

**GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING
Brighton Town Hall
2300 Elmwood Avenue
Brighton, NY**

March 7, 2019

GTC BOARD MEMBERS PRESENT

Robert Bausch, Genesee County and Genesee/Finger Lakes Regional Planning Council (G/FLRPC)
David LeFeber, Livingston County
Steve LeRoy, Wayne County
John F. Marren, Ontario County (Chairperson)
James McIntosh, City of Rochester At-Large
William Santos, Monroe County Planning Board
Douglas Paddock, Yates County

ALTERNATE REPRESENTATIVES PRESENT

Kevin Bush, New York State Department of Transportation (NYSDOT), representing Paul Karas
Bill Carpenter, Rochester Genesee Regional Transportation Authority (RGRTA), representing Geoffrey Astles
Jerry Davis, Wyoming County, representing A. Douglas Berwanger
Tim Frelier, Monroe County, representing Cheryl Dinolfo
Stephen Golding, Empire State Development Corporation, representing Howard Zemsky
Andrea Guzzetta, Rochester City Council, representing Loretta Scott
Scott Leathersich, Monroe County At-Large, representing William Napier
William Moehle, Monroe County Supervisors Association, representing John Moffitt
Mitch Rowe, Seneca County, representing Robert Shipley

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Michael Canavan, Federal Highway Administration (FHWA)
Dr. Joseph Carbone, Monroe County
Matthew Driscoll, New York State Thruway Authority (NYSTA)
Stephen Goodman, Federal Transit Administration (FTA)
Daniel Hogan, Monroe County – At Large
Lynne Johnson, Orleans County
Basil Seggos, New York State Department of Environmental Conservation
Steven Urlass, Federal Aviation Administration (FAA)
Lovely Warren, City of Rochester
David L. Watson, Rochester City Planning Commission

OTHERS IN ATTENDANCE

Jody Binnix, GTC staff
Sean Carrington, NYS Thruway Authority
Angela Ellis, Livingston County
Jeffery Jamberdino, NYSDOT

Joel Kleinberg, NYSDOT
Alex Kone, GTC staff
Ken Miller, Wayne County
James Stack, GTC staff
David Zorn, G/FLRPC

1. **Call to Order and Roll Call**

Chairperson Marren called the meeting to order at 8:34 a.m.

Alex Kone, GTC staff, called the roll; a quorum was present.

2. **Public Forum**

No one from the public spoke during the Public Forum.

3. **Approval of Minutes**

Chairman Marren noted that draft minutes from the December 13, 2018, GTC Board meeting were included in the meeting package.

William Santos moved to approve the minutes from the December 13, 2018, Quarterly Meeting; Bill Carpenter seconded the motion. The motion passed unopposed.

Chairman Marren added that minutes from the January 10, 2019 and draft minutes from the February 14, 2019 Planning Committee meetings are provided for informational purposes.

4. **Communications and Announcements**

Kevin Bush introduced Christopher Reeve to the GTC Board as the new Regional Planning and Program Manager.

James Stack made the following announcements:

- Mitch Rowe has been named as the Seneca County Manager in a permanent capacity and will continue to serve as Supervisor Shipley's alternate to the GTC Board
- Yesterday, GTC staff sent a 'Save the Date' message regarding the 2024 total eclipse to about 550 individuals. You may recall the excitement around the total eclipse that passed across the US in August of 2017. Following that event, folks responsible for transportation from various states shared their experiences knowing that another total eclipse will cross the US in 2024. This raised awareness among staff and we realized the 2024 path comes right through our region.

After initially connecting with Don Jeffries from VisitRochester, we found out that the Rochester Museum and Science Center (RMSC) was already organizing an event to bring in someone with experience from Nashville to help various stakeholders in the Rochester area with a five-year plan. GTC will partner with RMSC to sponsor a session focused on the government/transportation/law enforcement sectors so they can attend free of charge. We are particularly concerned with how to prepare for and respond to significant traffic issues once the eclipse has passed.

5. Reports and Action on Old Business

a. Planning Committee Report

Scott Leathersich provided the following report:

The Planning Committee met November 8 and recommends that the GTC Board:

- Accept report as evidence of completion of one Unified Planning Work Program task:
 - *Pittsford Active Transportation Plan* (UPWP Task 8764)
- Approve the *FY 2019-2020 Unified Planning Work Program*
- Amend the *2017-2020 Transportation Improvement Program* as requested by Orleans County, RGRTA, and NYSDOT

Additionally, the Planning Committee took the following action:

- Approved the Draft *FY 2019-2020 Unified Planning Work Program* for public review
- Approved three administrative modifications to the *2017-2020 Transportation Improvement Program* as requested by Monroe County and NYSDOT:
 - Increasing the Federal Share of the Clarkson Parma Townline Road Over Otis Creek project
 - Changing the Project Type of the Route 104 over Oak Orchard Bridge Rehabilitation project
 - Deferring a phase of the Rt 19 and Rt 98 Erie Canal Lift Bridge Rehab project

b. GTC Staff Report

James Stack provided the following report:

FFY 2020 – 2023 TIP

As previously mentioned, GTC and NYSDOT-Region 4 jointly solicited projects for funding consideration via the FFY 2020 – 2023 TIP which will commence on October 1, 2019. The final deadline for applications was January 18. We received 269 applications with a total value of a little over \$1 billion, with about \$880 million of Federal funds requested. Our planning targets for the next four years total about \$316 million, or only about 36 percent of the requested amount. You must keep in mind that we already have about \$60 million programmed in FFY 2020 so there is only about \$256 million available for new projects. This cycle will absolutely leave many worthy projects unfunded.

I am distributing some charts that show a breakdown the applications. Of the 269 applications, 132 costing \$547 million were for Highway projects, 83 costing \$407 million were for Bridge projects, 17 costing \$30 million were for traffic operations

projects, 13 costing \$18 million were for Culvert projects, 3 costing \$6 million were for Bike/Ped projects, and 19 costing \$80 million were for Transit projects.

As in past TIP update cycles, GTC staff and NYSDOT-Region 4 staff will be scoring the projects separately then concurring on a single score. The scoring process will result in tiered project lists by mode for TIP Development Committee consideration and recommendation for projects to be funded. Given the need to postpone the application date and the volume of applications received, it is necessary to adjust the TIP development schedule to allow for sufficient time to come up with a fiscally constrained program.

The original schedule would have allowed for a 30-day public review between the April and May Planning Committee meetings. This would have allowed public comments to be considered by the Planning Committee in May. Due to the volume of work still in front of us, I am not confident that we can deliver a recommended, fiscally-constrained, program for Planning Committee consideration at the April meeting.

At its February 14 meeting, the Planning Committee concurred with my recommendation that a draft TIP will be presented at their May meeting for consideration and approval for public review. This would allow for a 30-day public review from May 10 through June 9; however, it would not allow time for comments to come back to the Planning Committee for review and consideration. Rather, any comments would be taken directly to the GTC Board. In lieu of Planning Committee review of comments, any significant comments that trigger a need to reconsider the recommended projects be presented to the TIP Development Committee via email for consideration and recommendation prior to the June 13 GTC Board meeting. Please keep in mind that we have not needed to alter the recommended list after public review since about 2001.

FAST Act Rescission

When the FAST Act was signed into law, it included a \$7.6 Billion rescission scheduled for July 1, 2020. The rescission allowed the bill to meet the requirement to balance revenues and expenditures over 10-years as part of the Congressional Budget Office scoring process. This technique is common in Authorization Acts with the expectation that a future Congress will find a fix before the rescission hits.

On a conference call with MPO Directors on January 18, NYSDOT Main Office informed us that they no longer have confidence that a legislative fix to stop the rescission will be achieved. This will cause about 95 percent of unobligated balances to be rescinded in July 2020. The key word there being "unobligated" as the rescission does not apply to funds committed to a project. However, the rescission will be calculated based on unobligated balances at the end of the current Federal Fiscal Year, or September 30. As it stands now, New York is in line to lose about \$500 million.

Several Board members asked for clarification on the rescission and expressed concern for the potential impact any rescission would have on projects in New York and, in particular, this region.

Jim Stack asked the Board if a form letter from GTC stating the impacts of the recession would be helpful to send to congressional leaders and the region's delegation. The Board replied in the affirmative. James replied that GTC staff would work together with NYSDOT Region 4 to develop a letter for signature by the GTC Chairman.

Jim added that the best way to minimize the impact of the rescission is to advance projects so phases can be obligated as programmed. NYSDOT Main Office is comfortable managing the balances of some fund sources through accounting maneuvers such as conversion from Advance Construction. But they have major concerns about the unobligated balance of STP Off-System Bridge on a statewide basis. This fund source is heavily impacted by the distribution formula that allocated a significant share to the New York City area where the eligible bridges did not align with City and State priorities. Therefore, Main Office is asking MPOs and the NYSDOT Regional offices to work together to identify existing projects with FFY 2019 phases that are eligible for OSB funds. Main Office has offered to exchange STP-OSB funds for another fund source and manage fiscal constraint on a statewide basis. While this does not result in any gain in funds for the region, it does help to minimize the impact of the rescission. There are several proposed TIP amendments for this purpose that will be discussed later in the meeting.

c. Old Business

1. Federal Legislative and Funding Update

James Stack provided the following report:

I previously reported that, as part of a "minibus" Appropriations bill, a Continuing Resolution to fund transportation programs through December 21 was signed into law. Congress and the Administration could not agree on the various Appropriations and a shutdown of a portion of the government went into effect on December 22. There were seven Appropriations that still need to be passed, including one that covers the US Department of Transportation.

The shutdown did not affect Federal Highway Administration staff and programs as they are funded by the Highway Trust Fund and there was sufficient obligation authority to remain functional. However, Federal Transit Administration staff were affected and some were furloughed. Our region did not suffer any significant delay to any transportation projects that I am aware of.

With the House now under Democrat control, there was push back against the Administration's desire for a barrier along the southern border with Mexico. The Senate leadership indicated they would not bring any Appropriations bills to a vote unless the President had publicly indicated he will sign them. The shutdown lasted 35 days.

Under pressure to end the shutdown, Congress passed and the president signed another Continuing Resolution that funded the seven remaining Appropriations through February 15. A bipartisan and bicameral committee agreed to a framework to fund these seven Appropriations through the end of FFY 2019, or September 30. This led to approval in both the House and the Senate with the President signing the seven Appropriations bills into law on February 15.

2. TIP Staff Modifications Report

Chairman Marren informed the Board that the following report was included in the meeting package and is being provided for informational purposes.

On March 6, the TDC raised no objections to the following changes:

- **Reduce phase costs** for the Highway Lighting Rehabilitation - Northeast 2 project prior to STIP obligation to preserve obligation authority. The modification also expanded the project limits with no additional Federal funds.
- **Add non-Federal funds** to the Genesee County Preventive Maintenance Bridge Painting project for an eligible, non-participating share to reflect the Engineer's Estimates

On April 1, the TDC raised no objections to the following changes:

- **Reduce phase costs** for the I-490 at I-590 MbC project prior to STIP obligation to preserve obligation authority. The modification decreased the Federal share to account of accomplishments to be made on non-Interstate portions of the project.

On May 1, the TDC raised no objections to the following changes:

- **Increase Total Cost less than \$50,000** for the Preventive Bridge Maintenance – 4 Bridges (Orleans County) project.
- **Modify phases** for the Rt 15 from Rt 252 to I-390 Corridor Improvements project with no change in Total Cost or Federal Share. The Scoping phase was changed to 'Other' so it would accurately reflect corridor planning, not engineering, activities.
- **Reduce phase costs** for the Rt 33A over Erie Canal Superstructure Replacement project prior to STIP obligation to preserve obligation authority. The project, including the Detailed Design phase, has been submitted for consideration in the *FFYs 2020-2023 TIP* as a Bridge Replacement.

6. Action Items

- a. Adopting the *FY 2019-2020 Unified Planning Work Program / Proposed Resolution 19-1*

James Stack provided the following report:

Proposed Resolution 19-1 was reviewed and recommended for Board approval by the Planning Committee at its February 14, 2019 meeting. The materials for this item start on page 34 of the meeting package.

At its January 10 meeting, the Planning Committee approved the Draft FY 2019-2020 UPWP for public review. The draft document was made available for public review from January 11 through February 12. The document was available at GTC, County Planning offices throughout the region, and the reference desks of the major libraries in the Metropolitan Planning Area. An electronic version was available through the GTC website. GTC staff did not receive any comments on the draft document.

In accordance with the GTC Public Participation Plan, GTC staff recommended to the Planning Committee a classification for each new UPWP-funded task. The Plan requires UPWP-funded tasks to establish public input opportunities based on the project's classification. The Planning Committee accepted the recommended classifications, which are listed with each project. Classifying projects as part of the UPWP adoption allows sponsors of new projects to be able to present scopes of work for Planning Committee consideration as early as April.

A draft of the full UPWP is separately bound in the meeting package for Board consideration. The UPWP contains the program of planning activities that will be conducted under the auspices of GTC using federal transportation funds beginning April 1. It includes on-going activities of GTC staff, projects begun under a prior UPWP but not yet completed (i.e., rollover projects), and new projects recommended for funding. The UPWP also includes projects to be conducted by NYSDOT using federal planning funds for informational purposes. Consistent with past practice, staff will present a budget amendment in June that reflects actual activity on the rollover projects through the end of the fiscal year.

The draft UPWP was also provided to NYSDOT Main Office, the Federal Highway Administration, and the Federal Transit Administration for review and concurrence that it satisfied the requirements of the Metropolitan Planning Rule. NYSDOT Main Office has sent an approval letter to FHWA and FTA, pending Board adoption, indicating that the draft UPWP meets all requirements.

I want to express my appreciation for the work of the UPWP Development Committee in reviewing new proposals for inclusion in the UPWP and providing valuable input during the deliberations.

Also, I want to recognize the efforts of Jody Binnix and Eileen Yates who managed to pull together a full draft UPWP despite losing about a month from the traditional schedule.

If there are any comments, I am happy to discuss them.

Steve LeRoy moved to approve proposed Resolution 19-1; Kevin Bush seconded the motion. The motion passed unopposed.

- b. Accepting the *Pittsford Active Transportation Plan* as evidence of completion of UPWP Task 8764 / Proposed Resolution 19-2 (Town and Village of Pittsford)

James Stack provided the following report:

This project was conducted by the Town of Pittsford. The Executive Summary of the project starts on page 39 of the meeting package. The purpose of the project was to develop an active transportation plan for the Town and Village of Pittsford that will expand intra- and inter-community pedestrian and bicycle linkages, and can be adopted as a component of the Town's Comprehensive Plan. The overarching goal is to identify a variety of strategies to enhance the bicycle and pedestrian environment. The plan has recommendations specific to the pedestrian network, traffic calming, multi-use trails, and streetscape treatments. Since the plan has recommendations that impact other jurisdictions, efforts were made to coordinate among the Town, the Village, Monroe County, and the NYSDOT.

Steve LeRoy moved to approve proposed Resolution 19-2; William Carpenter seconded the motion. The motion passed unopposed.

- c. Amending the *2017-2020 Transportation Improvement Program* / Proposed Resolutions 19-3 through 19-24

James Stack asked the Board to disregard pages 67 through 69 of the meeting package. This Planning Committee Resolution was included by mistake and has already been approved as noted in Scott Leathersich's report. Each of these Resolutions were recommended for your approval by the Planning Committee at its February 14 meeting.

Chairman Marren suggested grouping proposed Resolutions 19-3 through 19-10 into a single action; no Member or Alternate objected.

These amendments are requested by RGRTA. The changes reflect the latest Program of Project for which RGRTA completed a public review and are expected to be endorsed by their Board of Commissioners later today. The projects need to be included in the TIP to receive federal funds.

William Carpenter discussed Resolutions 19-3 through 19-10. He noted that Items 4, 5, 7, and 8 support the plans of Reimagine RTS and Mobility Zones, with implementation expected in summer 2020.

- (1) Amending the *2017-2020 TIP* by increasing the Total Cost of the Preventive Maintenance – RTS & RTS Access for FFY 2019 project / Proposed Resolution 19-3
- (2) Amending the *2017-2020 TIP* by reducing the scope of the Replace 50 Transit Buses FFY 2020 project / Proposed Resolution 19-4
- (3) Amending the *2017-2020 TIP* by adding the Replace 15 Transit Buses FFY 2022 project / Proposed Resolution 19-5
- (4) Amending the *2017-2020 TIP* by adding the Replace 10 Articulated Transit Buses FFY 2022 project / Proposed Resolution 19-6
- (5) Amending the *2017-2020 TIP* by increasing the Total Cost of the Associated Transit Improvements FFY 2019 project / Proposed Resolution 19-7
- (6) Amending the *2017-2020 TIP* by adding the Purchase 17 On Demand Vans FFY 2019 project / Proposed Resolution 19-8
- (7) Amending the *2017-2020 TIP* by adding the RTS Access Fluids Storage Tank Upgrades FFY 2019 project / Proposed Resolution 19-9
- (8) Amending the *2017-2020 TIP* by adding the Connection Hubs FFY 2019 project / Proposed Resolution 19-10

William Carpenter moved to approve proposed Resolutions 19-3 through 19-10; James McIntosh seconded the motion. The motion passed unopposed.

Chairman Marren suggested grouping proposed Resolutions 19-11 through 19-13 into a single action as they concern Planning Target funds; no Member or Alternate objected.

James Stack provided the following report:

- (9) Amending the *2017-2020 TIP* by increasing the Total Cost of the Preventive Bridge Maintenance - East Oak Orchard Street project / Proposed Resolution 19-11

This amendment is requested by Orleans County. During the Scoping phase, the sponsor determined that the amount programmed for Construction is not sufficient. In addition, it has been determined that right-of-way will be required to complete construction and for future maintenance needs.

- (10) Amending the *2017-2020 TIP* by deferring the Route 33A over Erie Canal Superstructure Replacement project / Proposed Resolution 19-12

This amendment is requested by NYSDOT. During the Scoping phase, a superstructure replacement was determined not to be cost effective when the bicycle and pedestrian facilities for the trail along the Erie Canal were considered. The affected phases have been submitted for consideration of funding in the 2020-2023 TIP.

- (11) Amending the *2017-2020 TIP* by increasing the Total Cost of the Route 96 Pavement MbC, Mitchell Rd to Garnsey Rd project / Proposed Resolution 19-13

This amendment is requested by NYSDOT. During the Detailed Design phase, it was determined that ROW will need to be acquired to meet signal and ADA requirements. Accordingly, Construction needs to be deferred. Additionally, the cost at the Plans, Specifications and Estimates milestone exceeds the currently programmed amount.

Kevin Bush moved to approve proposed Resolutions 19-11 through 19-13; Steve LeRoy seconded the motion. The motion passed unopposed.

Chairman Marren suggested grouping proposed Resolutions 19-14 through 19-18 into a single action as they concern statewide funds; no Member or Alternate objected.

James Stack provided the following report:

- (12) Amending the *2017-2020 TIP* by increasing the Total Cost of the Route 77 at Ledge Road Intersection Improvement project / Proposed Resolution 19-14

This amendment is requested by NYSDOT. The cost increase reflects the latest project estimate. There are multiple line item increases due to the changing project design and materials cost estimates. There is an eligible non-participating share, or non-federal overmatch, of \$372,000.

- (13) Amending the *2017-2020 TIP* by changing the limits of the Ridge Road Multi-Modal Corridor project / Proposed Resolution 19-15

This amendment is requested by NYSDOT on behalf of the Town of Webster. The project limits are being expanded within the same budget. The Federal funds are limited to the project award and the local sponsor is responsible for any additional costs.

- (14) Amending the *2017-2020 TIP* by changing the limits of the 390 Multi-Use Trail project / Proposed Resolution 19-16

This amendment is requested by NYSDOT. During the Preliminary Engineering phase, an alternative route was determined to be needed due to wetlands and ROW constraints. The allocated earmark funds are insufficient to deliver the full project. The reduced project still provides independent utility.

- (15) Amending the *2017-2020 TIP* by increasing the Total Cost of the Route 19 over Oatka Creek Bridge Rehabilitation project / Proposed Resolution 19-17

This amendment is requested by NYSDOT. The change in project scope reflects the level of treatment originally approved in the SFY 2015-16/2019-20 Transportation Capital Program, or the MOU among the Governor, the Assembly, and the Senate. The cost increase is associated with the need for a full bridge replacement versus a rehabilitation as currently programmed.

- (16) Amending the *2017-2020 TIP* by adding the I-490 Bridges at Meigs and Averill project / Proposed Resolution 19-18

This amendment is requested by NYSDOT. Main Office has selected these bridges for a portion of the STP Off-System Bridge funds managed by them. This is new funding to the region.

William Carpenter moved to approve proposed Resolutions 19-14 through 19-18; James McIntosh seconded the motion. The motion passed unopposed.

Chairman Marren suggested considering proposed Resolutions 19-19 separately from any others; no Member or Alternate objected.

James Stack provided the following report:

- (17) Amending the *2017-2020 TIP* by changing the funding source of the Hillside Road Bridge Replacement (TIP # B17-49-WY2, PIN 4WY004) and adding eight projects awarded through the BRIDGE NY project / Proposed Resolution 19-19

This amendment is requested by NYSDOT. Main Office has selected these nine bridges for funding under the BRIDGE NY program. This represents new funding to the region.

Kevin Bush presented an overview of the BRIDGENY program, noting that eligible projects must have a 24 month delivery. NYSDOT may assist with right-of-way acquisition as needed.

Kevin Bush moved to approve proposed Resolution 19-19; Tim Frelier seconded the motion. The motion passed unopposed.

Chairman Marren suggested grouping proposed Resolutions 19-20 through 19-24 into a single action; no Member or Alternate objected.

James Stack provided the following report:

- (18) Amending the *2017-2020 TIP* by changing the funding source of the Rix Hill Road Bridge Replacement project / Proposed Resolution 19-20
- (19) Amending the *2017-2020 TIP* by changing the funding source of the 5-Bridge Preventive/Corrective Maintenance project / Proposed Resolution 19-21
- (20) Amending the *2017-2020 TIP* by changing the funding source of the Preventive Bridge Maintenance – 4 Bridges project / Proposed Resolution 19-22
- (21) Amending the *2017-2020 TIP* by changing the funding source of the Preventive Bridge Maintenance – Lakeside Road project / Proposed Resolution 19-23
- (22) Amending the *2017-2020 TIP* by advancing the Main Street Fishers Bridge over Irondequoit Creek project / Proposed Resolution 19-24

These amendments are requested by NYSDOT on behalf of various project sponsors. As I mentioned earlier, NYSDOT Main Office has asked Regions and MPOs to identify projects currently in the TIP that are eligible for STP Off-System Bridge funding. In order to be eligible, they must be bridges that carry public roads that are not eligible for Federal Aid which are primarily owned by counties or local municipalities.

These projects were selected through the regional prioritization process and included in the TIP as adopted by this Board. The proposed changes provide a dollar for dollar swap between fund sources and NYSDOT will manage fiscal constraint on a statewide basis. While this has no net impact on the region, it does help the state balance the fund sources subject to the FAST Act Rescission. One benefit is the acceleration of the construction of the Main Street Fisher Bridge in Victor. Since Ontario County continued to design the project, it is positioned to take advantage of this opportunity.

Kevin Bush moved to approve proposed Resolutions 19-20 through 19-24; James McIntosh seconded the motion. The motion passed unopposed.

- d. Amending the *2017-2020 Transportation Improvement Program* / Proposed Resolutions 19-25 through 19-27

Chairman Marren suggested grouping proposed Resolutions 19-25 through 19-27 into a single action; no Member or Alternate objected.

James Stack provided the following report:

These amendment requests were received after the February 14 Planning Committee meeting so they have not been reviewed by the Committee and do not have a recommendation. Since the requests are time sensitive and cannot wait until the June Board meeting for consideration, I made the decision to include them in the meeting package for your consideration. In each case, the funds are managed by NYSDOT Main Office. They represent new funding to the region and the funds are not available for any other project

- (1) Amending the *2017-2020 TIP* by deferring a phase of the Empire State Trail Quaker/O'Neil Road Bridge Rehabilitation project / Proposed Resolution 19-25

This action reprograms a phase that was not acted upon by the Federal Highway Administration prior to the end of the last Federal Fiscal Year. The change is need for the project to advance.

- (2) Amending the *2017-2020 TIP* by adding the Rt 31, Aldrich Rd to the Wayne CL, VPP project / Proposed Resolution 19-26

This action adds a project to utilize repurposed Congressional earmark funds. The project was selected by NYSDOT Main Office.

- (3) Amending the *2017-2020 TIP* by adding eight projects awarded through the Railway-Highway Crossings (Section 130) program / Proposed Resolution 19-27
- This action adds eight railroad crossing projects under a Federal program managed by NYSDOT Main Office in conjunction with the railroad operators. The locations were selected by NYSDOT Main Office.

Kevin Bush moved to approve proposed Resolutions 19-25 through 19-27; James McIntosh seconded the motion. The motion passed unopposed.

7. New Business

No new business.

8. Next Meeting

Chairman Marren stated that the next GTC Board meeting is scheduled for June 13, 2019 – Brighton Town Hall, 2300 Elmwood Avenue in Brighton.

9. Adjournment

The meeting adjourned at 9:27 a.m.