

**GENESEE TRANSPORTATION COUNCIL
PLANNING COMMITTEE MEETING**

**Ontario County Complex
3019 County Complex Drive, Hopewell
and via PublicInput.com**

**May 12, 2022
10:00 a.m.**

PLANNING COMMITTEE MEMBERS PRESENT

Scott Leathersich, Monroe County – At-Large (Chairperson)
Tom Frys, Monroe County Executive
Rochelle Bell, Monroe County Planning Board
Devin Blue, Wyoming County
Dominic Fekete, City of Rochester – At-Large
Kevin Kelley, City of Rochester – Planning Commission
John Papponetti, Orleans County
Richard Perrin, City of Rochester – Mayor
C. Mitchell Rowe, Seneca County

ALTERNATE REPRESENTATIVES PRESENT

Eric Farr, Rochester Genesee Regional Transportation Authority, representing Bill Carpenter
Tim McElligott, Ontario County, representing, William Wright
Joel Kleinberg, NYS Department of Transportation, representing Chris Reeve
Jason Wolfanger, Livingston County, representing Angela Ellis

PLANNING COMMITTEE MEMBERS ABSENT AND UNREPRESENTED

Uzoma Anukwe, Federal Transit Administration
Stephen Golding, Empire State Development Corporation
Maria Hayford, Federal Highway Administration
Tim Hens, Genesee County
George Hebert, Monroe County Legislature
David Lindsay, Monroe County – At-Large
Evelyn Martinez, Federal Aviation Administration
Kevin Rooney, Wayne County
James Smith, Rochester City Council
Richard Sutherland, Genesee/Finger Lakes Regional Planning Council
Vacant, Monroe County Supervisors' Association
Vacant, NYS Department of Environmental Conservation
Vacant, NYS Thruway Authority
Vacant, Yates County

OTHERS IN ATTENDANCE

Adam Backus, Town of Livonia
Holly Barrett, City of Rochester
Jody Binnix, GTC staff
Ken Boasi, RGRTA
Joe Bovenzi, GTC staff
John Caterino, Town of Greece
Mike Croce, Bergmann
Julie Holtje, Town of Livonia

Alex Kone, GTC staff
Lori Maher, GTC staff
Terry Rice, Barton & Loguidice
Chris Sichak, Erdman Anthony
James Stack, GTC staff
Chris Tortora, GTC staff
Robert Williams, GTC staff

1. Call to Order & Introductions

Scott Leathersich, Planning Committee Chairperson, called the meeting to order at 10:02 a.m. Alex Kone conducted a roll call of Committee members and alternates. The names of other attendees were captured from meeting login information.

2. Public Forum

Nobody from the public spoke during the Public Forum.

3. Approval of Minutes

Tom Fry moved to approve the minutes from the February 10, 2022 Planning Committee meeting; Tim McElligott seconded the motion. The motion passed unopposed.

4. Announcements and Old Business

James Stack announced the following updated designations to the Planning Committee:

- Richard Sutherland, Genesee/Finger Lakes Regional Planning Council has been designated as a member of the Planning Committee.

5. Action Items

a) Unified Planning Work Program (UPWP)

1. Action concerning consideration of **UPWP Project Scopes of Work**
Scott Leathersich suggested grouping Items 5.a.1.a through 5.a.1.d into a single action. No Member or Alternate objected.

a. Task 6216 – City of Rochester Downtown Sign Assessment

Joe Bovenzi presented the Scope of Work for this project. He reported that the objective of this study is look at the existing signage for I-490, the Inner Loop, and NYS Touring Routes through downtown Rochester, specifically Routes 15, 15A, 31, 33, 33A, 96, 383, and Bicycle Route 5. In recent years, the downtown area has undergone several projects that have altered traffic patterns so NYSDOT, the City of Rochester, and Monroe County DOT are interested in looking at to reevaluate the existing signage to improve wayfinding and accessibility within the downtown core. He noted the project participants will include NYSDOT-Region 4, Monroe County DOT, the City of Rochester, RGRTA, NYS Police, and Monroe County Sheriff.

The first task will be to develop an inventory of current conditions. This will include identifying the location of current signs, gaps in sign coverage, and major traffic generators. The task will include an analysis of the proposed Inner Loop North alignment. The second task will be a needs assessment, which will identify concerns in the project area, including outdated and missing signs and signs that should be relocated based on anticipated development projects. The third task will be to develop recommendations

that will include identifying where signs leading traffic from major generators to I-490 should be installed, what routes will remain signed, and any changes in sign placement to account for new and upcoming projects. The findings of these tasks will be presented to the steering committee in technical memoranda, which will be combined to create a draft and final report for steering committee review.

b. Task 6632 – Canal Ponds Business Park Connectivity Study

John Caterino, Town of Greece, presented the Scope of Work for this project. He reported that the objective of this study is for the Town of Greece, in partnership with the Town of Gates, to develop a connectivity plan for the Canal Ponds Business Park, with special consideration given to the Park's connection with Lexington Avenue. The project area encompasses both the Canal Ponds Business Park and Northampton Landing, as well as the lands west of the interchange of New York State Route 390 and Lexington Avenue. He provided context of current and potential development at the Canal Ponds Business Park and Northampton Landing on the southern bank of the Erie Canal

Much of Northampton Landing is still available for development but lacks logical connectivity with the adjoining expressway. In order to access Route 390 at Lexington Avenue, a motorist must travel a circuitous route through Canal Ponds to Bellwood drive, which ends in a T intersection with Lexington Avenue near the 390 expressway. Less than 500 feet from the interchange is the 150-unit Gateway Landing apartment development, which currently uses an informal gravel shortcut to Bellwood drive through privately owned commercial properties to the north. This gravel road is intended only for emergency vehicles.

John provided background on previous attempts to address the lack of direct access to Route 390. In the early 1990s Lexington Avenue was proposed to be extended west of Route 390, including a new cloverleaf ramp configuration connecting the road extension to Route 390 southbound. In 2003, the Lexington Avenue Extension Study, proposed an ambitious plan that would forgo connecting to Canal Landing Boulevard and instead turn straight west via a new bridge across the Erie Canal to form a four-way intersection with Long Pond Road and Gates Townline Road.

These improvements in all other various forms have proven, costly and infeasible. As the last parcels of canal ponds are developed. There's a need to identify a plan for access to the interchange. Additionally, Eastman Business Park located immediately to the east of the project area has witnessed a resurgence and industrial development. The area east of Route 390 is well served by Lexington Avenue and the Route 390 Interchange. This area is quickly approaching buildout and growth at Canal Ponds Business Park has suffered, due to the lack of sufficient highway access, even though the remaining undeveloped land is very close to the Lexington Avenue Interchange. Thus, substantial acreage remains in limbo.

Given the residential and hotel amenities with the study area, there is also a need to review bicycle and pedestrian accommodations, along with public access to the Erie Canal for recreational purposes by both residents and workers. Some of the best opportunity for industrial growth will lie to the west of Canal Ponds Business Park in Northampton Landing. These areas represent opportunities for future investment and job growth. However, the recommendations of the 1993 traffic improvement phasing plan and the 2003 Lexington Avenue Extension Study are outdated cost prohibitive and no longer feasible. A comprehensive review of the transportation system, serving both Canal Ponds Business Park and Northampton Landing needs to be undertaken with special consideration given to providing sufficient access to Lexington Avenue via Route 390.

Scott Leathersich asked if the study was intended to supersede the 2003 Lexington Avenue Study.

John answered in the affirmative. At this point, the recommendations in the 2003 Lexington Avenue study, especially the Erie Canal crossing, are not feasible anymore especially from financial standpoint.

c. Task 7578 – Lakeville Corridor Strategic Plan

Adam Backus and Julie Holtje from the Town of Livonia presented the Scope of Work for this project. They discussed the background and need for the project, which is to develop a strategic plan for the US Route 20A corridor from West Lake Road to East Lake Road in the Town of Livonia. The corridor is about 1.3 miles long. The project area includes the hamlet of Lakeville, which is approximately 0.7 square miles and is located at the northern end of Conesus Lake.

Specific issues that this project will address include improving access management, expanding sidewalk availability, mitigating stormwater runoff on private properties, and protecting drinking water quality on Conesus Lake. The town has a comprehensive plan for the Lakeville hamlet area, but implementation of any development proposals based on this plan is blocked because there is not capacity for NYSDOT to allow any additional stormwater system access.

A steering committee of local representatives will be formed to oversee work on the project. A consultant will be engaged to handle the technical work. The scope of work is to develop an inventory of current conditions, identify a vision statement and associated needs assessment to guide future development in the project area, develop a corridor management plan, prepare a draft report, and update the draft report to complete a final report based on steering committee feedback. The corridor management plan will focus on access management, stormwater mitigation, the transportation/land-use connection, public transportation availability, active transportation improvements, complete street amenities, and enhanced flood resiliency for the project area. Important topics that will be addressed are stormwater

management, specifically mitigating the impacts of stormwater runoff on private properties, and water quality protection for Conesus Lake because the lake provides drinking water to nearby communities.

Jim noted that the Town already has funds set aside for sidewalk improvements and that this study will explore implementation through the PROTECT program. There is a commitment from the community to fund improvements.

a. Task 8544 – Rural On Demand Transit Study

Ken Boasi, RGRTA, presented the Scope of Work for this project. RTS is currently examining Villages within the regional operations in a similar study, which is slated for completion later this year. This study will focus on rural areas not included in the Village study that may benefit from a technology-driven point-to-point bus service. Any future services in the regional operations would be based upon RTS On Demand (Monroe County) services. Rural areas already have demand response transportation, but trip booking is currently a manual process and zones are not considered beyond county boundaries.

Tasks include the formation of a project advisory committee, creation of an RFP, and review of a public participation plan before proceeding into technical analysis. The chosen consultant will conduct an analysis of current transit service offerings in rural areas, provide recommendations for each municipality within those areas related to changes to current transit and dial-a-ride services, and develop a report including narrative that describes the study process and conclusions.

Jim noted that RTS Connect has only been operational for one year but has already yet ridership projections for several years out. RGRTA is already pursuing the acquisition of new vehicles to expand the capacity of the service.

Tom Frys asked if new drivers would be needed. Ken responded that the upcoming study will explore that question and provide the answer. RGRTA has been facilitating the addition of drivers not necessarily qualified to drive larger RTS buses and vans may become the vehicle of choice for rural transit service.

Richard Perrin moved to approve the UPWP Scopes of Work for Tasks 6216, 6632, 7578, and 8544; Joel Kleinberg seconded the motion. The motion passed unopposed.

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

Scott Leathersich suggested grouping Items 5.a.2.a through 5.a.2.c into a single action. No Member or Alternate objected.

a. **Beh Industrial Park Traffic Optimization Study** (UPWP Task (7705) / Proposed Council Resolution 22-14 (Town of Ontario)

Jody Binnix, stated that Adam Cummings, from the Town of Ontario, is unable to be here today. Jody then passed along comments that Adam prepared thanking the committee for the opportunity to pursue this study and presented the project on behalf of the Town.

The purpose of the study was to develop a plan to support the continued growth and development of the Beh Industrial Park by identifying and evaluating alternatives for enhancing traffic safety and circulation, with an emphasis on goods movement, within and around the park. The aim of the study is to improve the current conditions at the Route 104 and Dean Parkway intersection and to explore alternative routes to access the industrial park.

Beh Industrial Park is growing. As part of the study, the consultant team met with the business owners to discuss future expansion plans. Traffic operations analyses were run for the peak periods during the year 2026, when the expansion plans are set to commence. Two scenarios were run, a background scenario with modest growth and a full development scenario taking into account the expansion plans listed on the slide along with the background growth.

A series of improvements to Route 104 and the Dean Parkway intersection were proposed, and modeled using the traffic analysis software, to help improve the overall level of service. As part of an upcoming capital project along Route 104, NYSDOT is planning on installing pedestrian signals, crosswalks, and sidewalk pads, as well as new traffic signals that will include mast arms and high visibility back plates along all five intersections reviewed as part of this report. Additionally, NYSDOT will be lengthening the Route 104 eastbound left turn lane into Dean Parkway. A new access road along County Line Road was also proposed. Homeowners along County Line Road were notified by a direct mailer of public input opportunities to comment on this alternative. This access road would alleviate traffic congestion at the Route 104 and Dean Parkway intersection by providing a second point of access and improve access to properties and potential developable land in the western portion of the Beh Industrial Park.

b. **Ramp Reconfiguration Study** (UPWP Task (7952) / Proposed Council Resolution 22-15 (GTC staff on behalf of NYSDOT)

Joe Bovenzi presented the Executive Summary of the report. He explained that the study purpose was to assess the current ramp configuration at two interchanges (I-490/I-590/NYS Route 590 and NYS Route 590/NYS Route 104) with the intent of investigating lane configuration alternatives that address safety, efficiency, and congestion issues at those interchanges. A steering committee with representatives from New York State Department of Transportation-Region 4, Monroe County Department of Transportation, the City of Rochester, the towns of Brighton, Pittsford, Penfield, Irondequoit, and

Webster, and Genesee Transportation Council staff oversaw work on this project. The consultant team was Bergmann Associates as the lead consultant with GTS Consulting and Lu Engineers as the subconsultants.

The project development process followed four basic steps: develop an existing conditions inventory, assess needs at each interchange, examine potential design concepts, and identify topics for future study and design.

The inventory process included collecting information on traffic operations, including safety and volume data; infrastructure layout and condition, including lane geometry, bridges and ramps, noise barriers, drainage, lighting, signage, and Intelligent Transportation System elements; and travel time reliability data, which was obtained from INRIX. Two growth scenarios were identified, both with a design year of 2051 (20 years out from estimated completion in 2031). The Low Growth scenario was a 0.25% annual traffic growth rate, while the Normal Growth scenario was a 0.50% annual traffic growth rate.

The needs assessment identified five main areas of concern. Four areas of concern were at the I-490/I-590/NYS Route 590 interchange. These concerns include:

1. The merge of traffic on I-590 eastbound heading to I-590 southbound and NYS Route 590 northbound with traffic exiting at Winton Road.
2. The ramp from I-490 westbound to I-590 southbound carries more traffic than the ramp from I-490 eastbound to I-590 southbound. However, traffic from I-490 eastbound to I-590 southbound has a dedicated lane, while traffic from I-490 westbound must merge with through traffic on I-590 southbound.
3. Congestion issues during weekday morning peak periods contribute to a pattern of rear-end crashes on NYS Route 590 southbound approaching the I-490 interchange.
4. Weaving and potential safety issues for traffic on NYS Route 590 northbound between the ramp leading from I-490 westbound to NYS Route 590 northbound and the off ramp to Blossom Road from NYS Route 590 northbound.

One area of concern was at the NYS Route 104/NYS Route 590 interchange:

1. Weaving area for traffic on NYS Route 590 northbound exiting to NYS Route 104 eastbound and westbound; traffic tends to favor the right lanes and this leads to congestion and crashes during peak periods.

The following potential design concepts were developed and modeled to determine whether they would help resolve the issues identified in the needs assessment:

Concept 1: Add an auxiliary lane to I-490 westbound from Culver Road to Winton Road to help separate traffic exiting at Winton from traffic heading to NYS Route 590 northbound or I-590 southbound.

Concept 2: Reconfigure I-590 southbound at the interchange with I-490 so that traffic from I-490 westbound to I-590 southbound has its own travel lane; traffic from I-490 eastbound to I-590 southbound would then have to merge onto I-590 southbound.

Concept 3: Address recurring congestion on NYS Route 590 southbound in the morning peak period by adding a new southbound lane from Browncroft Boulevard south to the ramps to I-490 eastbound and westbound.

Concept 5: Address recurring congestion on NYS Route 590 northbound in the evening peak period by adding a weaving lane on NYS Route 590 northbound starting at the ramp from I-490 westbound through the Blossom Road interchange to the exit ramp to Browncroft Boulevard.

Concepts 6 & 8: Extend the right lane on NYS Route 590 northbound north to the ramps for NYS Route 104 eastbound and westbound to provide additional space for drivers to select the lane they want to be in to access 104; also, Concept 8 would add a lane to the ramp from NYS Route 590 northbound to NYS Route 104 eastbound. The NYS Route 104 westbound ramp would remain at two lanes. NYS Route 104 eastbound would be four lanes, narrowing down to three on the approach to the Irondequoit Bay Bridge.

Concepts 4 & 7: Discarded as infeasible due to technical/engineering challenges and/or would not provide operational improvements

c. **Regional Fleet Electrification Study** (UPWP Task (8552) / Proposed Council Resolution 22-16 (G/FLRPC)

Joe Bovenzi presented the Executive Summary of the report. The purpose of this project was to develop a strategy for advancing fleet electrification in the Genesee-Finger Lakes Region. Fleet electrification is the process of converting fleets from fossil fuel sources to electricity. The need to better understand and document this process was the reason this study was done. The report was developed by G/FLRPC staff. The study area included the entire Genesee-Finger Lakes Region. The focus was on public fleets, but the study lessons were also applicable to private fleets.

The report is organized into several sections, including an introduction to fleet electrification, which documents the benefits and challenges of fleet electrification and the current state of vehicle electrification in the region; an overview of regional economic and workforce development opportunities for

supporting electric vehicle adoption; summaries of lessons learned from three case study partners (the Rochester Genesee Regional Transportation Authority, the City of Rochester, and Fairport Electric); a review of recommendations including federal, state, and local government actions in support of electrification such as electric vehicle supportive policies, charging station deployments, and public education and outreach on EVs; and how-to guides that provide fleet operators with step-by-step guides to the fleet electrification process. This process is still in its early stages, so there may be opportunities for future studies in this area as more information about the fleet electrification process becomes available.

Tom Frys moved to recommend approval of Resolutions 22-14 through 22-16; Richard Perrin seconded the motion. The motion passed unopposed.

b) Transportation Improvement Program

1. Action concerning modifying the *FFYs 2020-2024 TIP*

Scott Leathersich suggested grouping Items 5.b.1.a through 5.b.1.c into a single action. No Member or Alternate objected.

He noted that modifications included in Planning Committee Resolutions 22-7 through 22-9 were reviewed by the TIP Development Committee.

a. Increasing the Total Cost of the Farmington Rd Bridge over Ganargua Creek project / Planning Committee Resolution 22-7 (Wayne County)

Alex Kone reported that the increase in Construction funding will cover the difference between the amount programmed and the lowest bid received.

b. Increasing Total Cost of the CR 30 (Oatka Rd) Rehabilitation project / Planning Committee Resolution 22-8 (Wyoming County)

Alex Kone reported that the additional Detailed Design and Construction funding will match the latest Engineer's Estimate.

c. Increasing the Total Cost of the Rt 33A over Erie Canal Bridge Replacement project / Planning Committee Resolution 22-9 (NYSDOT)

Alex Kone reported that project coordination with NYSDOT Main Office has exceeded estimates and that additional design funds are needed to meet costs.

Rich Perrin asked about what strategies were proposed for utilizing FFY 22 balances. James Stack replied that the funds will be used to both provide for additional costs in the current fiscal year and to accelerate design phases for projects selected through the development of the *FFYs 2023-2027 Transportation Improvement Program*.

Mitch Rowe moved to approve Planning Committee Resolutions 22-7 through 22-7; Tom Frys seconded the motion. The motion passed unopposed.

2. Action concerning approving the Draft *FFYs 2023-2027 Transportation Improvement Program* for public review

James Stack announced that this item is being removed from the agenda. He reported NYSDOT Main Office is now intending to adopt the next Statewide Transportation Improvement Program by November 1, 2022. GTC staff will provide an updated TIP development schedule at the next Planning Committee meeting.

Joel Kleinberg noted that NYSDOT has finalized the Capital Program Update and notified him yesterday that he can now share project information for the TIP development process.

3. Action concerning approving the Draft *Transportation Conformity Determination for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045 and 2023-2027 Transportation Improvement Program* for public review

James Stack announced that the item is being removed from the agenda and will be considered in July in conjunction with the Draft *FFYs 2023-2027 Transportation Improvement Program*.

c) Long Range Transportation Plan

(No Action Items)

d) Related Activities

1. Recommendation to the GTC Board on adopting the *Title VI/Nondiscrimination Implementation Plan* / Proposed Council Resolution 22-17

Lori Maher noted that since GTC is a subrecipient of federal metropolitan planning funds from both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), GTC is required to comply with Title VI of the Civil Rights Act of 1964 (Title VI), which prohibits discrimination based on upon race, color, and national origin. Other nondiscrimination authorities and executive orders provide protection against discrimination based on gender, age, disability, low-income status, and limited English proficiency.

The purpose of Title VI/Nondiscrimination Implementation Plan is to document policies and expectations to ensure continuous compliance with Title VI of the Civil Rights Act of 1964 and additional nondiscrimination authorities and executive orders. To ensure continuous compliance with Title VI, the U.S. Department of Transportation established reporting requirements for federal-aid recipients under different scenarios. FHWA and FTA each have requirements that are acknowledged in the Plan.

The Plan includes demographic data and analysis in our Planning Region, ongoing activities to reduce barriers to participate, assurances, public notice, and other supplemental plans including Limited English Proficiency Plan.

She noted that upon approval by the GTC Board, the Plan will be submitted to NYSDOT Office of Civil Rights, published and implemented immediately. It will be updated every two years.

Richard Perrin suggested that the demographic tables include a breakout of the City of Rochester within Monroe County. James Stack said that the final version can include that distinction.

Richard Perrin moved to recommend approval of Resolution 22-17, with the suggested changes; Joel Kleinberg seconded the motion. The motion passed unopposed.

2. Recommendation to the GTC Board concerning amending the *GTC By-Laws / Proposed Council Resolution 22-18*

James Stack reported that the current By-Laws require the GTC Board meetings be held in accordance with NYS Open Meetings Law. He noted that since GTC started conducting remote meetings in May 2020, staff have noted an increase in the level of observation of GTC Board and Planning Committee meetings by members of the public.

He reported that the New York State Committee on Open Government has issued an opinion that Metropolitan Planning Organizations are established pursuant to federal requirements and, therefore, are not subject to the Open Meetings Law.

The proposed revisions would follow the spirit of the Open Meetings Law and specific requirements would be described in the *GTC Public Engagement Plan*.

Tom Frys moved to recommend approval of Resolution 22-18; Tim McElligott seconded the motion. The motion passed unopposed.

6. Reports

a) Status of UPWP Projects

GTC - Jim Stack reported:

- GTC Strategic Planning: NYSDOT Main Office has distributed new TIP funding Planning Targets based on IIJA/BIL apportionments for programming the next TIP. Staff is staying informed of the forthcoming rulemaking related to new and existing programs.
- Long Range Transportation Plan Update/Implementation: No activity to report.
- Genesee-Finger Lakes Scenario Tool: Final reports have been drafted. Project is expected to be presented for closeout in June.
- Staff Technical Assistance: Staff have drafted a Scope of Work for the Village of Sodus Point to review and comment.
- Household Travel Data Collection: No activity to report.

- Complete Streets Program: Staff is waiting on guidance from FHWA before advancing this task.
- Genesee-Finger Lakes Regional Resiliency Plan: Staff is waiting on guidance from FHWA before advancing this task.
- Travel Time Data Collection Program: No activity to report.
- Rt. 96 over Rt. 14 Strategic Divestment Analysis: No activity to report.
- Genesee-Finger Lakes Regional Performance Measurement Monitoring & Evaluation System: The consultant has been working with RTOC staff to finalize and test various modules in a layered approach to ensure functionality with each step. The contract was recently extended until October to ensure time for finalizing all modules and closing out the project.
- Cross Asset Highway and Bridge Evaluation and Prioritization Tool: No activity to report.
- Genesee-Finger Lakes Regional Freight Plan Update: No activity to report.

G/FLRPC – Joe Bovenzi reported:

- Regional Land Use Monitoring (2021): No activity to report.
- Implementing Complete Streets in the G-FL Region; A Guidebook: Staff are still working with the Village of Perry and will conduct a second round of outreach.
- The Last Mile (or less): Site Plan Review for Multimodal Transportation: The Scope of Work will be presented to the Planning Committee at a later date.
- Regional Fleet Electrification Study: A closeout presentation was made under Item 5.a.2

Livingston County –

- Lakeville Corridor Strategic Plan: A Scope of Work was presented under Item 5.a.1

Monroe County – Rochelle Bell and Tom Frys reported:

- Land Use Monitoring: Four municipalities still have yet to submit their permit data. Staff will submit the annual summary in July for the August Planning Committee meeting.
- Monroe County High Accident Location Program: 18 of 36 locations are complete for the 2021 list. Four locations are being analyzed.
- Monroe County Comprehensive Active Transportation Plan – Public outreach has been in-person at the Lilac Festival and through the project website. The first public meeting will be held on June 29 at the Olmstead Lodge at Highland Park. The first Project Advisory Committee (PAC) meeting has been held and the PAC will meet again in June.

NYSDOT – Joe Bovenzi reported:

- Regional Traffic Operations Center (RTOC) Strategic Plan: A kickoff meeting was held on May 5. The consultant team is starting work on the needs assessment
- City of Rochester Downtown Sign Assessment: A Scope of Work was presented under Item 5.a.1.
- Ramp Reconfiguration Study: A closeout presentation was made under Item 5.a.2

Ontario County – Jody Binnix report:

- Ontario County Freight Rail Corridor Development Plan - Area 2: Ontario County continues to develop the Scope of Work for Planning Committee consideration.

City of Rochester – Holly Barrett reported:

- City of Rochester Active Transportation Master Plan: City staff met with Toole Design for an internal kickoff. The first Project Advisory Committee (PAC) meeting is expected to be held at the end of May or early June and will approve an outreach plan then. The City Plan will coordinate with the Monroe County ATP.

RGRTA – Eric Farr reported:

- RTS System Performance Monitoring and Refinement: Staff are continually analyzing fixed route performance and timing for RTS Connect service. RGRTA is hoping to reinstate additional Frequent Service routes.
- Rural Village and City Local Route Study: The RGRTA Board awarded the contract to the consultant team in March. A kickoff meeting was held in early May. The project is expected to be completed by early 2023.
- Rural On Demand Transit Study: A Scope of Work presented under Item 5.a.1
- On Route Charging Feasibility Study: Staff are continuing to review the draft report and will meet on May 20 to approve recommendations for the final report.

Wyoming County – Devin Blue reported:

- Wyoming County High Accident Locations Program: The Scope of Work will be presented at a later date.

Other Agencies – GTC staff reported:

- Arcade Multi-Use Trail Feasibility Study: No activity to report.
- Canal Ponds Business Park Connectivity Study: A Scope of Work was presented under Item 5.a.1
- Village of Perry Transportation Safety and Access Study: The project is expected be presented for closeout in June.
- Victor Street Connectivity and Access Plan: An Alternatives memo was distributed on March 23 for steering committee review. The steering committee met April 4 to discuss the Alternatives memo. The consultant has revised the memo based

on Steering Committee feedback.

- Beh Industrial Park Traffic Optimization Study: A closeout presentation was made under Item 5.a.2.
- West Webster Hamlet Revitalization Plan: The first Steering Committee meeting was held March 15 and included a walking tour. The first Citizen Advisory Committee meeting is scheduled for May 18. The next Steering Committee meeting is scheduled for May 31.
- Village of Warsaw Active Transportation Plan: The Scope of Work will be presented at a later date.

b) TIP Staff Modifications

Alex Kone reported that since the last Planning Committee meeting that there were five projects modified:

Add non-Federal Funds

- School St Bridge over Salmon Creek (Wayne County on behalf of the Town of Sodus)
- City of Batavia Highway Preventive Maintenance (City of Batavia)

Advancing Phases

- French Rd over Allen Creek Bridge Rehabilitation (NYSDOT on behalf of the Town of Brighton)
- Lakeshore Rd over Unnamed Creek Bridge Replacement (NYSDOT on behalf of Orleans County)

Clarifying Description

- I-390 over Plaza Drive Bridge Deck Replacement (NYSDOT)

c) Federal Legislative and Funding Update

James Stack reported that GTC's Infrastructure Investment and Jobs Act (IIJA) information portal has been updated to include the latest discretionary funding opportunities, including the Safe Streets and Roads for All program.

He added that the third Continuing Resolution for the Federal Fiscal Year 2022 had funded the Federal government through March 11. Now that a full year budget has been passed, USDOT staff can now work on new programs included in IIJA.

d) Other GTC matters

There were no additional GTC matters.

e) Public Engagement Highlights

Lori Maher reported there were two new and ongoing public involvement opportunities in the region in the months of April and May.

f) Member Agency and Partner Updates

There were no member agency and partner updates.

7. New Business

There was no new business.

8. Public Forum

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

9. Next Meeting

Scott Leathersich noted that the next meeting is scheduled for June 16, 2022.

10. Adjournment

The meeting adjourned at 11:56 AM.