one block of transit infrastructure. These corridors have the potential to function as low-stress pedestrian and bicycle connections that improve access to neighborhoods, commercial areas, transit stops, schools, parks, and community destinations.
- ✓ **Significant placemaking and public realm opportunities.** Many alleyways possess a human-scale character that is well suited for public art, community gathering spaces, wayfinding, and pedestrian-oriented improvements. Several existing alleyways already demonstrate how small-scale investments can improve neighborhood identity and create more welcoming public spaces.
- ✓ **Opportunities to leverage parks, trails, and open spaces.** Fifty-nine percent (59%) of alleyways are located within one block of a park or green space, while 26% are located near a trail connection. Improving these corridors could enhance access to recreational assets and strengthen connections between neighborhoods and the city's broader active transportation network.
- ✓ **Substantial potential for vacant lot activation.** Nearly three-quarters (74%) of alleyways are adjacent to at least one vacant lot. These spaces present opportunities for interim uses such as community gardens, pocket parks, stormwater management

features, play areas, public art installations, and temporary programming while awaiting long-term redevelopment.

- ✓ **Community support for activation and beautification.** Public engagement consistently demonstrated support for lighting improvements, vegetation management, alley activation, public art, traffic calming, community programming, and multimodal connectivity. Residents expressed a desire to transform alleyways from overlooked service corridors into safer and more attractive community assets.

The study also identified several challenges that require coordinated public investment and ongoing stewardship. Residents repeatedly cited inadequate lighting, illegal dumping, overgrown vegetation, speeding vehicles, deteriorated pavement conditions, and unwanted activity as barriers to alley use. Less than half of inventoried alleyways were found to provide a strong sense of safety, highlighting the need for targeted interventions focused on visibility, maintenance, activation, and community presence. Between 2022 and 2025, more than 1,200 crimes were reported in alleyway areas and nearly 400 crashes occurred within close proximity to alley locations, further reinforcing the importance of safety-focused improvements.



These findings suggest that **Rochester's alleyways represent a largely untapped network of public spaces** that can support neighborhood revitalization, multimodal transportation, environmental sustainability, and community-building goals. Strategic investment in maintenance, safety, connectivity, and activation can transform these corridors into valuable assets while preserving the critical service functions they provide.



CITY of ROCHESTER
Malik D. Evans, Mayor

Recommendations

The study identifies a comprehensive set of recommendations to enhance the function, safety, and character of Rochester's alleyway network.

Recommendations are organized around six alley typologies, allowing improvements to respond to the unique characteristics and needs of different corridors throughout the city, while preserving essential functions like property access, utilities, waste collection, deliveries, and emergency access.

- ✓ **The study prioritizes safety, accessibility, and maintenance** through enhanced lighting, vegetation management, visibility improvements, traffic calming measures, and strategic code enforcement efforts. These actions directly respond to concerns raised during public engagement regarding illegal dumping, speeding vehicles, deteriorated conditions, and perceptions of unsafe activity.
- ✓ **The study also recommends strengthening multimodal connectivity** by improving wayfinding, pedestrian accommodations, bicycle access, and connections to nearby transit stops, parks, and trails. Together, these investments can help transform select alleyways into low-stress routes that support walking, bicycling, and neighborhood access.
- ✓ **A key component of the study is the activation of underutilized alleyways** and adjacent vacant lots through public art, community gardens, pocket parks, temporary events, outdoor dining opportunities, retail spill-out spaces, and other placemaking elements that encourage positive activity and strengthen neighborhood identity.



A conceptual visualization illustrating potential placemaking improvements along Bohrer Alley.

- ✓ **The study also promotes green infrastructure strategies,** including permeable pavement, rain gardens, native plantings, and expanded tree canopy to improve stormwater management, environmental performance, and the overall appearance of alleyways throughout Rochester.

Implementation Strategy

The implementation strategy outlines a roadmap for advancing the study's recommendations.

This phased framework allows the City to build momentum through early successes while planning for larger, long-term investments.

- **Near-term priorities** include vegetation management, lighting improvements, public art, wayfinding, traffic calming pilots, safety enhancements, and temporary activation projects.
- **Mid-term priorities** focus on typology-specific improvements, multimodal accommodations, and retail activation projects.
- **Long-term investments** include green infrastructure, permanent placemaking features, expanded bicycle connections, and strategic redevelopment opportunities.

Successful implementation will require continued collaboration among City departments, residents, businesses, neighborhood organizations, public agencies, utility providers, and community partners.

! By taking an **incremental, community-driven, and context-sensitive approach**, Rochester can transform its alleyway network into a system of safe, attractive, and connected public spaces while preserving the essential service functions that alleyways provide.



Existing conditions along School Alley (top) compared to a conceptual visualization illustrating potential future improvements (bottom).

FFYs 2026 - 2030 TIP Fiscal Constraint Table
(as modified through 8/27/2026)

FHWA Source		FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	4 Year Total	5 Year Total
BFP - Planning Target	Revenue	\$12,746,788	\$10,172,788	\$12,072,880	\$12,872,788	\$12,872,788	\$47,865,244	\$60,738,032
	Programmed	\$10,825,969	\$10,702,958	\$11,816,537	\$15,033,162	\$10,624,825	\$48,378,626	\$59,003,451
	Balance	\$1,920,819	(\$530,170)	\$256,343	(\$2,160,374)	\$2,247,963	(\$513,382)	\$1,734,581
CRP Lg Urb - Planning Target	Revenue	\$1,243,890	\$1,243,890	\$1,243,890	\$1,243,890	\$1,243,890	\$4,975,560	\$6,219,450
	Programmed	\$1,108,800	\$1,181,280	\$1,238,240	\$1,287,600	\$1,342,440	\$4,815,920	\$6,158,360
	Balance	\$135,090	\$62,610	\$5,650	(\$43,710)	(\$98,550)	\$159,640	\$61,090
HSIP - Planning Target	Revenue	\$6,591,160	\$9,094,960	\$7,391,160	\$6,591,160	\$6,591,160	\$29,668,440	\$36,259,600
	Programmed	\$6,484,115	\$10,877,085	\$7,194,825	\$5,207,787	\$4,932,450	\$29,763,812	\$34,696,262
	Balance	\$107,045	(\$1,782,125)	\$196,335	\$1,383,373	\$1,658,710	(\$95,372)	\$1,563,338
NHPP - Planning Target	Revenue	\$36,412,043	\$43,670,395	\$43,670,395	\$43,670,395	\$43,670,395	\$167,423,228	\$211,093,623
	Programmed	\$36,412,043	\$43,424,730	\$43,967,895	\$43,618,560	\$43,627,040	\$167,423,228	\$211,050,268
	Balance	\$0	\$245,665	(\$297,500)	\$51,835	\$43,355	\$0	\$43,355
STBG Flex - Planning Target	Revenue	\$12,928,508	\$12,928,508	\$12,928,508	\$12,928,508	\$12,928,508	\$51,714,032	\$64,642,540
	Programmed	\$12,928,508	\$10,975,160	\$12,987,880	\$14,630,688	\$11,496,074	\$51,522,236	\$63,018,310
	Balance	\$0	\$1,953,348	(\$59,372)	(\$1,702,180)	\$1,432,434	\$191,796	\$1,624,230
STBG Lg Urb - Planning Target	Revenue	\$9,904,791	\$9,904,791	\$9,904,791	\$9,904,791	\$9,904,791	\$39,619,164	\$49,523,955
	Programmed	\$9,967,860	\$10,105,080	\$9,698,881	\$9,904,791	\$9,260,576	\$39,676,612	\$48,937,188
	Balance	(\$63,069)	(\$200,289)	\$205,910	\$0	\$644,215	(\$57,448)	\$586,767
STBG OSB - Planning Target	Revenue	\$3,640,464	\$3,640,464	\$3,640,464	\$3,640,464	\$3,640,464	\$14,561,856	\$18,202,320
	Programmed	\$3,458,956	\$4,097,916	\$3,556,338	\$3,507,351	\$3,399,040	\$14,620,561	\$18,019,601
	Balance	\$181,508	(\$457,452)	\$84,126	\$133,113	\$241,424	(\$58,705)	\$182,719
Planning Target Subtotal	Revenue	\$83,467,644	\$90,655,796	\$90,852,088	\$90,851,996	\$90,851,996	\$355,827,524	\$446,679,520
	Programmed	\$81,186,251	\$91,364,209	\$90,460,596	\$93,189,939	\$84,682,445	\$356,200,995	\$440,883,440
	Balance	\$2,281,393	(\$708,413)	\$391,492	(\$2,337,943)	\$6,169,551	(\$373,471)	\$5,796,080
BNY - Main Office	Revenue	\$6,619,900	\$11,059,400	\$0	\$0	\$0	\$17,679,300	\$17,679,300
	Programmed	\$6,619,900	\$11,059,400	\$0	\$0	\$0	\$17,679,300	\$17,679,300
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BNY - Off System	Revenue	\$1,448,775	\$9,642,351	\$0	\$0	\$0	\$11,091,126	\$11,091,126
	Programmed	\$1,448,775	\$9,642,351	\$0	\$0	\$0	\$11,091,126	\$11,091,126
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ - Statewide	Revenue	\$18,158,388	\$2,346,560	\$0	\$0	\$0	\$20,504,948	\$20,504,948
	Programmed	\$18,158,388	\$2,346,560	\$0	\$0	\$0	\$20,504,948	\$20,504,948
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP - Statewide	Revenue	\$5,625,931	\$6,707,319	\$4,715,048	\$100,000	\$0	\$17,148,298	\$17,148,298
	Programmed	\$5,625,931	\$6,707,319	\$4,715,048	\$100,000	\$0	\$17,148,298	\$17,148,298
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHFP - Statewide	Revenue	\$10,000,000	\$0	\$0	\$10,000,000	\$0	\$20,000,000	\$20,000,000
	Programmed	\$10,000,000	\$0	\$0	\$10,000,000	\$0	\$20,000,000	\$20,000,000
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP - Statewide	Revenue	\$19,227,120	\$2,500,000	\$0	\$0	\$0	\$21,727,120	\$21,727,120
	Programmed	\$19,227,120	\$2,500,000	\$0	\$0	\$0	\$21,727,120	\$21,727,120
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PROTECT	Revenue	\$4,282,804	\$8,638,196	\$0	\$0	\$0	\$12,921,000	\$12,921,000
	Programmed	\$4,282,804	\$8,638,196	\$0	\$0	\$0	\$12,921,000	\$12,921,000
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STBG Flex - Statewide	Revenue	\$9,275,886	\$11,641,389	\$0	\$0	\$0	\$20,917,275	\$20,917,275
	Programmed	\$9,275,886	\$11,641,389	\$0	\$0	\$0	\$20,917,275	\$20,917,275
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STBG Lg Urb - Statewide	Revenue	\$7,967,788	\$5,021,958	\$0	\$0	\$0	\$12,989,746	\$12,989,746
	Programmed	\$7,967,788	\$5,021,958	\$0	\$0	\$0	\$12,989,746	\$12,989,746
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TAP - Statewide	Revenue	\$862,980	\$12,339,074	\$0	\$0	\$0	\$13,202,054	\$13,202,054
	Programmed	\$862,980	\$12,339,074	\$0	\$0	\$0	\$13,202,054	\$13,202,054
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Statewide Subtotal	Revenue	\$83,469,572	\$69,896,247	\$4,715,048	\$10,100,000	\$0	\$168,180,867	\$168,180,867
	Programmed	\$83,469,572	\$69,896,247	\$4,715,048	\$10,100,000	\$0	\$168,180,867	\$168,180,867
	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total	Revenue	\$166,937,216	\$160,552,043	\$95,567,136	\$100,951,996	\$90,851,996	\$524,008,391	\$614,860,387
	Programmed	\$164,655,823	\$161,260,456	\$95,175,644	\$103,289,939	\$84,682,445	\$524,381,862	\$609,064,307
	Balance	\$2,281,393	(\$708,413)	\$391,492	(\$2,337,943)	\$6,169,551	(\$373,471)	\$5,796,080

MEMORANDUM

TO: Genesee Transportation Council Members & Alternates
FROM: Joseph M. Bovenzi, AICP, Executive Director *JMB*
DATE: August 20, 2026
SUBJECT: Amending the *FFYs 2026-2030 Transportation Improvement Program* / Proposed Council Resolutions 26-35 through 26-51

NYSDOT, Genesee County, Monroe County, Ontario County, Wayne County, the Town of Batavia, and the City of Rochester, have requested changes to the *FFYs 2026-2030 TIP*. The Planning Committee reviewed the proposed changes on August 13, 2026, and recommends favorable action for Proposed Council Resolutions 26-35 through 26-50.

Following the Planning Committee meeting, NYSDOT requested an additional change to the "Rt 31 from I-590 to the Vil of Pittsford (WL) Project" project (PIN 40C101). This change is included as Resolution 26-51. This proposed change has been agreed to by the project sponsor, but has not been reviewed by the Planning Committee.

The amendment requests and supporting documents have been grouped and are provided for your consideration in the following attachments:

1. **Attachment A** – TIP Amendments (#1 – 17)
2. **Attachment B** – Proposed Council Resolutions 26-35 through 26-51

Recommended Action:

Approve Proposed Council Resolutions 26-35 through 26-51, amending the *FFYs 2026-2030 TIP*.

Attachment A – TIP Amendments

Main Office Funded Projects

1. Proposed Council Resolution 26-35 (Adding the South Street Rd and Fargo Rd Roadway Safety Enhancements Project)
(PIN 4GN012) – Genesee County

- *Add a Project with a Total Cost of \$777,135 (\$738,279 Federal);*
- *Add a FFY 2026 Preliminary Engineering Phase totaling \$40,000 (\$38,000 Federal);*
- *Add a FFY 2026 Detailed Design Phase totaling \$20,243 (\$19,231 Federal);*
- *Add a FFY 2028 Construction Phase totaling \$656,649 (\$623,817 Federal);*
- *Add a FFY 2028 Construction Inspection Phase totaling \$60,243 (\$57,231 Federal).*

The source of Federal Aid is the Highway Safety Improvement Program (HSIP) – Statewide.

On behalf of Genesee County, NYSDOT is requesting to add this project to the TIP. This project will provide safety enhancements to South Street Road and Fargo Road in the Towns of LeRoy and Stafford, Genesee County. There are no impacts to Planning Targets and no impacts on any other projects.

2. Proposed Council Resolution 26-36 (Adding the Old Rt 31, Fairville Maple Ridge Rd, And Wayneport Rd Safety Enhancement Project)
(PIN 4WA009) – Wayne County

- *Add a Project with a Total Cost of \$1,000,000 (\$950,000 Federal);*
- *Add a FFY 2026 Preliminary Engineering Phase totaling \$60,000 (\$57,000 Federal);*
- *Add a FFY 2026 Detailed Design Phase totaling \$20,000 (\$19,000 Federal);*
- *Add a FFY 2028 Construction Phase totaling \$850,000 (\$807,500 Federal);*
- *Add a FFY 2028 Construction Inspection Phase totaling \$70,000 (\$66,500 Federal).*

The source of Federal Aid is the Highway Safety Improvement Program (HSIP) – Statewide.

Wayne County is requesting to add this project to the TIP. This project will implement safety enhancements to Old Rt 31, Fairville Maple Ridge Road, and Wayneport Road in the Towns of Galen, Arcadia, and Macedon, Wayne County. There are no impacts to Planning Targets and no impacts on any other projects.

3. Proposed Council Resolution 26-37 (Adding the CR 36 Roadway Safety Enhancements Project)
(PIN 40N018) – Ontario County

- *Add a Project with a Total Cost of \$373,000 (\$322,050 Federal);*
- *Add a FFY 2027 Construction Phase totaling \$339,000 (\$322,050 Federal);*
- *Add a FFY 2027 Construction Inspection Phase totaling \$34,000 (\$0 Federal).*

The source of Federal Aid is the Highway Safety Improvement Program (HSIP) – Statewide.

Ontario County is requesting to add this project to the TIP. This project will implement safety enhancements to County Road 36 in the Towns of Naples, Canadice, and Richmond, Ontario County. There are no impacts to Planning Targets and no impacts on any other projects.

4. Proposed Council Resolution 26-38 (Advancing the Construction Phases of the Railroad Crossing Enhancement @ Quaker Rd And Canandaigua Rd Project)
(PIN 493397) – NYSDOT

- *Advance* the FFY 2031 Construction Phase of \$1,150,000 (\$920,000 Federal) to FFY 2027;
- *Advance* the FFY 2031 Construction Inspection Phase of \$115,000 (\$92,000 Federal) to FFY 2027.

The source of Federal Aid is the Surface Transportation Block Grant (STBG) – Flex Program – Statewide.

NYSDOT is requesting to advance the Construction and Construction Inspection Phases now that a final project schedule has been identified. There are no impacts to Planning Targets.

5. Proposed Council Resolution 26-39 (Changing Phases of the Rt 19 over Pearl Creek Bridge Replacement (BIN 1015200) Project)
(PIN 401981) – NYSDOT

- *Increase* the Total Cost from \$3,694,450 (\$2,708,520 Federal) to \$4,326,545 (\$3,214,196 Federal);
- *Defer* the FFY 2026 Right of Way Acquisitions Phase of \$15,645 (\$12,516 Federal) to FFY 2027;
- *Increase* the FFY 2027 Construction Phase from \$2,835,500 (\$2,268,400 Federal) to \$3,435,500 (\$2,748,400 Federal);
- *Increase* the FFY 2027 Construction Inspection Phase from \$311,905 (\$249,524 Federal) to \$344,000 (\$275,200 Federal);
- *Change* the Federal Fund Source of the FFY 2027 Right-of-Way Acquisitions Phase from Bridge Formula Program to Surface Transportation Block Grant – Flex – Planning Target.

The source of Federal Aid is the Bridge Formula Program (BFP) – Main, Surface Transportation Block Grant (STBG) – Flex – Planning Target.

NYSDOT is requesting this change to increase the construction cost to match the current estimate. In addition, NYSDOT is requesting a deferral of Right-of-Way Acquisitions Phases due to delays in design approval related to potential archeological concerns. NYSDOT is requesting an additional change to align the funding sources of both the ROW-I and ROW-A phases.

6. Proposed Council Resolution 26-40 (Deferring the Construction Phases of the Replace Of Various Culverts In Livingston, Monroe, And Wayne Project)
(PIN 4LC103) – NYSDOT

- *Defer* the FFY 2026 Construction Phase of \$11,291,250 (\$3,387,375 Federal) to FFY 2027;
- *Defer* the FFY 2026 Construction Inspection Phase of \$1,129,200 (\$0 Federal) to FFY 2027.

The source of existing Federal Aid is Surface Transportation Block Grant (STBG) Program – Flex – Statewide.

NYSDOT is requesting this change due to a delay in obtaining environmental permits for the project.

7. Proposed Council Resolution 26-41 (Increasing the Federal Share of the Construction Phase of the Silver Rd over Little Tonawanda Creek Bridge Replacement Project) (PIN 4BNY57) – Genesee County

- *Increase* the Federal Share of the FFY 2026 Construction from \$1,161,937 (\$0 FA) to \$1,161,937 (\$1,103,840 Federal).

The source of existing Federal Aid is the Bridge Formula Program – Off-System Bridge. The additional Federal Aid is Surface Transportation Block Grant – Off-System Bridge.

This action is requested by NYSDOT, in coordination with Genesee County, following the award of additional funds from Main Office. This change will replace the Non-Participating Shares on this project with federal aid funds.

8. Proposed Council Resolution 26-42 (Increasing the Federal Share of the Construction Phase of the Walker Rd over Moorman Creek (BIN 3317660) Project) (PIN 4BNY60) – Monroe County

- *Increase* the Federal Share of the FFY 2026 Construction Phase from \$651,000 (\$0 FA) to \$651,000 (\$618,450 Federal).

The source of existing Federal Aid is the Bridge Formula Program (BFP) – Off-System Bridge. The additional Federal Aid is Surface Transportation Block Grant (STBG) – Off-System Bridge (OSB) – Statewide.

This action is requested by NYSDOT, in coordination with Monroe County, following the award of additional funds from Main Office to the project. This change will replace the Non-Participating Shares on this project with federal aid funds.

9. Proposed Council Resolution 26-43 (Adding the Rt 31 from I-490 to the Wayne County Line Project) (PIN 4V2731) – NYSDOT

- *Add* a Project with a Total Cost of \$3,185,520 (\$2,500,000 Federal);
- *Add* a FFY 2026 Scoping Phase totaling \$60,520 (\$0 Federal);
- *Add* a FFY 2027 Detailed Design Phase totaling \$204,940 (\$163,952 Federal);
- *Add* a FFY 2027 Construction Inspection Phase totaling \$265,460 (\$212,368 Federal);
- *Add* a FFY 2027 Construction Phase totaling \$2,654,600 (\$2,123,680 Federal).

The source of Federal Aid is the National Highway Performance Program (NHPP) – Statewide.

Planning Target Funded Projects

10. Proposed Council Resolution 26-44 (Deferring the Construction Phases and Increasing the Total Cost of the Rt 98 Rehabilitation And Intersection Improvements Project)
(476104) – Town of Batavia

- *Increase* the Total Cost from \$5,314,160 (\$4,251,328 Federal) to \$5,374,160 (\$4,299,328 Federal);
- *Defer* the FFY 2027 Construction Phase of \$4,675,900 (\$3,740,720 Federal) to FFY 2028;
- *Defer* the FFY 2027 Construction Inspection Phase of \$554,260 (\$443,408 Federal) to FFY 2028;
- *Increase* the FFY 2028 Construction Phase of \$4,675,900 (\$3,740,720 Federal) to \$4,735,900 (\$3,788,720 Federal).

The source of Federal Aid is the Surface Transportation Block Grant (STBG) – Flex – Planning Target.

The Town of Batavia is requesting to increase the cost of and defer the Construction Phases of this project due to delays in the process of acquiring ten easements necessary to widen the highway and an increase in construction costs due to the rise in asphalt prices. The Town is requesting funding through available balances of STBG – Flex funds.

11. Proposed Council Resolution 26-45 (Adding Construction Phases to the Dewey Ave and Emerson St Reconstruction and Intersection Improvements Project)
(PIN 4CR020) – City of Rochester

- *Add* a FFY 2028 Construction Phase of \$4,128,125 (\$3,302,500 Federal);
- *Add* a FFY 2028 Construction Inspection Phase of \$817,250 (\$653,800 Federal).

The source of Federal Aid is the Surface Transportation Block Grant (STBG) – Large Urban Program – Planning Target.

This action would add Large Urban funds to PIN 4CR020 in FFY 2028. The FFY 2028 Large Urban funds added to this project will be provided by PIN 4CR022 (see Item 11 below).

12. Proposed Council Resolution 26-46 (Adding Supplemental Phases and Decreasing the Federal Share of the Main Street Streetscape Phase III Project)
(PIN 4CR022) – City of Rochester

- *Decrease* the Federal Share of the FFY 2028 Construction Phase from \$6,028,300 (\$4,424,100 Federal) to \$6,028,300 (\$1,121,600 Federal);
- *Decrease* the Federal Share of the FFY 2028 Construction Inspection Phase from \$1,085,300 (\$868,200 Federal) to \$1,085,300 (\$214,400 Federal);

- *Add* a FFY 2029 Supplemental Construction of \$4,128,125 (\$3,302,500 Federal);
- *Add* a FFY 2029 Supplemental Construction Inspection \$817,250 (\$653,800 Federal).

The sources of Federal Aid are the Surface Transportation Block Grant (STBG) – Large Urban and Flex Programs – Planning Target.

This action would provide Large Urban funds to PIN 4CR020 in FFY 2028. The FFY 2029 Supplemental Construction and Construction Inspection phases would be funded with Federal Aid from PIN 4CR026 (see Item 12 below).

13. Proposed Council Resolution 26-47 (Adding Supplemental Phases and Decreasing the Federal Share of the Atlantic Ave/Browncroft Blvd/E Main St/Monroe Ave/N Winton Rd Project)
(PIN 4CR026) – City of Rochester

- *Decrease* the Federal Share of the FFY 2029 Construction Phase from \$7,246,080 (\$5,796,864 Federal) to \$7,246,080 (\$2,494,364 Federal);
- *Decrease* the Federal Share of the FFY 2029 Construction Inspection Phase from \$1,480,740 (\$1,184,592 Federal) to \$1,480,740 (\$530,792 Federal);
- *Add* a FFY 2030 Supplemental Construction of \$4,128,125 (\$3,302,500 Federal);
- *Add* a FFY 2030 Supplemental Construction Inspection \$817,250 (\$653,800 Federal).

The sources of Federal Aid are the Surface Transportation Block Grant (STBG) – Large Urban and Flex Programs – Planning Target.

This action would provide Flex funds to PIN 4CR022 in FFY 2029. The FFY 2030 Supplemental Construction and Construction Inspection phases would be funded with Federal Aid from PIN 4CR025 (see Item 13 below).

14. Proposed Council Resolution 26-48 (Adding Supplemental Phases and Decreasing the Federal Share of the Avenue D/Bay St/Joseph Ave Preventive Maintenance Project)
(PIN 4CR025) – City of Rochester

- *Change* the Federal Fund Source of the FFY 2028 Scoping Phase of \$82,840 (\$66,272 Federal) from STBG Large Urban – Planning Target to STBG Flex – Planning Target funds;
- *Change* the Federal Fund Source of the FFY 2028 Preliminary Engineering Phase of \$333,540 (\$266,832 Federal) from STBG Large Urban – Planning Target to STBG Flex – Planning Target funds;
- *Change* the Federal Fund Source of the FFY 2028 Detailed Design Phase of \$624,570 (\$499,656 Federal) from STBG Large Urban – Planning Target to STBG Flex – Planning Target funds;
- *Decrease* the Federal Share of the FFY 2030 Construction Phase from \$8,988,020 (\$7,190,416 Federal) to \$8,988,020 (\$3,887,916 Federal);
- *Decrease* the Federal Share of the FFY 2030 Construction Inspection Phase from \$1,258,820 (\$1,007,056 Federal) to \$1,258,820 (\$353,256 Federal);
- *Add* a Future Year Supplemental Construction Phase of \$4,128,125 (\$3,302,500 Federal);

- *Add* a Future Year Supplemental Construction Inspection Phase of \$817,250 \$653,800 Federal).

The source of Federal Aid is the Surface Transportation Block Grant (STBG) – Large Urban Program – Planning Target.

This action will provide Large Urban funds to PIN 4CR026 in FFY 2030. The Future Year Supplemental Construction and Construction Inspection phases would be funded with Federal Aid from expected future allocations. This action will also change the federal funding source of the Scoping, Preliminary Engineering, and Detailed Design phases from STBG – Large Urban to STBG – Flex to help balance fiscal constraint in FFY 2028. This change to the federal fund source of the engineering phases does not impact the project scope, budget, or schedule.

15. Proposed Council Resolution 26-49 (Adding a Supplemental Preliminary Engineering Phase and Decreasing the Federal Share of the Wegman Rd Over I-490 Bridge Replacements (1048670 & 1095570) Project)
(PIN 449065) – NYSDOT

- *Decrease* the Federal Share of the FFY 2028 Preliminary Engineering Phase of \$2,071,000 (\$1,656,800 Federal) to \$2,071,000 (\$543,209 Federal);
- *Add* a Supplemental FFY 2029 Preliminary Engineering Phase of \$1,391,989 (\$1,113,591 Federal).

The source of Federal Aid is the Surface Transportation Block Grant (STBG) – Large Urban Program – Planning Target.

On behalf of NYSDOT, GTC staff is recommending this change to decrease the FFY 2028 federal aid and add an eligible, non-participating share to the project to balance fiscal constraint.

Statewide and Planning Target Funded Projects

16. Proposed Council Resolution 26-50 (Increasing the Total Cost of the Rt 31, Rt 31A, and Redman Rd Intersection Safety Enhancement Project)
(PIN 40C103) – NYSDOT

- *Increase* the Total Cost from \$8,461,350 (\$7,615,215 Federal) to \$9,880,000 (\$8,290,215 Federal);
- *Add* a FFY 2026 Supplemental Preliminary Engineering Phase of \$750,000 (\$675,000 Federal HSIP – Statewide);
- *Increase* the FFY 2027 Construction Phase from \$7,300,000 (\$6,570,000 Federal) to \$7,836,000 (\$6,450,615 Federal HSIP – Planning Target);
- *Increase* the FFY 2027 Construction Inspection Phase from \$647,350 (\$582,615 Federal) to \$780,000 (\$702,000 Federal HSIP – Planning Target).

The source of Federal Aid is the Highway Safety Improvement Program (HSIP). HSIP funds programmed on this project include both Planning Target and Statewide funds.

NYSDOT is requesting this change to add a Supplemental Preliminary Engineering phase to cover additional design costs. In addition, NYSDOT is requesting an increase in the Construction and Construction Inspection Phases to match the latest cost estimates. The additional funding for the construction phases will be a non-participating share with no impact on Planning Targets or any other projects. The supplemental preliminary engineering phase will be funded with Main Office managed HISP funds, which will help balance fiscal constraint for HSIP planning target funds in FFY 2026.

17. Proposed Council Resolution 26-51 (Changing the Federal Fund Source of the Construction Phases of the Rt 31 from I-590 to the Vil of Pittsford (WL) Project)
(PIN 40C101) – NYSDOT

- *Change* the Federal Fund Source of the FFY 2026 Construction Phase of \$11,143,339 (\$7,150,325 NHPP Federal and \$700,000 HSIP Federal) to \$11,143,339 (\$606,003 NHPP Federal, \$6,544,322 STBG LU Federal, and \$700,000 HSIP Federal);
- *Change* the Federal Fund Source of the FFY 2026 Construction Inspection Phase of \$892,538 (\$714,030 Federal) from NHPP to STBG LU.

The source of Federal Aid is the National Highway Performance Program (NHPP) – Planning Target, Surface Transportation Block Grant (STBG) – Large Urban – Statewide, and Highway Safety Improvement Program (HSIP) – Statewide.

NYSDOT is requesting this change to the federal fund source to help balance statewide fiscal constraint. The new STBG – LU funds will be managed by Main Office. This change requires a decrease in NHPP PT funds, but this decrease is offset by an increase in STBG – LU – Statewide funds. There is no change to the project scope, schedule, or budget.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-35 Amending the *2026-2030 TIP* by Adding the South Street Rd and Fargo Rd Roadway Safety Enhancements Project (PIN 4GN012)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. Genesee County proposes the following changes to the *2026-2030 TIP*:
 - a. South Street Rd and Fargo Rd Roadway Safety Enhancements
(PIN 4GN012)

Add a Project with a Total Cost of \$777,135 (\$738,279 Federal);
Add a FFY 2026 Preliminary Engineering Phase totaling \$40,000 (\$38,000 Federal);
Add a FFY 2026 Detailed Design Phase totaling \$20,243 (\$19,231 Federal);
Add a FFY 2028 Construction Phase totaling \$656,649 (\$623,817 Federal);
Add a FFY 2028 Construction Inspection Phase totaling \$60,243 (\$57,231 Federal).
3. The source of Federal funds is the Highway Safety Improvement Program (HSIP) – Statewide;
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Adding the South Street Rd and Fargo Rd Roadway Safety Enhancements Project (PIN 4GN012), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

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 August 27, 2026.

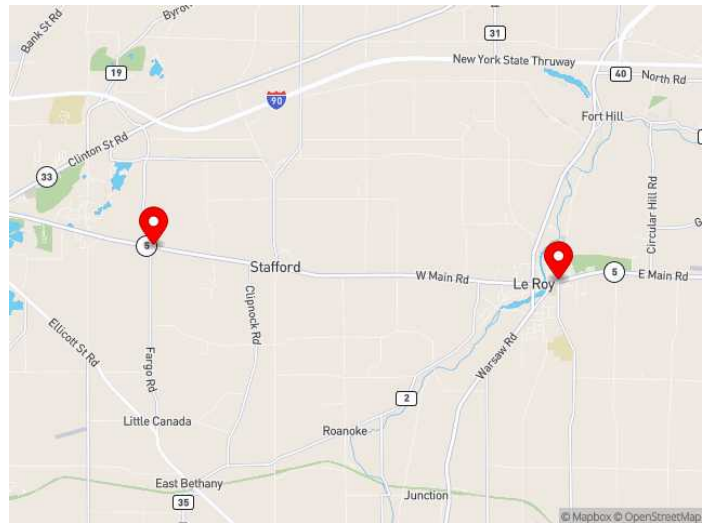
Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

4GN012 - SOUTH STREET RD AND FARGO RD ROADWAY SAFETY ENHANCEMENTS

This project will implement safety enhancements to South Street Rd and Fargo Rd in the Towns of LeRoy and Stafford, Genesee County.

Lead Agency:	GENESEE COUNTY
PIN:	-
Work Type:	SAFETY
County:	-
MPO:	GTC
Air Quality Status:	-



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Design	HSIP - Statewide	\$0	\$38,000	\$0	\$0	\$0	\$0	\$0	\$38,000
Preliminary Design	Local - Match	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000
Total Preliminary Design		\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
Detailed Design	HSIP - Statewide	\$0	\$19,231	\$0	\$0	\$0	\$0	\$0	\$19,231
Detailed Design	Local - Match	\$0	\$1,012	\$0	\$0	\$0	\$0	\$0	\$1,012
Total Detailed Design		\$0	\$20,243	\$0	\$0	\$0	\$0	\$0	\$20,243
Construction Inspection	HSIP - Statewide	\$0	\$0	\$0	\$57,231	\$0	\$0	\$0	\$57,231
Construction Inspection	Local - Match	\$0	\$0	\$0	\$3,012	\$0	\$0	\$0	\$3,012
Total Construction Inspection		\$0	\$0	\$0	\$60,243	\$0	\$0	\$0	\$60,243
Construction	HSIP - Statewide	\$0	\$0	\$0	\$623,817	\$0	\$0	\$0	\$623,817
Construction	Local - Match	\$0	\$0	\$0	\$32,832	\$0	\$0	\$0	\$32,832
Total Construction		\$0	\$0	\$0	\$656,649	\$0	\$0	\$0	\$656,649
Total Programmed		\$0	\$60,243	\$0	\$716,892	\$0	\$0	\$0	\$777,135

Current Change Reason: New Project

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-36 Amending the *2026-2030 TIP* by Adding the Old Rt 31, Fairville Maple Ridge Rd, And Wayneport Rd Safety Enhancement Project (PIN 4WA009)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. Wayne County proposes the following changes to the *2026-2030 TIP*:
 - a. Old Rt 31, Fairville Maple Ridge Rd, And Wayneport Rd Safety Enhancement (PIN 4WA009)

 Add a Project with a Total Cost of \$1,000,000 (\$950,000 Federal);
 Add a FFY 2026 Preliminary Engineering Phase totaling \$60,000 (\$57,000 Federal);
 Add a FFY 2026 Detailed Design Phase totaling \$20,000 (\$19,000 Federal);
 Add a FFY 2028 Construction Phase totaling \$850,000 (\$807,500 Federal);
 Add a FFY 2028 Construction Inspection Phase totaling \$70,000 (\$66,500 Federal).
3. The source of Federal funds is the Highway Safety Improvement Program (HSIP) – Statewide;
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Adding the Old Rt 31, Fairville Maple Ridge Rd, And Wayneport Rd Safety Enhancement Project (PIN 4WA009), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

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 August 27, 2026.

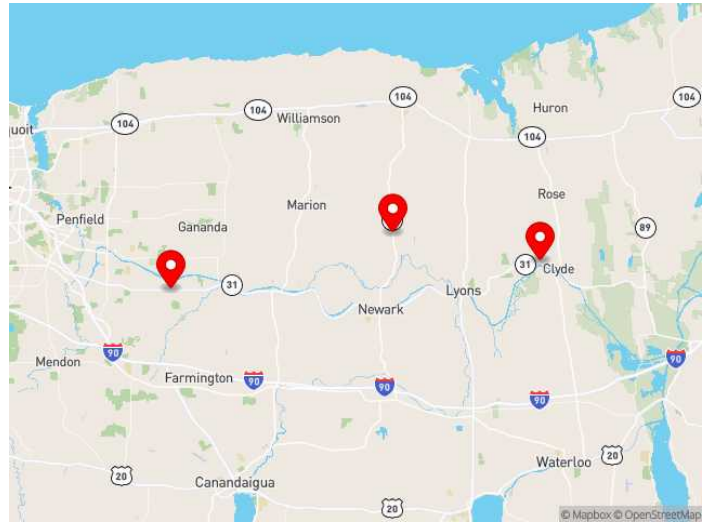
Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

4WA009 - OLD RT 31, FAIRVILLE MAPLE RIDGE RD, AND WAYNEPORT RD SAFETY ENHANCEMENT

This project will implement safety enhancements to Old Rt 31, Fairville Maple Ridge Rd, and Wayneport Rd in the Towns of Galen, Arcadia, and Macedon, Wayne County.

Lead Agency:	WAYNE COUNTY
PIN:	-
Work Type:	SAFETY
County:	-
MPO:	GTC
Air Quality Status:	-



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Design	HSIP - Statewide	\$0	\$57,000	\$0	\$0	\$0	\$0	\$0	\$57,000
Preliminary Design	Local - Match	\$0	\$3,000	\$0	\$0	\$0	\$0	\$0	\$3,000
Total Preliminary Design		\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000
Detailed Design	HSIP - Statewide	\$0	\$19,000	\$0	\$0	\$0	\$0	\$0	\$19,000
Detailed Design	Local - Match	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
Total Detailed Design		\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
Construction Inspection	HSIP - Statewide	\$0	\$0	\$0	\$66,500	\$0	\$0	\$0	\$66,500
Construction Inspection	Local - Match	\$0	\$0	\$0	\$3,500	\$0	\$0	\$0	\$3,500
Total Construction Inspection		\$0	\$0	\$0	\$70,000	\$0	\$0	\$0	\$70,000
Construction	HSIP - Statewide	\$0	\$0	\$0	\$807,500	\$0	\$0	\$0	\$807,500
Construction	Local - Match	\$0	\$0	\$0	\$42,500	\$0	\$0	\$0	\$42,500
Total Construction		\$0	\$0	\$0	\$850,000	\$0	\$0	\$0	\$850,000
Total Programmed		\$0	\$80,000	\$0	\$920,000	\$0	\$0	\$0	\$1,000,000

Current Change Reason:	New Project
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GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-37 Amending the *2026-2030 TIP* by Adding the CR 36 Roadway Safety Enhancements Project (PIN 40N018)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. Ontario County proposes the following changes to the *2026-2030 TIP*:
 - a. CR 36 Roadway Safety Enhancements
 (PIN 40N018)

 Add a Project with a Total Cost of \$373,000 (\$322,050 Federal);
 Add a FFY 2027 Construction Phase totaling \$339,000 (\$322,050 Federal);
 Add a FFY 2027 Construction Inspection Phase totaling \$34,000 (\$0 Federal).
3. The source of Federal funds is the Highway Safety Improvement Program (HSIP) – Statewide;
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Adding the CR 36 Roadway Safety Enhancements Project (PIN 40N018), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

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 August 27, 2026.

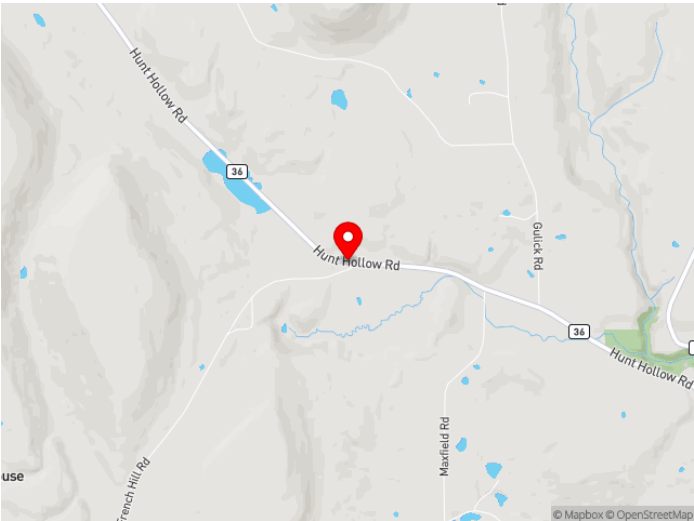
Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

40N018 - CR 36 ROADWAY SAFETY ENHANCEMENTS

This project will implement safety enhancements to County Road 36 in the Towns of Naples, Canadice, and Richmond, Ontario County.

Lead Agency:	ONTARIO COUNTY
PIN:	-
Work Type:	SAFETY
County:	-
MPO:	GTC
Air Quality Status:	-



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction Inspection	Local - Match	\$0	\$0	\$34,000	\$0	\$0	\$0	\$0	\$34,000
Total Construction Inspection		\$0	\$0	\$34,000	\$0	\$0	\$0	\$0	\$34,000
Construction	HSIP - Statewide	\$0	\$0	\$322,050	\$0	\$0	\$0	\$0	\$322,050
Construction	Local - Match	\$0	\$0	\$16,950	\$0	\$0	\$0	\$0	\$16,950
Total Construction		\$0	\$0	\$339,000	\$0	\$0	\$0	\$0	\$339,000
Total Programmed		\$0	\$0	\$373,000	\$0	\$0	\$0	\$0	\$373,000

Current Change Reason:	New Project
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GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-38 Amending the *2026-2030 TIP* by Advancing the Construction Phases of the Railroad Crossing Enhancement @ Quaker Rd And Canandaigua Rd Project (PIN 493397)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. NYSDOT proposes the following changes to the *2026-2030 TIP*:
 - a. Railroad Crossing Enhancement @ Quaker Rd And Canandaigua Rd Project (PIN 493397)

 Advance the FFY 2031 Construction Phase of \$1,150,000 (\$920,000 Federal) to FFY 2027;
 Advance the FFY 2031 Construction Inspection Phase of \$115,000 (\$92,000 Federal) to FFY 2027.
3. The source of Federal funds is the Surface Transportation Block Grant (STBG) – Flex Program - Statewide;
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Advancing the Railroad Crossing Enhancement @ Quaker Rd And Canandaigua Rd Project (PIN 493397), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

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 August 27, 2026.

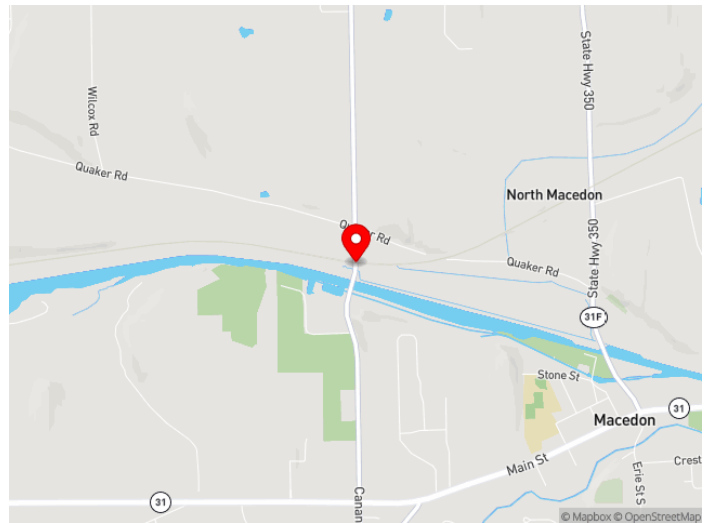
Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

493397 - RAILROAD CROSSING ENHANCEMENT @ QUAKER RD AND CANANDAIGUA RD

SAFETY ENHANCEMENTS AT THE RAILROAD CROSSINGS OF QUAKER RD AND CANANDAIGUA RD IN THE TOWN OF MACEDON, WAYNE COUNTY.

Lead Agency:	NYS DOT
PIN:	-
Work Type:	SAFETY
County:	WAYNE
MPO:	GTC
Air Quality Status:	A1 Railroad/highway crossing



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Detailed Design	State - Match	\$0	\$21,000	\$0	\$0	\$0	\$0	\$0	\$21,000
Detailed Design	STBG Flex - Statewide	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$84,000
Total Detailed Design		\$0	\$105,000	\$0	\$0	\$0	\$0	\$0	\$105,000
Right of Way Acquisitions	State - Match	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$28,000
Right of Way Acquisitions	STBG Flex - Statewide	\$0	\$112,000	\$0	\$0	\$0	\$0	\$0	\$112,000
Total Right of Way Acquisitions		\$0	\$140,000	\$0	\$0	\$0	\$0	\$0	\$140,000
Construction Inspection	State - Match	\$0	\$0	\$23,000	\$0	\$0	\$0	\$0	\$23,000
Construction Inspection	STBG Flex - Statewide	\$0	\$0	\$92,000	\$0	\$0	\$0	\$0	\$92,000
Total Construction Inspection		\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$115,000
Construction	State - Match	\$0	\$0	\$230,000	\$0	\$0	\$0	\$0	\$230,000
Construction	STBG Flex - Statewide	\$0	\$0	\$920,000	\$0	\$0	\$0	\$0	\$920,000
Total Construction		\$0	\$0	\$1,150,000	\$0	\$0	\$0	\$0	\$1,150,000
Total Programmed		\$0	\$245,000	\$1,265,000	\$0	\$0	\$0	\$0	\$1,510,000

Current Change Reason:	Schedule / Funding / Scope- Update Phase changes FFY – Construction or Other
Project Changes:	Plan Revision Name changed from "FFY 2026 -- Q3" to "GTC-26-Q4-Amend"

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-39 Amending the 2026-2030 TIP by Changing Phases of the Rt 19 over Pearl Creek Bridge Replacement (BIN 1015200) Project (PIN 401981)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. NYSDOT proposes the following changes to the *2026-2030 TIP*:
 - a. Rt 19 over Pearl Creek Bridge Replacement (BIN 1015200) (PIN 401981)

Increase the Total Cost from \$3,694,450 (\$2,708,520 Federal) to \$4,326,545 (\$3,214,196 Federal);
Defer the FFY 2026 Right-of-Way Acquisitions Phase of \$15,645 (\$12,516 Federal) to FFY 2027;
Increase the FFY 2027 Construction Phase from \$2,835,500 (\$2,268,400 Federal) to \$3,435,500 (\$2,748,400 Federal);
Increase the FFY 2027 Construction Inspection Phase from \$311,905 (\$249,524 Federal) to \$344,000 (\$275,200 Federal);
Change the Federal Fund Source of the FFY 2027 Right-of-Way Acquisitions Phase from Bridge Formula Program to Surface Transportation Block Grant – Flex – Planning.
3. The source of Federal funds is the Bridge Formula Program (BFP) – Main, Surface Transportation Block Grant (STBG) – Flex – Planning Target;
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Deferring and Increasing the Rt 19 over Pearl Creek Bridge Replacement (BIN 1015200) Project (PIN 401981), and will update the existing TIP table accordingly; and

2. That this resolution takes effect immediately.

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 August 27, 2026.

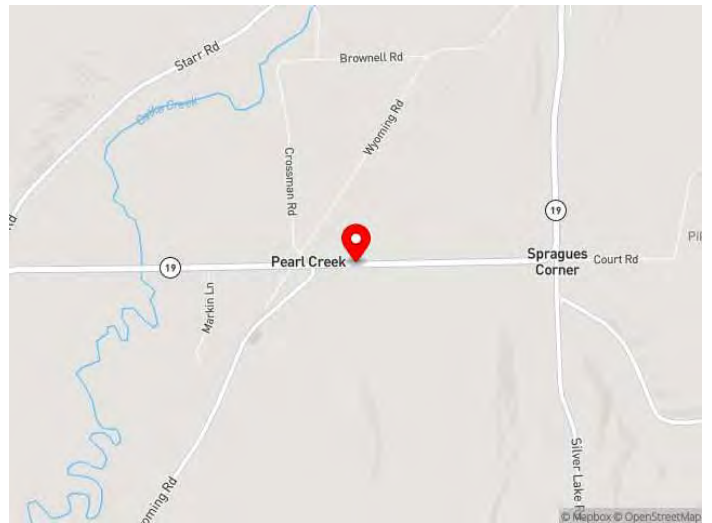
Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

401981 - Rt 19 Bridge over Pearl Creek

This project proposes to replace the Rt 19 over Pearl Creek Bridge in the Tn of Covington, Wyoming Co (BIN 1015200).

Lead Agency:	NYSDOT
PIN:	-
Work Type:	BRIDGE
County:	WYOMING
MPO:	GTC
Air Quality Status:	A19 Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Total Project Cost:	\$3,386,000



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Scoping	State - Match	\$10,500	\$0	\$0	\$0	\$0	\$0	\$0	\$10,500
Scoping	STBG Flex - Planning Target	\$42,000	\$0	\$0	\$0	\$0	\$0	\$0	\$42,000
Total Scoping		\$52,500	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500
Preliminary Design	State - Match	\$49,000	\$0	\$0	\$0	\$0	\$0	\$0	\$49,000
Preliminary Design	STBG Flex - Planning Target	\$195,900	\$0	\$0	\$0	\$0	\$0	\$0	\$195,900
Total Preliminary Design		\$244,900	\$0	\$0	\$0	\$0	\$0	\$0	\$244,900
Detailed Design	BFP Main	\$0	\$178,080	\$0	\$0	\$0	\$0	\$0	\$178,080
Detailed Design	State - Match	\$0	\$44,520	\$0	\$0	\$0	\$0	\$0	\$44,520
Total Detailed Design		\$0	\$222,600	\$0	\$0	\$0	\$0	\$0	\$222,600
Right of Way Incidentals	State - Match	\$2,300	\$0	\$0	\$0	\$0	\$0	\$0	\$2,300
Right of Way Incidentals	STBG Flex - Planning Target	\$9,100	\$0	\$0	\$0	\$0	\$0	\$0	\$9,100
Total Right of Way Incidentals		\$11,400	\$0	\$0	\$0	\$0	\$0	\$0	\$11,400
Right of Way Acquisitions	State - Match	\$0	\$0	\$3,129	\$0	\$0	\$0	\$0	\$3,129
Right of Way Acquisitions	STBG Flex - Planning Target	\$0	\$0	\$12,516	\$0	\$0	\$0	\$0	\$12,516
Total Right of Way Acquisitions		\$0	\$0	\$15,645	\$0	\$0	\$0	\$0	\$15,645
Construction Inspection	BFP Main	\$0	\$0	\$275,200	\$0	\$0	\$0	\$0	\$275,200
Construction Inspection	State - Match	\$0	\$0	\$68,800	\$0	\$0	\$0	\$0	\$68,800
Total Construction Inspection		\$0	\$0	\$344,000	\$0	\$0	\$0	\$0	\$344,000
Construction	BFP Main	\$0	\$0	\$2,748,400	\$0	\$0	\$0	\$0	\$2,748,400
Construction	State - Match	\$0	\$0	\$687,100	\$0	\$0	\$0	\$0	\$687,100
Total Construction		\$0	\$0	\$3,435,500	\$0	\$0	\$0	\$0	\$3,435,500
Total Prior Costs		\$308,800	\$0	\$0	\$0	\$0	\$0	\$0	\$308,800
Total Programmed		\$308,800	\$222,600	\$3,795,145	\$0	\$0	\$0	\$0	\$4,326,545

Current Change Reason:	Schedule / Funding / Scope- Update Over \$50,000 or 10% (whichever is less) of Planning Target funds* - Phase changes FFY – Engineering or Right-of-Way - Change in project name - Change in Federal fund source
Project Changes:	Title changed from "Rt 19 over Pearl Creek Bridge Replace (BIN 1015200)" to "Rt 19 Bridge over Pearl Creek"
Project Changes:	Plan Revision Name changed from "FFY 2026 -- Q3" to "GTC-26-Q4-Amend"

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-40 Amending the *2026-2030 TIP* by Deferring the Construction Phases of the Replace Of Various Culverts In Livingston, Monroe, and Wayne Project (PIN 4LC103)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. NYSDOT proposes the following changes to the *2026-2030 TIP*:
 - a. Replace Of Various Culverts In Livingston, Monroe, And Wayne (PIN 4LC103)

 Defer the FFY 2026 Construction Phase of \$11,291,250 (\$3,387,375 Federal) to FFY 2027;
 Defer the FFY 2026 Construction Inspection Phase of \$1,129,200 (\$0 Federal) to FFY 2027.
3. The source of Federal funds is the Surface Transportation Block Grant (STBG) Program – Flex – Statewide;
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Deferring the Construction Phases of the Replace Of Various Culverts In Livingston, Monroe, And Wayne Project (PIN 4LC103), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

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 August 27, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

4LC103 - REPLACE OF VARIOUS CULVERTS IN LIVINGSTON, MONROE, AND WAYNE

THIS PROJECT WILL REPLACE CULVERTS IN VARIOUS LOCATIONS IN LIVINGSTON, MONROE, AND ONTARIO CO. CINS C420128, C440033, C450037, C450053, C450101, C088009.

Lead Agency:	NYSDOT
PIN:	-
Work Type:	SAFETY
County:	REGIONWIDE
MPO:	GTC
Air Quality Status:	A19 Widening narrow pavements or reconstructing bridges (no additional travel lanes), A2 Projects that correct, improve, or eliminate a hazardous location or feature



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Design	State - Match	\$2,473,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,473,000
Total Preliminary Design		\$2,473,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,473,000
Detailed Design	State - Match	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
Total Detailed Design		\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
Right of Way Incidentals	State - Match	\$56,300	\$0	\$0	\$0	\$0	\$0	\$0	\$56,300
Total Right of Way Incidentals		\$56,300	\$0	\$0	\$0	\$0	\$0	\$0	\$56,300
Right of Way Acquisitions	State - Match	\$82,500	\$0	\$0	\$0	\$0	\$0	\$0	\$82,500
Total Right of Way Acquisitions		\$82,500	\$0	\$0	\$0	\$0	\$0	\$0	\$82,500
Construction Inspection	State - Overmatch	\$0	\$0	\$1,129,200	\$0	\$0	\$0	\$0	\$1,129,200
Total Construction Inspection		\$0	\$0	\$1,129,200	\$0	\$0	\$0	\$0	\$1,129,200
Construction	State - Match	\$0	\$0	\$846,844	\$0	\$0	\$0	\$0	\$846,844
Construction	State - Non-Participating Share (NPS)	\$0	\$0	\$7,057,031	\$0	\$0	\$0	\$0	\$7,057,031
Construction	STBG Flex - Statewide	\$0	\$0	\$3,387,375	\$0	\$0	\$0	\$0	\$3,387,375
Total Construction		\$0	\$0	\$11,291,250	\$0	\$0	\$0	\$0	\$11,291,250
Total Prior Costs		\$2,612,800	\$0	\$0	\$0	\$0	\$0	\$0	\$2,612,800
Total Programmed		\$2,612,800	\$0	\$12,420,450	\$0	\$0	\$0	\$0	\$15,033,250

Current Change Reason:	Schedule / Funding / Scope- Update Phase changes FFY - Construction or Other
Project Changes:	Plan Revision Name changed from "FFY 2026 -- Q3" to "GTC-26-Q4-Amend"

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-41 Amending the *2026-2030 TIP* by Increasing the Federal Share of the Construction Phase of the Silver Rd over Little Tonawanda Creek Bridge Replacement Project (PIN 4BNY57)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. Genesee County proposes the following changes to the *2026-2030 TIP*:
 - a. Silver Rd over Little Tonawanda Creek Bridge Replacement (PIN 4BNY57)

 Increase the Federal Share of the FFY 2026 Construction Phase from \$1,161,937 (\$0 Federal) to \$1,161,937 (\$1,103,840 Federal).
3. The source of Federal funds is the Bridge Formula Program – Off-System Bridge. The additional Federal funds is Surface Transportation Block Grant – Off-System Bridge.
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Increasing the Federal Share of the Silver Rd over Little Tonawanda Creek Bridge Replacement Project (PIN 4BNY57), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

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 August 27, 2026.

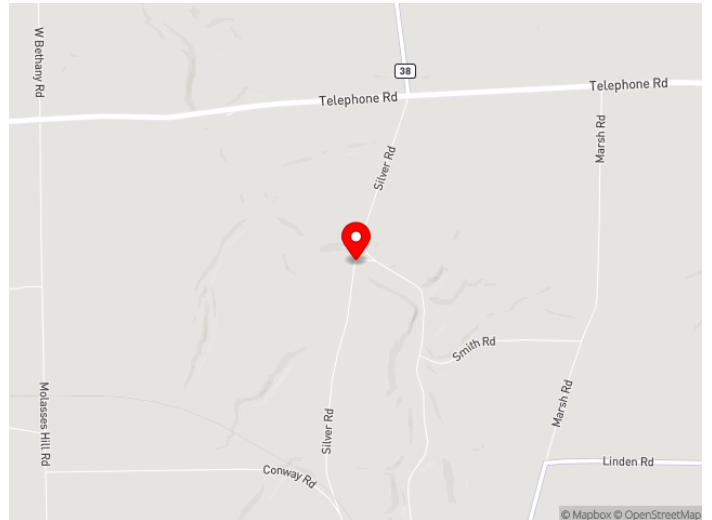
Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

4BNY57 - Silver Rd over Little Tonawanda Creek Bridge Replacement

THIS PROJECT WILL REPLACE THE BRIDGE ON SILVER RD OVER LITTLE TONAWANDA CREEK IN THE TOWN OF BETHANY, GENESEE COUNTY. BIN 3315880. BRIDGE NY PROGRAM. PROJECT IS USING 95% FEDERAL FUNDING (OF WHICH 15% IS TOLL CREDITS) WITH 5% LOCAL MATCH.

Lead Agency:	GENESEE COUNTY
PIN:	-
Work Type:	BRIDGE
County:	GENESEE
MPO:	GTC
Air Quality Status:	A19 Widening narrow pavements or reconstructing bridges (no additional travel lanes)



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Design	BNY - Main Office	\$187,500	\$0	\$0	\$0	\$0	\$0	\$0	\$187,500
Preliminary Design	Local - Match	\$9,900	\$0	\$0	\$0	\$0	\$0	\$0	\$9,900
Total Preliminary Design		\$197,400	\$0	\$0	\$0	\$0	\$0	\$0	\$197,400
Detailed Design	BNY - Main Office	\$80,400	\$0	\$0	\$0	\$0	\$0	\$0	\$80,400
Detailed Design	Local - Match	\$4,200	\$0	\$0	\$0	\$0	\$0	\$0	\$4,200
Total Detailed Design		\$84,600	\$0	\$0	\$0	\$0	\$0	\$0	\$84,600
Right of Way Incidentals	BNY - Main Office	\$17,800	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800
Right of Way Incidentals	Local - Match	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$900
Total Right of Way Incidentals		\$18,700	\$0	\$0	\$0	\$0	\$0	\$0	\$18,700
Right of Way Acquisitions	BNY - Main Office	\$17,800	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800
Right of Way Acquisitions	Local - Match	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$900
Total Right of Way Acquisitions		\$18,700	\$0	\$0	\$0	\$0	\$0	\$0	\$18,700
Construction Inspection	BNY - Main Office	\$0	\$158,900	\$0	\$0	\$0	\$0	\$0	\$158,900
Construction Inspection	Local - Match	\$0	\$8,400	\$0	\$0	\$0	\$0	\$0	\$8,400
Total Construction Inspection		\$0	\$167,300	\$0	\$0	\$0	\$0	\$0	\$167,300
Construction	BNY - Main Office	\$0	\$780,300	\$0	\$0	\$0	\$0	\$0	\$780,300
Construction	Local - Match	\$0	\$41,100	\$0	\$0	\$0	\$0	\$0	\$41,100
Construction	Local - Overmatch	\$0	\$58,097	\$0	\$0	\$0	\$0	\$0	\$58,097
Construction	STBG OSB - Statewide	\$0	\$1,103,840	\$0	\$0	\$0	\$0	\$0	\$1,103,840
Total Construction		\$0	\$1,983,337	\$0	\$0	\$0	\$0	\$0	\$1,983,337
Total Prior Costs		\$319,400	\$0	\$0	\$0	\$0	\$0	\$0	\$319,400
Total Programmed		\$319,400	\$2,150,637	\$0	\$0	\$0	\$0	\$0	\$2,470,037

Current Change Reason:	Schedule / Funding / Scope- Update Increase of Main Office funds by 25% or more*
Project Changes:	Plan Revision Name changed from "Mapping Update" to "GTC-26-Q4-Amend"

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-42 Amending the *2026-2030 TIP* by Increasing the Federal Share of the Walker Rd over Moorman Creek (BIN 3317660) Project (PIN 4BNY60)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. Monroe County proposes the following changes to the *2026-2030 TIP*:
 - a. Walker Rd over Moorman Creek (BIN 3317660)
 (PIN 4BNY60)

Increase the Federal Share of the FFY 2026 Construction Phase from \$651,000 (\$0 Federal) to \$651,000 (\$618,450 Federal).
3. The source of Federal funds is the Bridge Formula Program – Off-System Bridge. The additional Federal funds is Surface Transportation Block Grant – Off-System Bridge.
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Increasing the Federal Share of the Walker Rd over Moorman Creek (BIN 3317660) Project (PIN 4BNY60), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

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 August 27, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

4BNY60 - Walker Rd over Moorman Creek (BIN 3317660)

THIS PROJECT WILL REPLACE THE BRIDGE ON WALKER RD OVER MOORMAN CREEK IN THE TOWN OF HAMLIN, MONROE COUNTY. BIN 3317660. BRIDGE NY PROGRAM. PROJECT IS USING 95% FEDERAL FUNDING (OF WHICH 15% IS TOLL CREDITS) WITH 5% LOCAL MATCH.

Lead Agency:	MONROE COUNTY
PIN:	-
Work Type:	BRIDGE
County:	MONROE
MPO:	GTC
Air Quality Status:	A19 Widening narrow pavements or reconstructing bridges (no additional travel lanes)



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Design	BNY - Main Office	\$191,500	\$0	\$0	\$0	\$0	\$0	\$0	\$191,500
Preliminary Design	Local - Match	\$10,100	\$0	\$0	\$0	\$0	\$0	\$0	\$10,100
Total Preliminary Design		\$201,600	\$0	\$0	\$0	\$0	\$0	\$0	\$201,600
Detailed Design	BNY - Main Office	\$82,100	\$0	\$0	\$0	\$0	\$0	\$0	\$82,100
Detailed Design	Local - Match	\$4,300	\$0	\$0	\$0	\$0	\$0	\$0	\$4,300
Total Detailed Design		\$86,400	\$0	\$0	\$0	\$0	\$0	\$0	\$86,400
Right of Way Incidentals	BNY - Main Office	\$28,500	\$0	\$0	\$0	\$0	\$0	\$0	\$28,500
Right of Way Incidentals	Local - Match	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
Total Right of Way Incidentals		\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000
Right of Way Acquisitions	BNY - Main Office	\$28,500	\$0	\$0	\$0	\$0	\$0	\$0	\$28,500
Right of Way Acquisitions	Local - Match	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
Total Right of Way Acquisitions		\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000
Construction Inspection	BNY - Main Office	\$0	\$159,600	\$0	\$0	\$0	\$0	\$0	\$159,600
Construction Inspection	Local - Match	\$0	\$8,400	\$0	\$0	\$0	\$0	\$0	\$8,400
Total Construction Inspection		\$0	\$168,000	\$0	\$0	\$0	\$0	\$0	\$168,000
Construction	BNY - Main Office	\$0	\$1,139,100	\$0	\$0	\$0	\$0	\$0	\$1,139,100
Construction	Local - Match	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000
Construction	Local - Overmatch	\$0	\$32,550	\$0	\$0	\$0	\$0	\$0	\$32,550
Construction	STBG OSB - Statewide	\$0	\$618,450	\$0	\$0	\$0	\$0	\$0	\$618,450
Total Construction		\$0	\$1,850,100	\$0	\$0	\$0	\$0	\$0	\$1,850,100
Total Prior Costs		\$348,000	\$0	\$0	\$0	\$0	\$0	\$0	\$348,000
Total Programmed		\$348,000	\$2,018,100	\$0	\$0	\$0	\$0	\$0	\$2,366,100

Current Change Reason:	Schedule / Funding / Scope- Update Increase of Main Office funds by 25% or more*
Project Changes:	Plan Revision Name changed from "Mapping Update" to "GTC-26-Q4-Amend"

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-43 Amending the *2026-2030 TIP* by Adding the Rt 31 from I-490 to the Wayne County Line Project (PIN 4V2731)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. NYSDOT proposes the following changes to the *2026-2030 TIP*:
 - a. Rt 31 from I-490 to the Wayne County Line
(PIN 4V2731)

Add a Project with a Total Cost of \$3,185,520 (\$2,500,000 Federal);
Add a FFY 2026 Scoping Phase totaling \$60,520 (\$0 Federal);
Add a FFY 2027 Detailed Design Phase totaling \$204,940 (\$163,952 Federal);
Add a FFY 2027 Construction Inspection Phase totaling \$265,460 (\$212,368 Federal);
Add a FFY 2027 Construction Phase totaling \$2,654,600 (\$2,123,680 Federal).
3. The source of Federal funds is the National Highway Performance Program (NHPP) – Statewide;
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Adding the Rt 31 from I-490 to the Wayne County Line Project (PIN 4V2731), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

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 August 27, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

4V2731 - Rt 31 from I-490 to the Wayne County Line

This project will pave Rt 31 from I-490 to the Wayne County Line in the Town of Fairport, Monroe County.

Lead Agency:	NYSDOT
PIN:	-
Work Type:	CONST
County:	-
MPO:	GTC
Air Quality Status:	-
Total Project Cost:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Scoping	State - Match	\$0	\$60,520	\$0	\$0	\$0	\$0	\$0	\$60,520
Total Scoping		\$0	\$60,520	\$0	\$0	\$0	\$0	\$0	\$60,520
Detailed Design	NHPP - Statewide	\$0	\$0	\$163,952	\$0	\$0	\$0	\$0	\$163,952
Detailed Design	State - Match	\$0	\$0	\$40,988	\$0	\$0	\$0	\$0	\$40,988
Total Detailed Design		\$0	\$0	\$204,940	\$0	\$0	\$0	\$0	\$204,940
Construction Inspection	NHPP - Statewide	\$0	\$0	\$212,368	\$0	\$0	\$0	\$0	\$212,368
Construction Inspection	State - Match	\$0	\$0	\$53,092	\$0	\$0	\$0	\$0	\$53,092
Total Construction Inspection		\$0	\$0	\$265,460	\$0	\$0	\$0	\$0	\$265,460
Construction	NHPP - Statewide	\$0	\$0	\$2,123,680	\$0	\$0	\$0	\$0	\$2,123,680
Construction	State - Match	\$0	\$0	\$530,920	\$0	\$0	\$0	\$0	\$530,920
Total Construction		\$0	\$0	\$2,654,600	\$0	\$0	\$0	\$0	\$2,654,600
Total Programmed		\$0	\$60,520	\$3,125,000	\$0	\$0	\$0	\$0	\$3,185,520

Current Change Reason:	New Project
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GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-44 Amending the 2026-2030 TIP by Deferring the Construction Phases and Increasing the Total Cost Rt 98 Rehabilitation And Intersection Improvements Project (PIN 476104)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. Town of Batavia proposes the following changes to the *2026-2030 TIP*:
 - a. Rt 98 Rehabilitation And Intersection Improvements (PIN 476104)

Increase the Total Cost from \$5,314,160 (\$4,251,328 Federal) to \$5,374,160 (\$4,299,328 Federal);
Defer the FFY 2027 Construction Phase of \$4,675,900 (\$3,740,720 Federal) to FFY 2028;
Defer the FFY 2027 Construction Inspection Phase of \$554,260 (\$443,408 Federal) to FFY 2028;
Increase the FFY 2028 Construction Phase of \$4,675,900 (\$3,740,720 Federal) to \$4,735,900 (\$3,788,720 Federal).
3. The source of Federal funds is the Surface Transportation Block Grant (STBG) – Flex – Planning Target;
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Deferring and Increasing the Rt 98 Rehabilitation And Intersection Improvements Project (PIN 476104), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

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 August 27, 2026.

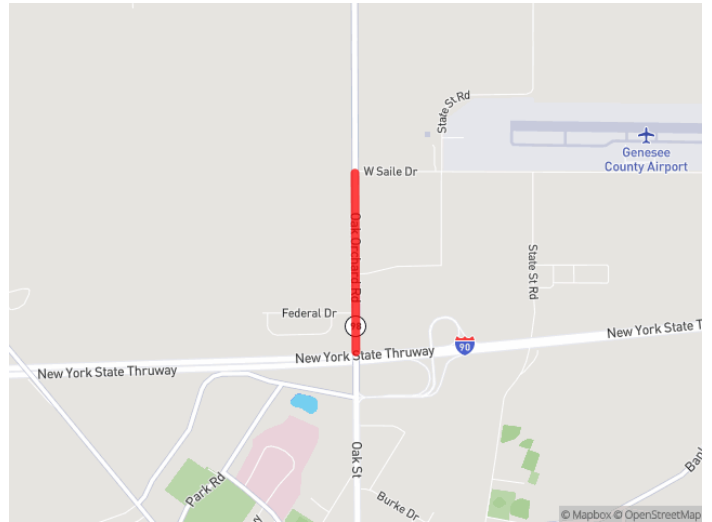
Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

476104 - RT 98 REHABILITATION AND INTERSECTION IMPROVEMENTS

This project will rehabilitate Rt 98 from the bridge over I-90 to W Saile Dr and conduct intersection improvements at Rt 98 and E Saile Dr in the Tn of Batavia, Genesee Co.

Lead Agency:	BATAVIA TOWN
PIN:	-
Work Type:	SAFETY
County:	GENESEE
MPO:	GTC
Air Quality Status:	A6 Highway Safety Improvement Program implementation, D1 Intersection channelization projects



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Right of Way Acquisitions	Local - Match	\$0	\$16,800	\$0	\$0	\$0	\$0	\$0	\$16,800
Right of Way Acquisitions	STBG Flex - Planning Target	\$0	\$67,200	\$0	\$0	\$0	\$0	\$0	\$67,200
Total Right of Way Acquisitions		\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$84,000
Construction Inspection	Local - Match	\$0	\$0	\$0	\$110,852	\$0	\$0	\$0	\$110,852
Construction Inspection	STBG Flex - Planning Target	\$0	\$0	\$0	\$443,408	\$0	\$0	\$0	\$443,408
Total Construction Inspection		\$0	\$0	\$0	\$554,260	\$0	\$0	\$0	\$554,260
Construction	Local - Match	\$0	\$0	\$0	\$947,180	\$0	\$0	\$0	\$947,180
Construction	STBG Flex - Planning Target	\$0	\$0	\$0	\$3,788,720	\$0	\$0	\$0	\$3,788,720
Total Construction		\$0	\$0	\$0	\$4,735,900	\$0	\$0	\$0	\$4,735,900
Total Programmed		\$0	\$84,000	\$0	\$5,290,160	\$0	\$0	\$0	\$5,374,160

Current Change Reason:	Schedule / Funding / Scope- Update Under \$50,000 or 10% (whichever is less) of Planning Target funds* - Phase changes FFY - Construction or Other
Project Changes:	Plan Revision Name changed from "FFY 2026 -- Q3" to "GTC-26-Q4-Amend"

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-45 Amending the *2026-2030 TIP* by Adding Construction Phases to the Dewey Ave and Emerson St Reconstruction and Intersection Improvements Project (PIN 4CR020)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. City of Rochester proposes the following changes to the *2026-2030 TIP*:
 - a. Dewey Ave and Emerson St Reconstruction and Intersection Improvements (PIN 4CR020)

 Add a FFY 2028 Construction Phase of \$4,128,125 (\$3,302,500 Federal);
 Add a FFY 2028 Construction Inspection Phase of \$817,250 (\$653,800 Federal).
3. The source of Federal funds is the Surface Transportation Block Grant (STBG) – Large Urban Program – Planning Target.
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Adding Construction Phases to the Dewey Ave and Emerson St Reconstruction and Intersection Improvements Project (PIN 4CR020), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

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 August 27, 2026.

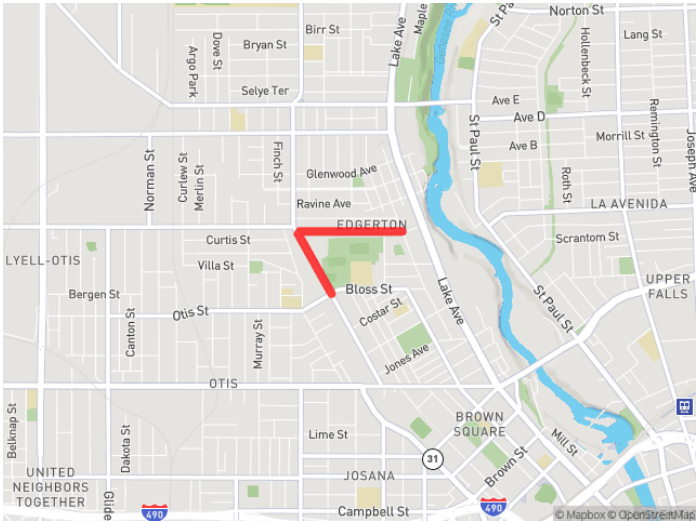
Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

4CR020 - Dewey Ave and Emerson St Reconstruction

This project will reconstruct and realign Dewey Ave from Locust St and Emerson St from Dewey Ave to Fulton Ave in the City of Rochester, Monroe Co.

Lead Agency:	ROCHESTER CITY
PIN:	-
Work Type:	R&P
County:	MONROE
MPO:	GTC
Air Quality Status:	A10 Pavement resurfacing and/or rehabilitation, A2 Projects that correct, improve, or eliminate a hazardous location or feature



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Scoping	Local - Non-Participating Share (NPS)	\$98,700	\$0	\$0	\$0	\$0	\$0	\$0	\$98,700
Total Scoping		\$98,700	\$0	\$0	\$0	\$0	\$0	\$0	\$98,700
Preliminary Design	Local - Non-Participating Share (NPS)	\$394,900	\$0	\$0	\$0	\$0	\$0	\$0	\$394,900
Total Preliminary Design		\$394,900	\$0	\$0	\$0	\$0	\$0	\$0	\$394,900
Detailed Design	Local - Match	\$83,200	\$0	\$0	\$0	\$0	\$0	\$0	\$83,200
Detailed Design	Local - Non-Participating Share (NPS)	\$340,300	\$0	\$0	\$0	\$0	\$0	\$0	\$340,300
Detailed Design	STBG Lg Urb - Planning Target	\$332,900	\$0	\$0	\$0	\$0	\$0	\$0	\$332,900
Total Detailed Design		\$756,400	\$0	\$0	\$0	\$0	\$0	\$0	\$756,400
Right of Way Incidentals	Local - Match	\$33,400	\$0	\$0	\$0	\$0	\$0	\$0	\$33,400
Right of Way Incidentals	STBG Lg Urb - Planning Target	\$133,800	\$0	\$0	\$0	\$0	\$0	\$0	\$133,800
Total Right of Way Incidentals		\$167,200	\$0	\$0	\$0	\$0	\$0	\$0	\$167,200
Right of Way Acquisitions	Local - Match	\$0	\$162,500	\$0	\$0	\$0	\$0	\$0	\$162,500
Right of Way Acquisitions	STBG Lg Urb - Planning Target	\$0	\$649,900	\$0	\$0	\$0	\$0	\$0	\$649,900
Total Right of Way Acquisitions		\$0	\$812,400	\$0	\$0	\$0	\$0	\$0	\$812,400
Construction Inspection	Local - Grant Award	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$84,000
Construction Inspection	Local - Match	\$0	\$0	\$21,000	\$163,450	\$0	\$0	\$0	\$184,450
Construction Inspection	Local - Non-Participating Share (NPS)	\$0	\$0	\$1,383,300	\$0	\$0	\$0	\$0	\$1,383,300
Construction Inspection	STBG Lg Urb - Planning Target	\$0	\$0	\$0	\$653,800	\$0	\$0	\$0	\$653,800
Total Construction Inspection		\$0	\$0	\$1,488,300	\$817,250	\$0	\$0	\$0	\$2,305,550
Construction	Local - Grant Award	\$0	\$0	\$696,000	\$0	\$0	\$0	\$0	\$696,000
Construction	Local - Match	\$0	\$0	\$174,000	\$825,625	\$0	\$0	\$0	\$999,625
Construction	Local - Non-Participating Share (NPS)	\$0	\$0	\$10,930,000	\$0	\$0	\$0	\$0	\$10,930,000
Construction	STBG Lg Urb - Planning Target	\$0	\$0	\$0	\$3,302,500	\$0	\$0	\$0	\$3,302,500
Total Construction		\$0	\$0	\$11,800,000	\$4,128,125	\$0	\$0	\$0	\$15,928,125
Total Prior Costs		\$1,417,200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,417,200
Total Programmed		\$1,417,200	\$812,400	\$13,288,300	\$4,945,375	\$0	\$0	\$0	\$20,463,275

Current Change Reason:	Schedule / Funding / Scope- Update Over \$500,000 or 25% (whichever is less) of Planning Target funds* - Phase changes FFY – Construction or Other
Project Changes:	Plan Revision Name changed from "GTC-26-Q4-Dewey Emerson" to "GTC-26-Q4-Amend"

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-46 Amending the *2026-2030 TIP* by Adding Supplemental Phases and Decreasing the Federal Share of the Main Street Streetscape Phase III Project (PIN 4CR022)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. City of Rochester proposes the following changes to the *2026-2030 TIP*:
 - a. Main Street Streetscape Phase III
 (PIN 4CR022)

Decrease the Federal Share of the FFY 2028 Construction Phase from \$6,028,300 (\$4,424,100 Federal) to \$6,028,300 (\$1,121,600 Federal);
Decrease the Federal Share of the FFY 2028 Construction Inspection Phase from \$1,085,300 (\$868,200 Federal) to \$1,085,300 (\$214,400 Federal);
Add a FFY 2029 Supplemental Construction Phase of \$4,128,125 (\$3,302,500 Federal);
Add a FFY 2029 Supplemental Construction Inspection Phase of \$817,250 (\$653,800 Federal).
3. The source of Federal funds is the Surface Transportation Block Grant (STBG) – Large Urban and Flex Program – Planning Target.
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Adding Phases and Decreasing the Federal Share to the Main Street Streetscape Phase III Project (PIN 4CR022), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

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 August 27, 2026.

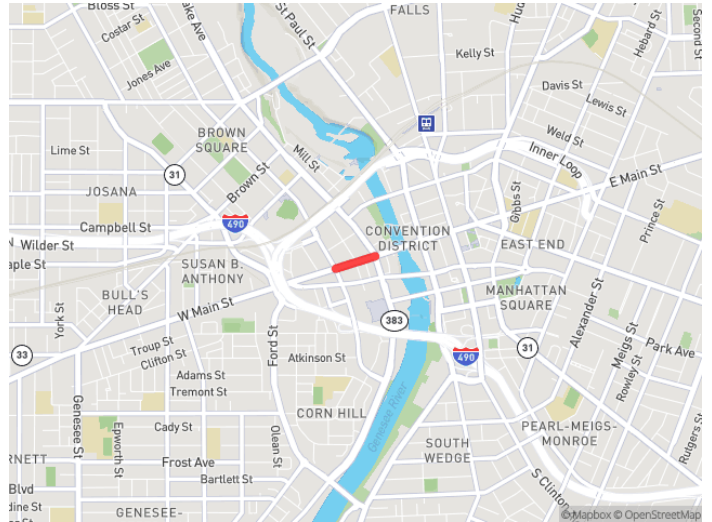
Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

4CR022 - CITY OF ROCHESTER MAIN ST STREETScape (3)

PHASE 3 OF THE CITY OF ROCHESTER MAIN STREET STREETScape AND PEDESTRIAN WAYFINDING ENHANCEMENT PROJECT IN THE CITY OF ROCHESTER, MONROE CO.

Lead Agency:	ROCHESTER CITY
PIN:	-
Work Type:	BIKE/PED
County:	MONROE
MPO:	GTC
Air Quality Status:	A10 Pavement resurfacing and/or rehabilitation



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Scoping	Local - Match	\$17,000	\$0	\$0	\$0	\$0	\$0	\$0	\$17,000
Scoping	STBG Lg Urb - Planning Target	\$67,900	\$0	\$0	\$0	\$0	\$0	\$0	\$67,900
Total Scoping		\$84,900	\$0	\$0	\$0	\$0	\$0	\$0	\$84,900
Preliminary Design	Local - Match	\$66,900	\$0	\$0	\$0	\$0	\$0	\$0	\$66,900
Preliminary Design	STBG Lg Urb - Planning Target	\$267,400	\$0	\$0	\$0	\$0	\$0	\$0	\$267,400
Total Preliminary Design		\$334,300	\$0	\$0	\$0	\$0	\$0	\$0	\$334,300
Detailed Design	Local - Match	\$124,600	\$0	\$0	\$0	\$0	\$0	\$0	\$124,600
Detailed Design	STBG Lg Urb - Planning Target	\$498,300	\$0	\$0	\$0	\$0	\$0	\$0	\$498,300
Total Detailed Design		\$622,900	\$0	\$0	\$0	\$0	\$0	\$0	\$622,900
Right of Way Incidentals	Local - Match	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600
Right of Way Incidentals	STBG Lg Urb - Planning Target	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400
Total Right of Way Incidentals		\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000
Right of Way Acquisitions	Local - Match	\$0	\$400	\$0	\$0	\$0	\$0	\$0	\$400
Right of Way Acquisitions	STBG Lg Urb - Planning Target	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$1,600
Total Right of Way Acquisitions		\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000
Construction Inspection	Local - Match	\$0	\$0	\$0	\$53,650	\$163,450	\$0	\$0	\$217,100
Construction Inspection	Local - Non-Participating Share (NPS)	\$0	\$0	\$0	\$817,250	\$0	\$0	\$0	\$817,250
Construction Inspection	STBG Flex - Planning Target	\$0	\$0	\$0	\$0	\$653,800	\$0	\$0	\$653,800
Construction Inspection	STBG Lg Urb - Planning Target	\$0	\$0	\$0	\$214,400	\$0	\$0	\$0	\$214,400
Total Construction Inspection		\$0	\$0	\$0	\$1,085,300	\$817,250	\$0	\$0	\$1,902,550
Construction	Local - Match	\$0	\$0	\$0	\$280,375	\$825,625	\$0	\$0	\$1,106,000
Construction	Local - Non-Participating Share (NPS)	\$0	\$0	\$0	\$4,128,125	\$0	\$0	\$0	\$4,128,125
Construction	Local - Overmatch	\$0	\$0	\$0	\$498,200	\$0	\$0	\$0	\$498,200
Construction	STBG Flex - Planning Target	\$0	\$0	\$0	\$0	\$3,302,500	\$0	\$0	\$3,302,500
Construction	STBG Lg Urb - Planning Target	\$0	\$0	\$0	\$1,121,600	\$0	\$0	\$0	\$1,121,600
Total Construction		\$0	\$0	\$0	\$6,028,300	\$4,128,125	\$0	\$0	\$10,156,425
Total Prior Costs		\$1,050,100	\$0	\$0	\$0	\$0	\$0	\$0	\$1,050,100
Total Programmed		\$1,050,100	\$2,000	\$0	\$7,113,600	\$4,945,375	\$0	\$0	\$13,111,075

-- Page 107 of 227 --

Current Change Reason: Schedule / Funding / Scope- Update Add new non-Federal funding - Change in Federal fund source - Phase changes FFY - Construction or Other

Project Changes:	Plan Revision Name changed from "GTC-26-Q4-Dewey Emerson" to "GTC-26-Q4-Amend"
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GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-47 Amending the *2026-2030 TIP* by Adding Supplemental Phases and Decreasing the Federal Share of the Atlantic Ave/Browncroft Blvd/E Main St/Monroe Ave/N Winton Rd Project (PIN 4CR026)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. City of Rochester proposes the following changes to the *2026-2030 TIP*:
 - a. Atlantic Ave/Browncroft Blvd/E Main St/Monroe Ave/N Winton Rd
(PIN 4CR026)

Decrease the Federal Share of the FFY 2029 Construction Phase from \$7,246,080 (\$5,796,864 Federal) to \$7,246,080 (\$2,494,364 Federal);
Decrease the Federal Share of the FFY 2029 Construction Inspection Phase from \$1,480,740 (\$1,184,592 Federal) to \$1,480,740 (\$530,792 Federal);
Add a FFY 2030 Supplemental Construction Phase of \$4,128,125 (\$3,302,500 Federal);
Add a FFY 2030 Supplemental Construction Inspection Phase of \$817,250 (\$653,800 Federal).
3. The sources of Federal funds are the Surface Transportation Block Grant (STBG) – Large Urban and Flex Programs – Planning Target.
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Adding Phases and Decreasing the Federal Share to the Atlantic Ave/Browncroft Blvd/E Main St/Monroe Ave/N Winton Rd Project (PIN 4CR026), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

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 August 27, 2026.

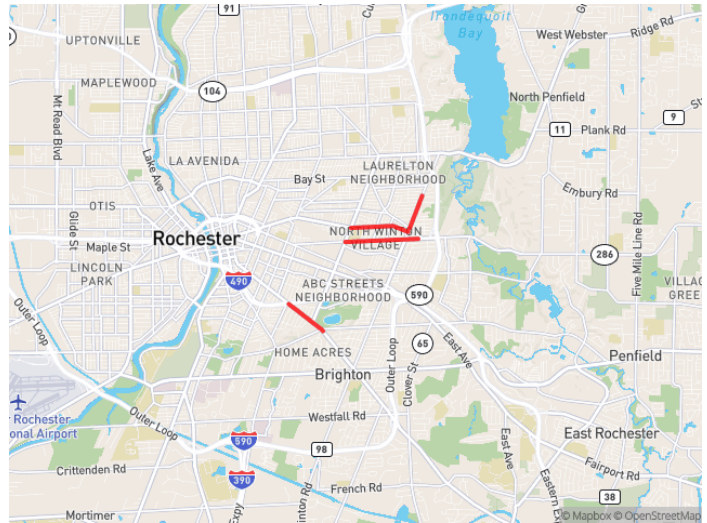
Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

4CR026 - ATLANTIC, BROWNCROFT, E MAIN ST, MONROE AVE, N WINTON PM

THIS PROJECT WILL REPAVE ATLANTIC AVE FROM CULVER RD TO NORTH WINTON RD, BROWNCROFT BLVD FROM WINTON RD TO MERCHANTS RD, EAST MAIN ST FROM CULVER RD TO NORTH WINTON RD, MONROE AVE FROM FIELD ST TO CITY LINE, AND WINTON RD FROM ELMCROFT RD TO CITY LINE IN THE CITY OF ROCHESTER, MONROE COUNTY.

Lead Agency:	ROCHESTER CITY
PIN:	-
Work Type:	R&P
County:	MONROE
MPO:	GTC
Air Quality Status:	A10 Pavement resurfacing and/or rehabilitation



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Scoping	Local - Match	\$0	\$19,688	\$0	\$0	\$0	\$0	\$0	\$19,688
Scoping	STBG Flex - Planning Target	\$0	\$78,752	\$0	\$0	\$0	\$0	\$0	\$78,752
Total Scoping		\$0	\$98,440	\$0	\$0	\$0	\$0	\$0	\$98,440
Preliminary Design	Local - Match	\$0	\$78,324	\$0	\$0	\$0	\$0	\$0	\$78,324
Preliminary Design	STBG Flex - Planning Target	\$0	\$313,296	\$0	\$0	\$0	\$0	\$0	\$313,296
Total Preliminary Design		\$0	\$391,620	\$0	\$0	\$0	\$0	\$0	\$391,620
Detailed Design	Local - Match	\$0	\$146,804	\$0	\$0	\$0	\$0	\$0	\$146,804
Detailed Design	STBG Flex - Planning Target	\$0	\$587,216	\$0	\$0	\$0	\$0	\$0	\$587,216
Total Detailed Design		\$0	\$734,020	\$0	\$0	\$0	\$0	\$0	\$734,020
Construction Inspection	Local - Match	\$0	\$0	\$0	\$0	\$132,698	\$163,450	\$0	\$296,148
Construction Inspection	Local - Non-Participating Share (NPS)	\$0	\$0	\$0	\$0	\$817,250	\$0	\$0	\$817,250
Construction Inspection	STBG Flex - Planning Target	\$0	\$0	\$0	\$0	\$530,792	\$0	\$0	\$530,792
Construction Inspection	STBG Lg Urb - Planning Target	\$0	\$0	\$0	\$0	\$0	\$653,800	\$0	\$653,800
Total Construction Inspection		\$0	\$0	\$0	\$0	\$1,480,740	\$817,250	\$0	\$2,297,990
Construction	Local - Match	\$0	\$0	\$0	\$0	\$1,289,591	\$825,625	\$0	\$2,115,216
Construction	Local - Non-Participating Share (NPS)	\$0	\$0	\$0	\$0	\$4,128,125	\$0	\$0	\$4,128,125
Construction	STBG Flex - Planning Target	\$0	\$0	\$0	\$0	\$2,494,364	\$0	\$0	\$2,494,364
Construction	STBG Lg Urb - Planning Target	\$0	\$0	\$0	\$0	\$2,664,000	\$3,302,500	\$0	\$5,966,500
Total Construction		\$0	\$0	\$0	\$0	\$10,576,080	\$4,128,125	\$0	\$14,704,205
Total Programmed		\$0	\$1,224,080	\$0	\$0	\$12,056,820	\$4,945,375	\$0	\$18,226,275

Current Change Reason:	Schedule / Funding / Scope- Update Add new non-Federal funding - Change in Federal fund source - Phase changes FFY – Construction or Other
Project Changes:	Plan Revision Name changed from "GTC-26-Q4-Dewey Emerson" to "GTC-26-Q4-Amend"

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-48 Amending the *2026-2030 TIP* by Adding Supplemental Phases and Decreasing the Federal Share of the Avenue D/Bay St/Joseph Ave Preventive Maintenance Project (PIN 4CR025)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. City of Rochester proposes the following changes to the *2026-2030 TIP*:
 - a. Avenue D/Bay St/Joseph Ave Preventive Maintenance
(PIN 4CR025)

Change FFY 2028 Scoping Phase of \$82,840 (\$66,272 Federal) from STBG Large Urban – Planning Target to STBG Flex – Planning Target funds;
Change FFY 2028 Preliminary Engineering Phase of \$333,540 (\$266,832 Federal) from STBG Large Urban – Planning Target to STBG Flex – Planning Target funds;
Change FFY 2028 Detailed Design of \$624,570 (\$499,656 Federal) from STBG Large Urban – Planning Target to STBG Flex – Planning Target funds;
Decrease the Federal Share of the FFY 2030 Construction Phase from \$8,988,020 (\$7,190,416 Federal) to \$8,988,020 (\$3,887,916 Federal);
Decrease the Federal Share of the FFY 2030 Construction Inspection Phase from \$1,258,820 (\$1,007,056 Federal) to \$1,258,820 (\$353,256 Federal);
Add a Future Year Supplemental Construction Phase of \$4,128,125 (\$3,302,500 Federal);
Add a Future Year Supplemental Construction Inspection Phase of \$817,250 (\$653,800 Federal).
3. The source of Federal funds is the Surface Transportation Block Grant (STBG) – Large Urban Program – Planning Target.
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Changing the Avenue D/Bay St/Joseph Ave Preventive Maintenance Project (PIN 4CR025), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

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 August 27, 2026.

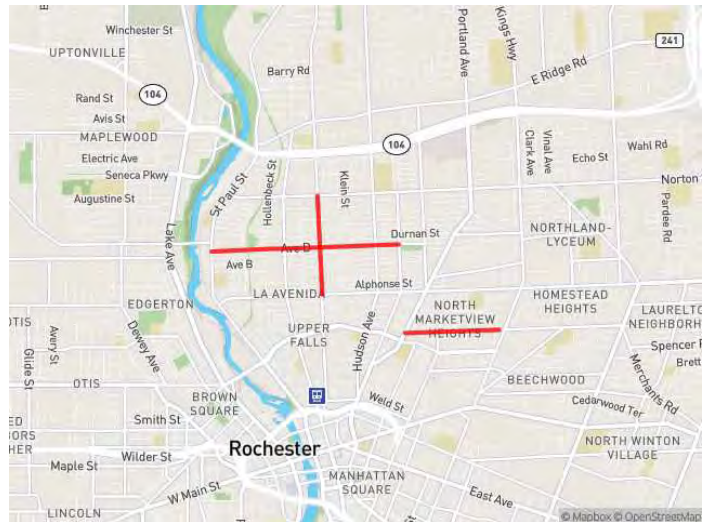
Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

4CR025 - AVE D / BAY ST / JOSEPH AVE PREVENTATIVE MAINTENANCE

This project will repave Avenue D from St. Paul St to North St, Bay Street from Portland Ave to N Goodman St, and Joseph Ave from Clifford Ave to Norton St in the City of Rochester, Monroe County.

Lead Agency:	ROCHESTER CITY
PIN:	-
Work Type:	R&P
County:	MONROE
MPO:	GTC
Air Quality Status:	A10 Pavement resurfacing and/or rehabilitation



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Scoping	Local - Match	\$0	\$0	\$0	\$16,568	\$0	\$0	\$0	\$16,568
Scoping	STBG Flex - Planning Target	\$0	\$0	\$0	\$66,272	\$0	\$0	\$0	\$66,272
Total Scoping		\$0	\$0	\$0	\$82,840	\$0	\$0	\$0	\$82,840
Preliminary Design	Local - Match	\$0	\$0	\$0	\$66,708	\$0	\$0	\$0	\$66,708
Preliminary Design	STBG Flex - Planning Target	\$0	\$0	\$0	\$266,832	\$0	\$0	\$0	\$266,832
Total Preliminary Design		\$0	\$0	\$0	\$333,540	\$0	\$0	\$0	\$333,540
Detailed Design	Local - Match	\$0	\$0	\$0	\$124,914	\$0	\$0	\$0	\$124,914
Detailed Design	STBG Flex - Planning Target	\$0	\$0	\$0	\$499,656	\$0	\$0	\$0	\$499,656
Total Detailed Design		\$0	\$0	\$0	\$624,570	\$0	\$0	\$0	\$624,570
Construction Inspection	Local - Match	\$0	\$0	\$0	\$0	\$0	\$88,314	\$163,450	\$251,764
Construction Inspection	Local - Non-Participating Share (NPS)	\$0	\$0	\$0	\$0	\$0	\$817,250	\$0	\$817,250
Construction Inspection	STBG Lg Urb - Planning Target	\$0	\$0	\$0	\$0	\$0	\$353,256	\$653,800	\$1,007,056
Total Construction Inspection		\$0	\$0	\$0	\$0	\$0	\$1,258,820	\$817,250	\$2,076,070
Construction	Local - Match	\$0	\$0	\$0	\$0	\$0	\$971,979	\$825,625	\$1,797,604
Construction	Local - Non-Participating Share (NPS)	\$0	\$0	\$0	\$0	\$0	\$4,128,125	\$0	\$4,128,125
Construction	STBG Lg Urb - Planning Target	\$0	\$0	\$0	\$0	\$0	\$3,887,916	\$3,302,500	\$7,190,416
Total Construction		\$0	\$0	\$0	\$0	\$0	\$8,988,020	\$4,128,125	\$13,116,145
Total Future Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$4,945,375	\$4,945,375
Total Programmed		\$0	\$0	\$0	\$1,040,950	\$0	\$10,246,840	\$4,945,375	\$16,233,165

Current Change Reason:	Schedule / Funding / Scope- Update Change in Federal fund source - Add new non-Federal funding - Phase changes FFY – Construction or Other
Project Changes:	Plan Revision Name changed from "GTC-26-Q4-Dewey Emerson" to "GTC-26-Q4-Amend"

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-49 Amending the *2026-2030 TIP* by Adding a Supplemental Preliminary Engineering Phase and Decreasing the Federal Share of the Wegman Rd Over I-490 Bridge Replacements (1048670 & 1095570) Project (PIN 449065)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. NYSDOT proposes the following changes to the *2026-2030 TIP*:
 - a. Wegman Rd Over I-490 Bridge Replacements (1048670 & 1095570)
(PIN 449065)

Decrease FFY 2028 Preliminary Engineering Phase of \$2,071,000 (\$1,656,800 Federal) to \$2,071,000 (\$543,209 Federal);
Add FFY 2029 Preliminary Engineering Phase of \$1,391,989 (\$1,113,591 Federal).
3. The source of Federal funds is the Surface Transportation Block Grant (STBG) – Large Urban Program – Planning Target.
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Adding a Phase and Decreasing the Federal Share to the Wegman Rd Over I-490 Bridge Replacements (1048670 & 1095570) Project (PIN 449065), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

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 August 27, 2026.

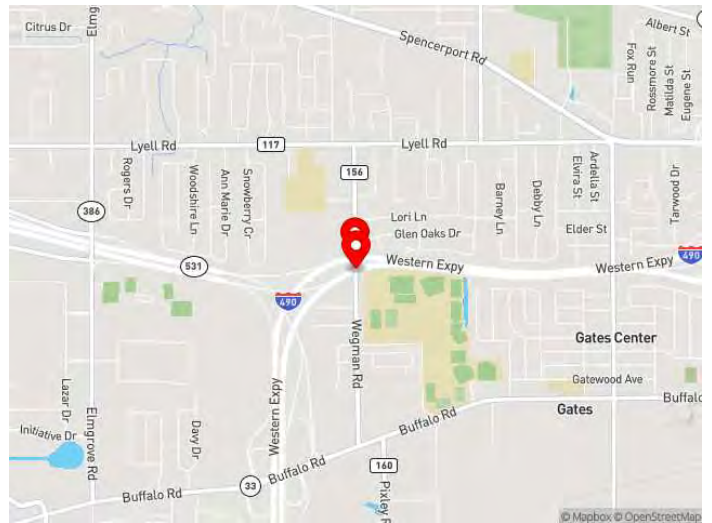
Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

449065 - WEGMAN RD OVER I-490 BRIDGE REPLACEMENTS (1048670 & 1095570)

This project will replace the bridges on Wegman Rd over I-490 in the Town of Gates, Monroe County. BINs 1048670 & 1095570.

Lead Agency:	NYS DOT
PIN:	-
Work Type:	BRIDGE
County:	MONROE
MPO:	GTC
Air Quality Status:	A19 Widening narrow pavements or reconstructing bridges (no additional travel lanes)



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Scoping	State - Match	\$0	\$0	\$0	\$10,900	\$0	\$0	\$0	\$10,900
Scoping	STBG Lg Urb - Planning Target	\$0	\$0	\$0	\$43,600	\$0	\$0	\$0	\$43,600
Total Scoping		\$0	\$0	\$0	\$54,500	\$0	\$0	\$0	\$54,500
Preliminary Design	State - Match	\$0	\$0	\$0	\$135,802	\$278,398	\$0	\$0	\$414,200
Preliminary Design	State - Non-Participating Share (NPS)	\$0	\$0	\$0	\$1,391,989	\$0	\$0	\$0	\$1,391,989
Preliminary Design	STBG Lg Urb - Planning Target	\$0	\$0	\$0	\$543,209	\$1,113,591	\$0	\$0	\$1,656,800
Total Preliminary Design		\$0	\$0	\$0	\$2,071,000	\$1,391,989	\$0	\$0	\$3,462,989
Total Programmed		\$0	\$0	\$0	\$2,125,500	\$1,391,989	\$0	\$0	\$3,517,489

Current Change Reason:	Schedule / Funding / Scope- Update Add new non-Federal funding - Phase changes FFY - Engineering or Right-of-Way
Project Changes:	Plan Revision Name changed from "Mapping Update" to "GTC-26-Q4-Amend"

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-50 Amending the 2026-2030 TIP by Increasing the Total Cost of the Rt 31, Rt 31A, and Redman Rd Intersection Safety Enhancement Project (PIN 40C103)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. NYSDOT proposes the following changes to the *2026-2030 TIP*:
 - a. Rt 31, Rt 31A, and Redman Rd Intersection Safety Enhancement (PIN 40C103)

Increase the Total Cost from \$8,461,350 (\$7,615,215 Federal) to \$9,880,000 (\$8,290,215 Federal);
Add a FFY 2026 Supplemental Preliminary Design Phase totaling \$750,000 (\$675,000 Federal HSIP – Statewide);
Increase the FFY 2027 Construction Phase from \$7,300,000 (\$6,570,000 Federal) to \$7,836,000 (\$6,450,615 Federal HSIP – Planning Target);
Increase the FFY 2027 Construction Inspection Phase from \$647,350 (\$582,615 Federal) to \$780,000 (\$702,000 Federal HSIP – Planning Target).
3. The source of Federal funds is the Highway Safety Improvement Program (HSIP) – Planning Target and Statewide;
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Increasing the Total Cost of the Rt 31, Rt 31A, and Redman Rd Intersection Safety Enhancement Project (PIN 40C103), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

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 August 27, 2026.

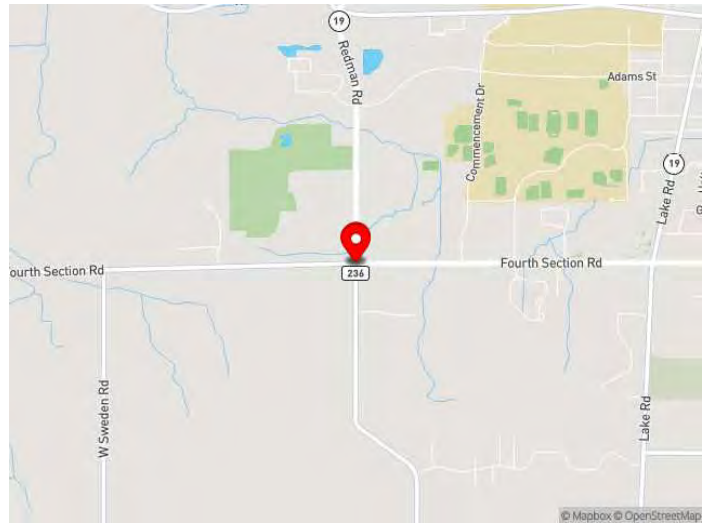
Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

40C103 - RT 31, RT 31A, AND REDMAN RD INTERSECTION SAFETY ENHANCEMENT

THIS PROJECT WILL ENHANCE THE SAFETY OF THE RT 31/31A/REDMAN RD INTERSECTION IN THE TN OF SWEDEN, MONROE CO. THIS WILL ADDRESS AN IDENTIFIED CRASH PATTERN. THE STATE CERTIFIES THE PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.

Lead Agency:	NYSDOT
PIN:	-
Work Type:	SAFETY
County:	MONROE
MPO:	GTC
Air Quality Status:	A6 Highway Safety Improvement Program implementation



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Scoping	HSIP - Planning Target	\$112,500	\$0	\$0	\$0	\$0	\$0	\$0	\$112,500
Scoping	State - Match	\$12,500	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500
Total Scoping		\$125,000	\$0	\$0	\$0	\$0	\$0	\$0	\$125,000
Preliminary Design	HSIP - Planning Target	\$270,000	\$0	\$0	\$0	\$0	\$0	\$0	\$270,000
Preliminary Design	HSIP - Statewide	\$0	\$675,000	\$0	\$0	\$0	\$0	\$0	\$675,000
Preliminary Design	State - Match	\$30,000	\$75,000	\$0	\$0	\$0	\$0	\$0	\$105,000
Total Preliminary Design		\$300,000	\$750,000	\$0	\$0	\$0	\$0	\$0	\$1,050,000
Detailed Design	HSIP - Planning Target	\$0	\$70,200	\$0	\$0	\$0	\$0	\$0	\$70,200
Detailed Design	State - Match	\$0	\$7,800	\$0	\$0	\$0	\$0	\$0	\$7,800
Total Detailed Design		\$0	\$78,000	\$0	\$0	\$0	\$0	\$0	\$78,000
Right of Way Incidentals	HSIP - Planning Target	\$9,900	\$0	\$0	\$0	\$0	\$0	\$0	\$9,900
Right of Way Incidentals	State - Match	\$1,100	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100
Total Right of Way Incidentals		\$11,000	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000
Construction Inspection	HSIP - Planning Target	\$0	\$0	\$702,000	\$0	\$0	\$0	\$0	\$702,000
Construction Inspection	State - Match	\$0	\$0	\$78,000	\$0	\$0	\$0	\$0	\$78,000
Total Construction Inspection		\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$780,000
Construction	HSIP - Planning Target	\$0	\$0	\$6,450,615	\$0	\$0	\$0	\$0	\$6,450,615
Construction	State - Match	\$0	\$0	\$716,735	\$0	\$0	\$0	\$0	\$716,735
Construction	State - Non-Participating Share (NPS)	\$0	\$0	\$668,650	\$0	\$0	\$0	\$0	\$668,650
Total Construction		\$0	\$0	\$7,836,000	\$0	\$0	\$0	\$0	\$7,836,000
Total Prior Costs		\$436,000	\$0	\$0	\$0	\$0	\$0	\$0	\$436,000
Total Programmed		\$436,000	\$828,000	\$8,616,000	\$0	\$0	\$0	\$0	\$9,880,000

Current Change Reason:	Schedule / Funding / Scope- Update Under \$50,000 or 10% (whichever is less) of Planning Target funds* - Add new non-Federal funding
Project Changes:	Plan Revision Name changed from "FFY 2026 -- Q3" to "GTC-26-Q4-Amend"

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-51 Amending the *2026-2030 TIP* by Changing the Federal Fund Source of the Construction Phases of the Rt 31 from I-590 to the Vil of Pittsford (WL) Project (PIN 40C101)

WHEREAS,

1. The *2026-2030 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. NYSDOT proposes the following changes to the *2026-2030 TIP*:
 - a. Rt 31 from I-590 to the Vil of Pittsford (WL)
(PIN 40C101)

Change the Federal Fund Source of the FFY 2026 Construction Phase of \$11,143,339 (\$7,150,325 NHPP Federal and \$700,000 HSIP Federal) to \$11,143,339 (\$606,003 NHPP Federal, \$6,544,322 STBG Large Urban Federal and \$700,000 HSIP Federal);
Change the Federal Fund Source to the FFY 2026 Construction Inspection Phase of \$892,538 (\$714,030 Federal) from NHPP to STBG Large Urban.
3. The source of Federal funds is the National Highway Performance Program (NHPP) – Planning Target funding, Surface Transportation Block Grant (STBG) – Large Urban - Statewide and Highway Safety Improvement Program (HSIP) - Statewide;
4. The proposed changes are described on the attached Project Detail Sheet;
5. The timing of these projects is such that an amendment of the *2026-2030 TIP* is now called for;
6. The Council is satisfied that this amendment of the *2026-2030 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council amends the *2026-2030 TIP* by Changing the Federal Fund Source of the Construction Phases of the Rt 31 from I-590 to the Vil of Pittsford (WL) Project (PIN 40C101), and will update the existing TIP table accordingly; and
2. That this resolution takes effect immediately.

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 August 27, 2026.

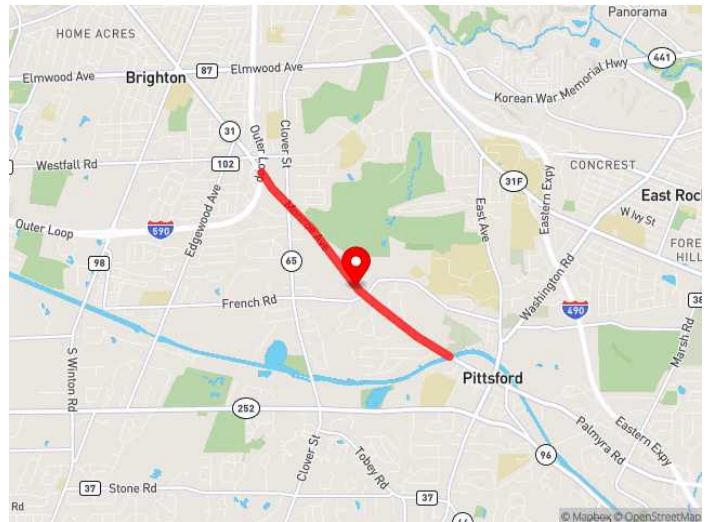
Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

40C101 - Rt 31 from I-590 to the Vil of Pittsford (WL)

THIS PROJECT WILL REPAVE RT 31 FROM I-590 TO THE VIL OF PITTSFORD (WESTERN LINE) TO EXTEND THE SURFACE LIFE IN THE TNS OF PITTSFORD AND BRIGHTON, MONROE CO.

Lead Agency:	NYSDOT
PIN:	-
Work Type:	R&P
County:	MONROE
MPO:	GTC
Air Quality Status:	A10 Pavement resurfacing and/or rehabilitation
Total Project Cost:	\$9,831,000



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Scoping	NHPP - Planning Target	\$232,500	\$0	\$0	\$0	\$0	\$0	\$0	\$232,500
Scoping	State - Match	\$58,100	\$0	\$0	\$0	\$0	\$0	\$0	\$58,100
Total Scoping		\$290,600	\$0	\$0	\$0	\$0	\$0	\$0	\$290,600
Preliminary Design	NHPP - Planning Target	\$732,400	\$0	\$0	\$0	\$0	\$0	\$0	\$732,400
Preliminary Design	State - Match	\$183,100	\$0	\$0	\$0	\$0	\$0	\$0	\$183,100
Total Preliminary Design		\$915,500	\$0	\$0	\$0	\$0	\$0	\$0	\$915,500
Detailed Design	NHPP - Planning Target	\$148,100	\$0	\$0	\$0	\$0	\$0	\$0	\$148,100
Detailed Design	State - Match	\$37,000	\$0	\$0	\$0	\$0	\$0	\$0	\$37,000
Total Detailed Design		\$185,100	\$0	\$0	\$0	\$0	\$0	\$0	\$185,100
Right of Way Incidentals	NHPP - Planning Target	\$137,300	\$0	\$0	\$0	\$0	\$0	\$0	\$137,300
Right of Way Incidentals	State - Match	\$34,300	\$0	\$0	\$0	\$0	\$0	\$0	\$34,300
Total Right of Way Incidentals		\$171,600	\$0	\$0	\$0	\$0	\$0	\$0	\$171,600
Right of Way Acquisitions	NHPP - Planning Target	\$246,200	\$164,584	\$0	\$0	\$0	\$0	\$0	\$410,784
Right of Way Acquisitions	State - Match	\$61,600	\$41,146	\$0	\$0	\$0	\$0	\$0	\$102,746
Total Right of Way Acquisitions		\$307,800	\$205,730	\$0	\$0	\$0	\$0	\$0	\$513,530
Construction Inspection	State - Match	\$0	\$178,508	\$0	\$0	\$0	\$0	\$0	\$178,508
Construction Inspection	STBG Lg Urb - Statewide	\$0	\$714,030	\$0	\$0	\$0	\$0	\$0	\$714,030
Total Construction Inspection		\$0	\$892,538	\$0	\$0	\$0	\$0	\$0	\$892,538
Construction	HSIP - Statewide	\$0	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000
Construction	NHPP - Planning Target	\$0	\$606,003	\$0	\$0	\$0	\$0	\$0	\$606,003
Construction	State - Betterment	\$0	\$1,505,433	\$0	\$0	\$0	\$0	\$0	\$1,505,433
Construction	State - Match	\$0	\$1,787,581	\$0	\$0	\$0	\$0	\$0	\$1,787,581
Construction	STBG Lg Urb - Statewide	\$0	\$6,544,322	\$0	\$0	\$0	\$0	\$0	\$6,544,322
Total Construction		\$0	\$11,143,339	\$0	\$0	\$0	\$0	\$0	\$11,143,339
Total Prior Costs		\$1,870,600	\$0	\$0	\$0	\$0	\$0	\$0	\$1,870,600
Total Programmed		\$1,870,600	\$12,241,607	\$0	\$0	\$0	\$0	\$0	\$14,112,207

Current Change Reason:	New Project
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Project Changes:	Plan Revision Name changed from "GTC-26-Q4-Admin Mod" to "GTC-26-Q4-Amend"
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MEMORANDUM

TO: Genesee Transportation Council Members & Alternates
FROM: Joseph M. Bovenzi, AICP, Executive Director *JMB*
DATE: August 20, 2026
SUBJECT: Proposed Council Resolution 26-52 (*Adopting the 2026 Public Engagement Plan*)

The *2026 Public Engagement Plan* (PEP) ensures the public has meaningful opportunities to participate in the development and execution of programs and activities undertaken by or on behalf of GTC in its role as the designated MPO for the Genesee-Finger Lakes region.

The PEP contains the guiding procedures and strategies to ensure a full and open participation process. At its May 14, 2026 meeting, the Planning Committee approved the Draft *Public Engagement Plan* for public review. Consistent with Federal requirements, the public review period was scheduled for 45 days. The public review period began on May 18, 2026 and ended on June 29, 2026. GTC received no comments from the public on the Draft *Public Engagement Plan*.

Proposed Resolution 26-52 was reviewed and recommended for your approval by the Planning Committee at its August 13, 2026 meeting.

The following items are presented for your consideration:

- 1. Proposed Resolution 26-52 (*Adopting the 2026 Public Engagement Plan*)**
- 2. Draft *2026 Public Engagement Plan***

Recommended Action:

Approve Proposed Council Resolution 26-52, adopting the 2026 Public Engagement Plan.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-52 *Adopting the 2026 Public Engagement Plan*

WHEREAS,

1. Title 23, Section 450.316 of the Code of Federal Regulations requires that the Metropolitan Planning Organization (MPO) develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
2. Title 23, Section 450.316 of the Code of Federal Regulations also requires that the public involvement process be periodically reviewed by the MPO in terms of effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process;
3. GTC Staff has worked with the GTC Planning Committee to update the existing *Public Participation Plan* by developing a *Public Engagement Plan* that ensures the public has meaningful opportunities to participate in the development and execution of programs and activities undertaken by or on behalf of GTC in its role as the designated MPO for the Genesee-Finger Lakes region;
4. Title 23, Section 450.316 of the Code of Federal Regulations requires a minimum public comment period of 45 days before the public involvement process is initially adopted or revised;
5. The Draft *Public Engagement Plan* was made available for public review from May 18, 2026 to June 29, 2026 as was advertised as such via a legal notice in the Democrat and Chronicle newspaper and direct notification to interested parties and shared widely on social media; and
6. Said Plan has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the Infrastructure Investment and Jobs Act (IIJA).

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby adopts the *2026 Public Engagement Plan*; and
2. That this resolution takes effect immediately.

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 August 27, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council



Genesee Transportation Council Public Engagement Plan

**DRAFT - May 2026
August 2026**

This document defines the policies and procedures that the Genesee Transportation Council will undertake to ensure that members of the public have meaningful opportunities to participate in the transportation planning decision-making process.

DRAFT

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If you have any questions or comments on this document, please contact the Genesee Transportation Council at 1 South Washington Street, Suite 520, Rochester, New York 14614; by telephone at (585) 232-6240, or via email at ContactGTC@gtcmpo.org

Financial assistance for the preparation of this report was provided by the U.S. Department of Transportation. The Genesee Transportation Council is solely responsible for its content.

Introduction

The Genesee Transportation Council (GTC) Public Engagement Plan (PEP) explains how people and interested parties can participate in the regional transportation planning process and what they can expect from GTC. It outlines the policies and guidelines used to ensure everyone has meaningful opportunities to stay informed, share input, and provide feedback on plans, programs, and projects.

This document describes opportunities to participate in decision-making processes, including Planning Committee and Board meetings, as well as in the development of core work products such as the Long Range Transportation Plan (LRTP), Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), Transportation Air Quality Conformity, Public Engagement Plan, and the Coordinated Public Transit-Human Services Transportation Plan. It also includes opportunities to participate in federally funded planning activities and projects.

The PEP also provides guidance for GTC staff, member agencies, and project sponsors carrying out work on behalf of GTC. It sets clear expectations for engagement while allowing flexibility to respond to the different needs of communities across the region.

Each engagement opportunity is described in terms of its purpose, how to get involved, and how GTC will communicate and support participation. This includes information on outreach approaches, accessibility and accommodations, contingency planning, procedures for updates or amendments, and additional resources.

GTC Background

The Genesee Transportation Council (GTC) is the designated Metropolitan Planning Organization (MPO) for the nine-county Genesee-Finger Lakes Region, which includes Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates counties. Federal transportation law requires every urbanized area with a population of more than 50,000 to have an MPO to receive federal highway and transit funding.

GTC coordinates how federal transportation funding is planned and used in this region. Through a cooperative planning process with local, state, and federal partners, GTC guides policies, plans, and investments that affect how people and goods move across the surface transportation system.

Additionally, GTC provides technical expertise for regional transportation planning needs in the areas of bicycle and pedestrian planning, travel demand modeling, and intelligent transportation systems among others.

Federal transportation laws and policies guide the planning work carried out by the MPO.

Title VI/Nondiscrimination Policy Statement

GTC's Commitment to the Public

The Genesee Transportation Council assures that no person shall, on the grounds of race, color, national origin, disability, age, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. GTC further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

It is also the policy of the Genesee Transportation Council to ensure that none of its programs, policies, and other activities have disproportionate adverse effects on minority and low-income populations. The Genesee Transportation Council identifies minority and low-income communities from US Census data. The Genesee Transportation Council takes a proactive approach to engage these communities and ensures their full and fair participation in the transportation decision-making process.

In addition, GTC will provide meaningful access to services for persons with Limited English Proficiency.

In the event GTC distributes federal-aid funds to another agency as a subrecipient, GTC will include Title VI language in all written agreements and will monitor them for compliance.

GTC is responsible for initiating and monitoring Title VI activities, preparing required reports and other GTC responsibilities as required by 23 CFR 200 and 49 CFR 21.

En Espanol

El Consejo Genesee de Transporte asegura que ninguna persona, por motivos de raza, color, nacionalidad, discapacidad, edad, sexo o situación económica, será excluida de participar en ningún programa o actividad, ni se le negarán los beneficios de los mismos, ni será objeto de discriminación de ningún tipo. El GTC, (por sus siglas en inglés) asegura además que se hará todo lo posible para asegurar la no discriminación en todas las actividades de sus programas, ya sea que esos programas y actividades estén financiados por el gobierno federal o no.

For additional information, refer to GTC's Title VI/Nondiscrimination Implementation Plan on the GTC website.

Opportunities to Participate in the Decision-making Process

GTC Board Meetings

Definition & Purpose:

The Genesee Transportation Council Board is the governing body that directs GTC as the designated Metropolitan Planning Organization (MPO) for the Region. It provides direction and establishes policy regarding the roles and responsibilities of GTC as the designated MPO for the region to comply with the federally certified planning process required by USDOT. The GTC Board approves all activities and work products, including the Long Range Transportation Plan (LRTP), Unified Planning Work Program (UPWP), and the Transportation Improvement Program (TIP).

The GTC Board consists of 27 members, including elected officials from each of the nine counties, the City of Rochester, and representatives from local, regional, state, and federal agencies. See *Figure 1* for full list.

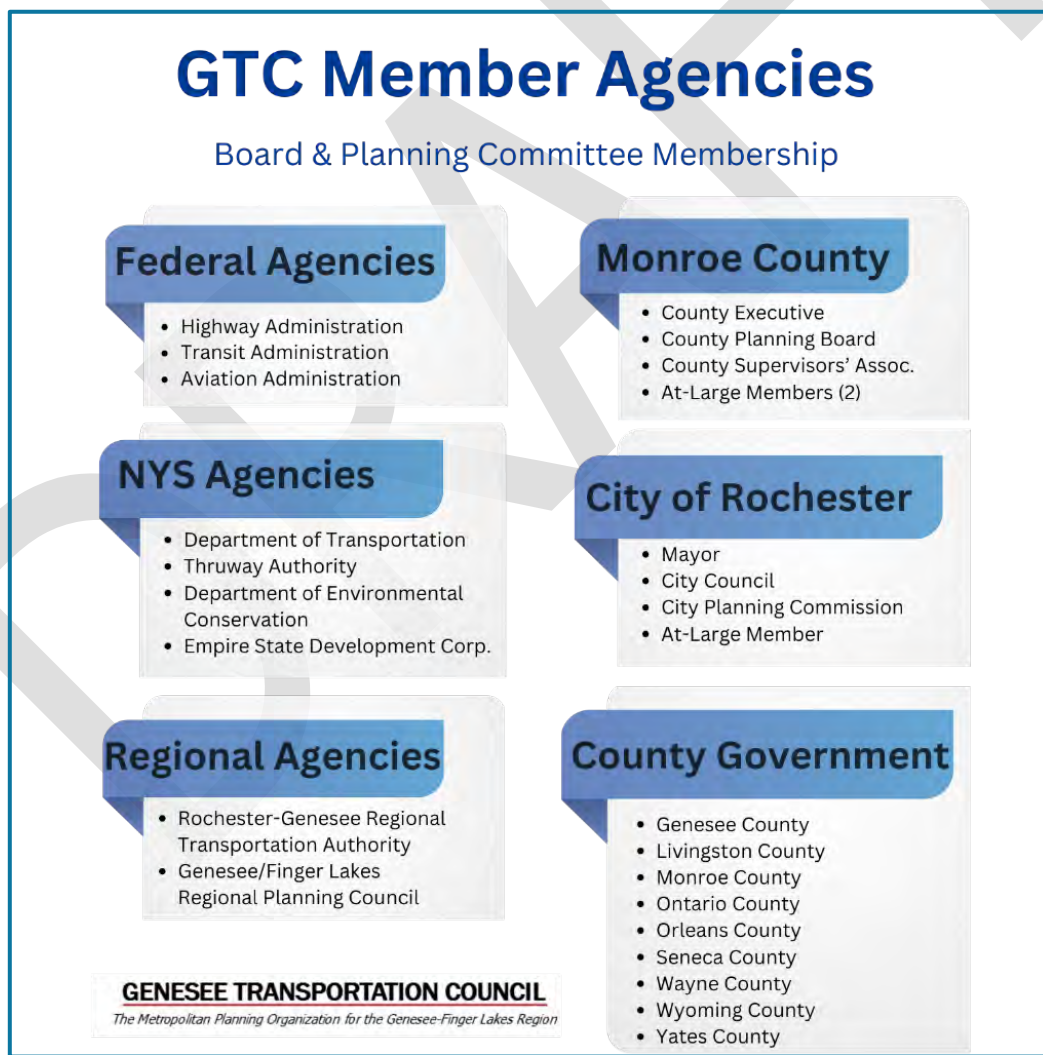


Figure 1

Public Participation:

GTC Board meetings are open to the public. People can attend in person or remotely. Members of the public can review meeting materials up to one week prior to the meeting. People can submit comments pertaining to agenda items on advance or during the public comment period at the beginning of the meeting.

Public Notice, Accessibility, and Participation Options:

Meeting notices and materials, including agendas and supporting documents, are posted on the GTC website at least one week in advance of the meetings. Printed or other accessible formats will be available upon request. GTC Board meeting notices are distributed to traditional news media outlets across the nine-county region, shared on social media platforms, and emailed to subscriber lists.

GTC Board meetings are held in venues that are accessible to people with disabilities and are located along public transit routes. GTC includes information in public notices on how to request assistance for full participation.

To support remote participation, GTC provides a live stream of each meeting that can be accessed via computer, mobile device, or toll-free telephone line. Members of the public observing remotely may participate, as if in person. Meeting recordings are archived on the GTC website.

Contingency Plans:

If a GTC Board meeting cannot be held in person due to circumstances such as severe weather, power outages, or public health concerns, the meeting may be cancelled or conducted fully remotely with provisions for the public to observe and participate online or by telephone. Notice of cancellation or changes will be made promptly via the webpage, social media, email notification, and a media release.

References & More Information:

Under GTC Board Resolution 22-18, the GTC Board amended Article VII, Section 1 of the GTC By-laws in June 2022 stating that GTC Board shall be open to the public and conducted in the spirit of the New York State Open Meetings Law, as amended.

Information about GTC Board policies, requirements, and governance structure is available at: GTC Website: <https://www.gtcmpo.org>

GTC Community Engagement Hub: www.publicinput.com/GTCBoard

Planning Committee Meetings

Definition & Purpose:

GTC's Planning Committee provides professional and technical direction to the GTC Board. The committee is made up of transportation and planning professionals that represent each jurisdiction that are appointed by GTC Board members. After considering input from sub-committees and GTC staff, the Planning Committee reviews planning work and recommends actions to the GTC Board for final approval. The committee meets up to eight times per year.

Public Participation:

Planning Committee meetings are open to the public. People can attend in person or remotely. People can submit comments pertaining to agenda items in advance or during the public comment periods at the beginning and the end of the meeting.

Public Notice, Accessibility, and Participation Options:

Meeting notices and materials, including agendas and supporting documents are posted on the GTC website at least one week in advance. Printed or other accessible formats will be available upon request. Planning Committee meeting notices are distributed to traditional news media outlets across the nine-county region, shared on social media platforms and emailed to subscriber lists.

Planning Committee meetings are held in venues that are accessible to people with disabilities and are located along public transit routes. GTC includes information in public notices on how to request assistance for full participation.

To support remote participation, GTC provides a live stream of each meeting that can be accessed via computer, mobile device, or toll-free telephone line. Members of the public observing remotely may submit questions or comments through several methods, including chat, email, text message, recorded voice message, or by speaking during the public comment portion of the meeting. Meeting recordings are archived on the GTC Community Engagement Hub.

Contingency Plans:

If a Planning Committee meeting cannot be held in person due to circumstances such as severe weather, power outages, or public health concerns, the meeting may be cancelled or conducted fully remotely with provisions for the public to observe and participate online or by telephone. Notice of cancellation or changes will be made promptly via the webpage, social media, email notification, and a media release.

References & More Information:

Information about Planning Committee policies, requirements, and governance structure is available at: GTC Website: <https://www.gtcmpo.org>

GTC Community Engagement Hub www.publicinput.com/GTCPlanningCommittee

Opportunities to Participate in the Development of Core Work Products

Among the federally required core responsibilities of the Genesee Transportation Council (GTC) is the development of a Long Range Transportation Plan (LRTP), Unified Planning Work Program (UPWP), and Transportation Improvement Program (TIP). These core products guide transportation policy, planning activities, and investment decisions in the Genesee Finger Lakes Region.

Each of these products plays a distinct role in the metropolitan planning process and is developed through coordination with GTC member agencies, state and federal partners, and the public. Opportunities for public participation are provided throughout the development and review of these documents to ensure they accurately reflect community needs, regional priorities, and are following federal requirements.

Submitted comments and responses will be documented as part of the public record.

Long Range Transportation Plan (LRTP)

Definition & Purpose:

The Long Range Transportation Plan (LRTP) is a key document required to receive federal transportation funding. It sets the overall direction for transportation policy, planning, and investment decisions across the nine-county Genesee-Finger Lakes Region.

The LRTP looks at current and future transportation conditions, identifies regional needs and priorities, and outlines strategies and recommendations to guide investments over the next 25 years. It also serves as the policy framework for other transportation planning activities carried out by GTC.

Public Participation Process:

At the start of each LRTP update, GTC develops and carries out a community engagement plan to guide public participation throughout the process. This plan identifies stakeholders and interested parties, and outlines outreach activities aligned with the LRTP schedule.

The engagement plan includes a mix of online, virtual, and in-person outreach designed to reach a broad audience. Visual and interactive tools may be used to explain planning concepts and gather feedback. All engagement activities and input received are documented, and a summary of results is included in the LRTP.

Opportunities to participate may include online input on project webpages, public meetings or workshops, community group meetings, surveys, information tables at community events, and other outreach activities as appropriate.

The public engagement process includes two rounds of outreach, along with a separate public review period of at least 30 days before the plan is finalized and adopted. GTC also provides ongoing opportunities for people to contact staff and share input throughout the process.

Round 1 Outreach: Conducted early in the process to gather input on regional needs, issues, priorities, and the desired future of the transportation system.



Round 2 Outreach: Conducted later in the process to gather feedback on draft recommendations and proposed strategies.

30-Day Public Review Period: Conducted at the conclusion of the process to present the full document and to seek final comments.

GTC hosts at least one public meeting during each round of outreach. Meetings may be held in different locations across the region, at various times of day, and offered in both in-person and virtual formats to encourage participation.

Public Notice, Accessibility, and Participation Options:

GTC will publicize outreach and engagement opportunities using traditional news media, sharing on social media platforms, emailing subscriber lists and utilizing other creative methods. A legal notice announcing the public review period will be published in the daily newspaper with the largest circulation in the region, *Democrat and Chronicle*.

An electronic version of the draft LRTP will be available online. A printed copy or other formats will be available upon request.

Members of the public may submit written comments during the review period through online tools, email, or U.S. mail.

Review and Adoption Process:

The Planning Committee will review the draft LRTP and release it for a minimum 30-day public review period before recommending the plan to the GTC Board for adoption.

If significant revisions are made following the review period, the Planning Committee may approve a revised draft LRTP for an additional 10-day public review period before recommending a final version to the GTC Board.

Review, Updates, and Amendments:

Federal law requires MPOs to review and update the LRTP at least every five years.

References & More Information:

GTC Website: <https://www.gtcmpo.org>

GTC Community Engagement Hub: www.publicinput.com/gtc_lrtp

United States Department of Transportation: <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-transportation-plan-mtp>

Code of Federal Regulations:

[§450.324](#) - Development and content of the metropolitan transportation plan

Unified Planning Work Program (UPWP)

Members of the public can review and submit comments on the draft Program and the recommended list of planning projects. The section “Participate in Federally Funded Projects & Studies” provides information about opportunities to participate in the individual planning projects administered by GTC or project sponsors.

Definition & Purpose:

Metropolitan Planning Organizations (MPOs) are required to develop a Unified Planning Work Program (UPWP) to guide the use of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning funds.

The UPWP serves as GTC’s operating plan and annual budget. It identifies the federally funded transportation planning activities that GTC, its member agencies, and other municipalities in the nine-county Genesee-Finger Lakes Region will undertake during the fiscal year.

A portion of the planning funds are shared with project partners to carry out transportation planning activities. Projects include:

- Planning for physical improvements to the transportation system;
- Non-infrastructure transportation services and programs; and
- Integration of transportation and land use.

The UPWP includes descriptions of planning tasks and expected products, responsible agencies, schedules, costs, and funding sources.

UPWP Development Process:

Each year, GTC solicits project proposals from eligible applicants seeking partnerships to carry out transportation planning activities using federal planning funds. GTC notifies municipalities and member agencies through written and electronic communication.

Applicants may attend informational workshops, review the program handbook, and consult with GTC staff to better understand the application process and program requirements. Project sponsors receive UPWP Public Engagement Requirements at the time of application.

The UPWP Development Committee (UDC), a subcommittee of the Planning Committee, guides development of the UPWP. The UDC is composed of representatives from GTC member agencies and is responsible for reviewing and prioritizing project applications and recommending a draft list of projects for funding consideration by the Planning Committee.

The project sponsor shall describe the proposed outreach approach within the Scope of Work, including target audiences, engagement methods, and timing.

Public Participation Process:

The Planning Committee reviews and approves a draft UPWP and draft project list for a minimum 30-day public review period before recommending the program to the GTC Board for adoption.

Public Notice, Accessibility, and Participation Options:

GTC will publicize the public review period through traditional and electronic methods including, but not limited to:

- Legal notice published in the daily newspaper with the largest circulation in the region, currently the *Democrat and Chronicle*;
- Media releases distributed to local news outlets across the nine-county region;
- Announcements on social media platforms;
- Email notifications to subscriber lists; and
- Information posted on the GTC website and Community Engagement Hub.

The draft UPWP is available online and in print upon request. Accommodations, including alternative formats and language assistance, are available upon request. Members of the public may submit written comments during the review period through online tools, email, or U.S. mail.

Following the public review period, the Planning Committee will review a summary of public comments and revise the draft UPWP as appropriate before recommending a final version to the GTC Board for adoption. Planning Committee and GTC Board meetings are open to the public.

Review, Updates, and Amendments:

GTC is required to update the UPWP at least every two years, though updates are often completed annually prior to the start of the fiscal year (April 1). Amendments to the UPWP are reviewed by the Planning Committee before consideration by the GTC Board.

References & More Information:

GTC Website: <https://www.gtcmpo.org>

GTC Community Engagement Hub: www.publicinput.com/GTCUPWP

United States Department of Transportation: <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/unified-planning-work-program-upwp>

Code of Federal Regulations:

§450.308 – Funding for transportation planning and unified planning work programs

Transportation Improvement Plan (TIP)

Definition & Purpose:

The Transportation Improvement Program (TIP) is a five-year capital improvement plan that schedules the spending and implementation of federal and state funded transportation improvements. The TIP covers New York State Department of Transportation (NYSDOT) Region 4, a seven-county area including Genesee, Livingston, Monroe, Ontario, Orleans, Wayne, and Wyoming counties.

The TIP lists specific projects, the lead agency responsible for implementing the project, anticipated schedules, estimated costs, and funding sources for each project phase. This includes preliminary engineering, right-of-way acquisition, construction, and inspection.

NYSDOT develops the Statewide Transportation Improvement Program (STIP) for the entire state. GTC and NYSDOT Region 4 work cooperatively to develop the TIP for the seven-county area. Upon adoption, the TIP is incorporated into the STIP. The TIP is the short-term implementation tool of the Long Range Transportation Plan (LRTP) and must be consistent with its goals and objectives.

TIP Development Process:

In coordination with NYSDOT's development of the Statewide Transportation Improvement Program, GTC and NYSDOT Region 4 solicit project proposals from member agencies, eligible counties, municipalities, and public authorities seeking federal funding for engineering, right-of-way, or construction phases. The TIP is updated on a three-year cycle. Outreach occurs through a combination of written and electronic notifications.

Potential project applicants may attend informational workshops, review the TIP Guidebook and TIP Procedures Manual, and consult with GTC staff to better understand the process and requirements for securing federal transportation funds.

The TIP Development Committee (TDC), a subcommittee of the Planning Committee, guides the development of the TIP. The TDC includes representatives from the Metropolitan Planning Area (MPA), including Livingston, Monroe, Ontario, and Wayne counties, the City of Rochester, the Rochester Genesee Regional Transportation Authority (RGRTA), and NYSDOT Region 4. The committee reviews and prioritizes project applications and recommends a draft list of projects to the Planning Committee.

Public Participation Process:

The Planning Committee reviews and approves a draft TIP for a minimum 30-day public review period.

During the public review period, GTC will host at least one public meeting to present the draft TIP, explain the development process, and solicit public input regarding how the proposed projects support the goals and objectives of the LRTP.

Public Notice, Accessibility, and Participation Options:

GTC will publicize the public review period through traditional and electronic methods including, but not limited to:

- Legal notice published in the daily newspaper with the largest circulation in the region, currently the *Democrat and Chronicle*;
- Media releases distributed to local news outlets across the nine-county region;
- Announcements on social media platforms;
- Email notifications to subscriber lists; and
- Information posted on the GTC website and Community Engagement Hub.

The draft TIP will be available online and in print upon request. Accommodations, including alternative formats and language assistance, will be available upon request. Members of the public may submit written comments during the review period through online tools, email, or U.S. mail.

Following the public review period, the Planning Committee will review a summary of public comments and revise the draft TIP as appropriate before recommending it to the GTC Board for adoption. Planning Committee and GTC Board meetings are open to the public.

Review, Updates, and Amendments:

GTC updates the TIP on a three-year cycle.

The TIP Development Committee meets quarterly to review proposed changes to the TIP. The TDC can approve minor changes and make recommendations to the Planning Committee on the approval of more substantive changes.

Substantive changes to projects involving adding or removing projects or significantly changing project scopes, limits, schedules, or federal funding require a TIP Amendment. Amendments, as defined by the TIP Procedures Manual, are first reviewed by the Planning Committee prior to consideration by the GTC Board. All TIP Amendments are subject to public review and comment.

Less significant TIP changes are classified as either Staff Modifications or Administrative Modifications. These changes are approved by the TIP Development Committee or Planning Committee, respectively. The GTC Board is notified of these changes, but public review is not required.

References & More Information:

GTC Website: www.gtcmpo.org

GTC Community Engagement Hub: <https://publicinput.com/GTCTIP>

TIP Procedures Manual (Updated August 2021):

https://www.gtcmpo.org/sites/default/files/TIP/gtc_tip_procedures.pdf

[2026-2030 Transportation Improvement Program - Program Guide](#)



New York State FFY 2026–2029 Statewide Transportation Improvement Program (STIP):
<https://www.dot.ny.gov/programs/stip>

United States Department of Transportation: <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/transportation-improvement-program-tip>

Code of Federal Regulations:

[§450.326](#) - Development and content of the transportation improvement program (TIP)

DRAFT

Opportunities to Participate in the Development of Other Required Products

Transportation Conformity Statement

Definition & Purpose:

Transportation Conformity is the process through which metropolitan planning organizations ensure that transportation investments included in the region's Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) comply with the requirements of the Federal Clean Air Act. The conformity process demonstrates that the planned transportation projects will not negatively affect a region's ability to meet or maintain federal air quality standards.

Under the Clean Air Act Amendments of 1990, the LRTP and TIP for the Rochester Metropolitan Statistical Area (MSA) must receive a positive conformity determination from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in consultation with the United States Environmental Protection Agency (USEPA). This determination confirms that transportation projects in the plan and program will not hinder the region's ability to attain or maintain the National Ambient Air Quality Standards (NAAQS) for ground-level ozone.

GTC works with the New York Air Quality Interagency Consultation Group to evaluate project classifications. Federal regulations identify certain transportation projects that are exempt from air quality analysis because they have little or no impact on emissions or primarily address safety concerns. Projects that may affect air quality are classified as non-exempt and require project-specific analysis.

GTC and the New York State Department of Transportation (NYSDOT) work cooperatively to conduct the required analysis to ensure that federally funded transportation improvements in the Rochester MSA conform to federal air quality standards. The results of this analysis are documented in a Transportation Conformity Statement, which is submitted to FHWA, FTA, and USEPA for review and approval.

Public Participation Process:

The GTC Planning Committee reviews and approves a draft Transportation Conformity Statement for a minimum 30-day public review period.

After the public review period, a summary of comments received and how they were addressed will be included in the final document before it is recommended to the GTC Board for adoption.

Public Notice, Accessibility, and Participation Options:

GTC will publicize the public review period through traditional and electronic methods including, but not limited to:

- Legal notice published in the daily newspaper with the largest circulation in the region, currently the *Democrat and Chronicle*



- Media releases distributed to local news outlets across the nine-county region
- Announcements on social media platforms
- Email notifications to subscriber lists
- Information posted on the GTC website and Community Engagement Hub.

The draft Transportation Conformity Statement is available online and in print upon request. Accommodations, including alternative formats and language assistance, are available upon request. Members of the public may submit written comments during the review period through online tools, email, or U.S. mail.

Following the public review period, the Planning Committee will review a summary of public comments before recommending it to the GTC Board for adoption. Planning Committee and GTC Board meetings are open to the public.

Upon adoption, GTC staff submits the final Transportation Conformity Statement to FHWA and FTA for a conformity determination in consultation with USEPA.

Review, Updates, and Amendments:

The Transportation Conformity Statement is updated when a new LRTP or TIP is updated or when significant changes occur to a non-exempt project that may affect the air quality analysis.

References & More Information:

GTC Website: <https://www.gtcmpo.org>

GTC Community Engagement Hub: publicinput.com/GTCAirQuality

United States Department of Transportation: <https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/air-quality-conformity>

Code of Federal Regulations:

40 CFR Part 93.105 - Determining Conformity of Federal Actions to State or Federal Implementation Plans

Public Engagement Plan (PEP)

Definition & Purpose:

Metropolitan Planning Organizations (MPOs) are required to develop and maintain a Public Participation Plan that guides how the public and stakeholder communities are engaged in the metropolitan transportation planning process, including development of the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) and other key documents.

The Genesee Transportation Council (GTC) Public Engagement Plan (PEP) outlines the policies and strategies used to ensure that the public and transportation system stakeholders have meaningful opportunities to participate in the metropolitan planning process. It describes how the public can learn about and engage in key decision points through accessible in-person and virtual opportunities, supported by adequate public notice.

Public Participation Process:

The GTC Planning Committee reviews and approves a draft PEP for a minimum 45-day public review period. Following the review period, the Planning Committee will review a summary of public comments and revise the draft as appropriate before recommending the final plan to the GTC Board for adoption. Planning Committee and GTC Board meetings are open to the public.

Public Notice, Accessibility, and Participation Options:

GTC will publicize the public review period through traditional and electronic methods including, but not limited to:

- Legal notice published in the daily newspaper with the largest circulation in the region, currently the *Democrat and Chronicle*;
- Media releases distributed to local news outlets across the nine-county region;
- Announcements on social media platforms;
- Email notifications to subscriber lists; and
- Information posted on the GTC website and Community Engagement Hub.

The draft PEP is available online and in print upon request. Accommodations, including alternative formats and language assistance, will be available upon request. Members of the public may submit written comments during the review period through online tools, email, or U.S. mail.

Review, Updates, and Amendments:

The PEP is reviewed and updated periodically, typically in coordination with updates to the Long Range Transportation Plan, or as needed to reflect changes in federal requirements or engagement practices.

References & More Information:

GTC Website: <https://www.gtcmpo.org>

United States Department of Transportation: <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/public-involvement-outreach>

Code of Federal Regulations:

[§450.316 - Interested parties, participation, and consultation](#)

DRAFT

Coordinated Public Transit-Human Services Transportation Plan

Definition & Purpose:

The Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) identifies transportation needs and strategies to improve mobility for older adults, individuals with disabilities, and people with low incomes. The plan promotes coordination among public transit providers, human service agencies, and other transportation providers to improve efficiency and expand transportation options. It is required to be reviewed and updated every five years.

To be eligible for funding from the FTA Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program, projects must be derived from a locally developed Coordinated Plan. In addition to establishing eligible project criteria, the Coordinated Plan identifies service gaps coordination needs and transportation barriers encountered by the mobility challenged community.

The Coordinated Plan complements other metropolitan planning activities and directly informs the development of the region's Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) by identifying strategies and projects that enhance mobility for populations with specialized transportation needs.

Public Participation Process:

The Federal Transit Administration (FTA) calls for the Coordinated Plan to be developed through a process that includes participation by older adults, individuals with disabilities, representatives of public, private, and nonprofit transportation agencies and human service providers, and other members of the public. Consistent with this approach, updates to the Coordinated Plan incorporate input from public transit providers, human service organizations, transportation providers, caregivers and advocacy groups, and individuals who rely on publicly subsidized transportation services.

Engagement activities may include stakeholder meetings, workshops, surveys, and other opportunities to gather input on transportation needs, service gaps, and strategies to improve coordination and access.

Public Notice, Accessibility, and Participation Options:

GTC will publicize the opportunity to participate through traditional and electronic methods including, but not limited to:

- Media releases distributed to local news outlets across the nine-county region;
- Announcements on social media platforms;
- Email notifications to subscriber lists; and
- Information posted on the GTC website and Community Engagement Hub.



Surveys will be available online and in print upon request. Accommodations, including alternative formats and language assistance, will be available upon request. Members of the public may submit written comments through online tools, email, or U.S. mail.

Review, Updates, and Amendments:

The Coordinated Plan is updated every five years to reflect changing transportation needs, program requirements, and coordination opportunities among transportation providers and human service organizations.

The draft Coordinated Plan is presented to the Planning Committee for review. The Planning Committee recommends action on the draft Coordinated Plan to the GTC Board.

References & More Information:

GTC Community Engagement Hub: publicinput.com/gtc_coordinatedplan

NYSDOT Website: <https://www.dot.ny.gov/divisions/policy-and-strategy/public-transportation/local-dev-coordinated-plans>

2021 Coordinated Plan: https://www.dot.ny.gov/divisions/policy-and-strategy/public-transportation/Final_2021_Coordinated_Plan_Update.pdf

United States Department of Transportation: <https://www.transit.dot.gov/funding/grants/coordinated-public-transit-human-services-transportation-plans>

Opportunities to Participate in Federally-funded Projects & Studies

Introduction

Besides participating in the development of the core work products, members of the public are encouraged to share input on specific projects and studies that are funded through the UPWP or TIP.

GTC expects project sponsors to exceed minimum standards described in this Plan and other policies to ensure early and meaningful public involvement. Project sponsors may use their own public participation policies and guidelines provided they satisfy the minimum requirements of this plan and provide a transparent decision-making process.

GTC staff are available to support project sponsors in planning, conducting, and publicizing public participation efforts. Staff can also review and provide guidance on community engagement strategies based on experience, offer technical assistance with implementation, and assist in evaluating outcomes.

UPWP Plans & Studies

Definition & Purpose:

Projects funded through the Unified Planning Work Program (UPWP) cover a broad range of transportation planning activities led by GTC, its member agencies, and project sponsors. These efforts produce plans and studies, collect data, and/or make policy recommendations that guide transportation decision-making across the region. Projects vary in scope and typically result in recommendations and outcomes shaped by input provided by external stakeholders including partnering agencies or members of the public. Many of the plans are used to help communities pursue future capital improvement funding to implement the plan recommendations.

Public Participation Process:

Members of the public can participate in UPWP planning projects at different levels, depending on the project's purpose, public impact and how much public input can inform outcomes. Engagement goals for some projects focus on keeping the public **informed**, while others **consult** or **involve** external stakeholders more directly in shaping recommendations. Projects with greater potential to affect the public are designed to include more opportunities for meaningful engagement.

All projects are updated and published in the UPWP document that is adopted annually in April, at the start of the state fiscal year. Task Descriptions outline the objective, key participants, budget, process, and preliminary schedule.

When projects have a defined scope of work and a project sponsor, scopes of work and final executive summaries are presented to the Planning Committee and recommended to the Board for acceptance. Planning Committee and Board meetings are open to the public. They are also recorded and archived online.

Level 1. Inform (Sharing Information)

The public engagement expectation for planning tasks at this level is to ensure awareness and transparency. While there may be little to no direct public input, the work still supports broader transportation planning efforts that shape decisions that ultimately affect the public.

Examples of UPWP planning tasks that are typically suited to the **Inform** level of engagement are often administrative or technical in nature may include but are not limited to:

- Administrative or internal staff management activities; and
- Data Collection and Analysis activities such as Land Use Monitoring Reports, Highway Safety Investigations/High Crash Location Reports, Asset Management.

Level 2. Consult (Interagency Coordination)

At this level, engagement relies on coordination with agencies and stakeholders through multi-agency working groups, often referred to as project steering or advisory committees. This approach is particularly important when partners have a specific role, interest, or expertise related to the work, or when they may be affected by potential recommendations.

Steering Committees may include representatives of local municipalities, transit operators, state agencies, public health or environmental organizations, and others with a specific interest or perspective on the subject matter. Owners of transportation facilities are always represented. Steering Committee meetings are generally considered working sessions and are not typically publicized or open to the public.

Depending on the context and purpose of the planning task, the scope for the public engagement component is flexible.

Examples of UPWP planning tasks that are typically suited to the **Consult** level of engagement may include but are not limited to:

- Early stage or background analysis of facilities or systems such as travel demand modeling exercises, feasibility studies, alternative analysis, and other efforts where coordination and targeted input help shape project direction.

Level 3. Involve (Engaging Directly with the Public)

Engagement at this level is for planning projects that gather and assess existing conditions and identify transportation needs that will result in a set of recommendations incorporating community input.

Engagement plans are expected to be broader and more complex providing opportunities for a wider range of community members to participate. These projects warrant structured public engagement plans outlining outreach strategies, with at least two rounds of public engagement. The first round of public engagement introduces the project to the community and defines the problem(s) the project seeks to solve, while the second round of public engagement introduces proposed recommendations to the community.

Members of the public can participate through more interactive engagement opportunities, such as open-house events, workshops, pop-up events, surveys, virtual engagement tools, etc.

These projects also include coordination with agencies and stakeholders in the form of Steering Committees.

Examples of UPWP planning tasks that are typically suited to the **Involve** level of engagement may include, but are not limited to:

- Active Transportation Plans
- Corridor Studies
- Small Area Studies
- Other efforts where community input plays a key role in shaping outcomes.

Public Notice, Accessibility, and Participation Options:

The project sponsor will publicize the opportunity to participate through traditional and electronic methods including, but not limited to:

- Media releases distributed to local news outlets in the project area
- Announcements on social media platforms
- Email notifications to subscriber lists
- Information posted on the GTC website and Community Engagement Hub.

Outreach materials will be available online and printed upon request. Accommodations, including alternative formats and language assistance, are available upon request. Members of the public may submit written comments through online tools, email, or U.S. mail.

GTC will assist sponsors with publicity and notification as appropriate.

References & More Information:

GTC's UPWP Public Engagement Requirements

Transportation Improvement Program (TIP) - Project Development & Delivery

Definition & Purpose:

Transportation projects included in the Transportation Improvement Program (TIP) involve the design, development, and construction of transportation infrastructure improvements funded with federal transportation funds. These projects are typically administered by state or local agencies, such as the New York State Department of Transportation (NYSDOT), counties, municipalities, or public transportation authorities.

Because these projects may involve changes to transportation facilities and services, they are subject to environmental review and public involvement requirements during project development.

Public Participation Process:

Agencies responsible for administering transportation-related projects included in the TIP must provide meaningful opportunities for the public to participate in the development and implementation of those projects.

Project sponsors are responsible for conducting outreach activities appropriate to the project's scope and potential impacts. Outreach activities may include public meetings, public information sessions, public comment periods, and other opportunities for community input during project development.

Public Notice, Accessibility, and Participation Options:

Project sponsors are responsible for notifying the public of outreach opportunities using appropriate communication methods. Public notices typically include information about the project purpose, proposed improvements, and opportunities to provide comments.

References & More Information:

[New York State Department of Transportation Public Involvement Manual](#)

[NYSDOT Public Involvement Section, Project Development Manual - Appendix 2](#)

[NYSDOT Procedures for Consultation with Public Officials in Rural Areas](#)

[New York State FFY 2026-2029 Statewide Transportation Improvement Program \(STIP\)](#)

[USDOT Promising Practices for Meaningful Public Involvement in Transportation Decision-making - October 2022](#)

Federal and State Regulations

The Code of Federal Regulations (CFR) annual edition is the codification of the general and permanent rules published in the Federal Register by the departments and agencies of the Federal Government produced by the Office of the Federal Register (OFR) and the Government Publishing Office.

Title 23 Highways

Chapter I → FEDERAL HIGHWAY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

Subchapter E → PLANNING AND RESEARCH

PART 450–PLANNING ASSISTANCE AND STANDARDS

Subpart C–Metropolitan Transportation Planning and Programming

Relevant sections of the Code of Federal Regulations citing guidance for each topic were noted at the end of each section.

- [§450.324](#) Development and content of the metropolitan transportation plan
- [§450.308](#) Funding for transportation planning and unified planning work programs
- [§450.326](#) Development and content of the transportation improvement program (TIP)
- [40 CFR 93](#) PART 93–Determining conformity of federal actions to state or federal implementation plans
- [§450.316](#) Interested parties, participation, and consultation

The MPO shall provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under §450.316(a).

Appendix

Board Resolution - *Adopting the 2026 Public Engagement Plan* (anticipated August 27, 2026)

[§450.316](#) Interested parties, participation, and consultation, Updated 3-6-26

New York State Open Meetings Law, Updated May 28, 2024

DRAFT

This content is from the eCFR and is authoritative but unofficial.

Title 23 —Highways

Chapter I —Federal Highway Administration, Department of Transportation

Subchapter E —Planning and Research

Part 450 —Planning Assistance and Standards

Subpart C —Metropolitan Transportation Planning and Programming

Authority: 23 U.S.C. 134 and 135; 42 U.S.C. 7410 et seq.; 49 U.S.C. 5303 and 5304; 49 CFR 1.85 and 1.90.

Source: 81 FR 34135, May 27, 2016, unless otherwise noted.

§ 450.316 Interested parties, participation, and consultation.

- (a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
- (1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
 - (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
 - (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
 - (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;
 - (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
 - (v) Holding any public meetings at convenient and accessible locations and times;
 - (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
 - (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
 - (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;

- (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
 - (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
- (2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
- (3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.
- (b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:
 - (1) Recipients of assistance under title 49 U.S.C. Chapter 53;
 - (2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
 - (3) Recipients of assistance under 23 U.S.C. 201-204.
- (c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
- (d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.
- (e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.

[81 FR 34135, May 27, 2016, as amended at 81 FR 93473, Dec. 20, 2016; 82 FR 56544, Nov. 29, 2017]

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SHOSHANAH BEWLAY

By Electronic Mail Only

July 19, 2021

karimeh.shamieh@gmail.com

The staff of the Committee on Open Government is authorized to issue advisory opinions. The ensuing staff advisory opinion is based solely upon the information presented in your correspondence, except as otherwise indicated.

Dear Rima Shamieh:

I am writing in response to your request for an advisory opinion regarding the application of the New York State Open Meetings Law (OML) to a Metropolitan Planning Organization (MPO), an entity established pursuant to federal law. Specifically, you ask whether an MPO, which is the policy board of an organization created and designated to carry out the metropolitan transportation planning process pursuant to § 134(d) of Title 23 of the United States Code ("Metropolitan transportation planning"), must conduct its meetings pursuant to the requirements of the OML.

The OML governs meetings of "public bodies" and defines the that term as:

any entity for which a quorum is required in order to conduct public business and which consists of two or more members, performing a governmental function *for the state or for an agency or department thereof*, or for a public corporation as defined in section sixty-six of the general construction law, or committee or subcommittee or other similar body of such public body.

OML § 102(2) (emphasis added). As noted above, an MPO is an entity created pursuant to and deriving its authority from the requirements of federal, not state, law. In recognition of the statutory definition of public body in the OML, the New York State Court of Appeals, in *ASPCA v. Board of Trustees of the State University of New York*, 79 N.Y.2d 927, 929 (1992), held with respect to another federally-created body called a Laboratory Animals Use Committee (LAUC) that "the Open Meetings Law excludes Federal bodies from its ambit. The LAUC's constituency, powers and functions derive solely from Federal law and regulations. Thus, even if [the LAUC] could be characterized as a governmental entity, it is at most a Federal body that is not covered under the Open Meetings Law."

Similar to the LAUC discussed in *ASPCA v. Board of Trustees*, MPOs are given effect by an instrumentality of government in New York and MPO members are selected by New York government officials. However, the existence both the LAUC and MPOs "derive[s] solely from Federal law and regulations." Although New York State Transportation Law § 15-a addresses the *functions* of MPOs, in a 1999 opinion issued by the New York State Ethics Commission (a precursor to the Joint Commission on Public Ethics), the Commission noted in relevant part that "Transportation Law § 15-a, enacted in 1975, *recognized* MPOs as the 'organization designated as such by the governor for the purpose of *complying*

with federal statutes. Transportation Law § 15-a *did not provide the statutory authority for the creation of MPOs but recognized their existence as continuing.* NYS Ethics Commission, Advisory Opinion No. 99-9 (May 7, 1999) (emphasis added).

For these reasons, it appears to us that MPOs would not constitute “public bodies” required to comply with the OML. For previously prepared advisory opinions regarding similar entities created pursuant to federal statutory or regulatory authority, see [OML AO 2603](#), [OML AO 2943](#), and [OML AO 3341](#).

I hope this information proves useful.

Sincerely,

/s/ Kristin O'Neill

Kristin O'Neill
Assistant Director

MEMORANDUM

TO: Genesee Transportation Council Members & Alternates
FROM: Joseph M. Bovenzi, AICP, Executive Director *JMB*
DATE: August 20, 2026
SUBJECT: Proposed Council Resolution 26-53 (Adopting the *2026 Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan*)

Background

The 2005 Safe, Accountable, Flexible, Efficient, Transportation Act: A Legacy for Users (SAFETEA-LU) created the Enhanced Mobility for Seniors and Individuals with Disabilities Program under Federal Transit Administration (FTA) Section 5310. It required the establishment and periodic update of locally developed, coordinated public transit-human service transportation plans as a condition for receiving Section 5310 funding for human service transportation programs. The federal requirements brought about by SAFETEA-LU have continued with subsequent transportation legislation including the most recently adopted Infrastructure Investment and Jobs Act (IIJA) in 2021.

Pursuant to this legislation, the Genesee Transportation Council (GTC) seeks to update the *Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan* adopted in 2021. This is intended to ensure that the region's coordinated plan continues to provide a viable framework for guiding the selection of projects for FTA Section 5310 funding while helping to coordinate transportation service for mobility challenged communities in the region. They include people who are elderly, have a disability, or who are low-income. The Coordinated Plan seeks to identify the transportation barriers faced by these individuals and to prioritize strategies and projects necessary to address them.

FTA Circular 9070.1G, issued on June 6, 2014, provides specific guidance on the content, process, and the timelines for adopting and updating these plans. FTA requires that a Coordinated Plan must be developed "through a process that includes participation by seniors, individuals with disabilities, representatives of public, private and nonprofit transportation and human service transportation providers, and other members of the public."

The circular further states that "while the plan is only required in communities seeking funding under FTA's Enhanced Mobility for Seniors and individuals with Disabilities Program (Section 5310), a coordinated plan should incorporate activities offered under other programs sponsored by federal, state, and local agencies to greatly strengthen its impact." The primary objective of the GTC Coordinated Plan is to revisit the previous plan, understand contemporary local and regional transportation needs, and continue to work toward a more efficient and coordinated network of service.

Methodology

In accordance with federal guidelines, the *2026 Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan* was developed following the steps outlined below.

1. Assembled and collaborated with an advisory committee comprised of planning and human service agency representatives. The committee was tasked with reviewing study materials and work products and providing comments.
2. Updated the regional inventory of existing transportation services and service providers.
3. Conducted analysis of regional demographic data and trends based on most recently available Census information.
4. Conducted surveys of provider agencies and riders in the region to inform the findings and recommendations of the Plan.
5. Developed of a set of strategies and recommendations addressing transportation barriers confronting mobility challenged populations.

The following items are included for your consideration:

1. **Proposed Resolution 26-53** (Adopting the *2026 Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan*)
2. *2026 Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan*

Recommended Action:

Approve Proposed Council Resolution 26-53, Adopting the 2026 Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-53 *Adopting the 2026 Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan*

WHEREAS,

1. The Infrastructure Investment and Jobs Act (IIJA) requires the establishment and scheduled update of a locally developed, coordinated public transit-human services transportation plan;
2. The *FY 2026-2027 Unified Planning Work Program* includes Task 8150, Coordinated Public Transit/Human Services Transportation Planning, for the purpose of updating the 2021 *Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan* and improving the framework for enhancing mobility and access, minimizing duplication of services, and providing cost-effective transportation for seniors, persons with disabilities, and low-income individuals;
3. The *2026 Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan* (Plan) has been developed and prepared for adoption by the Genesee Transportation Council (GTC) Board;
4. The Plan has been developed in accordance with Federal Transit Administration (FTA) Circular 9070.1G which provides guidance on the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program;
5. Projects selected for funding under the FTA Section 5310 Program must be derived from a coordinated plan;
6. The 2021 Infrastructure Investment and Jobs Act (IIJA) allocates FTA Section 5310 Program funds to large urbanized areas (over 200,000 population) including the Rochester Metropolitan Planning Area (Rochester MPA);
7. The GTC Board, via adoption of Resolution 13-60 in 2013, selected NYSDOT as the Designated Recipient for the FTA Section 5310 Program funding in the Rochester MPA;
8. NYSDOT, in cooperation with GTC, will develop and conduct a competitive process for the selection of projects derived from said Plan within the Rochester MPA;
9. NYSDOT will develop and conduct a competitive process for the selection of projects derived from said Plan for those projects within the nine-county Genesee-Finger Lakes Region that lies outside the Rochester MPA;
10. NYSDOT certifies to FTA that the projects recommended for Section 5310 funding in the Rochester MPA meet the minimum 55% funding threshold, the required allocation for "traditional" capital expenditures; and

11. Said Plan has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan as well as the IIJA, and worthy of guiding project selection for funding under the FTA Section 5310 Program.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby adopts the *2026 Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan* (Plan);
2. That GTC certifies that the Plan includes all of the required elements of the federally-required coordinated plan and meets the minimum criteria as established in FTA Circular 9070.1G;
3. That GTC endorses the Plan as the basis for the competitive selection of projects to be awarded FTA Section 5310 Program funds;
4. That GTC certifies that the Plan has been developed through a process that engaged representatives of county governments, human service agencies, transportation providers and stakeholders;
5. That GTC will amend its current and future Transportation Improvement Program as necessary to include projects derived from the Plan and selected for funding under FTA human service transportation programs; and
6. That this resolution takes effect immediately.

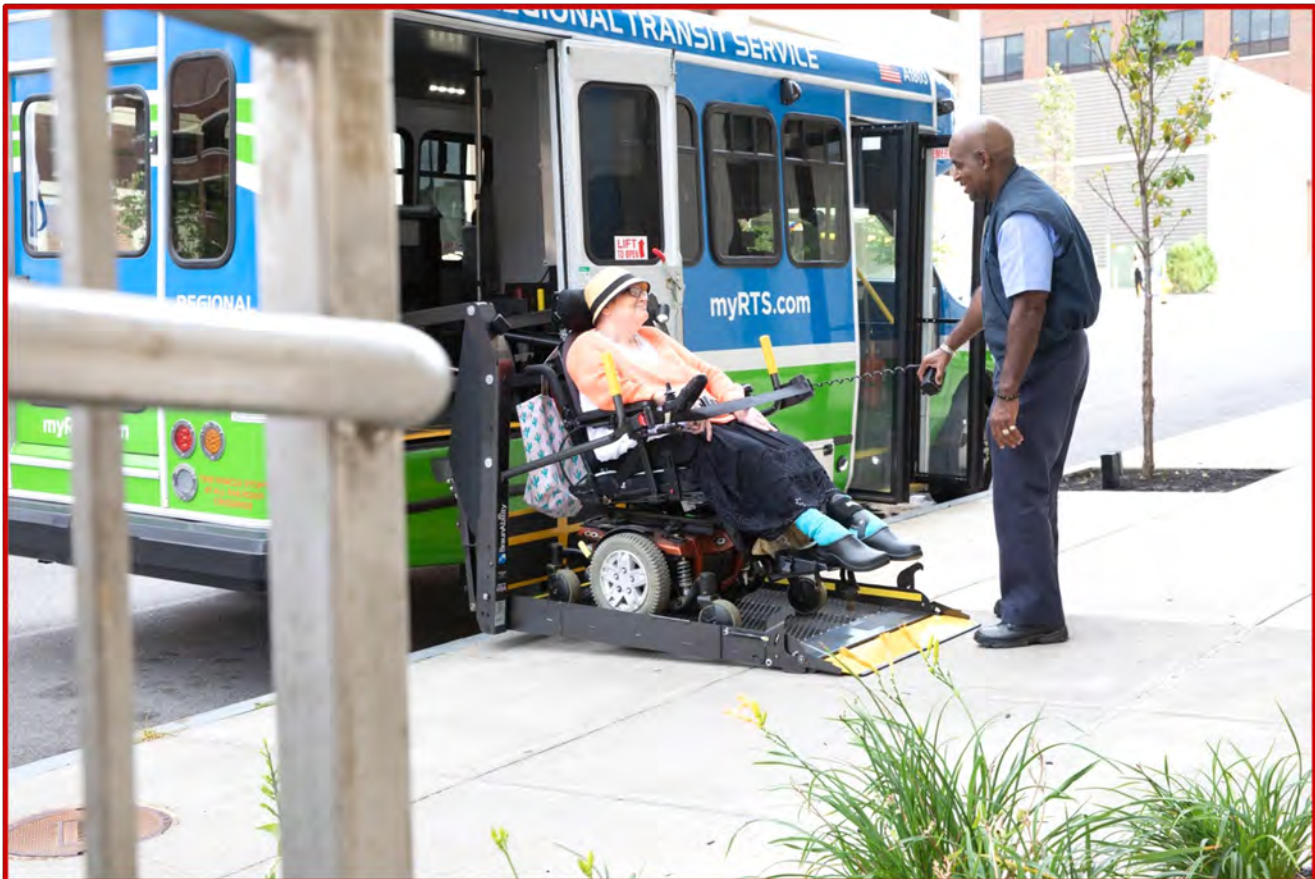
CERTIFICATION

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 August 27, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan 2026



GTC

Genesee Transportation Council

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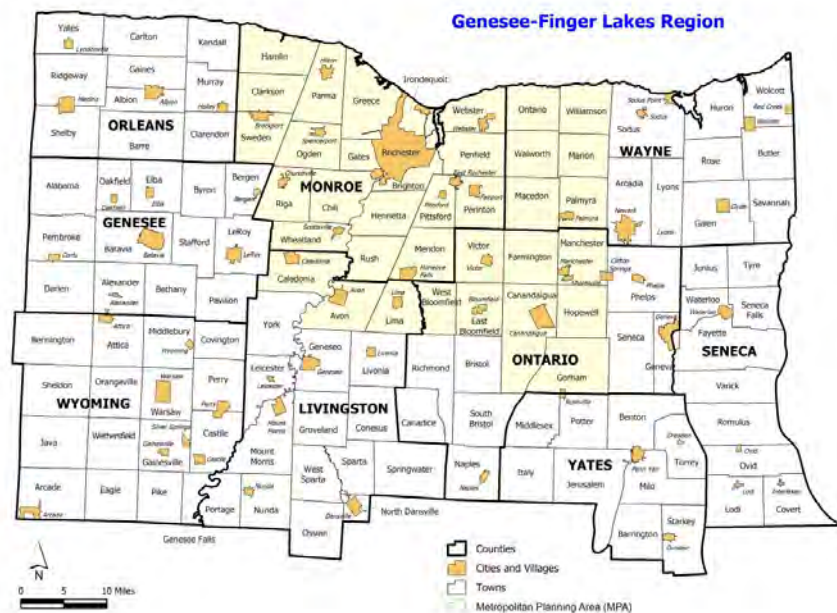
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INTRODUCTION

The 2005 Safe, Accountable, Flexible, Efficient, Transportation Act: A Legacy for Users (SAFETEA-LU) created the Enhanced Mobility for Seniors and Individuals with Disabilities Program under [Federal Transit Administration \(FTA\) Section 5310](#). It required the establishment of locally developed, coordinated public transit-human service transportation plans as a condition for receiving Section 5310 funding for human service transportation programs. The “coordination” aspect of the program is intended to streamline the service delivery of existing transportation providers to the mobility challenged community. Legislation following SAFETEA-LU, including Fixing America’s Surface Transportation Act (FAST) in 2015 and the Infrastructure Investment and Jobs Act (IIJA) in 2021, have continued the same federal requirements for the adoption and periodic update of locally developed, coordinated public transit-human service transportation plans.

Coordinated plans identify the transportation needs of individuals with disabilities, seniors, and people with low incomes; provide strategies for meeting those needs; and prioritize transportation services and projects for funding and implementation. FTA Circular 9070.1G, which was issued June 6, 2014, provides specific guidance on the content, process, and the timelines for adoption and updating of the Coordinated Plans. FTA requires that a coordinated plan must be developed “through a process that includes participation by seniors, individuals with disabilities, representatives of public, private and nonprofit transportation and human service transportation providers, and other members of the public.” The circular also states that “while the plan is only required in communities seeking funding under the Federal Transit Administration’s *Enhanced Mobility for Seniors and individuals with Disabilities Program* (Section 5310), a coordinated plan should incorporate activities offered under other programs sponsored by federal, state, and local agencies to greatly strengthen its impact.”

The Coordinated Plan is central to the process of allocating FTA Section 5310 funding in the Genesee Finger Lakes Region. The New York State Department of Transportation (NYSDOT) is the primary administrator and “Direct Recipient” of the program in the state. The District 4 Office works closely with GTC to administer the Section 5310 application process in the region. The main role of GTC in this process is to ensure that the projects considered for funding address a need(s) identified in the Coordinated



Plan and are consistent with its goal of coordinating and expanding services to the region's mobility challenged community.

With the 2026 plan, the Genesee Transportation Council (GTC) seeks to update the [2021 Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan](#) to reflect current conditions and transportation services in the nine-county Genesee-Finger Lakes Region. The Genesee Finger Lakes Region covers approximately 4,700 square miles of land area and has a population of approximately 1.2 million people. The nine counties include Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates.

Methodology

Federal guidance requires that projects selected for FTA funding be derived from a coordinated public transit-human service plan that, at a minimum, consists of the elements listed below.

- An inventory of available services that identifies current transportation providers
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes
- Strategies, activities and/or projects that address the identified gaps between current services and needs and identify opportunities to improve the efficiency of service delivery
- Priorities for implementation based on resources, time, and feasibility for implementing specific strategies and/or activities identified

Following federal guidelines, individual tasks involved in the development of this plan update are described below.

- Assembly of and collaboration with a 13-member project advisory committee comprised of county representatives and regional stakeholders. The committee was tasked with reviewing study material and work products before providing comments and proposed revisions. The committee members are listed below.
 - Yixuan Lin – Senior Planner, Monroe County
 - Megan Crowe – Planning Director, Livingston County
 - Amy Haskins – Director of Aging & Youth, Wayne County
 - Tricia Jean Jones – Director, Ontario County Office for the Aging
 - Cory Winters – Planning Director, Orleans County
 - Jason Rearick – Senior Planner, Seneca County
 - Maureen Estabrooks – Aging Services Specialist, Genesee County
 - John Prospero – Vice President of Transportation, Arc Glow
 - Marianne Rosica-Brand – Associate Director, Pro Action

- Tyler Carey – Sustainability Planner, Genesee-Finger Lakes Regional Planning Council
 - Mike Bulger – Healthy Communities Project Coordinator, Common Ground
 - Dan Kenyon – Planner, Rochester-Genesee Regional Transportation Authority
 - Cody Donahue – Co-Director, Reconnect Rochester
-
- Update of the regional inventory of existing transportation services and providers.
 - Demographic analysis of the most recent Census data available on transportation disadvantaged populations including a comparison to socioeconomic data presented in the 2021 plan update.
 - Provider/stakeholder and rider surveys that engaged service providers, human service agency staff, representatives from the medical community, and transportation users from each county within the region. Having detailed knowledge of existing transportation services, these survey groups provided a valuable source of information regarding needs, service gaps, and coordination opportunities.
 - Development of a prioritized set of recommended actions.
 - Finalization of the plan document based on information resulting from the above tasks and project advisory committee comments.

DEMOGRAPHIC PROFILE

Pursuant to federal surface transportation coordinated planning requirements, the coordinated plan must assess the transportation needs of individuals with disabilities, older adults, and people with low incomes. The first step in this assessment involves an analysis of socioeconomic conditions to assess the size, location, density and characteristics of population groups most likely to need publicly subsidized transportation services. This analysis quantifies and compares target populations within the region, the state and the US. The data used is derived from the US Census Bureau's American Community Survey (ACS) for 2019-2023. Comparisons to older data refer to the ACS 2008-2012 five-year estimates unless otherwise noted. References to current data in the narrative are based on 2023 estimates. Data on persons with disabilities pertain to individuals aged 20 to 64. Low-income data applies to households and individuals earning incomes equal to or below the federal poverty level.

As with previous plans, the 2026 Coordinated Plan divides the Genesee Finger Lakes Region into three sub-regions for reporting purposes. Monroe County comprises one sub-region. The Eastern Sub-region contains Wayne, Ontario, Yates, and Seneca counties while the Western Sub-region covers Orleans, Genesee, Wyoming and Livingston counties.

Regional Demographics: Key Findings

- People age 60 and over comprise 26 percent of the region's population, an increase of 6.5 percent from 2011. People over 60 make up 24 percent of the state's population.
- The county with the highest percentage of adults age 60 and over is Yates (30 percent), a 7.6 percent increase from 2011. Ontario is a close second with 29.3 percent, a 7.6 percent increase since 2011.
- Across the region, persons aged 20 to 64 with a disability comprise 12.4 percent of the population, a 1.7 percent increase since 2011.
- The county with the highest percentage of people aged 20-64 with a disability is Seneca (14.5 percent). This is a 2.1 percent increase from 2011.
- 12.1 percent of the region's households are low-income, a decrease of 0.5 percent since 2011.
- The county with the highest percentage of low-income households is Orleans (13.4 percent), an increase of 1.2 percent since 2011.
- 25.5 percent of households in the City of Rochester are low-income and 30 percent of its households do not have access to a vehicle.
- 9.5 percent of the region's households do not have access to a vehicle. This is comparable to the US, but nearly 20 percent lower than the state.
- 13 percent of Yates County households have no access to a vehicle, mostly due to its large Amish/Mennonite community (20 percent of the households) which rely on horse and carriage as their primary mode of transportation. Aside from Yates, Monroe County has the highest percentage of households with no vehicle available (11 percent), a decrease of 0.5 percent from 2011.

Regional Overview

Since 2011, population growth in the Genesee-Finger Lakes Region has been relatively flat, decreasing by less than 200 people. The region's population is currently 1,214,560. New York State's population rose by 1.4 percent and the US population rose by 2.4 percent over the same period. All of the counties in the region, with the exceptions of Ontario and Monroe Counties, experienced population decline. Orleans County experienced the highest population decline (7.7 percent). Wyoming, Seneca and Livingston counties lost more than five percent of their population.

As regional population growth has been flat, the growth of the older adult cohort in the region has steadily increased. People 60 years of age and older now comprise over 26 percent of the total population versus approximately 20 percent in 2011. The regional share of the population group aged 20 to 64 with disabilities has also increased, from 10.7 percent to 12.4 percent during the same timeframe. The percentage of regional households with incomes below the federal poverty level has decreased slightly, less than one percent, and the percentage of regional households lacking access to a vehicle is within one percent of the 2011 rate (9.6 percent).

In addition to the map series presented in the following section, the socioeconomic data compiled and reviewed for this plan update is included in the appendix.

Monroe County

Monroe County, which includes the City of Rochester, is the metropolitan center of the Genesee-Finger Lakes Region. Monroe County has an estimated total population of 754,068, a 1.5 percent increase from 2011. As was the case in 2011, over 60 percent of residents of the Genesee-Finger Lakes Region live in Monroe County.

Older Adults

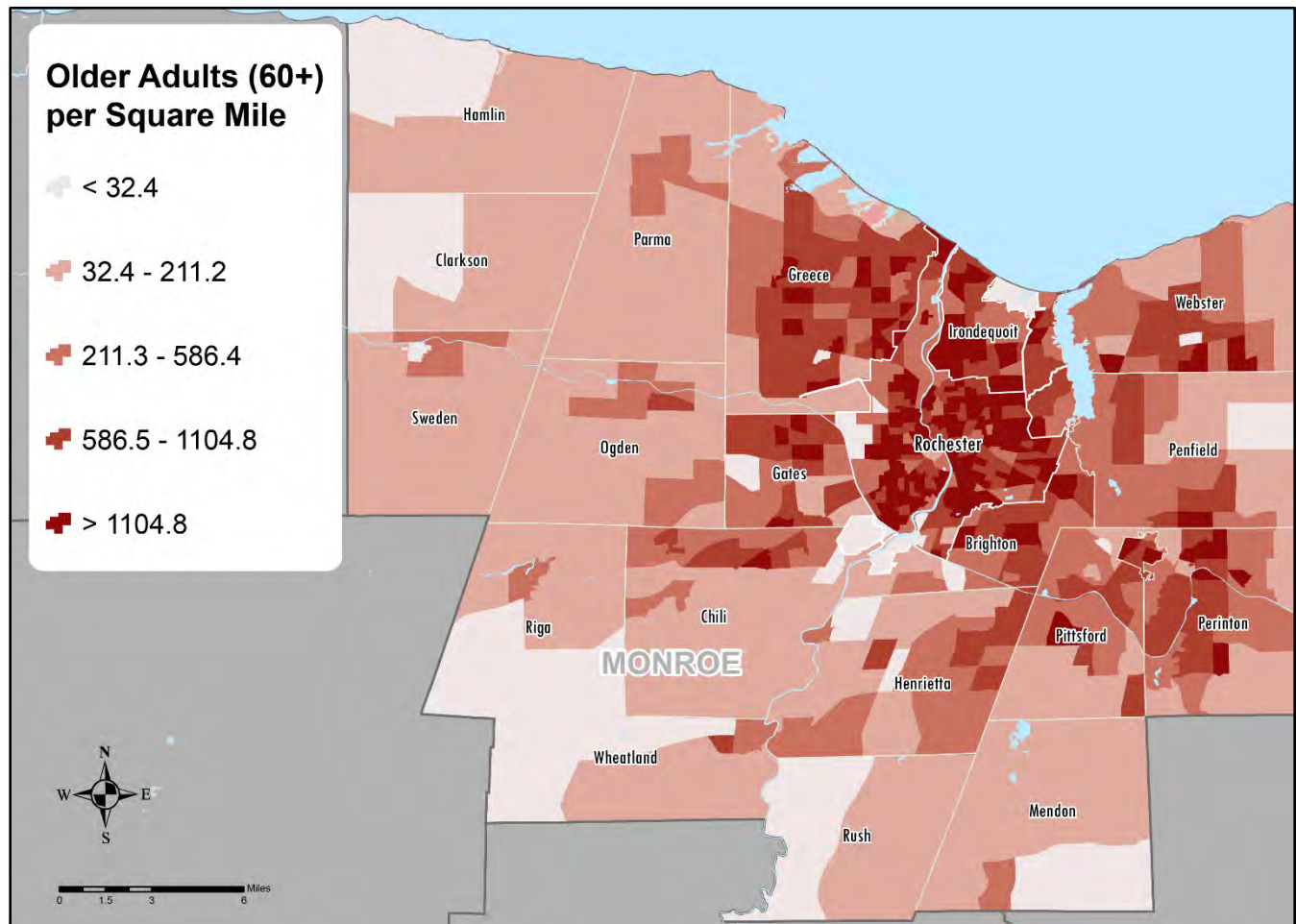
Twenty-five percent of Monroe County residents are 60 years of age or older, lower than the nine-county Genesee Finger Laker Region (26.3 percent) and the lowest of any county within the region. But the percentage of older adults in Monroe County is higher than the statewide (24.1 percent) and nationwide (23.3 percent) figures.

There are 188,790 adults aged 60 and older living in Monroe County, more than half of the regional senior population. This an increase of over 45,000 from the 2011 estimate when adults 60 and older accounted for 19.3 percent of the county population.

As illustrated in

Figure 1, the highest concentrations of older adults in Monroe County live in the City of Rochester and surrounding towns. Although Rochester has high concentrations of older residents, this age group comprises less than 18 percent of its population citywide. This is 6 percent less than the percentage of people age 60 and older living in the US.

Figure 1 - Density of Persons Aged 60 and Over: Monroe County

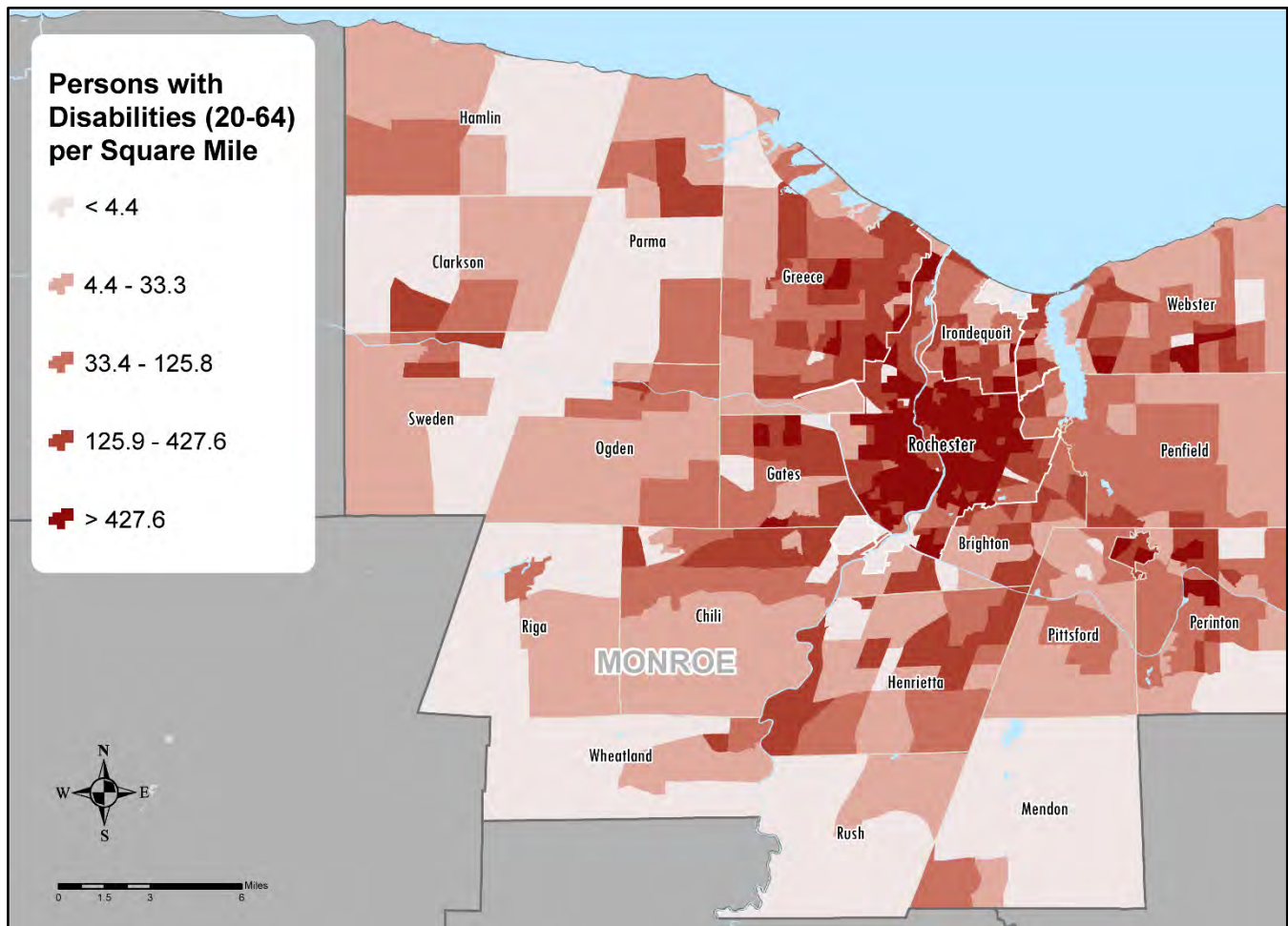


Persons with Disabilities

Monroe County is home to over 55,024 people with disabilities aged 20 to 64, 12.6 percent of the population of that age group. This percentage is comparable to the nine-county region (12.4 percent), but it exceeds state (9.4 percent) and national (10.6 percent) figures.

The number of people with disabilities aged 20 to 64 in Monroe County has increased by over 8,000 since 2012. The highest concentrations of non-seniors with disabilities reside within the City of Rochester. Over 21 percent of the City's population has a disability. Regarding the towns in Monroe County, the highest percentages of people with disabilities reside in Hamlin (17.3 percent), Clarkson (16.8 percent), Gates (15.4 percent) and Greece (14.6 percent).

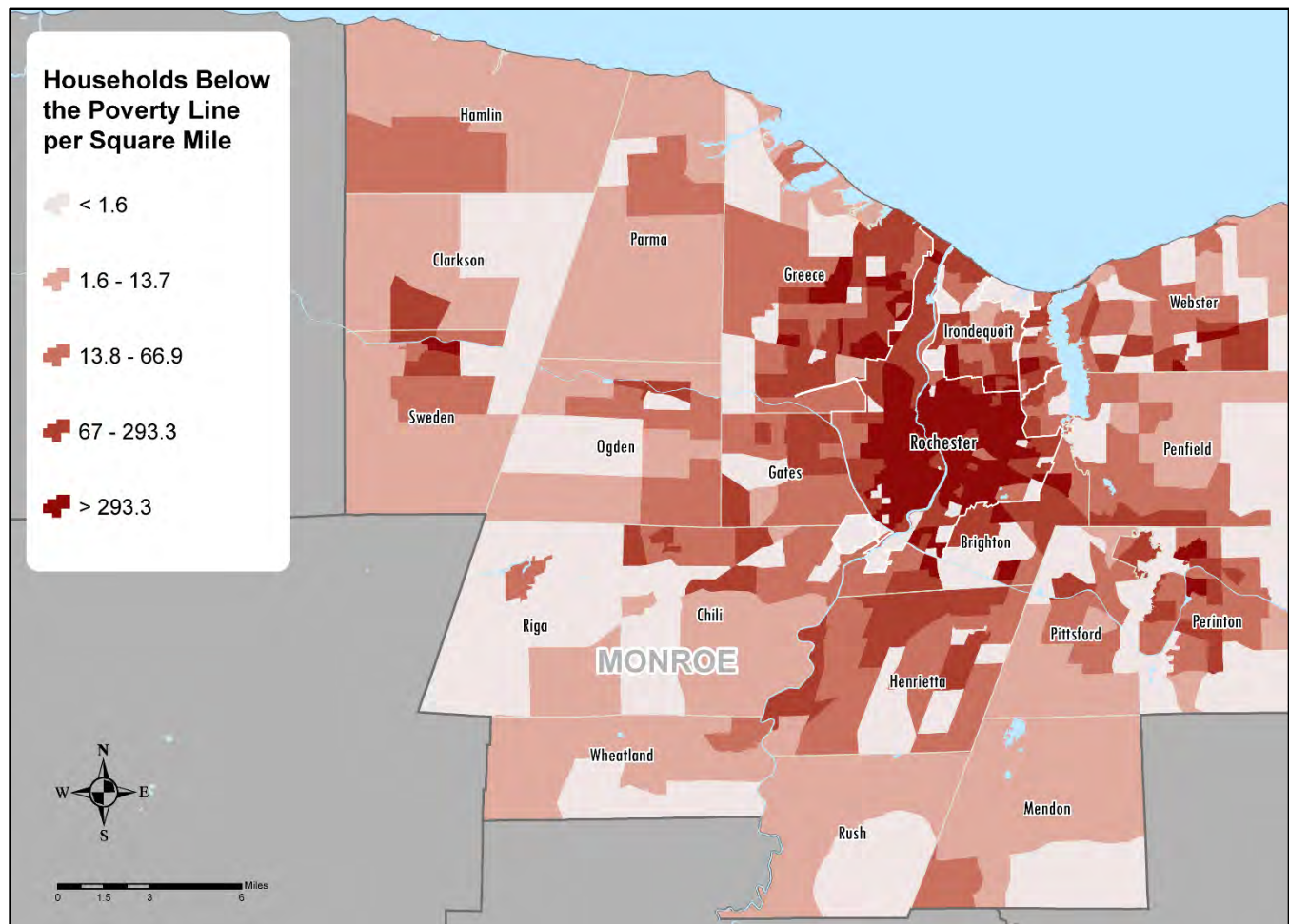
Figure 2 – Density of Persons with Disabilities Aged 20-64: Monroe County



Low Income

The growth of low-income households in Monroe County has been relatively flat since 2011, decreasing by only 1 percent since 2011. However, there are over 41,000 low-income households in the county and this makes up 66 percent of the total for the region. There are also nearly 100,000 people in Monroe County who are living below the federal poverty level, 13 percent of its population. The percentage of people in the City of Rochester below the federal poverty level is 25.5 percent. This is considerably higher than New York State (14 percent) and the nation (11 percent). Monroe County towns with the highest concentrations of people living below the federal poverty level include Sweden (16.2 percent), Henrietta (12.5 percent) and Hamlin (10.2 percent).

Figure 3 – Density of Households Below the Poverty Line: Monroe County

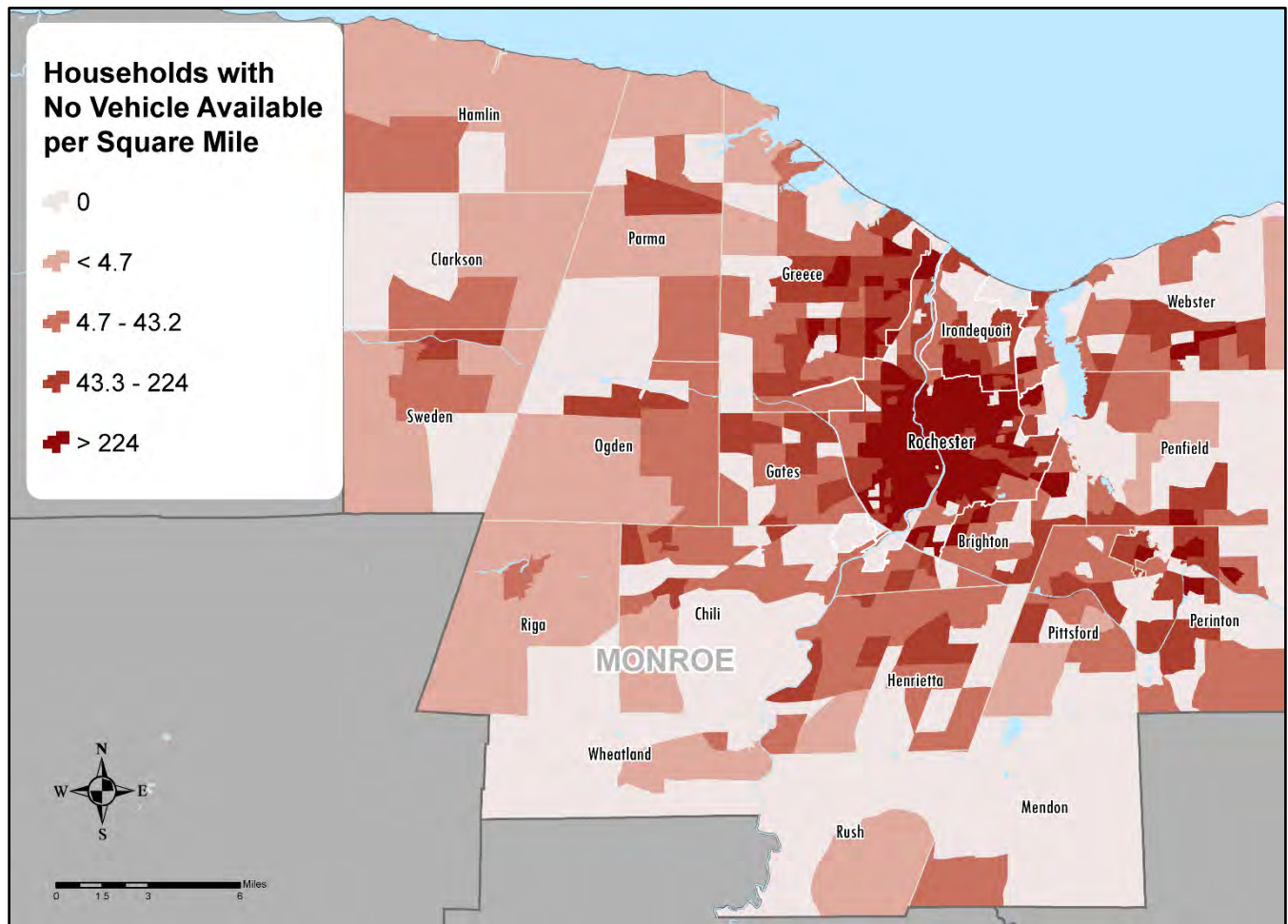


Vehicle Access

Mirroring trends in the proportion of households with incomes below the poverty line, the percentage of households without access to a vehicle in Monroe County has been fairly constant since 2011. There are over 34,000 households (11 percent) in Monroe County without a vehicle. These 34,000 households comprise 70 percent of the region's households that do not have access to a vehicle. This reflects the impact of the [high cost of vehicle ownership](#), which averages \$12,297 annually, on households that are struggling financially.

As reflected in Figure 4, nearly 30 percent of the households in the City of Rochester do not have access to a vehicle. This parallels the City's high poverty rate. The percentage is the same for the State of New York and over 20 percent higher than the US and the region. The towns with the highest percentages of no vehicle households in Monroe County include Greece (7.7), Brighton (7.4), and Irondequoit (6.6).

Figure 4 – Density of Households with No Vehicle Available: Monroe County



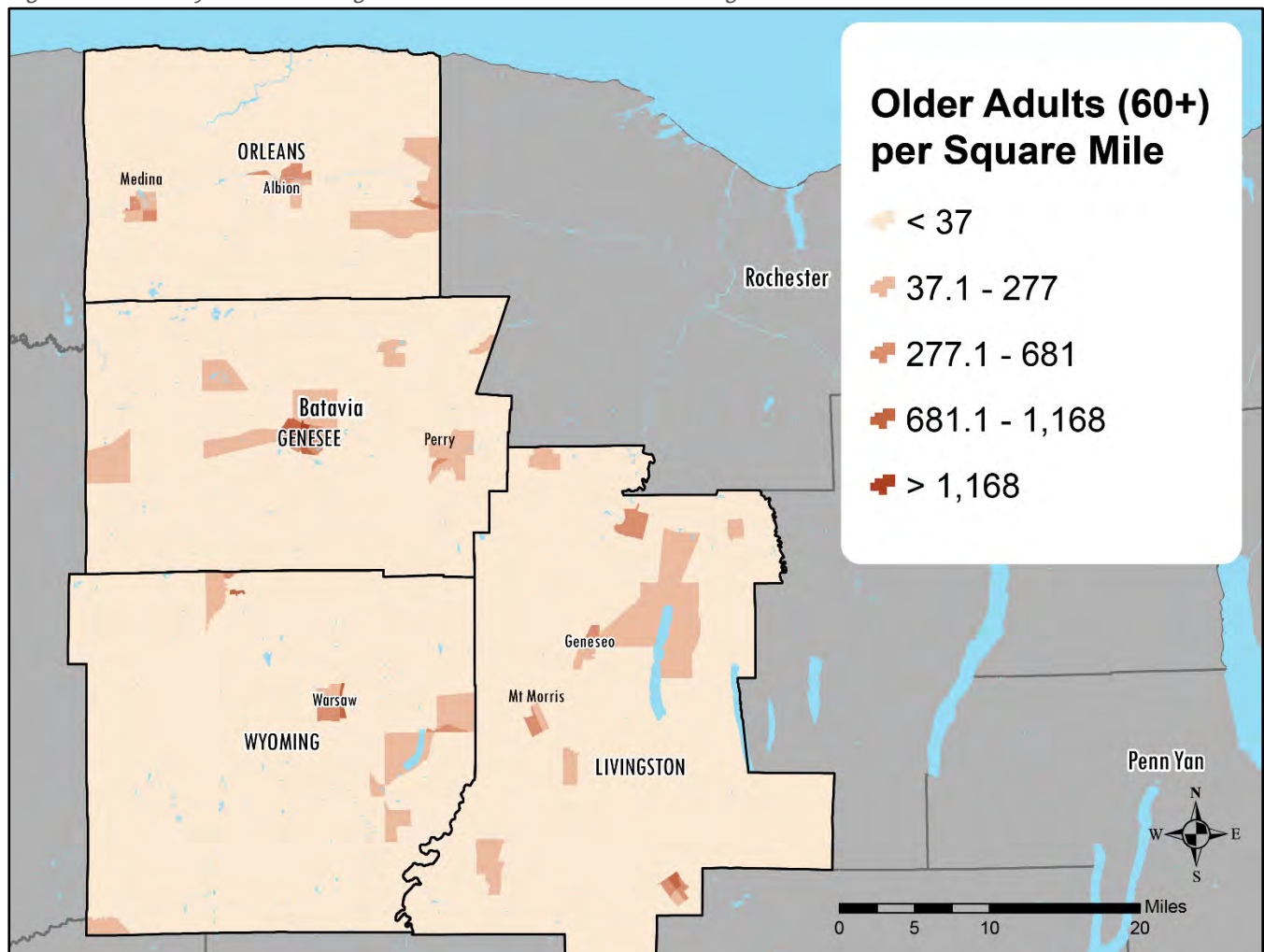
Western Sub-region

Older Adults

There are 54,418 adults aged 60 and older living in the Western Sub-region, 17 percent of the senior population of the nine-county region. These residents are 27.3 percent of the population in this sub-region, a 2.6 increase since 2011. This exceeds the percentages of older adults living in the state (24.1 percent) and the US (23.3 percent).

Figure 5 displays the concentrations of older adults throughout the Western Sub-region. The Village of Warsaw contains the highest density (40.3 percent) of older residents in the sub-region, followed by the City of Batavia (26.7 percent) and the Village of Albion (24.9 percent). The Village of Geneseo has the lowest percentage at 12.6 percent.

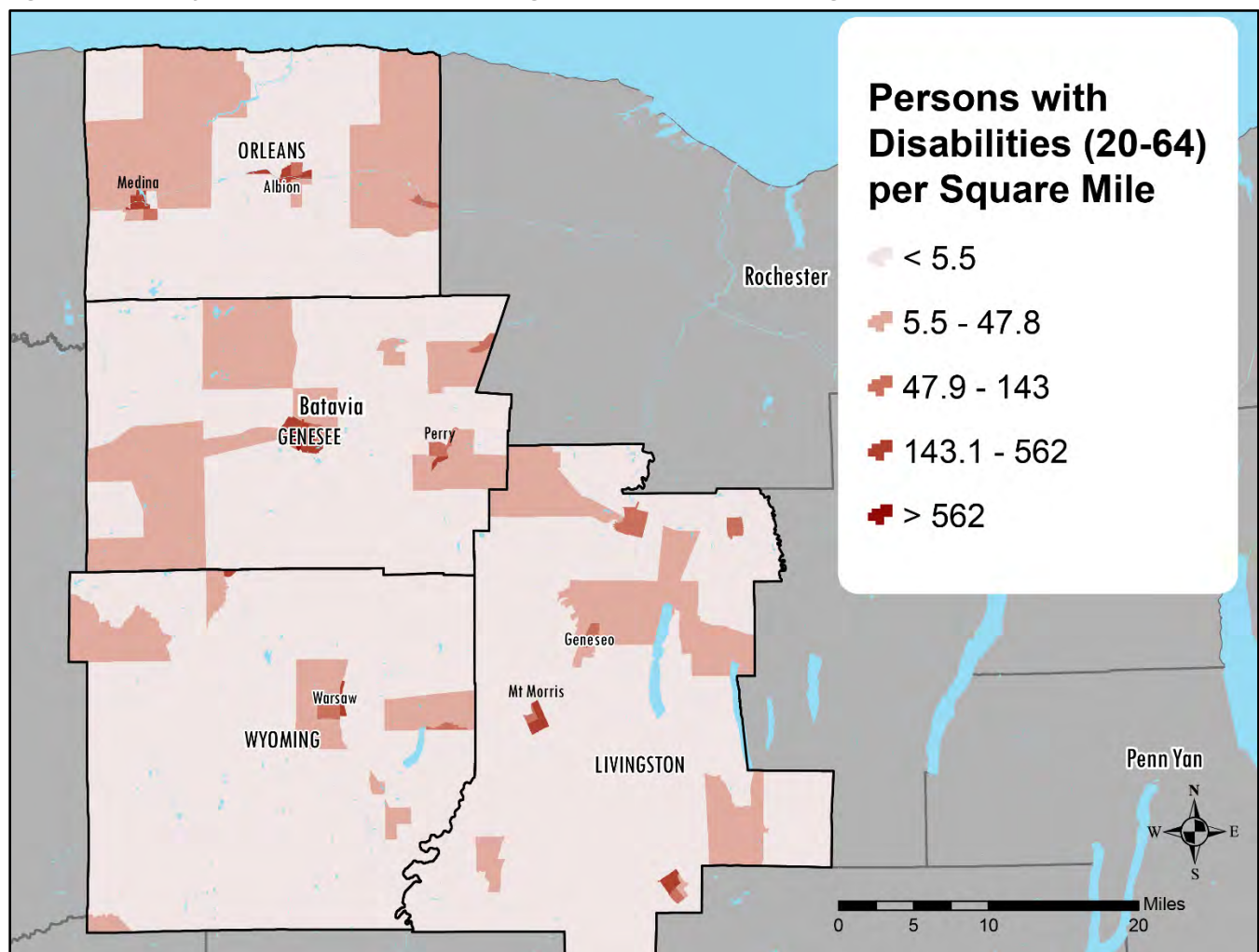
Figure 5 – Density of Persons Aged 60 and Over: Western Sub-region



Persons with Disabilities

The Western Sub-region is home to 14,055 people with disabilities aged 20 to 64, 12 percent of the population of that age group. This exceeds state (9.4 percent) and national (10 percent) figures. Growth in this cohort has been relatively constant since 2012, having increased by 1.3 percent. Genesee County experienced the most significant change of the sub-region's disability community, increasing by 4.2 percent from 2012. As reflected in Figure 6, the highest densities of non-seniors with disabilities in this sub-region reside in the Village of Albion (21.1 percent), Village of Mt. Morris (19.9 percent), the City of Batavia (18.7 percent) and the Village of Warsaw (17.5 percent).

Figure 6 – Density of Persons with Disabilities Aged 20-64: Western Sub-region



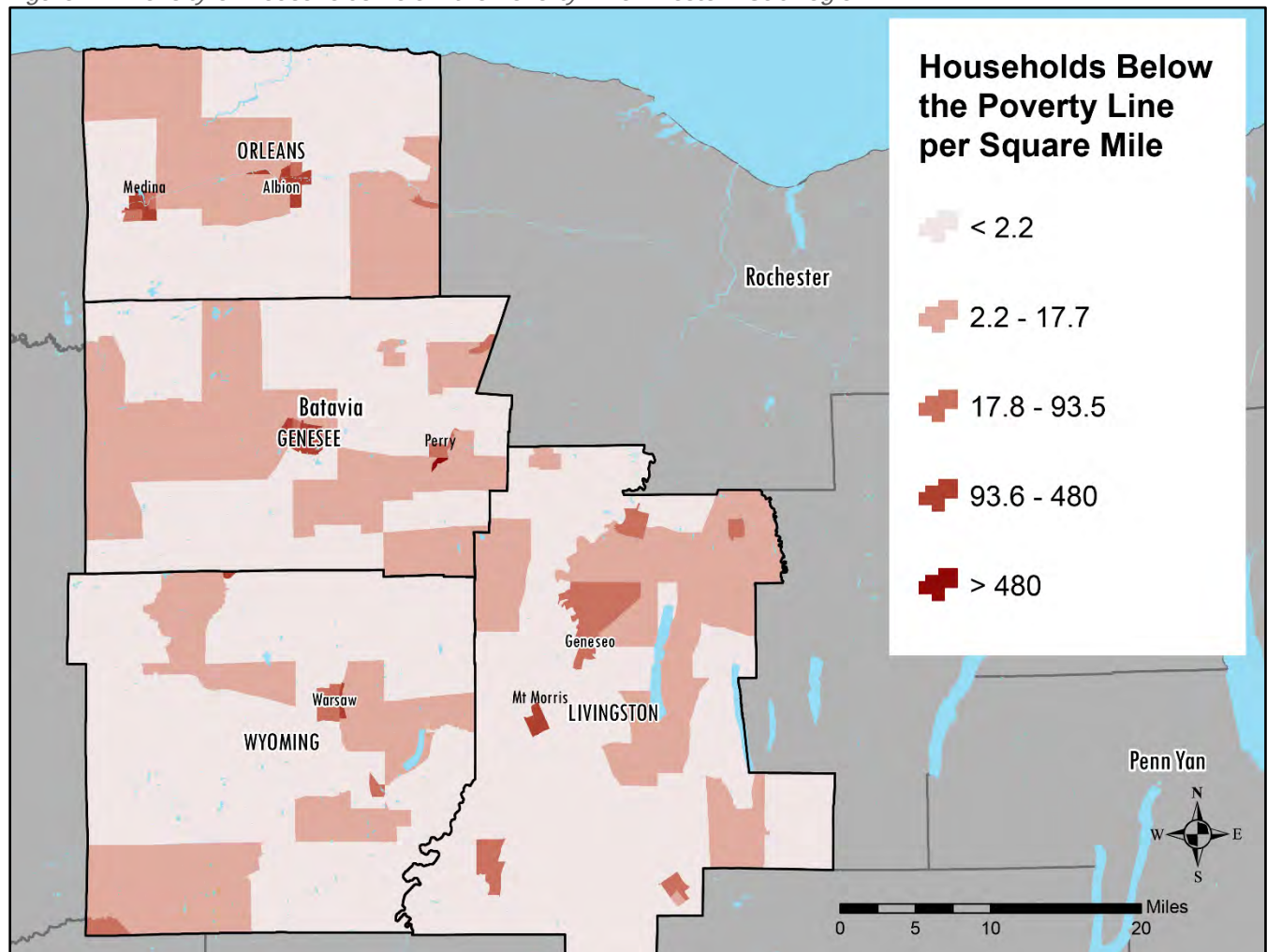
Low Income

Orleans County has the highest percentage of low-income households compared to the other counties in the Genesee Finger Lakes Region with 13.4 percent, but it is still below the state percentage (13.8).

The percentage of low-income households in the other three counties in the Western Sub-region are less than the Genesee Finger Lakes Region (12.1 percent), US (12.5 percent) and the state. In terms of growth trends, the proportion of low-income households in the four counties of this sub-region have remained constant since 2011. Only Genesee County experienced an increase in low-income households (1.2 percent) since that time.

The pattern has been similar regarding the portion of the population living at or below federal poverty level. Orleans County was the only one of the four counties that experienced an increase in the number of people living at or below federal poverty level (1.2 percent). For the other three counties, this population group either stayed the same or decreased slightly. Figure 7 displays areas within the Western Sub-region where low-income households are concentrated. The Village of Geneseo has the highest proportion of low-income households of any jurisdiction in the sub-region with 34 percent. They are followed by the Village of Albion (23 percent), the Village of Warsaw (18.2 percent) and the Village of Mt. Morris (17.7 percent).

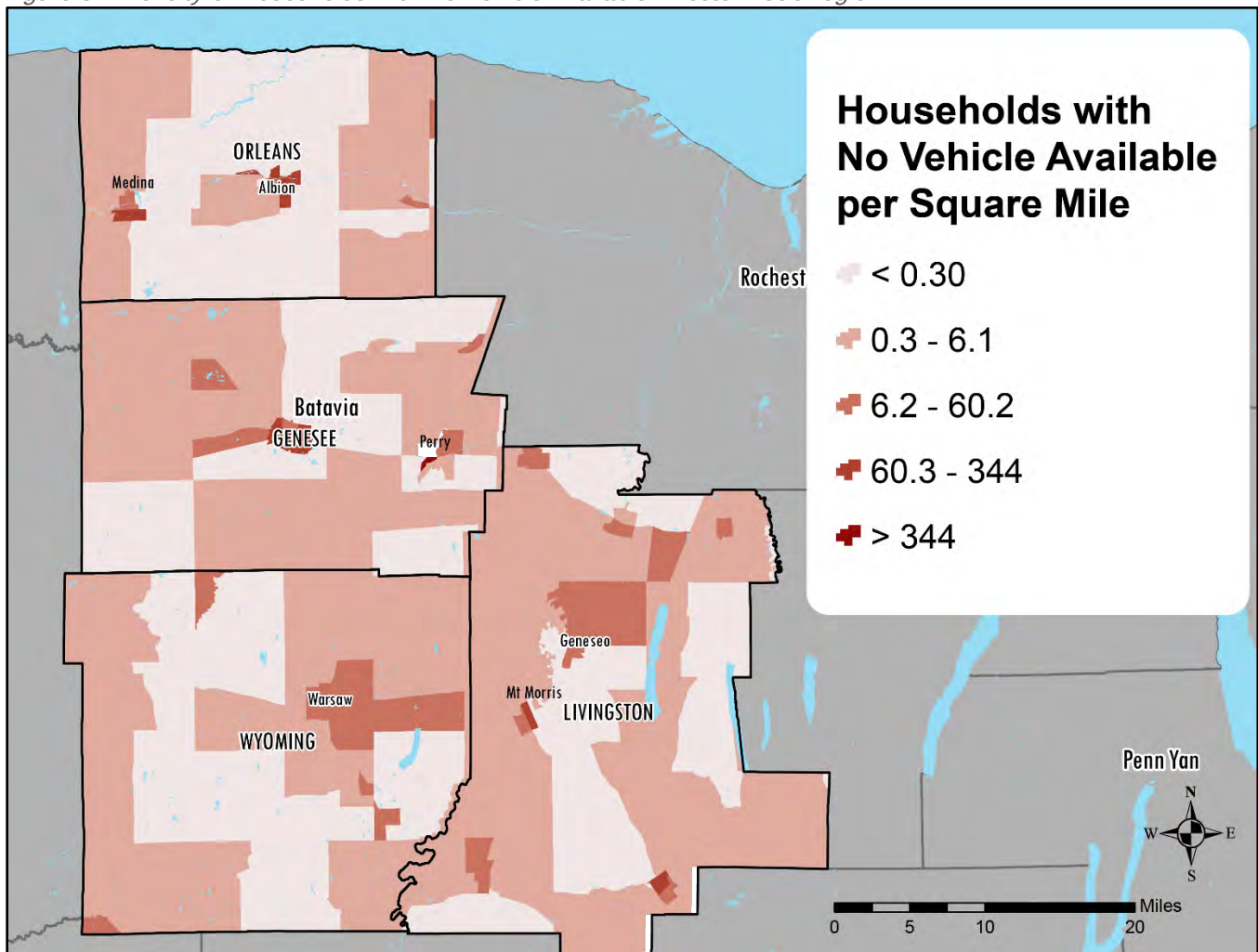
Figure 7 – Density of Households Below the Poverty Line: Western Sub-region



Vehicle Access

With the exception of Orleans County, the percentage of Western Sub-region households with no vehicles has increased since 2011. Livingston County increased by 0.7 percent, Genesee County by 1.2 percent and Wyoming County by 1.6 percent. The percentages of households with no vehicles available in Orleans County fell by 1.3 percent. For all the counties in the sub-region the percentage is lower than the state (29 percent) and region (9.5 percent). Figure 9 shows the areas within the sub-region where households with no vehicles available are concentrated. The jurisdiction within this sub-region with the highest concentration of no vehicle households is Mt. Morris (14.8 percent). They are followed by the Village of Albion and City of Batavia, which are both 13.9 percent.

Figure 8 – Density of Households with No Vehicle Available: Western Sub-region



Eastern Sub-region

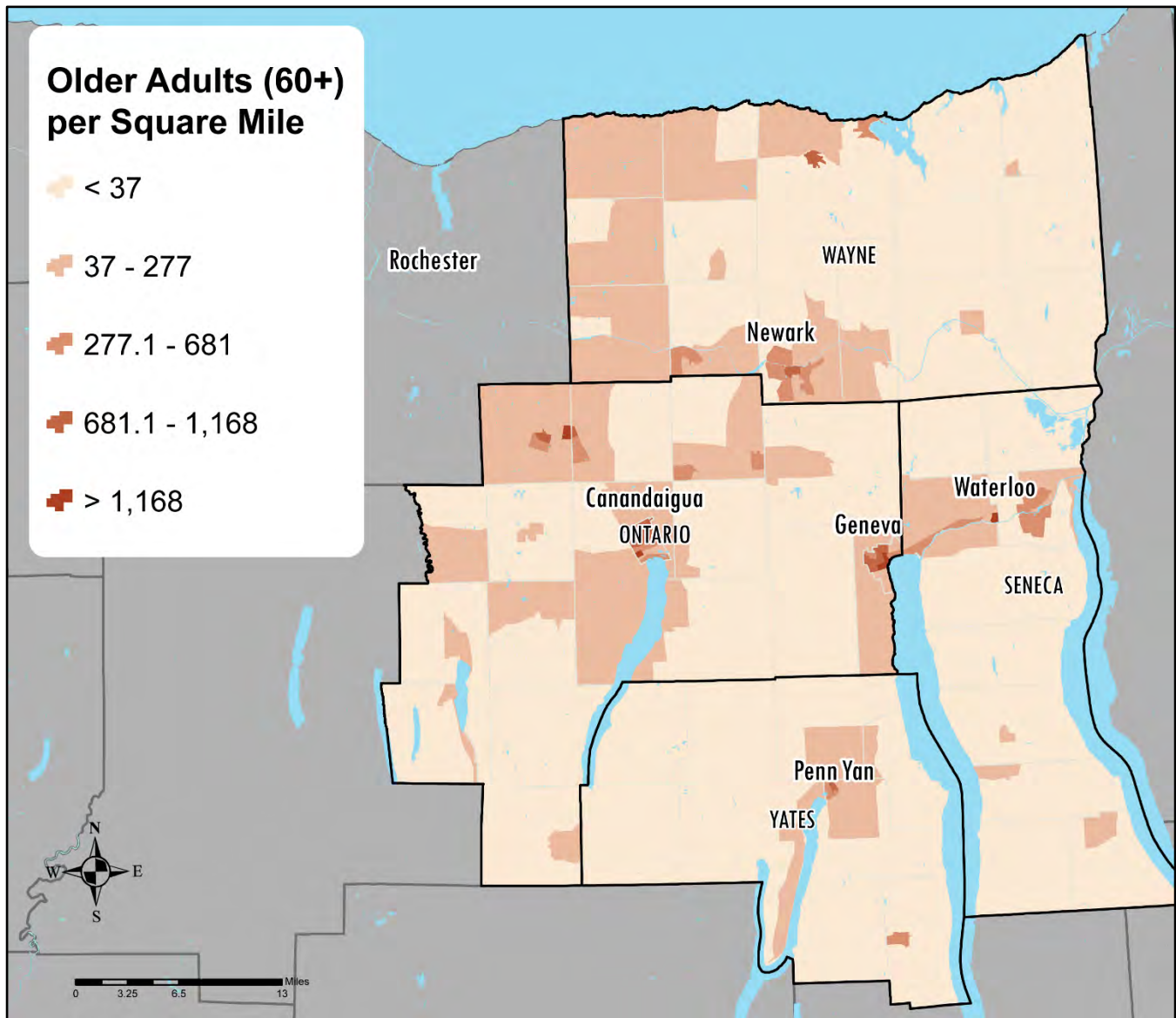
Approximately 22 percent of the residents in the Genesee Finger Lakes Region reside in the Eastern Sub-region, including Ontario, Wayne, Seneca and Yates counties. The population of the Eastern Sub-region is 263,319. Each of the four counties have experienced a decrease in population since 2011 except for Ontario County, which grew by 5 percent. Seneca County experienced the largest population decrease in the sub-region, losing 6.2 percent of its residents (2,181).

Older Adults

There are 75,703 residents in this sub-region aged 60 and older. While the population of this sub-region has been declining, the number of its residents 60 years of age and older has increased by 20,210 since 2011. These residents make up 28.7 percent of the total population in the sub-region, a 7.6 increase from 2011. Yates County's 60 and older population make up 30 percent of its population, the largest percentage of all the counties in the Genesee Finger Lakes Region. It also exceeds the state and US percentages. As a group, the four counties in this sub-region have the highest percentage of older adults within the nine-county region.

Figure 9 displays the concentrations of older adults throughout the sub-region. The Village of Waterloo has the highest density of older adults, making up 35 percent of its population. The City of Canandaigua and Village of Penn Yan have the next highest density of this age group within the sub-region. Approximately 30 percent of their populations are 60 and over.

Figure 9 – Density of Persons Aged 60 and Over: Eastern Sub-region

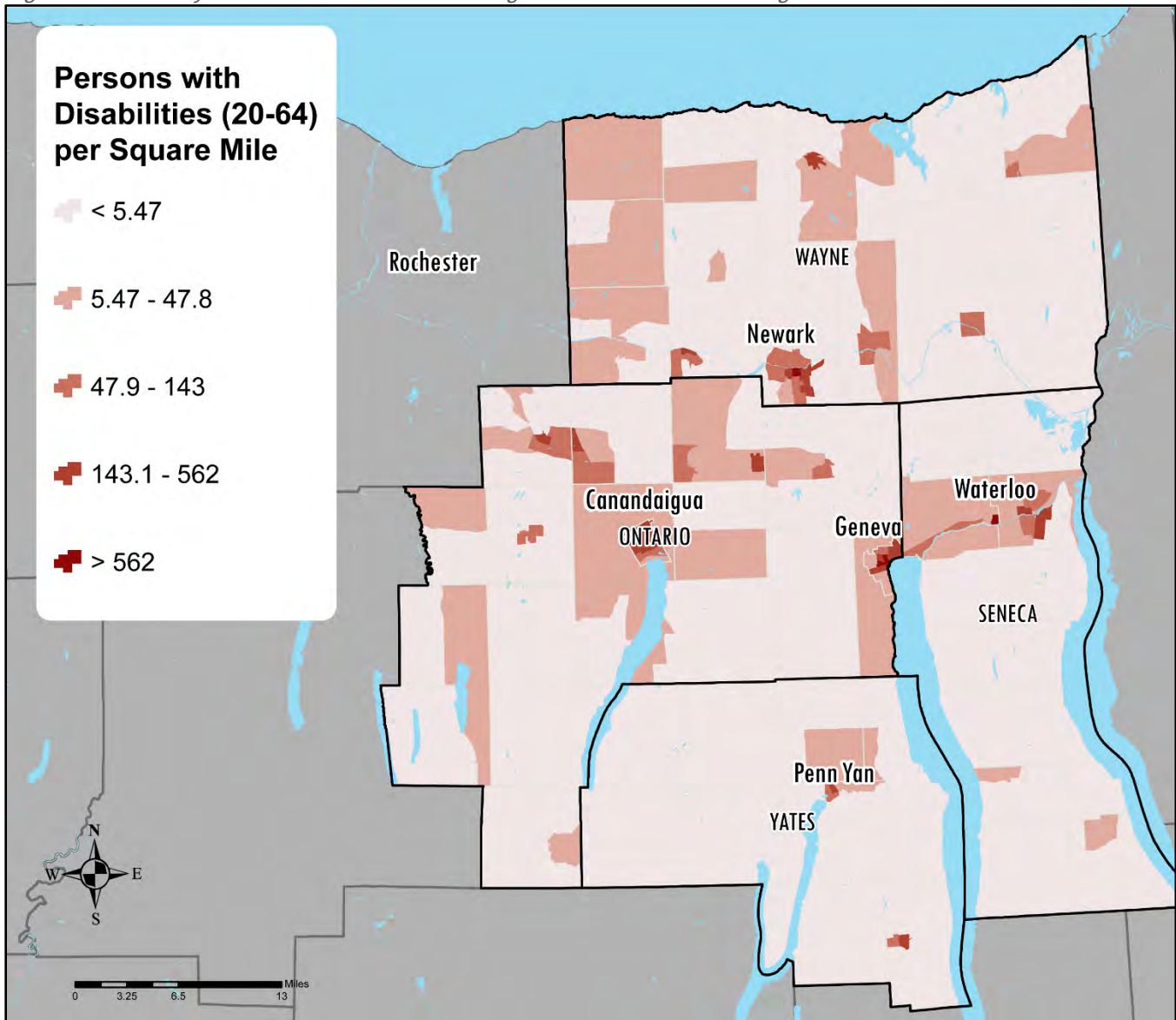


Persons with Disabilities

The Eastern Sub-region is home to 17,644 people with disabilities aged 20 to 64, 11.1 percent of the population of that age group. There is an increase of less than 1 percent since 2021. The percentage of people with disabilities in this sub-region is comparable to the others, but it exceeds state and national levels, which are 9.4 and 10.6 respectively. Yates County has the lowest concentration (9.1 percent) of residents with a disability in the 20-64 age group and Seneca County has the highest (14.5 percent).

Figure 10 shows the locations where this population group is most concentrated. The Village of Waterloo has the highest concentration of people with disabilities with 25.7 percent followed by the Village of Newark at 20.7 percent and the City of Canandaigua at 20.1 percent.

Figure 10 – Density of Persons with Disabilities Aged 20-64: Eastern Sub-region



Low Income

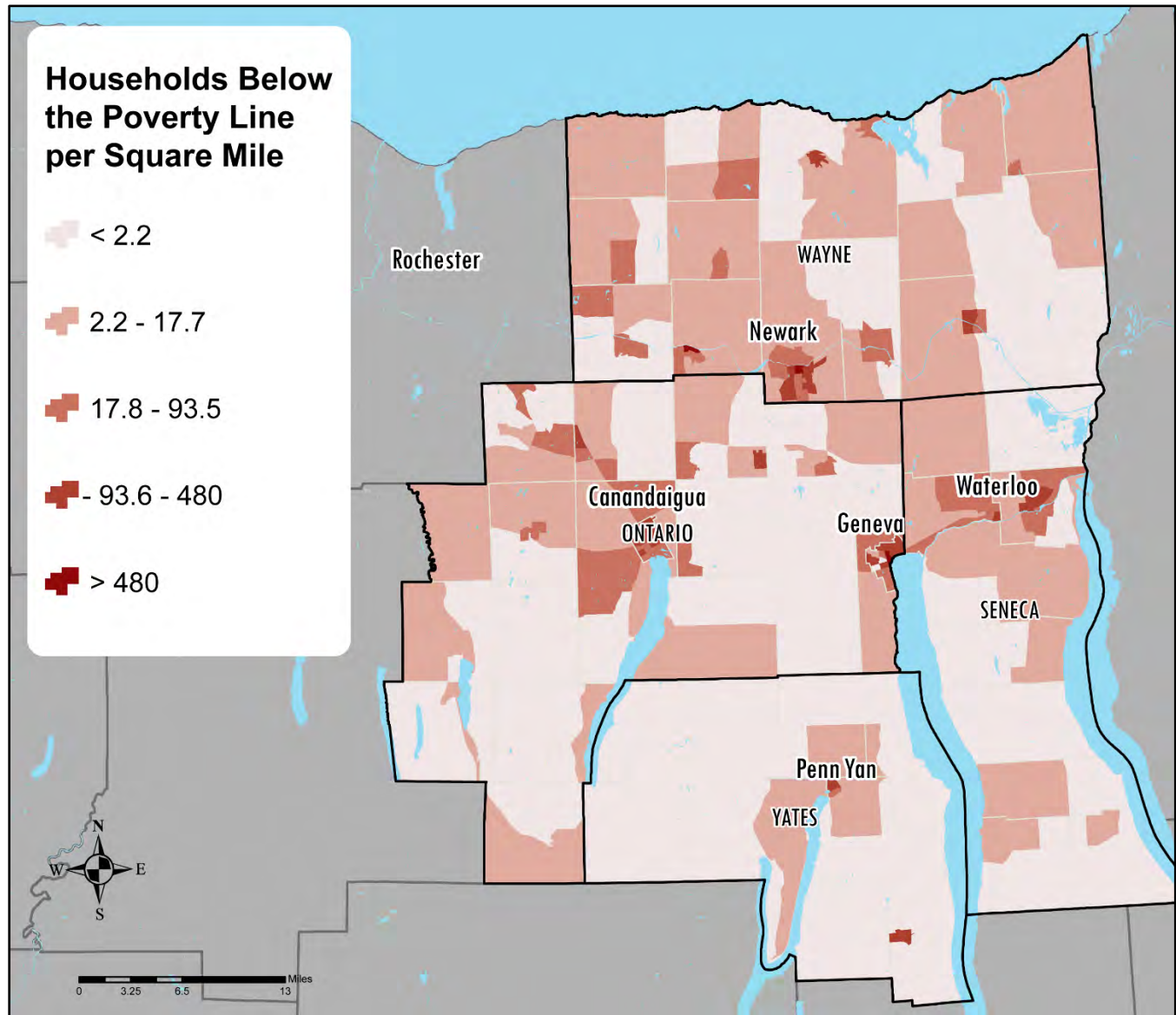
Notwithstanding Ontario County, the percentage of low-income households in the Western Sub-region counties range from 11.3 percent to 12.7 percent. This is comparable to the Genesee Finger Lakes Region (12.1 percent) and the US (12.5 percent) and lower than the state (13.8 percent). The percentage of low-income households in Ontario County is 9.1 percent, which is the lowest of any of the counties in the Genesee Finger Lakes Region.

In terms of growth, the number of low-income households in the Eastern Sub-region has remained relatively stable since 2012, increasing by less than 1 percent. There was a slight increase in low-income households in Wayne and Seneca counties (less than 2 percent), and a slight decrease in Ontario and Yates Counties (less than 1 percent).

The percentage of people living in the Eastern Sub-region who are at or below the federal poverty level has not exceeded two percent since 2011 for any of the four counties. The highest decrease was Yates County at 1.9 percent and the highest increase was Seneca County at 1.4 percent.

Figure 11 displays the densities of households with incomes below the poverty line. The jurisdiction with the highest poverty level is the City of Geneva. Over 18 percent of its population is at or below the federal poverty level. They are followed by the Village of Newark at 17.1 percent and Penn Yan at 13.5 percent.

Figure 9 – Density of Households Below the Poverty Line: Eastern Sub-region

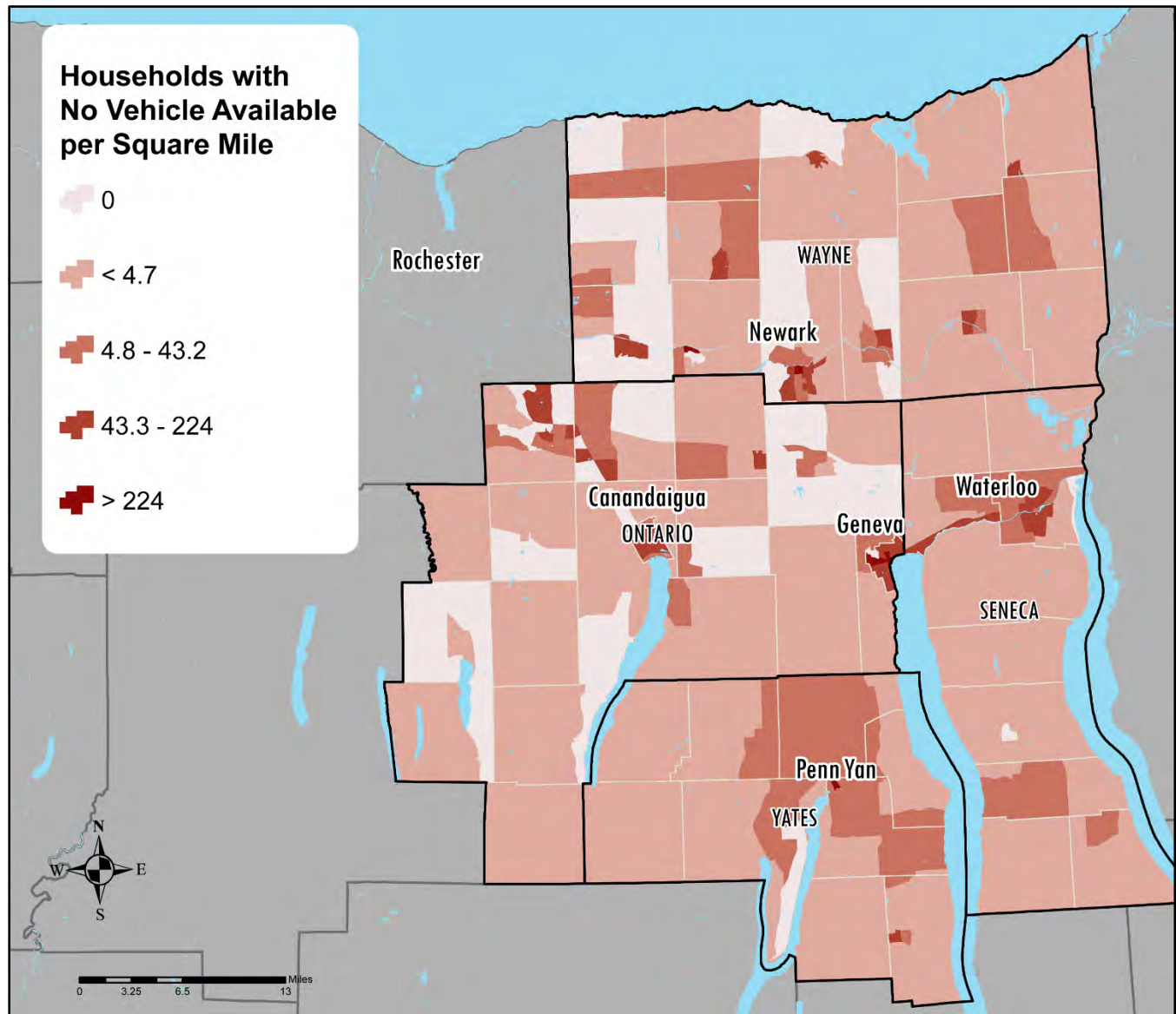


Vehicle Access

With the exception of Ontario County, the percentage of households with no access to a vehicle increased across the Eastern Sub-region. The highest increase was experienced by Seneca County at 2.7 percent followed by Yates County at 2.6 percent. Wayne County increased by less than one percent and Ontario County decreased by 0.6 percent. As mentioned in the Demographic Profile discussion, Yates ranks first among the counties in the Genesee Finger Lakes Region in percentage of households with no vehicles available at 13 percent.

Figure 12 shows the concentrations of households in the Eastern Sub-region with no vehicle available. As with the poverty level rates, the City of Geneva is the jurisdiction with the highest percentage of households with no vehicle. Over 15 percent of its residents do not have access to a vehicle. The City of Geneva is followed by the City of Canandaigua and the Village of Newark with the highest percentages of residents not having access to a vehicle, with 13.6 and 13.3 percent respectively.

Figure 10 – Density of Households with No Vehicle Available: Eastern Sub-region



TRANSPORTATION PROVIDERS

The nine-county region features various types of specialized human service transportation providers. This section describes these providers and their distinctions. This includes information about their operations and the eligibility requirements of their riders. Some of the providers listed do not maintain vehicles or provide trips directly, but rather act as service brokers helping people to find the most cost effective transportation options.

Fixed and Deviated Route Transit

Fixed-route transit in the Genesee-Finger Lakes Region refers to bus service that runs on a predetermined route and time schedule. The main provider of fixed-route transit in the Genesee Finger Lakes Region is [Regional Transit Service](#), a subsidiary of the Rochester Genesee Regional Transportation Authority (RGRTA). The Regional Transit Service (RTS) operates individualized transit systems in each of the region's counties with the exception of Yates under the monikers RTS-Monroe, RTS-Livingston, RTS-Orleans, RTS-Wyoming, RTS-Ontario, RTS-Wayne, RTS-Seneca, and RTS-Genesee.

Fixed-route transit provides the most efficient service in terms of cost per passenger. But due to funding limitations the frequency and hours of service are often not sufficient for people to use the local bus system as their primary mode of transportation. One way to broaden the capacity of transit to serve disadvantaged populations is to offer more flexible service options such as route deviation. When arranged in advance, a transit vehicle can deviate from a fixed route to pick up customers at a pre-determined distance from the fixed route. Notwithstanding Monroe County, all RTS county systems can deviate up to 0.75-mile from their fixed routes to pick up customers willing to pay a higher fare.

Demand Response Transit

Public transit systems like RTS provide demand response service through their paratransit programs. RTS' paratransit service is known as RTS Access. This service is intended for customers who are unable to ride fixed-route transit due to a disability. Paratransit service parallels the fixed-route service in terms of the service area it covers and the hours it operates. Riders are certified to use paratransit service through an application process that requires verification from their medical providers. The [Americans with Disabilities Act of 1990 \(ADA\)](#) sets minimum criteria that govern the provision of paratransit by public agencies including the service area they cover, which is 0.75-mile from the fixed-route network, and hours of service. Paratransit vehicles are equipped with ramps and lifts to accommodate those using wheelchairs and other mobility aids.

More recently, RTS has begun to offer a new form of demand response transit, often termed Microtransit, whereby customers can schedule services in real time using mobile applications. This service is provided within pre-defined service zones, areas where fixed-route service is not available. No limits are placed on rider eligibility. Due largely to scheduling constraints, demand response vehicles typically carry far less passengers than the fixed route system, resulting in higher per passenger trip costs.

Community Transportation Services

Community transportation services include a wide variety of direct providers, sponsors, and brokers. Various branches of The Arc of New York, a non-profit organization serving the disability community, operate in all nine of the region's counties, providing transportation to day programs, work sites, education programs, and medical appointments. Non-profit human service agencies such as Arc pay for outside organizations to transport their clients. Other agencies such as Monroe County Office for the Aging (OFA) provide transportation for their clients as well as other support services. These trips are typically for life-sustaining purposes (e.g., job sites, school, medical care, grocery store, etc.). Fares for these transportation services are usually nominal if not free.

Fee-for-Service Providers

Fee-for-service providers, often employed by transportation brokers, provide a range of transportation services with a variety of eligibility requirements. These are typically for-profit companies that provide non-emergency ambulatory or wheelchair transportation curb-to-curb.

Available Service: Key Findings

- RGRTA provides transit service to eight counties in the Genesee Finger Lakes Region through its subsidiaries. These include RTS-Monroe, RTS-Wayne, RTS-Ontario, RTS-Seneca, RTS-Wyoming, RTS-Genesee, RTS-Livingston, and RTS-Orleans. Public transit service in Yates County was suspended as of January 1, 2026. It had been provided by Mozaic, a chapter of the Arc of New York. It is currently in the process of transitioning to RGRTA.
- RGRTA maintains a fleet of 407 buses serving a population of 1,181,497 in the Genesee Finger Lakes Region.
- RGRTA's system is a "hub and spoke" service model. Downtown Rochester serves as the primary "hub" with radial routes connecting to the surrounding towns and outlying counties.
- Fixed-route services provided by the RTS subsidiaries extend into adjacent counties.
- As an extension of RTS Access, RGRTA's On Demand service offers curb-to-curb paratransit rides within seven On Demand zones. These zones include the towns of Brockport, Greece, Henrietta, Irondequoit, and Webster as well as Lexington Avenue and the Pittsford/Eastview area. Through this program, customers can be picked up or dropped within 1.5 miles from a fixed-route or within 1.25 miles from the edge of a zone boundary.
- Four chapters of the Arc of New York provide transportation in the Genesee Finger Lakes Region. These include Arc of Monroe, Arc of Wayne, Arc of Ontario and Arc GLOW, which serves Genesee, Livingston, Orleans and Wyoming counties. The transportation provided is mainly to transport people to and from their day programs although some of the chapters transport people for other purposes as well. As an example, GLOW transports dialysis and non-emergency medical patients to and from their medical appointments. Arc Wayne provides demand response transportation for people who are eligible for state sponsored disability services.

- The number of transportation providers serving within individual counties is largely proportionate to the population. Monroe County has the largest number of providers and service offerings of the region's nine counties. Smaller counties in the region have more limited service options. In some instances, a county may have few or no locally based fee-for-service or volunteer providers outside of isolated senior living centers. Residents in these counties must rely on multi-county operators based elsewhere.
- Each of the nine counties in the region maintain a government office for the aging (OFA) that serves as a primary source of senior support services including transportation. These offices were established as [Area Agencies on Aging \(AAA\)](#) under the [Older Americans Act \(OAA\) of 1965](#), which was intended to help seniors age in place.
 - The Monroe County OFA contracts with outside agencies to provide transportation to seniors. The agencies include Lifespan TRAC, RTS, Medical Motor Service and the Support to Aging Residents (STAR) Program. These agencies provide transportation to nutritional dining sites, grocery stores, medical appointments and essential errands.
 - The Ontario County OFA provides transportation to its senior community for medical-related visits using county operated vans or by trained volunteers using their own vehicles. Trips are provided for medical appointments, wellness and social visits, daily sustenance needs and essential errands.
 - The Wayne County Department of Aging and Youth provides transportation through ARC Wayne and RTS for medical and dining site visits and essential errands.
 - The Livingston County OFA contracts with RTS, GLOW and Catholic Charities to transport seniors to dining sites, medical appointments and grocery stores.
 - The Seneca County OFA operates a Senior Center Transportation Program that uses wheelchair equipped vans for medical appointments, social and nutrition sites and essential errands.
 - Yates County's OFA is operated by ProAction of Steuben and Yates. They provide transportation for medical appointments, shopping, dining, social events and essential daily activities.
 - Genesee County's OFA operates Community Action Transportation Services (CATS), which provides lift-equipped transportation for frail or senior residents, covering in-county destinations and weekly out-of-county medical trips. They also provide trips for grocery shopping and personal errands.
 - The Wyoming County OFA delivers transportation to seniors for non-emergency medical appointments.
 - The Orleans County OFA utilizes a mix of providers, including ARC Glow and RTS to provide transportation for seniors to medical appointments, social events and personal errands.

Figure 13 provides a breakdown of RGRTA services throughout the region. Figure 14 lists other transportation providers, including non-profit medical transportation agencies, volunteer driver programs, and for-profit taxi and ride hailing services. The providers are listed according to the county they serve. Services identified that are affiliated with more than one county are listed in the agency column as “Multiple”.

Figure 13 – Regional Transportation Provider Inventory: RGRTA Services

Agency	Service	Phone	Description	Days/Hrs of Oper.	Fares
RTS-Genesee	Fixed-Route	585-343-3079	Four primary fixed routes serving Batavia and Leroy and a "flag stop" system that allows riders to wave down any fixed-route buses at safe locations anywhere along the route.	M-F, 6am-7:30pm	\$1 one-way. Reduced fares for seniors and people with disabilities. Children under 5 and veterans are free. Value passes; 11 rides for \$10, 23 rides for \$20.
RTS-Genesee	Route Deviation	585-343-3079	Fixed-route buses may deviate to service points within ¾-mile of the route.	M-F, 6am-7:30pm	Fares are twice the route fare without discounts. Reservations required one day before the trip.
RTS-Genesee	Dial-A-Ride	585-343-3079	Curb-to-curb wheelchair accessible service within 3/4 mile of fixed route. Available to any RTS customer. Riders access the service using the "Pingo" app.	M-F. Reservations required 24-48 hours in advance.	\$3 per ride. Reduced fares for seniors and people with disabilities. Children under 5 and veterans are free.
RTS-Genesee	RTS Link	585-343-3079	Ride share pilot program in Batavia area with no set route. On demand wheelchair accessible service at "virtual stops" within 1/4 mile of user's point of origin. Riders access the service using the "Pingo" app.	M-F, 6pm-9:30pm. Rides booked through Pingo app.	\$5 per ride. Reduced fares for seniors and people with disabilities. Children under 5 and veterans are free.

Agency	Service	Phone	Description	Days/Hrs of Oper.	Fares
RTS-Genesee	Express Service Batavia	585-343-3079	Express shuttle between the City Centre in Batavia and local medical facilities. The express route is a loop where shuttles run four times daily.	M-F, 7:45am-3:10pm	Free service
RTS-Genesee	LaRosa Shuttle Service	585-343-3079	Transports residents of LaRosa supportive housing complex to Walmart and Target in Leroy.	Second Friday of the month, 10am-12:50pm	Fee service
RTS-Genesee	Tops Shuttle Service	585-343-3079	Transports residents of apartment complexes in Batavia to Tops Supermarket.	Tuesdays, 10am-12:15 pm	Free service
RTS-Genesee	Express Service: The Rez	585-343-3079	Transports residents from the Tonawanda Indian Reservation (aka, "The Rez") to the Batavia City Centre and other points of interest.	Mondays, 10:30am-12pm	Free service
RTS-Genesee	Medical Transportation for the Office of Aging	585-343-3079	Medical and therapy appointments for seniors who are clients of the Genesee County OFA	T-Th, 9am-4pm.	No cost. Reservations required 24 hours in advance.

Agency	Service	Phone	Description	Days/Hrs of Oper.	Fares
RTS-Livingston	Fixed-Route	585-658-4690	Three fixed routes serve all the county's villages. Route 232 also provides an inter-county connection to Perry, Wyoming County.	M-F 6:40am-6:10pm	\$1 one-way. Reduced fares for seniors and people with disabilities. Children under 5 and veterans are free. Value passes; 11 rides for \$10, 23 rides for \$20.
RTS-Livingston	Route Deviation	585-658-4690	Curb-to-curb service to points within ¾-mile of a fixed-route. Passengers are picked up by buses deviated from their regular fixed-route. This is for people who cannot access a regular bus stop.	M-F 6:40am-6:10pm	Fares are twice the route fare without discounts. Reservations required one day before the trip.
RTS-Livingston	Dial-A-Ride	585-658-4690	Curb-to-curb wheelchair accessible service within ¾ mile of fixed route within the villages of Avon, Dansville and Mt Morris.	Avon: T-F, 10am-2pm Dansville: M-F, 8am-4pm Mt. Morris: M-Th, 10am-3pm	Communitywide - \$1 per trip Between communities - \$2 per trip Discounts for seniors and people with disabilities. Children under 5 and veterans are free.
RTS-Livingston	Senior Citizen Service	585-658-4690	Transportation service for seniors traveling to and from the local Senior Nutrition Center. These services are funded by the Livingston County OFA.	Reservation based. Must be made 24 hours in advance.	Free service

Agency	Service	Phone	Description	Days/Hrs of Oper.	Fares
RTS-Livingston	Geneseo Campus and Village Service	585-658-4690	Provides service to the SUNY campus and to shopping centers and other points of interest within the Village.	M-Thrs 7:30am-11:00pm; Fri. 7:30am-2:30am; Sat. 10am-2:30am; Sun. 12pm-11pm	Free for students. Daily local service \$1. Reduced fares for seniors and people with disability. Children under 5 and veterans are free.
RTS-Livingston	Geneseo Weekend Service	585-658-4690	Provides connections to Monroe County shopping malls, transit hubs, University of Rochester, RIT and Strong Memorial Hospital.	Fri. 3pm-10pm Sat. 830am-10pm Sun. 12pm-8pm	Same as above. Rochester one-way fare \$6.50.
RTS-Monroe	RTS Connect	585-288-1700	Fixed-route service consisting of 31 routes serving greater Rochester area and surrounding communities. Route 91 provides inter-county commuter service between Rochester and Lyons in Wayne County.	M-F, 5am-midnight Sat. & Sun., 6am-midnight	\$1 one-way. Reduced fares for seniors and people with disabilities. Children under 5 and veterans are free. RTS GO cards provide unlimited rides for the day (\$3) or month (\$56)
RTS-Monroe	Neighborhood Direct Service	585-288-1700	Nine routes providing direct connections between city neighborhoods and schools.	M-F, 6:30am-8am; 3:30pm-5pm	\$1 one-way
RTS-Monroe	On Demand Service	585-288-1700	Ride-sharing option in wheelchair accessible vehicles within On Demand Zones located in Brockport, Greece, Henrietta, Irondequoit, Lexington Avenue area, Pittsford/Eastview Mall area and Webster.	M-F, 5am - 8pm, as of Sept. 2026. Reservation required.	\$4 one-way. Reduced fares for seniors and people with disabilities and children. Veterans are free with Outreach Center pass.

Agency	Service	Phone	Description	Days/Hrs of Oper.	Fares
RTS-Monroe	RTS Access	585-224-8330	Paratransit service for the disability community in compliance with the Americans with Disabilities Act (ADA). Riders can board at any location within 3/4 mile of the fixed network.	M-F, 5am-midnight Sat. & Sun., 6am-midnight	\$1 one-way. Reduced fares for seniors and people with disabilities. Children under 5 and veterans are free.
RTS-Ontario	Ontario Connects	585-394-2250	Fixed-route service consisting of six routes serving Canandaigua, Farmington, Victor and Geneva. Routes 290, 293 and 296 provide inter-county service to Lyons and Newark in Wayne County.	M-F, 6:30am-6:30pm	\$1 one-way. Reduced fares for seniors and people with disabilities. Children under 5 and veterans are free. Value passes; 11 rides for \$10, 23 rides for \$20.
RTS-Ontario	Dial-A-Ride	585-394-2250	Curb-to-curb shared ride service for riders who have start or end points outside ¾-mile from a fixed-route corridor.	M-F, 7am-7pm. Reservation required 48 hours in advance	Within zone 1 or 2 - \$5 per ride; Between zone 1 and 2 - \$10 per ride
RTS-Ontario	Route Deviation	585-394-2250	Curb-to-curb service to points within ¾-mile of a fixed-route. Passengers are picked up by buses deviated from their regular fixed-route. This is for people who cannot access a regular bus stop.	M-F, 6:30am-6:30pm. Reservation required 48 hours in advance	\$2 per ride. No discounted fares.

Agency	Service	Phone	Description	Days/Hrs of Oper.	Fares
RTS-Orleans	Fixed-Route Service	585-589-0707	Three routes provide local service to Albion and Medina and two route provide inter-county service to Batavia and Brockport.	M-F (Routes 201 & 202), 7:40am-4:45pm Sat. (Route 205), 9:45am-1pm	\$1 one-way. Reduced fares for seniors and people with disabilities. Children under 5 and veterans are free. Value passes; 11 rides for \$10, 23 rides for \$20.
RTS-Orleans	Dial-A-Ride	585-589-0707	Curb-to-curb shared ride service for riders who have start or end points outside ¾-mile from a fixed-route corridor.	M-F 6:30am-5pm. Reservation required one day in advance.	\$3 one-way. Reduced fares for seniors and people with disabilities. Children under 5 and veterans are free.
RTS-Orleans	Route Deviation	585-589-0707	Curb-to-curb service to points within ¾-mile of a fixed-route. Passengers are picked up by buses deviated from their regular fixed-route. This is for people who cannot access a regular bus stop.	M-F (Routes 201 & 202), 7:40am-4:45pm. Reservation required one day in advance. Sat. (Route 205), 9:45am-1pm	\$2 per ride. No discounted fares.
RTS-Seneca	Fixed-Route	315-539-1844	Three routes serving Waterloo, Seneca Falls, and Geneva.	M-F, 6am-6pm	\$1 one-way. Reduced fares for seniors and people with disabilities. Children under 5 and veterans are free. Value passes; 11 rides for \$10, 23 rides for \$20.

Agency	Service	Phone	Description	Days/Hrs of Oper.	Fares
RTS-Seneca	Dial-A-Ride	315-539-1844	Curb-to-curb shared ride service for riders who have start or end points outside ¾-mile from a fixed-route corridor.	M-F, 6am-6pm. Reservation required one day in advance.	\$3 one-way. Reduced fares for seniors and people with disabilities. Children under 5 and veterans are free.
RTS-Seneca	Route Deviation	315-539-1844	Curb-to-curb service to points within ¾-mile of a fixed-route. Passengers are picked up by buses deviated from their regular fixed-route. This is for people who cannot access a regular bus stop.	M-F, 6am-6pm. Reservation required one day in advance.	Single deviation - \$2 per ride; Double deviation - \$4 per ride. No reduced fare discounts.
RTS-Wayne	Fixed-Route	315-946-5617	14 fixed-routes serving core hubs based in Newark, Lyons and Sodus. Several of the routes provide inter-county service. This includes Routes 290, 293 and 296 to Canandaigua and Geneva; 91 to Rochester; 92 to Hamlin and Hilton; 331 to Eastview Mall in Victor; and 307 and 308 to Webster. This service also offers a "flag stop" option allowing riders to wave down any fixed-route bus at a safe location anywhere along the route.	M-F, 6:30am-6:30pm	\$1 one-way. Reduced fares for seniors and people with disabilities. Children under 5 and veterans are free. Value passes; 11 rides for \$10, 23 rides for \$20.
RTS-Wayne	On Demand	315-946-5617	Curb-to-curb service primarily serving Newark, Lyons and Palmyra. Trips booked through the Pingo app or by phone.	M-F, 8am-5pm as of Sept. 2026. Reservation required 24 hours in advance.	\$4 one-way. Reduced fares for seniors, people with disabilities and children. Veterans are free with Outreach Center pass.

Agency	Service	Phone	Description	Days/Hrs of Oper.	Fares
RTS-Wayne	Route Deviation	315-946-5617	Curb-to-curb service to points within ¼-mile of a fixed-route. Passengers are picked up by buses deviated from their regular fixed-route. This is for people who cannot access a regular bus stop.	M-F, 6:30am-6:30pm	\$2 per ride. No discounted rates.
RTS-Wyoming	Fixed-Route Service	585-786-6050	Includes 11 fixed-routes, most of them provide connections between Warsaw and surrounding villages. Fixed-route system serving core areas of Warsaw, Perry, Arcade and Attica. Provides free grocery store runs from Perry to Tops Friendly Market in Warsaw. Dial-A-Ride service provided to residents outside fixed-route network. One day advanced reservation.	M-F, 5:30am-5pm	\$1 one-way. Reduced fares for seniors and people with disabilities. Children under 5 and veterans are free. Value passes; 11 rides for \$10, 23 rides for \$20.
RTS-Wyoming	Dial-A-Ride	585-786-6050	Curb-to-curb shared ride service for riders who have start or end points outside ¼-mile from a fixed-route corridor.	M-F, 6am-6pm. Reservation required one day in advance.	\$3 one-way. Reduced fares for seniors and people with disabilities. Children under 5 and veterans are free.
RTS-Wyoming	Route Deviation	585-786-6050	Curb-to-curb service to points within ¼-mile of a fixed-route. Passengers are picked up by buses deviated from their regular fixed-route. This is for people who cannot access a regular bus stop.	M-F, 5:30am-5pm	\$2 per ride. No discounted rates.
RTS-Wyoming	Arcade Shopping Shuttle	585-786-6050	Service in Village of Arcade to five shopping locations.	M-F, 7am-1:40pm	Regular fixed-route fares

Agency	Service	Phone	Description	Days/Hrs of Oper.	Fares
RTS-Wyoming	Arcade Commuter	585-786-6050	Service in Village of Arcade to popular local trip destinations including the county courthouse, community health facility and Walmart.	M-F, 5:45am-2pm	Regular fixed-route fares
RTS-Wyoming	Warsaw to Arcade Shuttle	585-786-6050	Service from Warsaw to Arcade. Stops include county courthouse, shopping locations and public library.	M-F, 7am-2:10pm	Regular fixed-route fares
RTS-Wyoming	Suburban Adult Services Inc (SASI) Shuttle	585-786-6050	Service from Warsaw and Arcade locations to SASI	M-F, 7:45am-2pm	Regular fixed-route fares

Figure 14 – Regional Transportation Provider Inventory: Community Transportation Services

County	Provider	Phone	Eligibility	Notes
Genesee	Community Action Transportation Systems	585-343-3735	Rural Residents, Seniors needing additional assistance to travel	Coordinated through the Genesee OFA. Transports rural residents and older adults for essential needs such as medical appointments and grocery shopping. Fixed route and demand-response services M-F. Wheelchair accessible door-to-door service. Provides weekly trips for out-of-county medical appointments.
Genesee	Disabled American Veterans Transportation Network	585-297-1170	Ambulatory Disabled Veterans	Transportation to VA medical facilities for injured/ill veterans in multiple counties. 7am-1pm. Reservations made two weeks in advance. Dependent on volunteer drivers.
Genesee	Genesee-Wyoming Veterans Transport Program	585-297-1170	Veterans Enrolled in VA Health Care	Transportation to VA facilities in Batavia and Buffalo. Wheelchair accessible. 7am-2pm.
Genesee	Gillam Grant Community Center	585-494-1621	Byron-Bergen School District Residents	Weekly grocery, pharmacy, and other personal shopping trips. A \$3 donation suggestion for door-to-door round trip. Bus transportation is provided for community programming.
Genesee	New Boyz Transportation	585-300-9476	All	Transportation for medical purposes. Fleet includes wheelchair equipped vehicles. \$5 flat ride taxi service within Batavia. M-Sa 7:00am-8:30pm plus appointments. Also serve Orleans and Wyoming counties.
Genesee	JET Karriers Transportation	315-720-6410	All	Private, specialized transportation provider based in Batavia, NY, primarily serving Genesee and surrounding counties. Provide non-emergency medical and social service transportation, particularly for those with unique mobility or supervision needs.

County	Provider	Phone	Eligibility	Notes
Genesee	OFA Volunteer Medical Transportation	585-343-1611	County Residents 60 and older	Volunteer drivers are matched with seniors who have no other means of transport for medical and essential shopping purposes. Trips are free or donation based. Primarily for out-of-county. Requests must be made five business days prior.
Livingston	Catholic Charities of Livingston County	585-658-4666	Residents 60+ and Seniors with Chronic Health Conditions	Faith in Action Program - volunteer transportation primarily for medical appointments, grocery shopping, and other essential errands. M-F, 9am-5pm. Request 10-12 days in advance.
Monroe	Arc of Monroe County	585-271-0660	Clients	Transport residents, including those in wheelchairs to and from activities, errands, and appointments.
Monroe	Bri-Pen Senior Rides	585-340-8674	Brighton/Penfield Residents 65+	Volunteer-based transportation service specifically for seniors needing transportation to medical appointments, town community centers, and religious services. No wheelchair accommodations. One-three weeks advance notice. 9am-3pm weekdays except holidays.
Monroe	Catholic Family Center Support to Aging Residents (STAR)	585-262-7050	Over 60	Specialized service provided by Catholic Charities Family and Community Services. This is assisted door-to-door transportation for seniors who have difficulty using standard vehicles or public transit. Transportation to medical appointments, grocery shopping, and other essential errands. Fee or Donation determined based on their monthly income. Appointments available M-F 9:30am-3:00pm.

County	Provider	Phone	Eligibility	Notes
Monroe	City East Transportation Ministry	585-266-6570	Peace of Christ, St. Frances Xavier Cabrini, and St. Stanislaus Church Members	Volunteer based organization that provides free transportation to seniors and individuals who are unable to drive. This includes trips to medical appointments, pharmacies, physical therapy, dialysis treatment, grocery shopping, and banking. One round trip per week. Five-day notice. Weekend availability not guaranteed.
Monroe	Community Place of Greater Rochester	585-288-0021	Aging Services Clients	Transportation serving participants of Senior Companion Program, Senior Center activities, and children of Universal Pre-K Program. Also provide bus passes to families in financial crisis.
Monroe	Elderberry Express	585-248-6237	Town of Pittsford Seniors 65+	Free rides for medical/dental appointments, grocery shopping, banking, pharmacies, and hair appointments. Appointments and grocery trips. Two days advance notice. 9am-3pm.
Monroe	ElderONE	585-922-2831	Program Participants	Transportation services for seniors enrolled in the Program of All-Inclusive Care for the Elderly (PACE). Rides provided to/from the ElderONE PACE Center and medical appointments.
Monroe	Episcopal Senior Life Communities (ESLC)	585-546-8439	Residents and Neighborhood Program Members	Transportation provided to residents of ESLC communities (e.g., Brentland Woods, Ashley Woods, Seabury Woods) for monthly service fee. This includes trips to medical appointments, banks, grocery stores, recreational activities, and churches. Wheelchair vans available. M-F.

County	Provider	Phone	Eligibility	Notes
Monroe	Friends in Service Here (FISH)	585-453-2370 and 585-736-4526 in SE Rochester	Greece, Charlotte, Rush Henrietta and southeast Rochester Residents, Seniors and Disabled	Volunteer-based organization that provides transportation, primarily for medical appointments, to seniors and individuals who can no longer drive. Also serves low-income individuals in SE Rochester area. No accommodations for wheelchairs or scooters. Rides between 8am-5pm. Call for transportation between 7am-3pm the day before.
Monroe	Happier at Home	585-633-5555	All	Employ caregivers who provide transportation as part of their "in-home" senior care services. They provide rides to medical and other appointments, social outings and essential errands. 24-hour prior notice. 24/7 availability. \$26/hr.
Monroe	Heritage Christian Services	585-340-2000	Clients (Developmental Disabilities)	For certain programs, such as Day Habilitation, staff members provide transportation for individuals supported by the agency.
Monroe	Hilton-Parma Senior Citizen Express	585-392-9030	Town of Parma Senior Residents	Transportation provided by Hilton-Parma Parks and Recreation department, designed to help seniors maintain their independence. They provide rides to and from the Hilton-Parma Senior Center activities (e.g., lunch, bingo, and monthly evening meals) on Tuesdays and to pre-determined shopping destinations such as Wegmans, Target, etc. on Wednesdays. \$2 round trip. Reservations are required.
Monroe	Irondequoit Recreation	585-336-6070	Irondequoit Senior Residents	Affordable wheelchair accessible transportation for Irondequoit seniors to travel from their homes to Lunch Club 60 at the Irondequoit Community Center. The service is provided several days per week at no cost.

County	Provider	Phone	Eligibility	Notes
Monroe	Jewish Family Service	585-770-7898	60 and Older	Provides transportation to Holocaust survivors, including trips to medical appointments, grocery stores, senior living/hospital facilities, salons and banks. Two rides per week. Advance notice preferred. M-Th 8:30-4:30, F 8:30-3:30
Monroe	Lifetime Assistance	585-426-4120	Clients (Developmental Disabilities)	Pick up/drop off for day and community rehabilitation programs. Evening and weekend outings.
Monroe	Marge's Trolley	585-663-3541	All	Provides transportation and escort services for medical appointments, shopping, errands, social functions, and visits to hairdressers. No wheelchair or walker accommodations. M-F, 8am-5pm.
Monroe	MediCab	585-342-7150	All	Non-emergency door-to-door ambulatory service for medical transportation. Wheelchair and scooter accommodations provided. M-F 7am-4pm. 24-hour notice preferred.
Monroe	Medical Motor Service	585-654-7030	Seniors, Disabled, and Special Needs	Provides transportation to medical appointments, dialysis, and other healthcare destinations. Serves Greece Senior Center. Also provides trips for shopping, adult day programs, senior centers, and other essential community activities. Income based fee. Min. two business day notice.
Monroe	Monroe County OFA	585-753-6280	Country Residents 60+	Transportation to County Lunch Club program congregate meal sites. Suggested contribution \$2 each way. They also fund and partner with other agencies that provide transportation for seniors including Medical Motor Service, Lifespan, Catholic Charities and RTS.

County	Provider	Phone	Eligibility	Notes
Monroe	Rochester Medical Transportation	585-288-3444	All	Provides non-emergency medical transportation for ambulatory clients. Also provides wheelchair and stretcher service. Transport clients to and from medical appointments, dialysis, day care and other adult treatment programs. Advance or day of trip scheduling. M-F 6am-5pm.
Monroe	Senior Connections	585-789-6161	Fairport/Perinton Residents 60+	Door-to-door wheelchair-accessible bus service to medical appointments and essential errands within Perinton. Reservations must be made by 2pm before the day of trip. M-F 8:30am-3:30pm. Volunteer drivers used for out-of-town trips for ambulatory clients. These are primarily for medical and dental services. 3 business day advance notice required to schedule a trip.
Monroe	St. Ann's Communities	585-697-6000	Facility Residents and Day Program Clients	Transportation for residents of St. Ann's independent or assisted living communities. Transportation provided to medical appointments, scheduled shopping trips, community events, adult day programs.
Monroe	Unity Living Center	585-922-2822	Site Residents	Provides transportation to those enrolled in their ElderOne Program to PACE Center and medical appointments. Also coordinates transportation with RTS, Medical Motor Service, and Medicaid transport providers for residents and adult day participants for purposes of medical care and accessing community resources.

County	Provider	Phone	Eligibility	Notes
Monroe	Vets Driving Vets	585-546-8280	All Veterans	Free transportation service operated by Compeer Rochester through CompeerCORPS initiative. Drivers are veterans. They provide transportation to medical appointments, essential errands, social outings, job sites, employment interviews and essential errands. 3 days prior notice. M-F 9am-4pm
Monroe	Webster Association of Senior Program Supporters	585-216-7829	Webster School District Retirees or Disabled	Volunteer based non-profit organization that provides transportation for retired and disabled residents of the Webster Central School District. Rides are primarily for medical and dental appointments, but also include trips to pharmacies, banks, barbers, hairdressers, and tax preparation services. Three-four days notice. M-F 9:00-2:30. \$5 round trip within Webster. \$10 outside of it.
Monroe	Westside Express	585-889-6104	Gates/Chili Residents Over 60 or Disabled	Volunteer based organization providing door-to-door ambulatory transportation primarily for medical and dental appointments, grocery shopping, banking and pharmacies. No fee, donation based. One ride/week requiring two weeks notice. M-F 9am-4pm, no holidays.
Ontario	Cobblestone Arts Center	585-924-2740	Disabled individuals participating in Day Habilitation Program	Specialized bus transportation primarily for Day Habilitation Program participants. Round trip transportation for clients residing in Ontario, Monroe, Yates, Livingston, Genesee, and Wayne Counties. M-F, 9am-2pm.
Ontario	Finger Lakes Addictions Counseling and Recovery Agency	315-462-9466	Agency Clients	Use volunteers to transport clients to and from medical appointments.

County	Provider	Phone	Eligibility	Notes
Ontario	Finger Lakes Bus Service (Ontario ARC)	585-919-2250	General Public	Transportation service for Ontario ARC. Public routes connect residents to Day Services, Community Learning Centers and college programs at no cost. Daily transportation provided to Silver Connections Adult Social Day Program and other community partners. Also serve as a provider for Medicaid clients who book trips through Medical Answering Services.
Ontario	Happiness House	585-394-9510	Residential Program Participants	Staff provides transportation in support of their residential program transporting residents to medical appointments, community outings and recreational activities.
Orleans	Orleans County Joint Veterans Council	585-589-5219	Veterans	Medical Van Service transporting local veterans to and from medical appointments, primary to VA Medical Centers.
Seneca	Huntington Living Center	315-787-4733	Adult Day Health Care Residents	Part of Finger Lakes Health Waterloo, they provide and coordinate transportation to/from adult day health care programs as well as medical and dental appointments.
Seneca	Seneca County Senior Center Inc. (aka, Waterloo Senior Center)	315-539-1780	Seniors 60 and older	Specialized curb-to-curb service using wheelchair equipped vans for medical appointments, grocery stores, and senior center visits. No cost. Serves Geneva and Waterloo.
Wayne	Arc Wayne	315-331-7741	Individuals with Developmental Disabilities	Operates a fleet to serve people needing access to their Day Habilitation and Pre-Vocational services. Vehicles are also used to transport people to work and vocational training sites, grocery stores.

County	Provider	Phone	Eligibility	Notes
Wayne	Wayne County Action Program RSVP Medical Transportation	315-665-0131	Wayne County Residents who are Low-income, Older Adults or who have a Disability	Volunteer-based curb-to-curb service transporting residents to medical and social service appointments. No cost. 5 to 7-day prior notice. Tu-F 9am-3pm. CAP also provides transportation services associated with the Head Start and Family Support programs they operate.
Wayne	Wayne County Department of Aging and Youth	315-946-5624	Wayne County Seniors and Youth Participating in Workforce Development Programs	Volunteer-based ambulatory transportation program for seniors to access medical services and grocery stores. Also coordinates with RTS-Wayne to help participants of its workforce development programs and seniors access transportation.
Wayne	Wayne County Nursing Home & Rehab Center	315-946-5673	Residents	Skilled nursing facility that provides off-site transportation services for its residents to access medical and dental care as well as recreational outings, community events and shopping.
Wyoming	Monroe County OFA	585-786-8833	County Residents 60+	Transportation to medical services within Wyoming County between 9am-2pm. 5 days advance notice. Limited wheelchair availability. Out-of-county volunteer service.
Yates	Pro Action of Steuben and Yates	315-279-4409	Yates County Residents Over 60	Provide ambulatory trips primarily for medical purposes. Other trip needs such as grocery shopping or bank visits, are scheduled around medical appointments. Regular out-of-county trips provided to Canandaigua, Geneva and Rochester.
Yates	Yates County Veterans Service Agency	315-536-5196	Ambulatory Veterans	Relies on volunteer drivers for transportation to VA and authorized non-VA facilities. One to two-week advance notice required.

County	Provider	Phone	Eligibility	Notes
Multiple	Able Medical Transportation	585-944-8305	Genesee Finger Lakes Region Residents with Special Mobility Needs	Specialize in long-distance and non-emergency medical transportation including wheelchair, stretcher and oxygen-equipped transport. 24 hours a day, 7 days a week.
Multiple	American Cancer Society	800-227-2345	Monroe, Genesee, Orleans, Wyoming, and Livingston County Cancer Patients	Provides ambulatory transportation through its Road to Recovery Program, intended specifically for cancer patients who have no other way to access their medical care. Serves Monroe and Ontario county residents. 4 business day notice required.
Multiple	Arc GLOW	585-658-2828	Genesee, Livingston, Orleans and Wyoming Counties – Disability Community	Transportation is provided to clients for access to day programs. Also assist individuals in accessing community events, activities, and locations of interest. Provide contracted transportation to schools and other community agencies. M-F, 8am-4pm. Nominal fee for Arc GLOW clients.
Multiple	Carry All Medical Transportation	585-464-6444	Livingston, Monroe, Wayne, and Ontario County Residents	Private provider of non-emergency ambulatory and wheelchair transportation for medical purposes. Available for other trip needs. 1-2 day notice for scheduling. M-F, 7am-5pm.
Multiple	CDS Monarch	585-341-4600	Monroe, Wayne, and Ontario County Clients	Provides specialized transportation to and from its Day Habilitation and Prevocational sites for individuals with intellectual and developmental disabilities. M-F, 8am-4pm. 24 to 48-hour notice required for scheduling.
Multiple	Cedar Bus Company	585-330-5005	Genesee Finger Lakes Region Mobility Challenged Community	Specialized transportation services for non-emergency medical trips, special needs school trips and college shuttle services. Can accommodate wheelchair users. M-F, 9am-5pm. One to two-day advanced notice for scheduling.

County	Provider	Phone	Eligibility	Notes
Multiple	CJ-MAK Transportation	315-331-0804	Monroe, Wayne, Ontario, Seneca, and Yates County Seniors and Disability Community	Door-to-door ambulatory, wheelchair, and stretcher transportation for medical care purposes. 7 days a week, schedule by appointment.
Multiple	Disabled American Veterans Transportation Network	585-393-7585	Disabled Veterans in Ontario, Livingston, Monroe, Seneca, and Wayne Counties, and part of Yates County	No cost ambulatory transportation to VA medical facilities. M-F, 8am-4:30pm. Reservations two weeks in advance.
Multiple	Friends in Service Here (Honeoye Falls/Lima)	585-624-8388	Honeoye Falls, Mendon, Lima and West Bloomfield Residents with No Vehicle	No cost volunteer-based transportation primarily for medical and dental appointments. Days and times depend on driver availability.
Multiple	Genesee Transportation, Inc.	585-256-1510	Livingston, Monroe, and Wayne County Residents	Provides non-emergency medical transportation in ambulatory vehicles and wheelchair-equipped vans. M-F 6am-8pm, Weekend 8am-5pm, after hours on request.
Multiple	Independence Express	716-836-8501	Wyoming, Genesee, and Orleans Counties - Disabled Community	Ambulatory and wheelchair transportation to medical appointments, job sites, school, grocery stores and social activities. 7 days a week, 7:30am-9:30pm. One week notice to book trip. No cost for up to six round trips per month for people eligible for service through NYS Office for People with Developmental Disabilities.
Multiple	Irie Transportation Associated	585-797-5333	Monroe, Livingston, Wayne, Ontario and Genesee County Residents	Provides non-emergency medical trips as well as pharmacy and grocery store visits. One day prior notice to guarantee service. Operate 24/7 dependent on driver availability.

County	Provider	Phone	Eligibility	Notes
Multiple	King James Medical Transport	585-775-9999	Genesee Finger Lakes Region Residents	Specialized taxi service for non-emergency door-to-door medical transportation. Includes wheelchairs, senior citizens, disabled, hospitals, doctors, nursing/group homes, assisted living facilities.
Multiple	Lyft Ride Hailing Service	855-865-9553	Genesee Finger Lakes Region Residents	Must use smart phone application to request service. 24/7 dependent on driver availability.
Multiple	Mental Health Association of Genesee & Orleans Counties	585-813-0026	Genesee and Orleans County Residents with Mental Health Concerns	Specialized transportation for mental health care purposes and assistance with grocery shopping and essential errands as needed. Generally operates during business hours of affiliated health centers, Batavia Social Club and Albion Drop-In Center. No cost.
Multiple	Metro Transportation	585-328-8030	Monroe, Livingston, Ontario, and Wayne County Residents.	Provides door-to-door ambulatory, wheelchair and stretcher van transportation for medical purposes. M-F 8am-5pm. \$20 each plus mileage for ambulatory service.
Multiple	Monroe Ambulance	585-454-6211	Monroe and Ontario County Residents	Provides non-emergency ambulatory, wheelchair, and stretcher service for purposes of medical care. Operates 7 days a week, 24 hours a day.
Multiple	Mozaic (Arc)	315-539-5067	Yates and Seneca County Residents with Developmental Disabilities	Specialized transportation to Mozaic day program as well as rides to medical appointments, shopping, recreation, and employment. M-F, 6:30am-4pm. No cost for NYS OPWDD enrollees.
Multiple	Pat's Taxi	585-394-1620	Ontario, Monroe, Wayne, Livingston, Yates, and Seneca County Residents	Non-emergency ambulatory medical transportation.

County	Provider	Phone	Eligibility	Notes
Multiple	Peer Wheels	585-786-0080	“Transportation Disadvantaged” Residents of Genesee, Orleans and Wyoming Counties	Free service for individuals who do not have access to a vehicle and/or not in areas served by RTS. Provides trips for medical, dental and mental health appointments.
Multiple	Tender Loving Family Care	585-637-0333	Genesee Finger Lakes Region (excluding Yates and Seneca counties) Seniors and Individuals with Disabilities	Home care agency providing specialized transportation to medical appointments, essential errands and social outings. Service available 7 days a week, 24 hours a day. One day notice on medical appointments.
Multiple	Uber Ride Hailing Service	800-353-8237	Genesee Finger Lakes Region Residents	Must use smart phone application to request service. 24/7 dependent on driver availability.
Multiple	Veterans Transportation System	585-393-7585	Genesee Finger Lake Region Veterans Enrolled in VA Health Care	VA run program using passenger vans to transport veterans with no other means of travel to VA facilities and authorized non-VA appointments. One day advance scheduling. Accompanied by one caregiver or family member.

STAKEHOLDER INPUT

To inform the development of the plan two GTC survey forms were distributed to agency stakeholders as well as users/riders of the transportation services delivered by coordinated system providers. Additional data was collected from a recent RTS rider survey to gain a deeper perspective of the issues confronted by the people who rely on public transportation to meet their travel needs. This survey was administered by RTS staff. All of the surveys were conducted in 2025.

Agency Stakeholders

For the agency stakeholder survey, 100 representatives of the region's transportation organizations were asked to participate. This included agencies that provide publicly funded transportation, social service agencies and members of the project advisory committee. The survey form was on the GTC website. Seventeen individuals participated in the survey. Although the number of respondents is less than the 28 who participated in a similar survey for the 2021 Plan, the responses are consistent between the two in terms of the issues identified and barriers confronting the delivery of transportation services. The survey questions and results are provided in the appendix. Some key findings from the survey are listed below.

- 80 percent of the respondents indicated their agencies rely on federal and state grants to fund their transportation services.
- 44 percent of the respondents surveyed indicated their agencies either sometimes or often times have to deny a request for transportation.
- 92 percent of the respondents surveyed indicated that when clients aren't receiving transportation services from their agency they rely on friends or family to meet their transportation needs.
- 100 percent of respondents indicated that getting people to health care appointments/services and meal programs/dining sites are the top priorities in scheduling trips for their clients.
- 90 percent of the clients receiving transportation are forced to do so because they do not have access to a personal vehicle. Physical disability/health condition (70 percent) and income limitations (60 percent) were among the other factors most often cited as barriers to transportation services.
- 78 percent of the respondents cited insufficient funding or unstable funding sources as their foremost challenge in delivering transportation services. Difficulty of recruiting or retaining drivers (67 percent) was cited as the second most challenging issue.

Coordinated System Riders

As with the agency survey, the rider survey form was provided in digital form on the GTC website. With the help of project advisory committee members and agency contacts working with the mobility challenged community, the survey link was broadly distributed to people receiving transportation through the region's coordinated system. Paper forms were distributed to participants upon request. Sixty-four people participated in the survey. The survey questions and corresponding results are provided in the appendix. Below are some key findings.

- 44 percent of respondents did not have access to a personal vehicle.
- The most significant transportation barrier experienced by the respondents was inadequate transportation services for life-sustaining trips (78 percent). This was followed by inadequate or unaffordable transportation services available for quality of life/social activity trips (50 percent).
- For seniors and disabled people, 62 percent of the respondents said that expanding inter-county transit service and expanding the fixed-route bus service area was most important.
- 78 percent of the respondents were not satisfied with the current level of available public transportation services.
- In terms of paratransit service, 50 percent of the respondents cited reduced times between scheduling and delivery of the trip as the improvement most needed.
- 40 percent of respondents indicated that demand-response service was the most important transportation investment needed in their respective county.
- 80 percent of the respondents do not believe their local government is paying enough attention to the transportation needs of the elderly.

RTS Riders

Approximately 3,800 people took part in the RTS riders survey. The survey questions and corresponding results are provided in the appendix. Below are some key findings of the survey.

- 93 percent of the respondents indicated that local bus service is the mode of transportation they use most often.
- 55 percent of the respondents had full or part-time jobs.
- Approximately 65 percent of respondents rated their satisfaction of RTS route coverage and arrival times a 7 or higher out of 10, with 10 being the optimal rating.

- 83 percent of the respondents indicated they ride the bus because they do not have a car.
- 61 percent of the respondents ride the bus five or more days per week.

BARRIERS AND NEEDS

The results of the three surveys show that the barriers and needs of mobility challenged communities in the Genesee Finger Lakes Region that were revealed in the 2021 Coordinated Plan are still evident today. A summary listing of these barriers and needs is shown below.

- Funding shortages preventing local transportation providers from meeting the transportation needs of their clients.
- Lack of affordable transportation options available to connect people from their homes to their point of destination, particularly for those seeking access to places other than medical facilities and for long-distance trips.
- Shortage of drivers among non-profit agencies. This includes paid employees as well as volunteer staff.
- Shortcomings of fixed-route transit service, such as inflexibility of service, limited night-time and weekend hours and geographic coverage, and difficulty of access for people with disabilities. Such barriers are more pronounced in the rural areas of the region.
- Inconsistency and uncertainty related to grant funding, which causes interruptions in service by local transportation providers.
- In addition to access issues, rural area residents often do not have facilities nearby where they can go to take care of their essential needs (e.g., grocery stores, banks, doctor's offices, etc.). This requires longer trips to meet these needs, thereby compounding the problem of finding affordable transportation options.

STRATEGIES FOR COORDINATION AND EXPANSION OF SERVICES

The 2021 Plan identified ten strategies to improve the delivery of transportation services to people who needed assistance due to physical limitations or to not having access to a personal vehicle. These were based on responses to a stakeholder survey as well as an analysis of demographic trends. As the 2021 survey results and demographic trends closely align with the findings of this plan update, these strategies remain relevant today. They are described below along with a discussion of related activity that has occurred in the region in recent years.

Innovative Transit Service

Innovative transit refers to alternatives to the traditional form of fixed-route services utilizing flexible routing, app-based ride scheduling and smaller vehicles. This includes on demand services intended to accommodate the transportation needs of people who are unable to access the fixed-route system.

Mobile app-based On Demand service was introduced by RTS in May 2021 as part of its RTS Re-imagined initiative. In addition to increasing the frequency on 30 of its fixed routes, RTS Re-imagined gave riders the option of scheduling curb-to-curb trips on wheelchair accessible vehicles within one of seven On Demand zones seven days a week (excluding the Lexington Avenue zone). This will be reduced to five days a week (Monday – Friday) and all stops will be virtual rather than curb-to-curb beginning September 2026. Re-imagined RTS also established new transit hubs to facilitate easier transfers between the fixed-route system and on demand service and RTS apps that riders can use to pay for as well as to schedule their trips using their smart phones.

In 2024, an On Demand pilot was started in Wayne County, providing service in Newark, Lyons and Palmyra, utilizing a state grant. In February 2026 “RTS Link” was introduced in Genesee County. This is also a pilot program that allows riders to schedule ride-share service at “virtual stops” using an app in the Batavia area. Both efforts seek to gauge the effectiveness of on demand services in rural areas.

Mobility Management

This section addresses the “County Mobility Managers” and “Centralized Information and Reservation Platform” strategies discussed in the 2021 Plan. Both of these topics speak to the management and scheduling of trips provided to mobility challenged residents in the Genesee Finger Lakes Region.

Mobility managers are transportation specialists who serve as policy coordinators, operations service brokers, and travel navigators. They help individuals find the most appropriate transportation option for their needs, oversee centralized ride scheduling and dispatch, coordinate travel training and voucher programs, provide technical assistance to transportation providers and carryout education and outreach activities to market their services.

Lifespan is a mobility manager in the Genesee Finger Lakes Region that serves Monroe, Livingston and Ontario counties. They are a non-profit agency based in Rochester that assists and advocates for older

adults and their caregivers. They administer the [Here2There](#) scheduling platform, a “one-click” online application administered in partnership with the offices for the aging in the three counties and the Livingston County Planning Department. Here2There helps people find, plan and coordinate rides with RTS or with providers of more specialized services that cater to seniors and people with disabilities. Lifespan was the recipient of a \$178,000 FTA Section 5310 funding award to support and expand the Here2There Program in 2024.

As indicated in the 2021 Plan, Livingston County was the mobility manager for its Ride LivINgston Program that was active at the time. This was a web-based tool that provided county residents with a way to match their transportation needs with a local service provider. The program has since been integrated into the Here2There Platform.

In addition to supporting services such as Here2There, local OFAs in the individual counties play a central role in brokering trips for their residents. For example, the Livingston County OFA acts as a lead brokerage agency by coordinating “wrap-around” services that public transit or Medicaid compensable services cannot provide such as transporting seniors with medical issues requiring more personalized service. Ontario County’s OFA utilizes a “Point of Entry” brokerage model whereby OFA staff members screen seniors for eligibility before connecting them to specialized transportation providers that are best equipped to meet their needs.

Pro Action of Steuben and Yates counties is a Community Action Agency that serves as the area’s official OFA, specifically for Yates County. They act as a central clearinghouse where residents have a single one-stop point of entry to find a ride. Pro Action staff determine the most appropriate and cost-effective mode of transportation, whether that is a volunteer-based van service, RTS or a non-profit organization. One of their main brokerage services is to connect their clients, mainly seniors and people with disabilities, to screened volunteer drivers who use their personal vehicles to transport people. These are door-to-door trips to senior programs, banks and medical appointments that cannot be accommodated by fixed route transit service.

For individuals seeking Medicaid sponsored non-emergency medical transportation in the Genesee-Finger Lakes Region, Medicaid Answering Services (MAS) acts as the centralized broker of transportation services. They handle the scheduling, authorization, and dispatching of trips, including specialized services for people with a disability. Medicaid Answering Services also provides administrative and support services. This includes a centralized online dashboard for enrollees, medical providers and transportation providers to manage trip requests. In addition, MAS provides dedicated customer service lines for each county in the region to handle local scheduling and complaints and utilization reviews that verify the riders’ Medicaid coverage.

Employment Access

Strategies focused on employment access provide greater economic opportunities to mobility challenged individuals while supporting other local and regional priorities such as workforce development. These strategies typically involve organizing ride sharing for people who are commuting to the same employment destination.

As reported in the 2021 Plan, agencies serving mobility challenged people often cite transportation as a major barrier for their clients seeking to enter the workforce and/or to maintain gainful employment. It was also identified as a major issue impacting low-income population groups in the Rochester Monroe Poverty Initiative's 2015 Report, "[A Roadmap for Change](#)." This barrier extends to other employment-related activities such as job interviews, and employment related education and training.

Currently human service agencies rely on an assortment of strategies, including vouchers, service contracts with transportation providers and shuttle services to help their clients get to job or job-related training/education sites. In an effort to coordinate job related transportation in the region, GTC completed its [Transportation Management Association \(TMA\) Feasibility Study](#) in 2025. The study explored the feasibility of a TMA that would serve the Rochester Metropolitan Planning Area, which includes Monroe County and parts of Wayne, Ontario, and Livingston Counties. Transportation management associations are non-profit, member-controlled organizations that provide transit and mobility services to a specific geographic area. They serve as a bridge between employers and transportation agencies to solve regional mobility problems.

Rather than forming a TMA, the study recommended establishing a mobility management framework to coordinate transportation for working people. This directly influenced the support and expansion of regional tools like the Here2Help platform as well as improved coordination between human service agencies.

RTS also plays a primary role in serving the employment needs of the region's mobility challenged population. In addition to their flexible on demand services, RTS operates several commuter routes specifically designed to transport workers from outlying counties and suburban areas into the City of Rochester and major employment hubs. This includes routes 91 (Livingston County), 92 (Ontario County), 93 (Wayne County), 94 (Genesee County) and 96 (Orleans County). These routes typically operate during peak morning and evening hours to align with standard work shifts. In addition, RTS works with major employers such as Rochester Regional Health, Wegmans, the University of Rochester and the Rochester Institute of Technology to provide subsidized bus passes to their employees. RTS' Jobs First Program offers a free, round-trip bus ride to anyone in the community who is unemployed and needs transportation to an interview.

Voucher Programs

A transportation voucher program is a form of financial assistance where a human service agency provides a subsidy, usually in the form of a coupon, electronic credit, or prepaid pass, that a client can use as payment for a ride from a transportation provider. As a brokered service, vouchers can be among a menu of options agencies can use to serve the transportation needs of their clients.

Most counties in the region, including Monroe, Genesee, Wyoming, and Ontario, operate voucher programs through their respective OFA offices. Vouchers are issued to clients for use with approved local transportation providers such as RTS or a ride share company. The vouchers are provided to clients for essential trips such as grocery or medical appointments.

Contracted Services, Vehicle and Administration Sharing

In the Genesee-Finger Lakes Region, many human service agencies contract directly with external providers to transport their clients and to provide administrative support. This is a common practice of most of the region's OFAs. It allows for a more efficient use of resources and allows smaller counties to offer more robust transportation options for their clients. The section below provides a description of contract services utilized by the OFAs.

■ Monroe County OFA

- Administrative & Coordination Support: The county contracts with Lifespan which serves as the central administrator for senior transportation in the county. They handle call intake, eligibility screening, and dispatching services.
- Vehicle Usage: Lifespan is contracted by the County to coordinate with Medical Motor Service, which provides specialized, wheelchair accessible transportation and driver training.

■ Ontario County OFA

- Administrative Support: The Ontario County OFA contracts with [GoGo Grandparent](#) to handle the 24/7 call center and dispatching administrative tasks. This allows the OFA staff to focus on case management while the contractor handles the logistics of booking rides.
- Vehicle Usage: The OFA contracts with Finger Lakes Bus Service (The Arc Ontario) to utilize their specialized fleet for community and medical transport.

■ Yates County OFA

- Administrative Support: Yates County has a long-standing contract with Pro Action of Steuben and Yates to administer and coordinate rides and manage the pool of vehicles and volunteer drivers that serve Yates County seniors. This allows Yates County to provide regional coverage without the overhead of a dedicated transit department.

■ Genesee County OFA

- Vehicle Usage: A contract with RTS Genesee allows eligible seniors to utilize Dial-A-Ride services at a reduced fare or at no cost for essential trip purposes. The contract also provides non-emergency medical transportation to local doctors and specialists within Batavia and surrounding towns and a limited number of out-of-county trips that allow seniors to access specialized medical facilities in Rochester or Buffalo.

■ Wyoming County OFA

- Administrative Support: RTS provides professional dispatching and scheduling software as part of its contract with OFA.
- Vehicle Usage: A contract with RTS Wyoming funds "curb-to-curb" service for OFA clients in remote townships where fixed-route service is not available.

Public-Private Partnerships

Public-Private Partnerships (P3s) allow public agencies like RTS or county OFAs to expand the reach of their services without assuming the overhead costs of purchasing new vehicles or hiring additional staff. The Genesee-Finger Lakes region utilizes several P3s to bridge the gap between traditional fixed-route transit and the specialized needs of seniors and people with disabilities. These partnerships often combine government funding with the technical innovation of private companies. As an example, RTS On Demand services utilize private routing technology providers like [Spare Labs](#) to offer curb-to-hub shuttle service in suburban and rural zones where the employment of large buses is not a cost effective option. The Ontario County OFA contracts with private technology company GoGo Grandparent to provide a telephone-based "concierge" service. This allows seniors to access private ride-share networks like Uber and Lyft without needing a smartphone or a digital account. Lastly, Lifespan maintains a licensing agreement with Phase 5 Group to manage and operate the Here2There Platform. Phase 5 Group is a private technology company that owns Here2There.

Education and Travel Training

Educating people who are mobility challenged about how to navigate the complex web of travel options in their community is a critical element of mobility management. It is the bridge between being "homebound" and being part of the mainstream of their community. A training program that teaches them about available travel options, eligibility requirements, trip booking methods, and riding procedures increases their independence while securing access to destinations not only for sustenance purposes but for social interaction opportunities that enhance their quality of life. Below are education and travel training services available in the region.

- RTS Travel Training Program - comprehensive free one-on-one travel training with the user to learn how to access a specific route (e.g., from home to a doctor's office or a job). The trainer rides the bus with the person they are training until they feel comfortable doing it alone. Group orientations are also provided at senior centers and community organizations. The training includes instructions on how to use the RTS On Demand app, pay fares, read bus schedules and wheelchair boarding procedures.
- Lifespan of Greater Rochester - training focuses on system navigation, helping seniors transition from driving a personal vehicle to using "human service" transit, through the [Give-a-Lift](#) or

Here2There portal. They also offer guidance on the use of tech-based tools like [GoGoGrandparent](#) or digital booking systems for those who prefer not to use smartphones.

- The Arc Ontario (Finger Lakes Bus Service) - provides specialized travel training in Ontario and Wayne counties for people with intellectual and developmental disabilities. Their training is focused on "soft skills" such as driver interaction, time management, and knowing what to do if a bus is late. They also emphasize safety, making sure their trainees know how to navigate pedestrian crossings and bus stop locations.
- [Center for Disability Rights \(CDR\)](#) - provides peer-based travel training in Rochester for daily transit users with disabilities. The training is intended to help them navigate barriers and to identify issues that need attention.

Environmental Barrier Mitigation

Environmental barriers for mobility-disadvantaged individuals consist of physical and structural obstacles in the "built environment" that compromise their ability to find safe travel options. These typically include missing or broken sidewalks, absence of ADA-compliant curb ramps or pathways obstructed with signs, utility poles, trash cans, etc. Other such barriers that particularly affect transit users include bus stops without concrete pads, benches or shelters; significant height differences between curbs and bus floors; and inadequate lighting at transit stops and/or connecting sidewalks. Lastly, for cold climate areas such as the Genesee Finger Lakes Region, mobility challenged residents are also subject to weather related barriers such as sidewalks steeped in snow or covered in ice and exposure to frigid temperatures while waiting for a bus or ride.

The most direct response to mitigating environmental barriers in the region has been the City of Rochester's 2025 [ADA Right-of-Way Transition Plan](#) to fix broken infrastructure. The plan serves as a roadmap for identifying and repairing physical barriers such as non-compliant curb ramps, cracked sidewalks, and inaccessible bus stops.

In addition, NYSDOT continues to include curb ramp and sidewalk improvements as part of its road resurfacing projects. Including curb ramp upgrades in its resurfacing projects has been a requirement following the passage of the Americans with Disabilities Act (ADA) of 1990. However, in recent years, NYSDOT has increased the scale of curb and sidewalk improvements as part of its "infrastructure bundling," process. This is a strategic procurement and construction approach whereby smaller projects such as sidewalk repair are grouped with larger related projects, such as road resurfacing, bridge repairs and culvert replacements into a single contract. This bundling concept was central to Governor Hochul's 2026 [initiative to repave 4,000 lane miles](#) and renew state infrastructure at a historic pace.

RECOMMENDED PROJECTS

Based on the aforementioned findings of this plan and those of the 2021 Plan, below is a list of recommended priority projects. These are intended to represent the types of projects or strategies that would be appropriate for Section 5310 funding and to guide decisions regarding the awarding of these funds in the Genesee Finger Lakes Region.

■ Regional Connectivity & Coverage

- Inter-County Transit. Transportation for riders to reach medical specialists or regional medical facilities in locations outside of their home county.
- Expansion of Service Areas. This includes fixed-route or demand-response coverage into rural areas where residents do not have access to life-sustaining activities such as visits to the grocery store, healthcare facilities, banks or job sites.
- First-Mile/Last-Mile Service. These include projects such as vanpools or ridesharing to move people from their homes to the nearest transit stop.

■ Infrastructure & Accessibility Improvements

- Accessible Bus Stops. Includes bus stop improvements such as shelters, seating, and lighting to improve the safety and comfort provided to seniors and people with disabilities.
- Sidewalk and Path Connectivity. Infrastructure improvements designed to improve the accessibility of bus stops. These include projects such as curb cuts and sidewalk construction that ensure continuous accessible pathways exist between a resident's home and the nearest transit stop.
- Pedestrian Safety. Signs, crosswalks, flashing beacons and similar installations that improve the safety of street crossing in high use transit areas.

■ Specialized and Human Service Transportation

- Volunteer Driver Programs. Support for expanding networks of volunteer drivers who can provide more personalized, door-to-door service for individuals needing extra assistance.
- Vehicle Replacement. Assistance for non-profit organizations to replace their paratransit fleets with new ADA-compliant vehicles.
- Voucher Programs. Reduced-fare or trip vouchers for mobility challenged people to access transportation services.

■ Technology and Information Access

- Centralized Information Hubs. Creating a one-stop directory for residents to identify available transportation options. This could be a website or phone line.
- Online Scheduling. A software platform or application for scheduling demand-response or paratransit trips online.
- Real-Time Bus Tracking. Expanding real-time arrival information on bus routes to minimize the length of time riders need to wait outdoors before boarding.

■ Mobility Management & Education

- Mobility Managers. This is intended to fund staffing assigned to coordinating transportation services while helping people to navigate service options.
- Travel Training. Programs that teach seniors and people with disabilities how to use fixed-route buses.

Figure A1 – Population Change: Genesee Finger Lakes Region

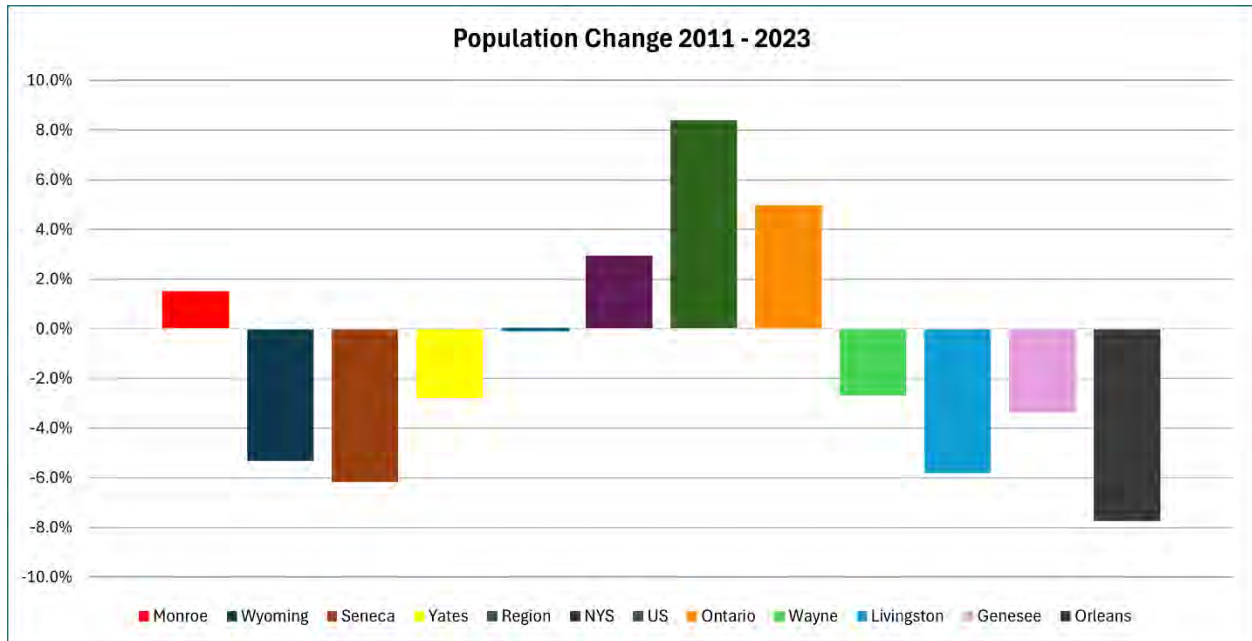


Figure A2 – Older Adults (60+): Genesee Finger Lakes Region

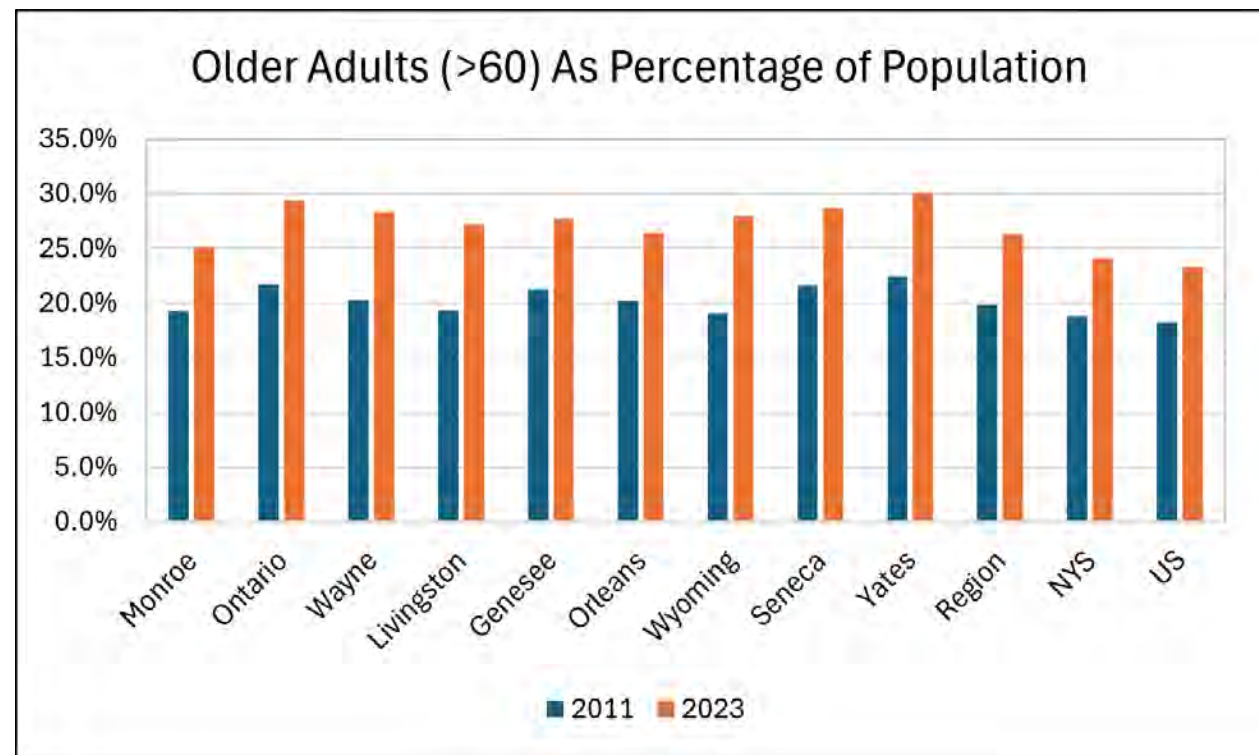


Figure A3 – Persons with Disability: Genesee Finger Lakes Region

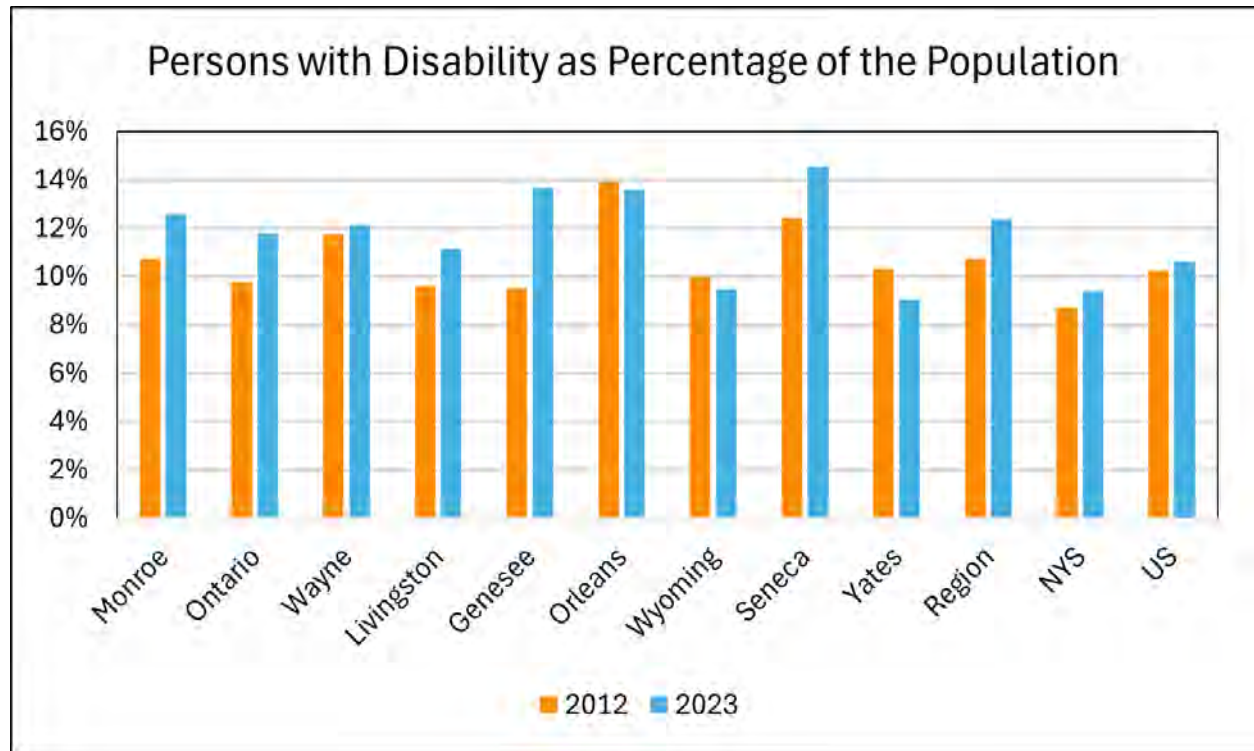


Figure A4 – People Below Poverty Level: Genesee Finger Lakes Region

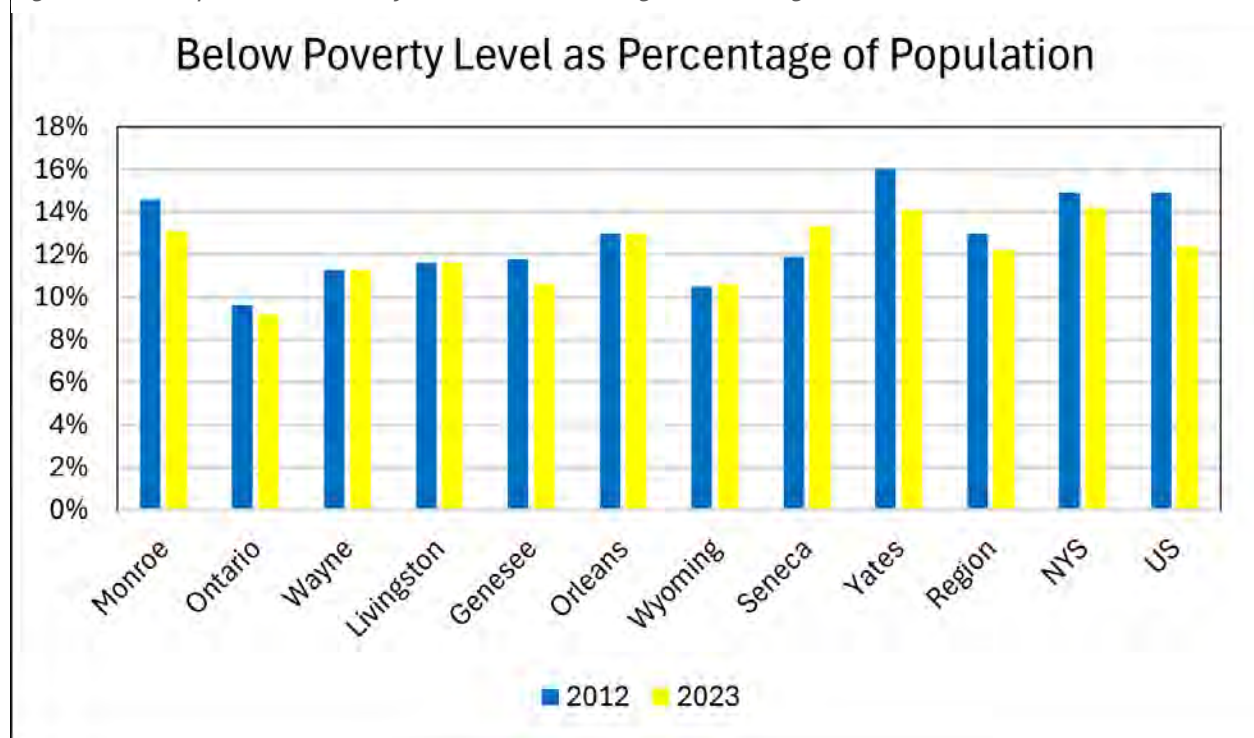


Figure A5 – No Vehicle Households: Genesee Finger Lakes Region

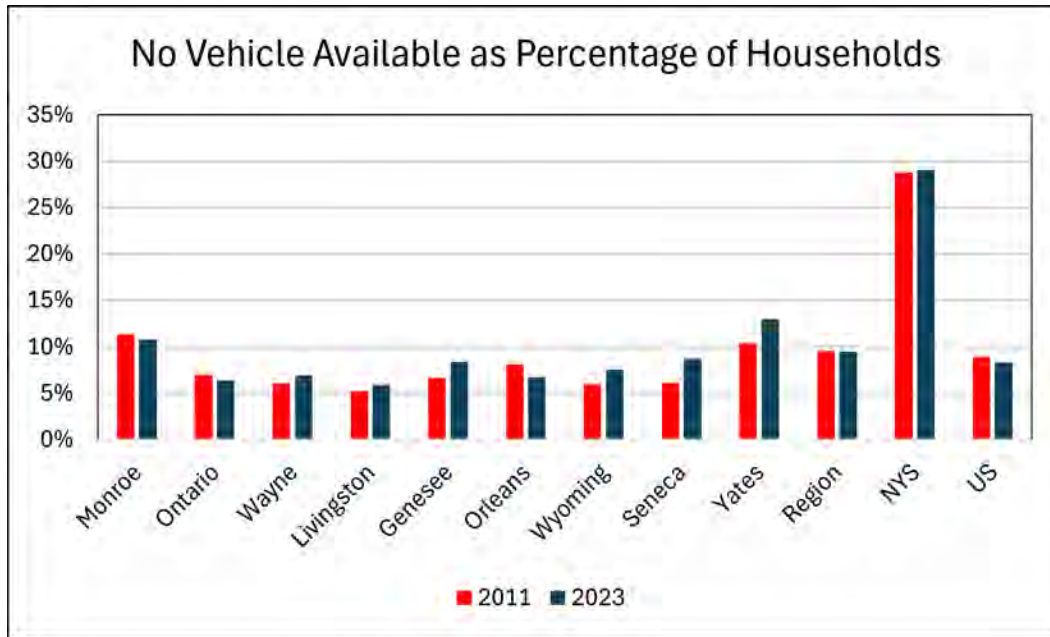


Figure A6 – 60+ Adults: Monroe County Towns and City of Rochester

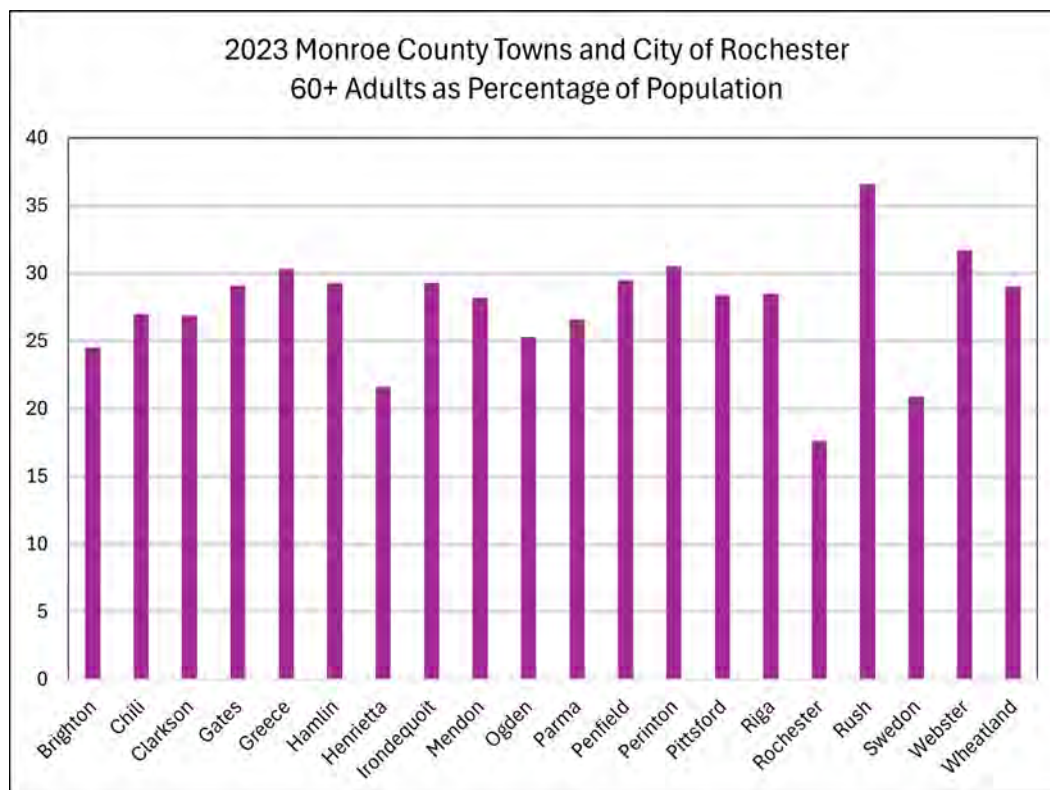


Figure A7 – Persons with Disability: Monroe County Towns and City of Rochester

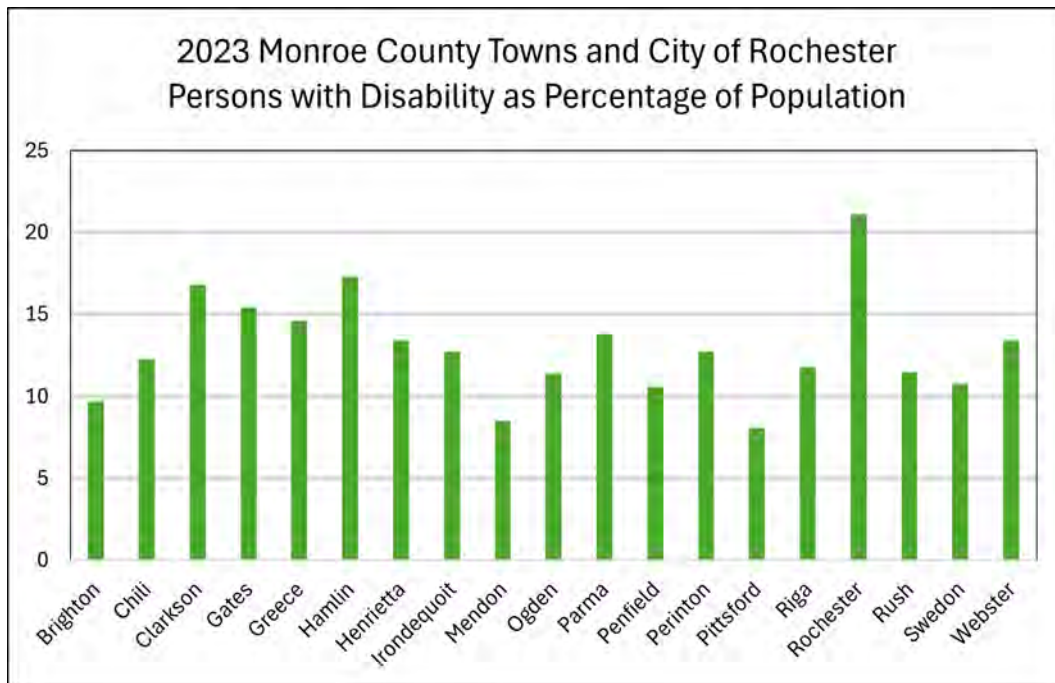


Figure A8 – Population Below Poverty Level: Monroe Co. Towns and City of Rochester

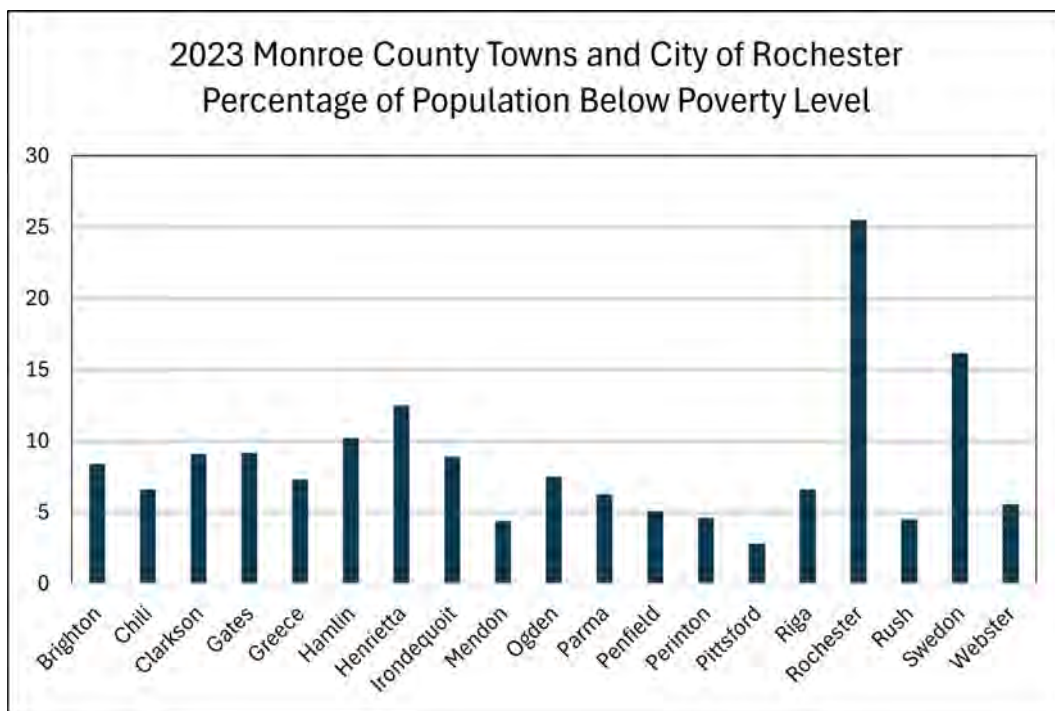


Figure A9 – Households with No Vehicle: Monroe County Towns and City of Rochester

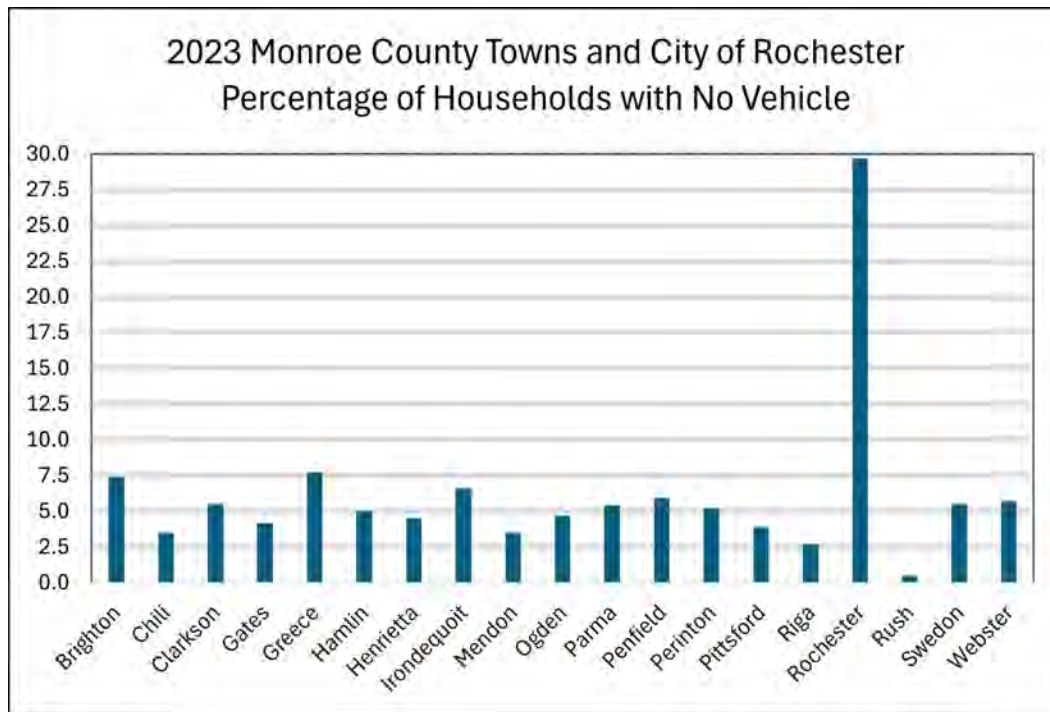


Figure A10 – Socioeconomic Indicators: Eastern Sub-region

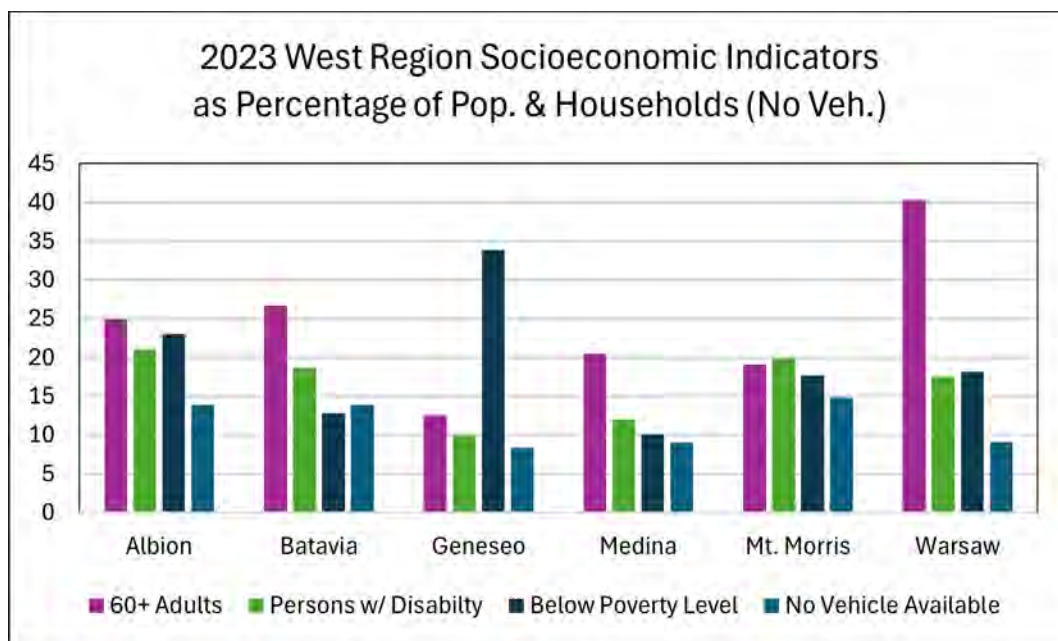


Figure A11 – Socioeconomic Indicators: Western Sub-region

