

**GENESEE TRANSPORTATION COUNCIL
PLANNING COMMITTEE MEETING**

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

May 14, 2026; 9:30 a.m.

Jurisdiction	Member	Alternate		
Counties				
Genesee County	Laura Wadhams	✓	Justin Gerace	
Livingston County	Megan Crowe	✓	Jason Wolfanger	✓
Monroe County	Yversha Roman		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	James Smith		<i>Vacant</i>	
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				
Joe Bovenzi	Al Bartolotta	Lori Maher		
June McIlquham	Cheryl Nieskes	Chris Snyder		
Dave Staas	Omar Suri	Chris Tortora		
Other Attendees				
Frank Armento, Fisher	Julie Barry, Ontario County	Jody Binnix, NYSDOT		
Nicole Cleary, Barton & Loguidice	Cody Donahue, Reconnect Rochester	Jesse Gotham, Ontario County		
Jeff Jamberdino, NYSDOT	Alex Kone, RGRTA	David Kruse, LaBella		
Chris Sichak, Erdman Anthony	Thomas Harvey, Ontario County			

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

Megan Crowe moved to approve the minutes from the April 9, 2026, Planning Committee meeting; Tom Frys seconded the motion. The motion passed unopposed.

4. Announcements and Old Business

Joe Bovenzi reported that he had no announcements for the committee.

5. Action Items

a) Unified Planning Work Program (UPWP)

1. Action Concerning Consideration of UPWP Project Scope(s) of Work

a. Task 6218 – Genesee, Orleans, and Wyoming Multi-County Guiderail Assessment Project

Chris Tortora gave a brief overview of the project scope on behalf of the multi-county sponsor team. The project objective is to evaluate existing county guiderail infrastructure and identify locations where installation, repair, upgrade, or removal of obsolete guiderail is warranted. The project will develop a comprehensive, data-driven inventory and prioritize guiderail needs across Genesee, Orleans, and Wyoming counties. Resulting recommendations and supporting GIS data will position local agencies to advance highway safety projects and pursue implementation funding. This is a technical project, and no public engagement activities are anticipated.

Kevin Rooney commented that the guiderail inventory and assessment projects are beneficial projects to highway owners. Wayne County and several other counties in the region have done similar projects in the past.

b. Task 8784 – Manchester Active Transportation Plan

Julie Barry and Tom Harvey from the Ontario County Planning Department presented the scope of the Manchester Active Transportation Plan, which aims to improve conditions for walking, bicycling, and other non-motorized travel throughout the Town of Manchester study area, including the villages of

Shortsville, Manchester, Clifton Springs, and the hamlet of Port Gibson. The plan is intended to enhance safety, accessibility, mobility, economic development, tourism, and quality of life, while helping local municipalities integrate active transportation into future planning efforts and compete for funding opportunities. The presentation highlighted the study area's unique transportation context, including major roadways, freight rail lines, proximity to the Erie Canalway Trail and Ontario Pathways, and existing gaps in sidewalks, crosswalks, bicycle facilities, ADA accessibility, and trail connections. Safety concerns for pedestrians and bicyclists, particularly near schools and along busy corridors, were also discussed.

Project tasks will include formation of a steering committee, consultant selection, development of a public participation plan, existing conditions inventory, stakeholder outreach, needs assessment, development of recommendations and funding strategies, two public meetings, and preparation of draft and final reports. The project is scheduled to begin in July 2026 and conclude in July 2027.

The total project budget is \$125,000, including a \$12,500 local cash match from participating municipalities and Ontario County. It was noted that the UPWP document incorrectly referenced the local match as in-kind services and will need to be corrected to reflect a cash contribution. Julie Barry thanked GTC and participating municipalities for their support of the project.

Megan Crowe asked if the allotted budget of \$125,000 is an adequate amount of funding for the project. Tom Harvey replied in the affirmative and noted that the cost was increased since the original application to ensure sufficient funds.

Tom Frys moved to approve the Scopes of Work; Joel Kleinberg seconded the motion. The motion passed unopposed.

2. Annual UPWP Budget Reconciliation

Joe Bovenzi presented the budget amendment for the FY 2026-2027 Unified Planning Work Program (UPWP). He noted that this is an annual process to reconcile the UPWP budget for the end of the previous GTC fiscal year. The UPWP includes estimated rollover amounts for several projects that were not expected to be completed by March 31, 2026. These estimated rollover amounts were based on actual expenses through the second quarter of FY 2025-2026 (i.e., September 30, 2025). Now that the accounting for FY 2025-2026 has been closed out, the budgets for these projects for FY 2026-2027 can be adjusted to reflect actual rollover amounts.

Column A on Exhibit 1 in the UPWP Budget Amendment meeting materials shows the rollover amount based on the task balance and the end of the second quarter. Column B shows the third and fourth quarter expenditures. Column C shows the new task balance. If there is a zero in that column, it means that the project is complete.

There were no questions on the UPWP budget reconciliation.

Joel Kleinberg moved to recommend approval of Proposed Council Resolution 26-19; Yixuan Lin seconded the motion. The motion passed unopposed.

b) Transportation Improvement Program

1. Actions concerning modifying the FFYs 2026-2030 TIP / Planning Committee Resolutions 26-10 through 26-15

Kevin Rooney proposed grouping Proposed Planning Committee Resolutions 26-10 through 26-15 under a single action. No member or alternate objected.

- a. Advancing the Preliminary Design Phase of the Route 64 at County Road 53 (Boughton Hill Rd) Intersection Safety Enhancements project / Proposed Planning Committee Resolution 26-10

Joel Kleinberg reported that NYSDOT requested this change to advance the Preliminary Design Phase from FFY 2028 to FFY 2027 to allow the Construction Phase to be maintained in FFY 2030.

- b. Increasing the Total Cost of the Rt 15 (W Henrietta Rd) from 253 to Rt 252 Preventive Maintenance project / Proposed Planning Committee Resolution 26-11

Joel Kleinberg reported that NYSDOT requested this change to increase the Construction Phase to match the low bid.

- c. Increasing the Total Cost of the CR 32 at Hickox Rd Intersection Improvements project / Proposed Planning Committee Resolution 26-12

Joel Kleinberg reported that NYSDOT requested this change to add HSIP – Main Office funds to the project and eliminate the non-participating share for the Construction Phase.

- d. Reinstating and Decreasing the Total Cost of the RGRTA Hydrogen Fuel Cell Electric Buses and Associate Facility Upgrades project / Proposed Planning Committee Resolution 26-13

Alex Kone reported that RGRTA requested this change because the FTA did not obligate the Authority's grant through the Buses and Bus Facilities Competitive Program prior to the end of the FFY 2025.

- e. Adding the RGRTA Facility Upgrades project / Proposed Planning Committee Resolution 26-14

Alex Kone reported that RGRTA requested this change because the FTA did not obligate the Authority's grant through the Buses and Bus Facilities Competitive Program prior to the end of the FFY 2025.

- f. Increasing the Total Cost of the Replace 40-ft Buses (FFY 28) project / Proposed Planning Committee Resolution 26-15

Alex Kone reported that RGRTA requested this change to reflect the updated Ten-Year Capital Improvement Plan in the RGRTA 2026-2027 Comprehensive Strategic Plan & Financial Plan.

Tom Frys moved to approve Planning Committee Resolutions 26-10 through 26-15; Megan Crowe seconded the motion. The motion passed unopposed.

2. Recommendation to the GTC Board concerning amending the FFYs 2026-2030 TIP / Proposed Council Resolutions 26-20 through 26-27.

Kevin Rooney proposed grouping Proposed Council Resolutions 26-20 through 26-27 under a single action. No Member or Alternate objected.

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

Joel Kleinberg reported that this project will be added to the TIP. This project will provide safety enhancements, and the construction phases will be programmed in future years.

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

Joel Kleinberg reported that this project will be added to the TIP. This project will provide safety enhancements, and the construction phases will be programmed in future years.

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

Alex Kone reported this project be added to the TIP. This project will install a hydrogen fueler boil-off capture system at the RTS East Main Street Campus.

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

Alex Kone reported that RGRTA is requesting this change to align with the Capital Improvement Plan and the FTA Program of Projects.

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

Alex Kone reported that RGRTA is requesting this change to align with the Capital Improvement Plan and the FTA Program of Projects.

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

Alex Kone reported that RGRTA is requesting this change to align the paratransit bus replacement schedule with RGRTA's Capital Improvement Plan and the FTA Program of Projects. This change also shifts the source of Federal Aid from the FTA 5307 Program to the Congestion Mitigation Air Quality (CMAQ) Program.

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

Alex Kone reported that RGRTA is requesting this change to reflect the updated Ten-Year Capital Improvement Plan in the RGRTA 2026-2027 Comprehensive Strategic Plan & Financial Plan.

Yixuan Lin asked Alex what the reason was for decreasing the number of replacement buses. Alex replied that this decrease is to align the number of new buses with the bus replacement schedule to maintain the existing fleet of vehicles.

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

David Staas reported that there are nine new projects funded through the FTA Section 5310 program that will be added to the TIP. A solicitation for these projects was held last year, and project applications were reviewed and evaluated to identify the best projects. These projects are being added under a single resolution. NYSDOT-Main Office requested that specific grant awards be identified in the STIP and should be programmed individually.

Alex Kone asked if the resolution should include draft language similar to the Bridge New York projects, whereby future changes to the projects can be made as Staff Modifications without requiring board action. Staff indicated this approach has precedent in prior TIPs and agreed to review and update the language in the resolution accordingly.

Kevin Rooney asked if any of the successful applicants receiving Section 5310 funds might need technical assistance navigating the federal aid process. David explained that applications were scored in part on deliverability and noted that successful applicants are repeat recipients who are likely familiar with the process.

Yixuan Lin moved to recommend approval of Proposed Council Resolutions 26-20 through 26-27; Tom Frys seconded the motion. The motion passed unopposed.

3. Fiscal Constraint Table

Joe Bovenzi discussed the current TIP fiscal constraint tables and explained the impacts of the proposed and approved changes on Planning Target funding balances. He noted that the updated table includes four-year total column that covers the years used by NYSDOT to monitor fiscal constraint. While some fund sources appear to have available balances in individual years, overall several programs have four-year balances that are slightly over-programmed, limiting the ability to add new funding to projects with those fund sources.

Staff are conducting additional analyses and developing scenarios to better utilize available FY 2026 funds, particularly to address existing non-participating shares.

Potential funding adjustments involving several project sponsors, including the City of Rochester, Orleans County, and Livingston County, are expected to be discussed at the July TDC meeting.

Staff are looking for ways to reduce the use of multiple federal funding sources within single project phases to simplify project administration and accounting for sponsors and NYSDOT. The TIP remains a work in progress and funding limitations may require difficult programming decisions moving forward, particularly as agencies begin preparing projects for the next TIP cycle.

Joel Kleinberg expressed appreciation for presenting the tables demonstrating the impact of how modifications and amendments are reflected in the budget. He suggested presenting this information earlier in the meeting, prior to the vote on the project changes. Joe Bovenzi replied that this change would be made in the future.

c. Long Range Transportation Plan

1. Recommendation to the GTC Board concerning adopting the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050 / Proposed Council Resolution 26-28

June McIlquham summarized the comments received during the public review period and outlined major changes to the document since the last meeting including the demographics section to better reflect projections of the region's population, and introduced two new recommendations. The first is to support implementation of winter maintenance for active transportation infrastructure. The second is to support implementation of ITS in the Transportation Network.

Richard Sutherland moved to recommend approval of Proposed Council Resolution 26-28; Tom Frys seconded the motion. The motion passed unopposed.

d. Related Activities

1. Recommend Amending the National Performance Measures Report

June McIlquham explained that the report was brought into alignment with the LRTP 2050 and was updated to adopt and support Transit Asset Management baselines from RGRTA.

Joel Kleinberg moved to recommend approval of Proposed Council Resolution 26-29; Tom Frys seconded the motion. The motion passed unopposed.

2. Recommend Approval of Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050 and 2026-2030 Transportation Improvement Program.

June McIlquham explained that the document was updated and available for public review and comment alongside the Long Range Transportation Plan. No comments were received. The ICG approved the document in April 2026.

Tom Frys moved to recommend approval of Proposed Council Resolution 26-30; Richard Sutherland seconded the motion. The motion passed unopposed.

3. Approve the Draft 2026 Public Participation Plan for Public Review

Lori Maher discussed the draft Public Engagement Plan (PEP). The purpose of the PEP is to identify how GTC involves the public in transportation planning. It sets expectations for staff, member agencies, and project sponsors, and applies across our major work products, such as the LRTP, UPWP, TIP, and other required plans and products. It is a federally required MPO product and must be periodically updated, although no set update scheduled is provided by federal requirements.

She summarized major changes from the current version of the PEP:

- GTC Board meetings will still follow the spirit of the Open Meetings Law, just without the formal legal notice requirement. The board meetings will continue to be advertised through email, on the GTC website, and through other sources.
- Per federal guidelines, GTC will commit to holding at least one public meeting, with other engagement activities as needed, during the TIP development process.
- A new section for the Coordinated Public Transit–Human Services Transportation Plan was added, ensuring stakeholder engagement activities for its development process are clearly defined.
- UPWP Task Classifications: Proposing to replace the Technical/Data and Planning/Policy Classifications with a three-tiered engagement framework: **Inform**, **Consult**, and **Involve** that focuses on the type of input needed to shape each project. This framework will provide project sponsors with more flexibility. She explained each level of engagement and how it could be applied to different projects.

The next steps are to release the draft PEP for a 45-day public review period from May 18 through June 29. A final draft, reflecting any revisions based on input, will be presented at the August Planning Committee recommending the GTC Board adopt it later that month.

Chris Snyder discussed the updated UPWP schedule will be accelerated with the call for projects slated for mid-August and the application deadline in mid-September. He also described how the updated PEP will be implemented. He stressed that the UPWP application will continue to ask project sponsors to describe how public engagement could shape the outcome of the planning study.

Yixuan Lin suggested that early, clear communication and outreach to potential applicants about the new UPWP schedule would be important. Chris Snyder replied in agreement.

Megan Crowe asked about the type of and number of projects that will be considered in the upcoming funding cycle and progress on previously funded projects. Chris Snyder and Joe Bovenzi replied by noting that last year's emphasis on a smaller number of larger, higher-cost projects was driven by a backlog of projects that had not advanced. While the backlog has not yet been fully cleared, significant progress has been made, including a high number of project closeouts recently completed. Funding is expected to return closer to normal levels this cycle, with more opportunities for smaller, targeted community projects. A significant portion of available funding may support the second phase of the Irondequoit Bay Bridge Scoping Study. Rollover savings and staff cost savings may also help support additional new projects. Sponsors will be encouraged to develop projects with regional collaboration and focus areas such as safety and economic development, which align with current administration priorities. The Planning Committee will continue to guide funding recommendations based on available resources and program priorities.

Megan Crowe moved to approve the Draft 2026 Public Engagement Plan for a 45-day public review period; Tom Frys seconded the motion. The motion passed unopposed.

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. Key updates included progress on the NYS Thruway Detour Route project, with development of a draft contract underway; the Center City Interchange project, for which the RFP has been released with proposals due June 12; and the TIP Best Practices Phase 2 project, where a draft RFP is being developed in coordination with NYSDOT. Staff also corrected two errors in the distributed materials: the anticipated release date for the Irondequoit Bay Bridge Scoping Study is expected in fall 2027 pending funding, not 2026; and the draft implementation plan for the City's Alleyway Conversion project is in development.

b) Status of SS4A Program

Al Bartolotta provided a status update on the SS4A program. He noted that the Complete Streets Makeover installation at Genesee Park Boulevard and Pioneer Street is happening this month.

Megan Crowe requested a follow up call about the status of Livingston County's Local Road Safety Plan. Al Bartolotta replied in the affirmative.

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 the federal transportation reauthorization process, noting that the Infrastructure Investment and Jobs Act (IIJA) expires in September 2026 and Congress is actively developing the next authorization bill. Early indications suggest a more traditional "back-to-basics" approach focused on highways, roads, and bridges, with total funding levels expected to be lower than IIJA because the new bill will not include broader infrastructure categories such as broadband, water, sewer, and electric grid investments. Current discussions point to a five-year authorization with priorities centered on economic development, job growth, safety, operational efficiency, and transportation technology, including Intelligent Transportation Systems (ITS). Staff also noted a potential shift toward increasing formula funding and reducing reliance on discretionary grant programs. The federal Transportation and Infrastructure Committee is expected to begin markup sessions soon, which should provide more detail on program structure and funding levels. In the meantime, a continuing resolution is anticipated to maintain current funding and program levels until a new authorization bill is adopted.

USDOT Discretionary Programs

Joe Bovenzi reported that the FY 2026 Notice of Funding Opportunity (NOFO) for Safe Streets and Roads for All (SS4A) was released and is available at: <https://www.transportation.gov/grants/ss4a/fy26-nofo>. The application deadline is May 26, 2026.

Tom Frys noted that Monroe County Department of Transportation is working with the County Sheriff's Office and the Rochester Institute of Technology to develop a SS4A application. This application would focus on technological applications as a way of improving safety.

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

Cody Donahue with Reconnect Rochester announced and invited people to attend the Complete Streets Makeover event on Saturday, May 16 from noon to 3 p.m. at the intersection of Genesee Park Boulevard and Pioneer Street in the City of Rochester. It will be a community event with food, music, and children's activities while they install temporary measures to promote safety for all vehicles.

9. Next Meeting

Kevin Rooney announced that the next Planning Committee meeting is scheduled for July 9, 2026. All materials for items to be considered at this meeting should be submitted to GTC staff no later than Friday, June 26, 2026.

Joe Bovenzi noted that if the July meeting is cancelled for lack of action items, the next meeting will be on August 13.

10. Adjournment

The meeting was adjourned at 10:41 a.m.

Link to video recording: <https://publicinput.com/NB2573>