

**GENESEE TRANSPORTATION COUNCIL  
PLANNING COMMITTEE MEETING**

**April 8, 2021  
10:00 a.m.**

*Due to physical distance requirements during the COVID-19 outbreak, this meeting was conducted online rather than in-person.*

PLANNING COMMITTEE MEMBERS PRESENT

Scott Leathersich, Monroe County – At Large (Chairperson)  
Angela Ellis, Livingston County (Vice-Chairperson)  
Rochelle Bell, Monroe County Planning Board  
Jay Gsell, Genesee / Finger Lakes Regional Planning Council  
Todd Gadd, Wyoming County  
Timothy Hens, Genesee County  
John Papponetti, Orleans County  
Jim Pond, Monroe County Executive  
Craig Prior, Yates County  
Kevin Rooney, Wayne County  
C. Mitchell Rowe, Seneca County

ALTERNATE REPRESENTATIVES PRESENT

Kevin Kelly, Rochester City Planning Commission, representing Dorraine Kirkmire  
Eric Farr, Rochester Genesee Regional Transportation Authority, representing Bill Carpenter  
Matthew Durawa, NYS Thruway Authority, representing Sean Carrington  
Joel Kleinberg, NYS Department of Transportation, representing Chris Reeve

PLANNING COMMITTEE MEMBERS ABSENT AND UNREPRESENTED

Uzoma Anukwe, Federal Transit Administration  
Condenessa Brown, Rochester City Council  
Erik Frisch, Rochester – At Large  
Maria Chau, Federal Highway Administration  
Stephen Golding, Empire State Development Corporation  
George Hebert, Monroe County Legislature  
Norman Jones, City of Rochester Mayor  
Robert Kiley, Monroe County Supervisors' Association  
David Lindsay, Monroe County – At Large  
Evelyn Martinez, Federal Aviation Administration  
William Wright, Ontario County  
Vacant, NYS Department of Environmental Conservation

OTHERS IN ATTENDANCE

Jody Binnix, GTC staff	Hillary Olson, RMSC
Joe Bovenzi, GTC staff	Kathy Rayburn, Town of Victor
John Caterino, Town of Greece	Sarah Reynolds, Town of Canandaigua
Zac Cracknell, Livingston County	Thomas Polech, Monroe County
Tim Cutler, G/FLRPC	Chris Sichak, Erdmann Anthony, Inc.
Mike Croce, Bergmann D.P.C.	James Stack, GTC staff
Tim Freiler	Sue Steele, Sue Steele Landscape Architecture
Alex Kone, GTC staff	Chris Tortora, GTC staff
Lori Maher, GTC staff	Bob Williams, GTC staff
Jordan Hosmer, Barton and Loguidice, Inc.	Jason Wolfanger, Livingston County

## 1. Call to Order & Introductions

Scott Leathersich, Planning Committee Chairperson, called the meeting to order at 10:05 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

**Joel Kleinberg moved to approve the minutes from the February 11, 2021 Planning Committee meeting; Jim Pond seconded the motion. The motion passed unopposed.**

## 4. Announcements and Old Business

Hillary Olson, CEO of the Rochester Museum and Science Center (RMSC), gave a short presentation about the Total Solar Eclipse that will be happening in view of the Rochester area on April 8, 2024. She spoke about the significance of the celestial event and explained that people from around the country and the world will be travelling to the path of totality to view the eclipse. She shared experiences from the August 2017 eclipse that crossed the US and the traffic conditions that ensued, particularly as people exited viewing sites and attempted to travel home. Two years ago, RMSC hosted a series of groups focused on different focus areas. GTC sponsored the session on transportation and public safety. GTC is a member of the Community Taskforce planning around this event and more information will be shared as we think about the relevance from a transportation planning perspective.

## 5. Action Items

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

#### 1. Action concerning consideration of **UPWP Project Scopes of Work**

##### a. Task 6818 – Victor Street Connectivity and Access Plan

Kathy Rayburn, Director of Economic Development with the Town of Victor, presented the Scope of Work for this project. She reported that the purpose of this project is to develop a street network plan that identifies concept-level design alternatives for improving street, sidewalk, and trail connectivity in the Town of Victor. She reviewed the key project tasks, including developing and issuing a Request for Proposals (RFP), forming a steering committee of local officials, developing an inventory of the project area, preparing a needs assessment, and identifying a set of draft recommendations and concept-level design alternatives. Two rounds of public engagement activities will be conducted for this project. The first round will introduce the project to the community and solicit input on issues and opportunities, while the second round will obtain feedback on

the proposed alternatives. She explained that this project will be beneficial to the town because it will provide local officials with concept-level designs for street and intersection improvements that can be used to inform future infrastructure construction.

Jim Pond commented that the scope of the study will help alleviate the funneling of traffic that is currently occurring on NYS Route 96.

**Angela Ellis motioned to approve the UPWP Project Scope of Work for Task 6818; Jim Pond 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.c.1 and 5.c.2 into a single action. No Member or Alternate objected.

a. **Wayne County High Accident Locations Program** (UPWP Task 6233) / Proposed Council Resolution 21-15

Jordan Hosmer of Barton and Loguidice presented the Executive Summary of the Wayne County High Accident Locations Program. He detailed the intersection analysis process that identified specific intersections that met the following criteria:

- 1) at least 10 crashes over the five-year period;
- 2) at least 1.5 times the county-wide average;
- 3) four years with crashes above the average; and
- 4) animal-only crashes were excluded.

Fifteen intersections were investigated and detailed site-specific recommendations for countermeasures were identified to mitigate potential crash factors. Some locations did not have any recommendations due to recent improvements that were already showing a positive impact. The County can use these finds to guide where to invest primarily in new signage and road striping. There is one potential capital project that needs further investigation for HSIP eligibility.

b. **Livingston County Downtown Wayfinding Master Plan** (UPWP Task 6312) / Proposed Council Resolution 21-16

This action was tabled until the May meeting.

c. **Route 390 Multi-Use Trail Restoration and Safety Improvement Study** (UPWP 6518) / Proposed Council Resolution 21-17

Sue Steele (of Sue Steele Landscape Architecture) presented the Executive Summary on behalf of the Town of Greece. She reported that the purpose of the study was to inventory the Route 390 trail corridor from the Lake Ontario State Parkway to NYS Route 104 in detail, assess needs and opportunities, engage with the community to collect feedback, and provide trail restoration recommendations and funding strategies. The project was overseen by an advisory committee consisting of representatives from the Town of Greece, GTC, NYSDOT, MCDOT, Monroe County Planning, and the Greece Trails Committee. An inventory and needs assessment of the trail corridor was developed, as well as trail restoration recommendations grouped and prioritized into the following focus areas:

- Safety & Design Standards;
- Maintenance & Management;
- Wayfinding & User Amenities; and
- Implementation.

Key findings indicate that the trail requires a major end-of-life rehabilitation effort.

d. **Mt. Morris-Leicester Route 36 Corridor Study** (UPWP Task 7577) / Proposed Council Resolution 21-18

On behalf of the Village of Mt. Morris, Joe Bovenzi presented the Executive Summary. He reported that the purpose of the project was to develop a strategy for addressing transportation related safety and access improvement concerns along the Route 36 Corridor between Mt. Morris and Leicester in Livingston County. The project was overseen by an extensive steering committee including representatives of four municipalities, county agencies, NYSDOT and State Parks, and local business, education, and community groups. An inventory and needs assessment of the study area was developed that identified potential safety, mobility, and accessibility improvements. A vision statement and series of goal statements were developed to guide development of the recommendations. A total of 47 recommendations were identified, organized into four main categories.

Jim Pond suggested that if the proposed roundabout is implemented that the Genesee Valley Greenway crossing be included there as well. Angela Ellis acknowledged that there is a lot disparate character areas and functions along the corridor and that the study sought to weave them together.

e. **O'Rorke Bridge Operations and Maintenance Analysis and Strategy** (UPWP 7951) / Proposed Council Resolution 21-19

On behalf of NYSDOT-Region 4, Joe Bovenzi presented the Executive Summary. He reported that the purpose of the project was to increase the technical understanding of the O'Rorke Bridge's electrical and mechanical components and develop an asset management strategy to guide future

investments in bridge maintenance activities. The project included an inventory and assessment of the status of the bridge's electrical and mechanical systems, recent operating problems, existing documentation, and current maintenance and operations practices. The needs assessment looked at maintenance and repair needs. A set of recommendations was identified, including mechanical and electrical repairs, updates to maintenance and operations literature, personnel training, and capital repairs. An asset management schedule with estimated costs was also developed. The final report will serve as a guide for NYSDOT and MCDOT in making decisions about future investments in the bridge. The findings can be used to address both near-term operational issues as well as to minimize future capital costs.

f. **Gananda Parkway Pedestrian & Bicycle Active Transportation Plan** (UPWP 8778) / Proposed Council Resolution 21-20

Thomas Lyon of Wayne County Planning presented the Executive Summary. The plan identifies and creates consensus around a set of transportation infrastructure projects and associated strategies that enhance quality of life and economic development while improving public health by making walking and bicycling safe, viable modes of travel in the study area. Recommendations identify the opportunities for coordinated and cohesive land use, street design, regulatory policies, and strategies to support current and anticipated future community needs.

g. **Middle Cheshire Road & Health Care Services Corridor Active Transportation Plan** (UPWP 8779)/ Proposed Council Resolution 21-21

Sarah Reynolds of the Town of Canandaigua presented the Executive Summary. The plan identifies feasible pedestrian and bicycle treatments to implement along the corridor that will increase connectivity to key destinations and enhance safety for users within the Town and City of Canandaigua. Included among the recommendations are intersection improvements, placemaking concepts for the corridor, and an implementation plan describing actions, responsible parties, costs, and anticipated phasing. She noted that the study of this corridor was a recommendation from the County Road 16 study conducted by Ontario County Public Works due to space constraints along the CR 16 corridor.

**Jim Pond moved to recommend approval of Resolutions 21-15 and 21-17 through 21-21; Jay Gsell seconded the motion. The motion passed unopposed.**

**b) Transportation Improvement Program**

(No TIP actions this meeting)

**c) Long Range Transportation Plan**

1. Action concerning **approving the Draft *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045* for Public Review**

Jody Binnix reported the Draft Long Range Transportation Plan 2045 (*LRTP 2045*) for the Genesee-Finger Lakes Region is now complete. Public comments regarding the draft recommendations have been incorporated into the draft Plan. The Financial Plan and the Performance Measures chapters have been drafted. The entire Draft LRTP will be made available for a final 30-day public review. This will be the first time all the chapters have been presented to the public. The final plan will be presented to the Planning Committee in May for review and recommendation to the GTC Board for consideration in June.

The second round of public engagement focused on the draft recommendations. This review period was held from February 12 through March 12. During this time two virtual open houses were held. About 20 people participated in the virtual open houses and over 70 people responded to the questions on the PublicInput.com platform.

Comments generally centered around mitigating the impacts of climate change and reducing greenhouse gas emissions from the transportation sector – especially by encouraging electric vehicles. Comments also discussed the importance of reducing the overall dependency on vehicles by providing increased non-vehicular mobility options by creating safer spaces to walk and bike, along with increasing transit options and developing high speed rail.

The draft recommendations chapter has been amended to reflect the feedback received. GTC staff will be issuing a “thank you for your comment” email to participants that outlines changes to the draft recommendations based on the comments received and provides detailed feedback regarding the higher frequency comments.

Alex Kone presented the Financial Plan. First, he noted that the FAST Act was used as the basis for the project funding levels through 2045. He stated that the consolidated programs were a useful and concise list of emphases on the National Highway System, transit capital, and flexible funding. The projections are intended to assumed reasonable funding levels over the planning horizon. He noted that increases are tied to periodic reauthorizations but there is an overall conservative compound annual growth rate of only 1 percent. State and local revenues were included. These highlight the interplay of all levels of government to provide investment in all project types.

The second step was developing Investment Strategies, programmatic funding categories that implement existing and emerging recommendations. He noted that the funding levels of these Strategies were maintained within fiscal constraint. Their levels were a balance of projected needs and available funds. The Strategies will provide guidance prioritization of projects for programming through the TIP while aligning with *LRTP 2045* goals and recommendations.

Jody reported that the Evaluating Progress section outlines performance measures that are unique to LRTP 2045. These performance measures are a combination of past measures set forth in previous LRTPs as well as new

measures that reflect this plan's recommendations. The performance measures in this chapter are independent from the national performance measures and targets authorized by the FAST Act. As can be seen in the example presented on the screen - the measures are grouped into the five recommendation categories. The measure is given along with the corresponding benchmark and year, along with a likely target – which is simply a decrease, an increase, or no change.

The FAST Act sets forth a performance-based planning and programming framework and requires MPOs to establish performance targets that address the national performance measures. To date, GTC has supported NYSDOT and RGRTA targets, as opposed to adopting separate regional targets. The national performance measures and the agreed upon targets are presented in the standalone National Performance Measures Report.

The adoption of the new LRTP triggers two federal requirements. The first is that the LRTP include a system performance report that describes the condition and performance of the transportation system with respect to required performance targets. In order to meet the reporting requirement, the standalone National Performance Measures Report is incorporated by reference into the LRTP. The companion National Performance Measures Report will continue to allow GTC to quickly respond to changes in performance targets established by NYSDOT and RGRTA without having to amend the LRTP in the interim years. The second requirement is that the LRTP include descriptions of progress regarding meeting the performance targets. In order to meet the description of progress requirement, the National Performance Measures Report will be amended to include progress made on meeting the performance targets. The revised National Performance Report will be brought to the Planning Committee in May.

She concluded by noting the entire Draft LRTP would be available for a final 30-day public review from April 12 through May 11 utilizing the PublicInput.com platform.

**Jay Gsell moved to approve the Draft *Long Range Transportation Plan 2045* for Public Review; Angela Ellis seconded the motion. The motion passed unopposed.**

#### **d) Related Activities**

1. Action concerning **approving the Draft *Transportation Conformity Determination for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045 and 2020-2024 Transportation Improvement Program*** for Public Review

Alex Kone reported that updating the Transportation Conformity Statement is triggered with the adoption of *LRTP 2045*. He noted that the Rochester MSA is in non-attainment for 1997 ozone standard, per a lawsuit involving the Environmental Protection Agency (EPA) and that conformity determinations have been required again since 2019. The most recent Statement was adopted in that year concurrent with the adoption of the *FFYs 2020-2024 TIP*.

He noted that the Statement has been updated and would be made available for 30-day public comment in conjunction with *LRTP 2045*. The Statement will then be submitted to FHWA and FTA who are responsible for issuing the official Conformity Determination. GTC has limited requirements as an 'Orphan Area' for the 1997 ozone standard including:

- Latest planning assumptions;
- Interagency consultation;
- Demonstration of Fiscal Constraint; and
- Identification of classified/non-exempt and Regionally Significant Projects.

Lastly, he provided a chart showing that the 4<sup>th</sup> highest ozone 8-hour averages from 2005-2020. The Rochester MSA has been in continuous improvement over that period and remains significantly below the EPA standard of 70 parts per billion. He added that he does not expect GTC to fall into non-attainment of the current standard, which was extended in 2020.

**Jay Gsell moved to approve the Draft *Transportation Conformity Determination* for Public Review; Angela Ellis seconded the motion. The motion passed unopposed.**

## 6. Reports

### a) Status of UPWP Projects

*GTC* - Jim Stack reported:

- *GTC* Strategic Planning: Staff is staying informed of the Biden Administration and Congressional negotiations on an infrastructure stimulus program and new surface transportation legislation to succeed the FAST Act. Member designated projects are being solicited for both the FFY 2022 Appropriations and the new surface transportation legislation. *GTC* staff has responded to a request for information from Senator Schumer's staff and met with Congressman Morelle's staff to discuss the TIP as it relates to member designated projects. *GTC* staff has also provided letters to sponsors indicating how projects proposed for member designated projects advance the LRTP and the ability to add it to the TIP if the funding request is successful.
- Long Range Transportation Plan Update/Implementation: The LRTP was discussed under Item 5.c.
- Genesee-Finger Lakes Scenario Tool: Pilot studies are being initiated to supplement the Genesee County Comprehensive Plan and the West Main Street Multimodal & Placemaking Study (UPWP Task 6816).
- I-490 Integrated Corridor Management (ICM) Plan: The Consultant has prepared a draft Alternatives memo and provided to *GTC* for initial review before going to the full Steering Committee.



- Travel Time Data Collection Program: A Request for Qualifications to identify a future vendor to continue to get this type of data after our current contract ends in late May was released February 12. We received one response by the March 12 deadline. The response was from our current vendor and was well done. We expect to get authorization to enter into a multi-year agreement at the May 6 RGRTA Board meeting.
- Lake Ontario State Parkway Lane Transportation Alternatives Feasibility Study: A remote final public meeting was held on March 15. One of the seasonal residents was able to join from Alabama, one of the benefits of being remote. The comment period was held open until the end of the month. Responses to comments have been made and the final report is being prepared. The project is expected to be presented for closeout at the May 13 meeting.
- Genesee-Finger Lakes Regional Performance Measurement Monitoring & Evaluation System: A Request for Qualification was released on January 29 with responses due March 12. We received six response and four of them have been invited to participate in an interview on April 9.
- Cross Asset Highway and Bridge Evaluation and Prioritization Tool: No new activity

*G/FLRPC* – James Stack and Joe Bovenzi reported:

- Regional Land Use Monitoring – Data collection is on-going.
- Implementing Complete Streets in the G-FL Region; A Guidebook: Pilot policy implementation with the Village of Penn Yan is on-going. There is an opportunity for a second community to develop a local policy.
- Regional Fleet Electrification Study: No updates at this time.

*Livingston County* – Angela Ellis reported:

- Livingston County Downtown Wayfinding Master Plan: The project close out was tabled earlier in the meeting.
- Livingston County Mobility Management Strategy: The existing conditions analysis is finalized and the following needs assessment has been provided to Steering Committee for review. The consultant is working on peer conversations and studying best management practices. The next steering committee meeting will discuss alternatives and recommendations.

*Monroe County* – Rochelle Bell and Jim Pond reported:

- Land Use Monitoring: One-third of responses have been received and follow up requests will be sent that have not yet responded.
- Monroe County High Accident Location Program: One additional location has been completed, totaling seventeen of the twenty-eight locations for 2020-2021.
- Monroe County Traffic-Signal/Sign Pole Asset Management: Data collection on the assets has begun and will continue through the spring.

*NYS DOT* – Joel Kleinberg reported:

- O'Rorke Bridge Operations and Maintenance Analysis and Strategy: This project was discussed earlier in the meeting under Item 5.a.2.
- Ramp Reconfiguration Study: The steering committee held a kickoff meeting on January 22<sup>nd</sup> where initial feedback was received. The inventory and data collection tasks are underway. A second steering committee is planned and will discuss the needs assessment.

*Ontario County* – Jody Binnix and Robert Williams reported:

- State Route 332 & Route 96 Sub-Area Study: The draft final report was provided to the Steering Committee and comments from the local jurisdictions and NYS DOT-Region 4 are being incorporated in the final draft.

*City of Rochester* - Robert Williams reported:

- West Main Street Multimodal Transportation and Placemaking Study: Turning movement data collection is underway. The fifth Steering Committee meeting was held on March 26<sup>th</sup>.

*RGRTA* - Eric Farr reported:

- RTS System Redesign: The new launch date for Reimagine RTS has been announced for May 17<sup>th</sup>. The mobile app for RTS On-Demand is being field tested.

*Wayne County* – Kevin Rooney and Jody Binnix reported:

- Wayne County High Accident Location Study: This project was discussed earlier in the meeting under Item 5.a.2.
- Ontario Midland Strategic Plan: The consultant is finalizing the Target Area Plans as part of the draft report. A final public meeting will review the draft report.

*Other Agencies* – GTC staff reported:

- Route 390 Multi-Use Trail Restoration and Safety Improvement Study: This project was discussed earlier in the meeting under Item 5.a.2.
- Village of Waterloo Circulation, Accessibility and Parking (CAP) Study: The first public meeting/open house was held February 23. A public input survey has been released and stakeholder interviews are underway.
- Village of Perry Transportation Safety and Access Study: The consultant is compiling existing conditions information. The first steering committee is being scheduled for late April following the Silver Lake Trail final design.
- Mt. Morris-Leicester Route 36 Corridor Study: This project was discussed earlier in the meeting under Item 5.a.2.
- Beh Industrial Park Traffic Optimization Study: A project kick-off was held March 31.

- Canandaigua Waterfront Active Transportation Plan: The consultant team held an internal design workshop and identified preliminary design alternatives. A Needs Assessment is in progress. An Existing Conditions document is expected this week.
- Gananda Parkway Pedestrian & Bicycle Active Transportation Plan: This project was discussed earlier in the meeting under Item 5.a.2.
- Middle Cheshire Road & Health Care Services Corridor Active Transportation Plan: This project was discussed earlier in the meeting under Item 5.a.2.

*Completed Projects:*

- Genesee Finger Lakes Region Local Update of Census Addresses 2020
- Regional Land Use Monitoring (2019)
- Monroe County Land Use Monitoring (2019)
- Phase II - Cayuga-Seneca Trail
- NYSDOT Safety Investigations and Analysis
- Vulnerable Users Safety Assessment Program Phases 1 & 2
- Honeoye Falls CAP Study
- Village of Avon Circulation, Accessibility & Parking
- Rochester Comprehensive Access & Mobility Plan
- Honeoye Hamlet Active Transportation Study
- Geneseo Active Transportation Plan
- Sodus Point Active Transportation Plan
- Maple Ridge Corridor Study
- Ontario County SR 364/CR 11 Active Transportation Corridor Plan

**b) TIP Staff Modifications**

Alex Kone reported that since the previous Planning Committee meeting that there were two Staff Modifications:

- Add New Non-Federal Funding - Genesee Valley Greenway Resurfacing and Enhancements (NYSOPRHP)
- Modify phases with change in Total Cost or Federal Share - Schoelkopf Rd over Cayuga Creek Bridge Replacement (Wyoming County)

**c) Status of *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045***

The update was provided in conjunction with Item 5.c.1.

**d) Federal Legislative and Funding Update**

*MUTCD Update*

Alex Kone reported that FHWA is soliciting comments on the update to the *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD). The NYS Association of MPOs has developed a fact sheet that provides a concise overview of many of the proposed changes. The fact sheet will be distributed to the Planning Committee. He noted that many of these changes have already been implemented across the region through provisional approval in the NYS supplement to the MUTCD.

### *Funding Update*

James Stack noted that NYSDOT is still awaiting guidance from USDOT regarding the use and distribution of the Supplement Appropriations and Coronavirus Relief funds. As previously noted, some of the funds are specific to bridges and other funds are specific to Large Urban areas. Once GTC has sufficient guidance, staff will work with NYSDOT-Region 4 and the TDC to identify TIP projects to take advantage of new funding.

Congress has reinstated Community Projects, formerly referred to as earmarks, into the upcoming FFY 2022 Appropriations process. It is expected that this process will continue in future years. The new process is intended to be conducted with a higher level of transparency than previous cycles. GTC staff participated in an online presentation by Congressman Morelle's office and stands ready to support local project proposals as appropriate. Any transportation related projects that need to be included in the TIP will be brought to this Committee at the first opportunity.

Congress has initiated development of a new Surface Transportation Legislation to replace the FAST Act. Similar to the annual Appropriations, the new legislation will have Member Designated Projects, formerly referred to as earmarks. GTC staff responded to a request for information from Senator Schumer's staff regarding what regional concerns and priorities should be considered in the new legislation. We also met with Congressman Morelle's staff to discuss the regional TIP and the ability to amend the TIP for projects that are funded. GTC staff have had interactions with several project sponsors to secure letters from the MPO indicating how the project advances the LRTP and to provide assurance that funded projects will be considered for inclusion in the TIP at the first opportunity.

The Biden Administration has released the American Jobs Plan proposal. While the multi-trillion dollar proposal covers a broad range of issues to support various jobs, the specific transportation measures include:

- \$115 billion to modernize 20,000 miles of bridge, highway, road, and main streets. Of note, the plan would address the 10 most nationally economically significant large bridges in need of reconstruction and the worst 10,000 small bridges.
- \$20 billion to improve road safety for all users. Of note, the proposal increases funding for existing safety programs and creates a new Safe Streets for All program that meshes well with our recent Vulnerable Users Safety study.
- \$85 billion to modernize public transit.

- \$80 billion for passenger and freight rail.
- \$174 billion to support the expansion of electric vehicles in both public and private fleets as well as personal vehicles, and for expansion of related charging infrastructure.
- \$20 billion for a new program to reconnect neighborhoods cut off by historic investments and ensure new projects increase opportunity, advance racial equity and environmental justice, and promote affordable access.
- \$50 billion to improve infrastructure resiliency, which meshes well with our critical transportation vulnerability assessments.

**e) Other GTC matters**

There were no other matters to report.

**f) Public Engagement Highlights**

Lori Maher reported there were seven new and ongoing public involvement opportunities in the region in the month of February. These included both GTC-led initiatives and local agency projects. She requested that project sponsors keep her informed of any additional public input opportunities so that GTC staff can support promotion of them.

**g) Member Agency and Partner Updates**

There were no updates.

**7. New Business**

There was no new business.

**8. Public Forum**

Nobody from the public spoke during the Public Forum.

**9. Next Meeting**

Scott Leathersich noted that the next meeting is scheduled for May 13, 2021 in Ontario County if conditions allow. Note, subsequent to the April 8 meeting, it was determined that the May 13 meeting will be held online.

**10. Adjournment**

The meeting adjourned at 12:15 PM.