

**GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING**

**February 21, 2020
8:30 a.m.**

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

GTC BOARD MEMBERS PRESENT

David LeFeber, Livingston County (Acting Chairperson)
Timothy Cutler, Genesee / Finger Lakes Regional Planning Council
Cosmo Giunta, Monroe County Supervisors' Association
Daniel Hogan, Monroe County – At Large
James McIntosh, Rochester – At Large
Ken Miller, Wayne County
Douglas Paddock, Yates County
William Santos, Monroe County Planning Board

ALTERNATE REPRESENTATIVES PRESENT

Uzoma Anukwe, Federal Transit Administration (FTA), representing Stephen Goodman
Kevin Bush, New York State Department of Transportation (NYSDOT), representing Marie Therese Dominguez
Bill Carpenter, Rochester Genesee Regional Transportation Authority (RGRTA), representing Donald E. Jeffries
Sean Carrington, NYS Thruway Authority (NYSTA), representing Matthew Driscoll
Stephen Golding, Empire State Development Corporation, representing Eric Gertler
Peter Ingalsbe, Ontario County, representing John Marren
Scott Leathersich, Monroe County At-Large, representing Jeffrey McCann
Gary Maha, Genesee County, representing Rochelle Stein
John Papponetti, Orleans County, representing Lynne Johnson
James Pond, Monroe County, representing Adam Bello
Mitchell Rowe, Seneca County, representing Robert Hayssen
Timothy Walsh, New York State Department of Environmental Conservation, representing Basil Seggos

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Dr. Joseph Carbone, Monroe County Legislature
Richard Marquis, Federal Highway Administration (FHWA)
Evelyn Martinez, Federal Aviation Administration (FAA)
Rebecca Ryan, Wyoming County
Loretta Scott, City of Rochester
Lovely Warren, City of Rochester
David L. Watson, Rochester City Planning Commission

OTHERS IN ATTENDANCE

Angela Ellis, Livingston County
Rochelle Bell, Monroe County
Jody Binnix, GTC staff
Joe Bovenzi, GTC staff
Jay Gsell, G/FLRPC
Joel Kleinberg, NYSDOT

Alex Kone, GTC staff
Chris Reeve, NYSDOT
James Stack, GTC staff
John Thomas, City of Rochester
Ed Muszynski

1. Call to Order and Roll Call

Acting Chairperson LeFeber called the meeting to order at 8:42 a.m.

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

2. Public Forum

There were no comments.

3. Approval of Minutes

Acting Chairperson LeFeber noted that draft minutes from the December 10, 2020, GTC Board meeting were included in the meeting package.

Bill Carpenter moved to approve the minutes from the December 10, 2020 Quarterly Meeting; Scott Leathersich seconded the motion. The motion passed unopposed.

Acting Chairperson LeFeber added that minutes from the January 7, 2021 Planning Committee meeting and the draft minutes from the February 11, 2021 Planning Committee meeting were provided for informational purposes.

4. Communications and Announcements

James Stack noted the following changes to the member of the Board:

- By his election as the President of the Monroe County Supervisors' Association, Cosmo Giunta is a Member of the GTC Board.
- Jerry Davis has been designated as an Alternate to the GTC Board representing Wyoming County Board of Supervisors Chairperson Rebecca Ryan.

He also congratulated Joe Bovenzi on completing his Masters of Public Administration in December through SUNY Brockport. He noted his perfect 4.0 GPA while working full time and keeping up with all his work responsibilities.

5. Reports and Action on Old Business

a. Planning Committee Report

Scott Leathersich reported that the Planning Committee met remotely on January 7th and February 11th and recommends that the GTC Board:

- Adopt the *FY2021-2022 Unified Planning Work Program*
- Accept reports as evidence of completion of two Unified Planning Work Program tasks:
 - NYSDOT Safety Investigations and Analysis (UPWP Task 6232);
 - Vulnerable Users Safety Assessment Program (UPWP Task 6240);

- Village of Avon Circulation, Accessibility & Parking (CAP) Study (UPWP Task 6814); and
- Honeoye Hamlet Active Transportation Study (UPWP Task 8767);
- Amend the *FFY 2020-2024 Transportation Improvement Program* as requested by the City of Rochester and NYSDOT;
- Adopt the *Public Engagement Plan*; and
- Support the Wyoming County-requested Functional Classification System reclassification .

Additionally, the Planning Committee took the following action:

- Approved one administrative modification to the *FY 2020-2021 Unified Planning Work Program*s requested by GTC and NYSDOT-Region 4:
 - Genesee-Finger Lakes Regional Performance Measurement Monitoring and Evaluation System (UPWP Task 7620);
- Approved six administrative modifications to the *FFY 2020-2024 Transportation Improvement Program* as requested by the Town of Batavia, City of Rochester, Livingston County, and NYSDOT:
 - Increasing the Total Cost of the Rt 98 Rehabilitation and Intersection Improvements project (Town of Batavia);
 - Increasing the Total Cost of the CR 62 (Bronson Hill Rd) Rehabilitation (Livingston County);
 - Deferring a phase of the Bridge Steel Repairs at 40 Locations (NYSDOT);
 - Deferring a phase of the I-490 at I-590 Preventive Maintenance project (NYSDOT);
 - Increasing the Federal Share of the Pedestrian Safety Action Plan - Phase III (City of Rochester); and
 - Changing a Federal Share of the Dow Road over Bidwell Creek Bridge (Livingston County);
- Approved the Draft *Long Range Transportation Plan 2045* Recommendations for public review; and
- Approved the Draft *Title VI/Nondiscrimination Implementation Plan* for submission to the NYSDOT Office of Civil Rights.

b. GTC Staff Report

2045 Long Range Transportation Plan

James Stack reported that staff continues to work on the update to the Long Range Transportation Plan or LRTP. He noted that staff are on schedule to present the new LRTP to this Board in June. He added that staff presented a draft recommendations document to the Planning Committee on February 11. The draft recommendations were approved for a 30-day public review.

The draft recommendations were developed based on the work completed to date on the LRTP, which includes an analysis of regional demographic and socioeconomic information, an assessment of the current transportation system, a review of past accomplishments since LRTP 2040 was adopted in June 2016, and the identification of emerging issues and opportunities. Additionally, staff looked to recommendations from completed UPWP studies, guidance from the federal transportation legislation, and the feedback received from the public gathered during the summer of 2020.

He added that, as in year's past, the GTC LRTP is a policy-based plan that will guide investment decisions over the next 20 years. This LRTP does not recommend individual projects.

There are 78 recommendations grouped into five categories:

- Health and Safety
- Access and Equity
- System Management and Maintenance
- Sustainability and Resilience
- Economic Development

He noted that staff made a concerted effort to standardize the presentation of the recommendations. Recommendations are also identified as being on-going, near-term, mid-term, or long-term. Within the recommendations, there will be several Project Spotlights that show how the policy-based recommendations support actual projects.

The recommendations were released to the public on February 12 and we are accepting feedback through March 15. GTC staff held the first virtual Open House on February 23 and will hold another on March 2. Staff have made a concerted effort to offer a variety of ways for the public to get information and share their feedback. He reported that several articles have already been published and staff have paid advertising in today's special Black History issue of *Minority Reporter* in the hopes of reaching audiences that are traditionally not well represented in the transportation planning process.

2021 FTA/FHWA Joint Certification Review

James Stack reported that every four years, GTC is subject to an FTA/FHWA Joint Certification Review of our planning process to ensure the MPO is meeting federal requirements. The last Certification was presented to the Board in June of 2017. FHWA and FTA have been coordinating with staff on the next Certification.

He noted that the federal review team typically conducts a multi-day site visit. With the COVID situation, this is not feasible. As an alternative, the site visit has been scheduled to happen remotely on March 9th, 10th, and 11th. As part of the process, the Review Team, has scheduled individual conversations with Board Chairperson LeFeber and Planning Committee Chairperson Scott Leathersich on March 8.

Additionally, there will be two roundtable discussions on March 12. The first will open to Board and Planning Committee members and alternates. Staff will send a WebEx invitation to join the meeting. The second will be open to various stakeholder groups we work with and the general public.

c. Old Business

1. Federal Legislative and Funding Update

James Stack reported that Congress and the Administration have come to agreement on all of the FFY 2021 Appropriations bills and the President signed them into law on December 27. These Appropriations fully fund the federal government operations through September 30. Of note, the Appropriation includes:

- \$1 billion in Better Utilizing Investments to Leverage Development, or BUILD, grants to provide funds large projects that support economic development.
- \$2 billion of General Funds as a Supplement for Highway programs with \$1.08 billion specifically for bridge replacement and rehabilitation based on percent of deck area in poor condition. Each State will receive a minimum of \$6 million and a maximum of \$60 million.
- \$506 million of General Funds for Transit programs

He noted that New York will be receiving just under \$63 million from the Appropriations Supplement with suballocations that are dedicated to bridges, areas with population under 5,000, areas with populations from 5,000 to 200,000, urbanized areas over 200,000 population (like the Rochester urbanized area), and funds that can be used in any area of the state. For the Rochester urbanized area, we are expecting \$555,666 from the Appropriations Supplement.

In addition to the Omnibus Appropriations, the legislation includes a Coronavirus Relief Supplemental. Of note for Transportation, this Supplemental includes:

- \$10 Billion for States, which will be treated like Surface Transportation Block Group funds except they will be 100% federal
- The state will be receiving about \$417 million from the Coronavirus Relief Supplemental with suballocations that are dedicated to urbanized areas over 200,000 population (like the Rochester urbanized area), and funds that can be used in any area of the state.
- On a national level, nearly 15% of this will be suballocated to MPO areas over 200,000 population, such as GTC. New York's suballocation to these urbanized areas is close to 20%. For the Rochester urbanized area, we are expecting about \$3.9 million from the Coronavirus Relief Supplemental.

- \$14 Billion for Transit apportioned to transit agencies according to existing formula except they will be 100% federal. This includes about \$23.5 million for RTS.

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

2. TIP Staff Modifications Report

James Stack informed the Board that the TIP staff modifications report was included in the meeting package and is being provided for informational purposes. The nine modifications were reviewed by the TIP Development Committee and no objections were received. There were no questions.

6. Action Items

a. Adopting the *FY 2021-2022 Unified Planning Work Program / Proposed Resolution 21-1*

James Stack reported that Proposed Resolution 21-1 was reviewed and recommended for GTC Board approval by the Planning Committee at its February 11, 2021 meeting.

He noted that the Unified Planning Work Program, or UPWP, is the program of federally-funded transportation planning activities to be undertaken by GTC staff, its member agencies, and other jurisdictions in the Genesee-Finger Lakes Region. The Fiscal Year 2021-2022 UPWP will support planning activities for the period beginning April 1, 2021 and ending March 31, 2022. Projects included in the current UPWP that are not complete as of March 31, 2021 will be rolled over into the FY 2021-2022 UPWP.

GTC staff received 21 applications requesting about \$1.7 million and that staff were able to make about \$1 million available for projects. The UPWP Development Committee, or UDC, met in November and December. The efforts of the UDC resulted in a project list for public review and the full draft UPWP document. The Planning Committee approved a public review document and a draft UPWP, a 30-day public review from January 11 through February 9.

GTC staff received a few comments that were shared with the Planning Committee on February 11. None of the comments were significant enough to alter the list of projects recommended for funding. All of the comments were provided to the Board in the meeting package.

Kevin Bush moved to approve proposed Resolution 21-1; William Santos seconded the motion. The motion passed unopposed.

b. Accepting reports as evidence of completion of a UPWP Task

Acting Chairperson LeFeber suggested grouping proposed Resolutions 21-2 and 21-5 into a single action; no Member or Alternate objected.

James Stack noted that Proposed Resolutions 21-2 and 21-5 were reviewed and recommended for GTC Board approval by the Planning Committee at its February 11, 2021 meeting.

(1) Accepting the *NYS DOT Safety Investigations and Analysis* as evidence of completion of UPWP Task 6232 / Resolution 21-2

James Stack reported this project was conducted by NYS DOT – Region 4. The Executive Summary of the project starts on page 40 of the meeting package. The purpose of the project was to assist the NYS DOT – Region 4 Traffic Unit with highway safety investigations, that is standardized engineering procedures for evaluating and recommending countermeasure improvements to correct identified safety deficiencies.

The consultant team analyzed the Route 15/West Henrietta Road corridor from I-390 south to Route 252/Jefferson Road. The analysis focused on crashes over a three-year period. There were three key areas of recommendations including enhancing the safety for vulnerable road users, intersection improvements, and corridor countermeasures. NYS DOT is using this study to support a broader scoping effort for a significant capital project for this corridor.

(2) Accepting the *Vulnerable Users Safety Assessment Program* as evidence of completion of UPWP Task 6240 / Resolution 21-3

James Stack reported this project was conducted by the GTC staff. The Executive Summary of the project starts on page 48 of the meeting package. The purpose of the project was to conduct an analysis of crashes involving vulnerable users, that is bicyclists, pedestrians, motorcyclists, and horse & buggy users, for ten locations using the Roadway Safety Assessments methodology.

The first step was the identification of ten corridors that had a significant number of crashes involving pedestrians, bicyclists, and/or motorcyclists. These candidate locations were investigated through on-site Roadway Safety Audits, which is a structured method of analyzing roadway safety that involves a multi-disciplinary team and a toolbox of recommendations provided to address various concerns. Through the process of developing the RSAs, a series of planning program recommendations for GTC were included for future direction.

(3) Accepting the *Village of Avon Circulation, Accessibility & Parking (CAP) Study* as evidence of completion of UPWP Task 6814 / Resolution 21-4

James Stack reported this project was conducted by the Village of Avon. The Executive Summary of the project starts on page 56 of the meeting package. The purpose of the project was to develop a Circulation, Access, and Parking (CAP) study for the Route 5 & US 20 corridor from Polebridge Road to the

Genesee River Bridge to improve pedestrian, bicycle, and vehicle circulation and safety throughout the corridor.

The project evaluated prior plans and studies as part of an inventory that seeks to understand current and projected land use and transportation conditions from both physical and operational standpoints. The plan identified key needs through analysis of collected and obtained data, supplemented with public and stakeholder feedback. Recommendations focus on enhancing safety for all users through dedicated pedestrian and bicycle facilities to support non-motorized connectivity, including between residential neighborhoods and the Greenway Trail. The study includes implementation information such as conceptual level cost estimates, potential federal, state, and local funding opportunities, and follow-on activities.

- (4) Accepting the *Honeoye Hamlet Active Transportation Study* as evidence of completion of UPWP Task 8767 / Resolution 21-5

James Stack reported this project was conducted by the Ontario County and the Town of Richmond. The Executive Summary of the project starts on page 67 of the meeting package. The purpose of the project was to develop a comprehensive transportation plan element for Honeoye hamlet to become part of the Town's Comprehensive Plan addressing vehicular, parking, pedestrian, and recreational trail needs and incorporate a complete streets approach for the hamlet.

This plan builds upon previous efforts and develops new physical and regulatory recommendations that increase transportation options for residents and visitors, enabling improved access to destinations, services, and places of education and employment within Honeoye Hamlet. The report recommends specific facility, programmatic, and policy improvements which intend to enhance the livability of the hamlet and Main Street activity centers, preserve and enhance the hamlet's character and walkability; identify opportunities for improved connectivity and access for non-motorists; and leverage Honeoye Lake as an asset.

Jim Pond moved to approve proposed Resolutions 21-2 through 21-5; Ken Miller seconded the motion. The motion passed unopposed.

- c. Amending the *2020-2024 Transportation Improvement Program* / Proposed Resolutions 20-6 through 20-12

Acting Chairperson LeFeber suggested grouping proposed Resolutions 20-6 through 20-12 into a single action; no Member or Alternate objected.

James Stack noted that Proposed Resolutions 20-6 through 20-12 were reviewed and recommended for GTC Board approval by the Planning Committee at its November 12, 2020 meeting.

- (1) Amending the 2020-2024 TIP by increasing the Total Cost of the East Main Street Reconstruction project / Proposed Resolution 21-6 (City of Rochester)

This amendment is requested by the City of Rochester. This change is requested to align the TIP with the actual bids that were received while maintaining a 75% federal share on eligible activity. The City is taking advantage of the road reconstruction project to make utility improvements that avoid the need to cut into the new road after the reconstruction is complete, which is why the federal amount is only about 57% of the total cost.

- (2) Amending the 2020-2024 TIP by combining the Highway Preventive Maintenance – Group 1 and Group 2 projects / Resolution 21-7 (City of Rochester)

This amendment is requested by the City of Rochester. This change is requested to realize efficiencies in contracting and managing the two projects. The limits of the South Avenue project are being extended to avoid the need to address a short segment as part of a separate project that would disrupt the travelling public a second time. The segments that are being dropped are relatively short and will be addressed via other City projects. These changes result in a less costly project with funds free up for other projects.

- (3) Amending the 2020-2024 TIP by combining the I-390 from Rt 5/20 to Rt 251 and Rt 251 to I-90 projects / Resolution 21-8 (NYSDOT)

This amendment is requested by NYSDOT. This change is requested to realize efficiencies in contracting and managing the two adjacent projects. The project funds are being shifted from 88% federal to 100% State with funding from NYSDOT-Main Office. These changes free up funding for other projects. Even without the federal funds, the project is being kept on the TIP for informational purposes given its regional significance.

- (4) Amending the 2020-2024 TIP by increasing the Total Cost of the I-490 Bridges over Erie Canal and Kreag Road project / Resolution 21-9 (City of Rochester)

This amendment is requested by NYSDOT. When this project was added to the TIP, it only included early engineering phases. Now that the project design has advanced, NYSDOT has a better understanding of what is needed and what it will cost. Building on the previous commitment, NYSDOT-Main Office has provided statewide National Highway Freight Program and National Highway Performance Program funding to support the project. The balance of funding is coming from regional funds freed up by the I-390 project I just discussed. Given their proximity, these two bridges are being worked on together as their respective work zones overlap. Progressing the two bridges under a single project minimizes the impact to the travelling public via a shared work zone and schedule.

- (5) Amending the 2020-2024 TIP by increasing the Total Cost of the Rt 19 and Rt 98 over Erie Canal Rehabilitation project / Resolution 21-10 (City of Rochester)

This amendment is requested by NYSDOT. This change is requested to reflect the latest cost estimates given certain design decision made by the Canal Corporation and to adjust the respective cost share between NYSDOT and the Canal Corp.

- (6) Amending the 2020-2024 TIP by adding the Low Bridge Clearance Project/Wrong Way Driving project / Proposed Resolution 21-11 (NYSDOT)

This amendment is requested by NYSDOT. This change adds a new project to try to reduce the incidence of low bridge strikes and wrong way driving on expressways. Since the meeting package was sent, NYSDOT has requested a modification to the Resolution. Conversations are currently under way to determine if it makes sense for NYSDOT-Region 4 to administer the corresponding project for Region 6 based in Hornell. The additional clause in the Resolution would authorize any future TIP changes needed to effect this change without delay. Any such change will not impact the accomplishment or cost in our region.

Bill Carpenter asked about the potential impacts on the project by the additional clause in the Resolution. James Stack noted that there will no change to the scope of the Region 4 portion of the broader Statewide project. Chris Reeve confirmed that the change is administrative in nature to ensure that the TIP matches any eventual contractual amount. James Stack proposed the additional clarification "to incorporate a Region 6 project". Peter Ingalsbe agreed that it would be a friendly amendment to motion.

- (7) Amending the 2020-2024 TIP by reinstating the Pedestrian Safety Action Plan – Phase II project / Proposed Resolution 21-12 (NYSDOT)

This amendment is requested by NYSDOT. This change reinstates a previous project. Due to performance issues, NYSDOT had to cancel the previously awarded contract funded under the prior TIP. This action reinstates the project so that a new contract can be let and the project implemented as intended.

Peter Ingalsbe moved to approve proposed Resolutions 21-6 through 21-12; Scott Leathersich seconded the motion. The motion passed unopposed.

- d. Adopting the *Public Engagement Plan* / Resolution 21-13

James Stack reported that Proposed Resolution 21-13 was reviewed and recommended for GTC Board approval by the Planning Committee at its February 11, 2021 meeting.

GTC is required to have a documented participation plan that defines a process for providing individuals, affected public agencies, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning

process. Although federal regulations require reasonable opportunities, we prefer to ensure we do more so we can provide meaningful opportunities to participate.

The Public Engagement Plan, or PEP, is an action plan to involve and engage the public in transportation planning. The PEP guides the public, GTC staff, member agencies, and sponsors who administer GTC-funded projects and programs through the public participation aspects of transportation projects.

Meaningful and effective participation is essential to the successful implementation of a public plan, project, or program, and is necessary to ensure the needs of the local community are adequately addressed. All GTC planning work products, as well as major amendments to adopted plans and programs are covered by this Plan.

The Plan is organized into sections for each type of public involvement opportunity. Each includes a description of what it is, why it is important, the applicable public participation process, related publicity efforts, arrangements for accessibility and accommodations, contingency plans, how and when each is reviewed, amended and updated, and references for more detailed information. We strived to provide consistent guidance to manage expectations, but also leave room for flexibility to customize for different situations.

The Plan addresses:

- GTC Board & Planning Committee Meetings;
- Development of Core Work Products such as the LRTP, UPWP, and the TIP;
- Development of Other Required Products such as this Public Engagement Plan;
- Air Quality Conformity documents; and
- Project that are Federally-funded via the UPWP or the TIP.

Scott Leathersich moved to approve proposed Resolution 21-13; Bill Carpenter seconded the motion. The motion passed unopposed.

- e. Supporting Wyoming County-requested Functional Classification System reclassification / Resolution 21-14

James Stack provided the following report: Proposed Resolution 21-14 was reviewed and recommended for GTC Board approval by the Planning Committee at its February 11, 2021 meeting.

He explained that the Functional Classification System is a hierarchy of roads where individual roads are classified based on how they function for travel. These classification determines whether or not a road is eligible for federal aid.

County Road 31/Exchange street is mostly located within the Attica Urbanized Area and provides access to Attica Prison and the Wyoming County Correctional facility. The urban area boundary is at Meadow Lane at the southern edge of the Attica

Prison. This is not a public road and only provides access to the two correctional facilities.

From Meadow Lane north, the road is classified as an Urban Collector and is eligible for federal aid. From Meadow Lane south, the road is classified as a Rural Minor Collector and is not eligible for federal aid. James Stack noted that the distance of Exchange Street from Meadow Lane to its terminus at Dunbar Road is short, only .15 miles and is a logical terminus for federal aid purposes.

Wyoming County is requesting that the classification of this short section be changed from Rural Minor Collector to Rural Major Collector. This change would make the full length of Exchange Street eligible for federal funds. The process to make such a change starts with concurrence of the MPO. The request is then sent to NYSDOT-Main Office for consideration. Upon their concurrence, the request is submitted to the Federal Highway Administration's New York Division for approval or denial.

Jim Pond moved to approve proposed Resolution 21-14; Peter Ingalsbe seconded the motion. The motion passed unopposed.

- f. Supporting the Transportation, Economic Development and Environmental Conservation (TED) Bill

James Stack reported that the New York State Fiscal Year 2022 Executive Budget, as proposed by Governor Cuomo, includes a number of related bills, under Article VII of the State Constitution, related to implementing the core appropriations bills. These Article VII bills focus on amending State laws governing programs and revenues that have an impact on the budget.

On February 5th, Ron Epstein, NYSDOT Executive Deputy, shared with the NYS Association of MPOs that NYSOT has proposed two particular legislative initiatives, Parts A and B, of the Transportation, Economic Development, and Environmental Conservation bill. He indicated that NYSDOT would appreciate support from the respective MPOs.

Part A is focused on deterring bridge strikes on state parkways. The purpose of this bill would increase the fines for over height vehicles violating restrictions and for operating a commercial vehicle illegally on a State Parkway, enhance commercial vehicle owner responsibility to avoid such incidents, and prohibit the use of general consumer-grade global positioning system (GPS) devices for the routing of commercial vehicles and instead require the use of commercial-grade GPS devices specifically designed for commercial and over height vehicles.

Part B is focused on addressing safety of transportation workers, pedestrians, and the public. The purpose of this bill would enhance the safety of transportation workers, pedestrians, bicyclists, and the traveling public by increasing fines and penalties for violations and by clarifying responsibility and authority relating to accident clearance.

The Planning Committee considered this proposal and offered up two points of clarification on Part A. First, the legislation should clarify that municipal and other public fleet owners are not subject to these new provisions, which are applicable to private commercial fleets. Second, the legislation should clarify that these new provisions are applicable to State-owned, limited access Parkways and not other public roads that have the word "Parkway" in their name.

James Stack noted that since the meeting package was sent out, GTC staff received clarification that the letter should be addressed to the respective chairpersons of the State Assembly and Senate Transportation Committees.

He noted that Council action would authorize and direct the Executive Director to submit a letter of support for these two legislative initiatives to Assemblyman William Magnarelli and Senator Kennedy Timothy Kennedy. The remaining delegation from our region and our partners at NYSDOT will be copied.

William Santos moved to authorize the Executive Director to submit a letter of support on behalf of the Council; Kevin Bush seconded the motion. The motion passed unopposed.

8. New Business

Kevin Bush announced his upcoming retirement from NYSDOT. He thanked the Council for their collaborative efforts.

9. Next Meeting

Acting Chairperson LeFeber stated that the next GTC Board meeting is scheduled for June 10, 2021 and is tentatively scheduled to be held at the Henrietta Town Hall.

10. Adjournment

William Santos moved to adjourn the meeting; Jim Pond seconded the motion. The motion passed unopposed.

The meeting adjourned at 9:45 a.m.