

**GENESEE TRANSPORTATION COUNCIL
PLANNING COMMITTEE MEETING**

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

**May 23, 2024
9:30 a.m.**

PLANNING COMMITTEE MEMBERS PRESENT

Devin Blue, Wyoming County
John Boser, NYS Thruway Authority
Angela Ellis, Livingston County
Tim Hens, Genesee County
Kevin Kelley, City of Rochester – Planning Commission
Scott Leathersich, Monroe County – At-Large
Yixuan Lin, Monroe County (Monroe County Planning Board)
Saúl Maneiro, Monroe County Legislature
John Papponetti, Orleans County
Richard Perrin, City of Rochester (Mayor)
David Riley, City of Rochester – At Large
Kevin Rooney, Wayne County
Richard Sutherland, Genesee/Finger Lakes Regional Planning Council

ALTERNATE REPRESENTATIVES PRESENT

Eric Farr, Rochester Genesee Regional Transportation Authority, representing Miguel Velázquez
Joel Kleinberg, NYS Department of Transportation, representing Chris Reeve
Jason Rearick, Seneca County, representing Jill Henry

PLANNING COMMITTEE MEMBERS ABSENT AND UNREPRESENTED

Ben Fischer, Federal Highway Administration
Stephen Golding, Empire State Development Corporation
David Lindsay, Monroe County – At-Large
Evelyn Martinez, Federal Aviation Administration
Douglas Rapalee, Yates County
James Smith, Rochester City Council
Jennifer Terry, Federal Transit Administration
Bill Wright, Ontario County
Thomas Frys, Monroe County (Executive)
Vacant, Monroe County Supervisors' Association
Vacant, NYS Department of Environmental Conservation

OTHERS IN ATTENDANCE

Al Bartolotta, GTC Staff	Jennifer Lochner, NYSDOT
Jody Binnix, GTC staff	Lori Maher, GTC staff
James Bragg, Wyoming County	Corinda Reaves, RGRTA
Joe Bovenzi, GTC staff	Terry Rice, Barton and Loguidice
John Caterino, Town of Greece Planning	Chris Sichak, Erdman Anthony
Karen Cox, Monroe County DOT	James Stack, GTC staff
Mike Croce, Colliers Engineering	Chris Snyder, GTC staff
Henry Herdzik, Monroe County DOT	Chris Tortora, GTC staff
Lora Leon, NYSDOT	Jason Wolfanger, Livingston County

1. Call to Order & Introductions

Scott Leathersich, Planning Committee Chairperson, called the meeting to order at 9:32 a.m. Joe Bovenzi conducted a roll call of Committee members and alternates. The names of other attendees were captured from meeting login information.

2. Public Forum

No one from the public spoke during the Public Forum.

3. Approval of Minutes

Joel Kleinberg moved to approve the minutes from the February 15, 2024 Planning Committee meeting; Richard Perrin seconded the motion. The motion passed unopposed.

4. Announcements and Old Business

Jim Stack reported:

- On April 15, Chris Snyder joined the GTC staff. His primary focus is managing the TIP. He will also manage UPWP studies.
- On May 17, Charlie Rieck resigned for personal reasons. Given that this position is focused on Active Transportation, and we are entering peak season, we will try to fill this position ASAP.

5. Action Items

a) Unified Planning Work Program (UPWP)

1. Action concerning consideration of UPWP Project Scopes of Work
 - a. Task 5905 – Genesee-Finger Lakes Regional Thruway Detour Route Management Plan

Joe Bovenzi presented the project scope of work. He reported that the purpose of this project is to develop a plan for managing traffic along the Thruway detour routes in the event of a major incident that requires closure of a section of I-90 between two interchanges. This project will improve the ability of regional transportation agencies to monitor traffic conditions and manage traffic on the detour routes. The detour routes have already been identified by the Thruway Authority, and this project will work with the existing detour routes instead of identifying new ones. Key stakeholders will include the Thruway Authority, New York State Department of Transportation, and county highway, law enforcement, and emergency management agencies. This project will also include coordination with the appropriate agencies to the east and west of the GTC planning region. The project will follow a standard planning process, including developing an inventory of current ITS deployments along the detour routes and the status

of interagency coordination activities; conducting a needs assessment to identify desired future ITS capabilities; and developing recommendations, including the preferred locations and functionality of future ITS deployments, staffing needs and interagency operations agreements, and an asset management strategy for both current and future ITS deployments. This planning process could be replicated on other Thruway detour routes in other parts of the state.

Tim Hens reported that Genesee County has partnered with Waze and other organizations that manage commercial Global Positioning Systems (GPS) services to better communicate road closures and weather conditions to truck drivers. During past severe weather events, GPS has led to trucks getting stuck on county roads after they exited the Thruway, and now the county can better communicate road closures to drivers. Jim Stack noted that GTC staff would follow up with Tim on this topic as the project advances.

b. Task 6612 – Wyoming County Route 20A Truck Freight Corridor Study

Lora Leon presented the project scope of work. The objective of this study is to enhance the movement of truck freight throughout the Route 20A corridor in Wyoming County by reviewing the existing restriction on trucks westbound through Warsaw, truck route signing for Route 20A westbound, and investigating other ways to enhance safety for freight movement in the corridor. In the 1960s, the crash of a gasoline tanker led to the existing truck restriction westbound on Route 20A. This was done many years ago and with today's technologies, this existing restriction should be revisited to determine if it is still necessary. Currently, trucks need to travel approximately 21.5 miles extra to avoid the restrictions.

There is a railroad bridge over Route 20A in Warsaw that presents another obstacle due to the bridge height and width of the roadway, posing a challenge for truck traffic to traverse the corridor. There is also a hill east of Route 77 in the Town of Sheldon that can pose concerns for trucks, especially during snow and ice season. Another concern in the area is that the westbound truck route signing is insufficient and does not meet current standards. Trucks still mistakenly travel through the area or turnaround causing public complaints.

c. Task 7579 – Mount Read Boulevard Corridor Study Update

Lora Leon presented the project scope of work. The objective of this study is to develop a strategy for addressing transportation needs that ensures mobility, safety, multi-modal opportunities, and explore opportunities to assess the impact of the transportation footprint of the Mount Read Boulevard Corridor between Route 31 and Route 104 in the City of Rochester. In 2014, the City of Rochester conducted a Mount Read Boulevard Corridor Study. Since then, the New York State Department of Transportation has implemented some of the suggested improvements. There have been

land use changes, a new infrastructure law, and the pandemic that have change the corridor dynamics, indicating a need for a reevaluation. The main focus will be the redesign of the transportation corridor to address current and future anticipated community needs.

Richard Perrin moved to approve the UPWP Scopes of Work for Tasks 5905, 6612, and 7579; Yixuan Lin seconded the motion. The motion passed unopposed.

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

- a. Task 6632 – Canal Ponds Business Park Connectivity Study

John Caterino presented the project closeout. The purpose of the project was to develop a connectivity plan for the Canal Ponds Business Park, with special consideration given to the Business Park's connection with Lexington Avenue in the Town of Greece. Four alternative alignments were considered. John explained each alignment to the committee. The study also identified two potential connections between the Empire State Trail and the Route 390 Multi-Use Trail.

Scott Leathersich asked if a preferred alternative was selected.

John replied that the committee did not select a preferred alternative. The study provided planning level concepts for realignment and a further detailed-engineering level analysis is needed before a preferred alternative may be selected.

Kevin Kelly noted that the City of Rochester is amenable to partnering with the Town of Greece to connect to the Route 390 Multi-Use Trail in the future.

Joel Kleinberg moved to accept the report as evidence of completion of UPWP tasks; Saúl Maneiro seconded the motion. The motion passed unopposed.

3. Recommendation to the GTC Board concerning amending the *FY 2024-2025 Unified Planning Work Program* to reflect the contribution of actual FY 2023-2024 rollover amounts / Proposed Council Resolution 24-09

Jim Stack presented the budget amendment for the *FY 2024-2025 Unified Planning Work Program* (UPWP). The UPWP includes estimated rollover amounts for several projects that were not expected to be completed by March 31, 2024. These estimated rollover amounts were based on actual expenses through the second quarter of FY 2023-2024 (i.e., September 30, 2023). Now that the accounting for FY 2023-2024 has been closed out, the budgets for these projects for FY 2024-2025 can be adjusted to reflect actual rollover amounts.

Jim noted an exceptional increase in Task 1600 – Program Reserve as noted in Column B. This is a function of the actual GTC staff Salary, Fringe, & Overhead coming in significantly under budget. When the FY 2023-24 budget was developed, GTC was fully staffed and new positions were anticipated. The GTC Executive Committee approved creating new positions and a staff reorganization in mid-October, or a little more than halfway through the fiscal year. Of the new positions, only one was filled before the end of the fiscal year and that happened in the fourth quarter. GTC also experienced turnover with a Program Manager position staying vacant for about five months. After the departure of the Assistant Director in the second quarter, the position was altered as part of the mid-October reorganization. A position focused on managing the TIP remained unfilled for eight months through the end of the fiscal year. Of the \$473,132 identified in Column B, the staff savings account for \$452,696 (96%) with the remaining \$20,436 coming from savings on completed projects.

Given the significant savings, staff recommends working with member agencies to identify potential projects for consideration and recommendation by the UPWP Development Committee such that new projects may be considered for adding to the UPWP in August (i.e., off-cycle) rather than waiting until the FY 2025-26 UPWP to program the funds.

Karen Cox noted that there may be an opportunity to use the excess funding to review the Genesee Valley Park bridges.

Jim noted that GTC has been meeting with NYSDOT, the City of Rochester, the Landmark Society, and the Rochester Olmsted Parks Alliance concerning this project and it will likely be submitted for funding as part of the UPWP solicitation in the fall.

Karen Cox moved to accept the report as evidence of completion of UPWP tasks; Angela Ellis seconded the motion. The motion passed unopposed.

b) Transportation Improvement Program

1. Action concerning modifying the *FFYs 2023-2027 TIP* / Planning Committee Resolutions 24-03 through 24-05
 - a. Deferring a phase of the I-490 over Railroad Bridge Replacement project / Proposed Planning Committee Resolution 24-03
 - b. Deferring a phase of the Rt 31 over I-490 Bridge Replacement project / Proposed Planning Committee Resolution 24-04
 - c. Deferring a phase of the Rt 18 over Oak Orchard Creek Bridge Replacement project / Proposed Planning Committee Resolution 24-05

Joel Kleinberg reported that NYSDOT is requesting the same change for all three of these projects because they are all in the same situation. The project development process was on schedule, but FHWA requested that these projects be sent to them for review. One reason is that project costs in

general have increased; another reason is that FHWA is asking to review more projects. This review adds time to the project development process and means that the design approval document will not be ready until the next federal fiscal year. Funds cannot be obligated until design approval is achieved, so if these phases are not deferred, the federal aid could be lost. There is no change in overall project cost. The only change is that these phases are being deferred by one year.

Richard Sutherland moved to approve Planning Committee Resolutions 24-03 through 24-05; Richard Perrin seconded the motion. The motion passed unopposed.

- a. Recommendation to the GTC Board concerning amending the *FFYs 2023-2027 TIP* / Proposed Council Resolutions 24-10 through 24-23

- a. Deleting the NYSDOT Structures Job Order Contract (FFY 2024) project / Proposed Council Resolution 24-10
- b. Deleting the NYSDOT Overhead Sign Structures Job Order Contract (FFY 2024) project / Proposed Council Resolution 24-11
- c. Deleting the NYSDOT Highway Job Order Contract (FFY 2024) project / Proposed Council Resolution 24-12

Joel Kleinberg reported that the three Job Order Contract (JOC) projects all have the same issue. Typically, when FHWA approves a federal-aid project, they require the project sponsor to identify a specific location and scope. The JOC program was a FHWA pilot program that allowed some flexibility for sponsors to identify the location of preventive maintenance work, as long as the work was done on interstate routes. However, the pilot has ended, and these projects cannot be progressed without that program. NYSDOT is requesting that the funds on these projects be moved to another project to accomplish similar work on the same facilities and these specific projects be deleted from the TIP.

- d. Combining the Replace 40-ft buses (FFY 23) and the Replace 40-ft buses (FFY 24) projects / Proposed Council Resolution 24-13

Eric Farr reported that a group of new buses were on order, but the manufacturer pulled out of the North American market, so the order was cancelled. There is still a need for replacement buses so new buses will be acquired from a different manufacturer. This change reflects increases in both the number of buses that will be purchased as well as the costs of the buses.

- e. Increasing the Total Cost of the Rt 332 Corridor High Visibility Signal Enhancements project / Proposed Council Resolution 24-14

Joel Kleinberg reported that this project is nearing PS&E approval, but that staff have identified cost increases due to traffic signal related work. These increases are due to installing conduit that has caused greater than anticipated impacts to the pedestrian network. The requested increases in Construction and Construction Inspection phase funding will cover the

additional work. This increase will be covered with Highway Safety Improvement Program (HSIP) funds, which are restricted but can be used on this project.

- f. Increasing the Total Cost of the Replace Paratransit Buses – (FFY 2024) project / Proposed Council Resolution 24-15

Eric Farr reported that RGRTA reevaluates its capital projects on an annual basis. Based on that reevaluation, there is a need to change the number of paratransit buses that will be acquired this federal fiscal year. The cost increase will cover the purchase of needed vehicles to accommodate fleet replacement goals.

- g. Increasing the Total Cost of the Preventive Maintenance – RTS & RTS Access (FFY 2024) project / Proposed Council Resolution 24-16

Eric Farr reported that the cost of this project will be increased to align with RGRTA's revised capital plan.

- h. Increasing the Total Cost of the Operations Building Improvements project / Proposed Council Resolution 24-17

Eric Farr reported that this cost increase will cover work needed to accommodate hydrogen fuel cell buses. RGRTA had previously applied Carbon Reduction Program (CRP) funding to this project and is now ready to bid out the work.

- i. Reinstating the Connection Hubs – Phase II project / Proposed Council Resolution 24-18

Eric Farr reported that this project will provide additional funding to replace a connection hub currently located in Irondequoit Plaza. The connection hub needs to be relocated because of redevelopment plans in the plaza and will be moved to a nearby property south of the current location.

- j. Adding the Replace 10 On Demand Vehicles (FY 24) project / Proposed Council Resolution 24-19

Eric Farr reported that this project will provide funding to replace On Demand vehicles. In 2021, RTS On Demand service was established as part of the Reimagine RTS project. In areas where fixed routes were scaled back, a new On Demand service implemented. These small vehicles have a shorter replacement cycle than heavy duty buses.

- k. Adding the Sprinkler Water Main Replacement project / Proposed Council Resolution 24-20

Eric Farr reported that this project is for needed upgrades to the fire suppression sprinkler system on the RGRTA East Main Street campus. Recently, there was a water main break that impacted potable water to the campus. To avoid a similar situation with the fire suppression system, RTS wishes to replace this water main before it fails.

- I. Increasing the Total Cost of the I-590 Bridges over Rt. 31 and Allens Creek Rd project / Proposed Council Resolution 24-21

Joel Kleinberg reported that some of the funds from the JOC projects that are being deleted from the TIP will be added to this project. Those funds were intended to be used on the interstate system, and for the type of work being done on this project. NYSDOT-Main Office has a new requirement for grooved in markings and is providing funds to the region to cover this requirement. Cost estimates have increased, so the state is adding more non-federal aid onto the project through a Non-Participating Share (NPS).

- m. Increasing the Total Cost of the NYSDOT Pavement Markings (FFY 2025) Eastside project / Proposed Council Resolution 24-22

Joel Kleinberg reported that this is a regular annual project done to maintain pavement markings. In July 2022, NYSDOT reported that the cost of this project had increased faster than inflation. Costs have increased for paint, and the new grooved in pavement marking requirement added expenses. Funds managed by NYSDOT-Main Office will be added to the project.

- n. Adding the 2024 FTA Section 5310 projects / Proposed Council Resolution 24-23

Jim Stack reported that the Federal Transit Administration (FTA) Section 5310 program provides funding for projects that support transportation options for elderly and people with disabilities. NYSDOT-Main Office coordinates a process to review and select projects under this program; this process has been long established. Main Office provided the list of awarded projects to GTC, and these projects must be added to the TIP. They include vehicle purchases and operating assistance as well as mobility management services. These projects represent new funding to the region.

Angela Ellis moved to recommend approval of Resolutions 24-10 through 24-23; Karen Cox seconded the motion. The motion passed unopposed.

c) Long Range Transportation Plan

1. (No Action Items)

d) Related Activities

1. (No Action Items)

6. Reports

a) Status of UPWP Projects

GTC - Jim Stack reported:

- GTC Strategic Planning: The lease for new office space is going through the signature process.
- Long Range Transportation Plan Update/ Implementation: No activity to report.

- Genesee-Finger Lakes Scenario Tool: No activity to report.
- Staff Technical Assistance: A draft report for the sidewalk assessment in the former Village of Lyons has been developed. We need to determine how the Town wants to receive the data. Staff met with NYSDOT in April to compare this technique to traditional methodology. The conclusion is that the LiDAR approach is good for planning but not sufficient for the documentation required for construction projects. This could still be useful as a screening tool.
- Household Travel Data Collection: No activity to report.
- Active Transportation Program: No activity to report.
- Complete Streets Program: No activity to report.
- Safety Planning: No activity to report.
- Regional Safety Plan: No activity to report.
- Security & Resiliency Planning: No activity to report.
- Genesee-Finger Lakes Regional Resiliency Plan: Proposals were due March 1. A preferred consultant was identified. RGRTA authorization to enter into a contract is expected on June 27.
- Genesee-Finger Lakes Regional Thruway Detour Route Management Plan: Presented Scope of Work under Agenda Item 5.a.1.c.
- 2024 Eclipse Planning: Staff continued to participate in various stakeholder meetings (Rochester Task Force, Monroe and other county emergency management offices). We are not aware of any serious crashes attributable to eclipse traffic. Traffic impacts were minimal and localized. Typical resident traffic was down significantly, which helped.
- Congestion Management Process (CMP): No activity to report.
- Travel Time Data Collection Program: No activity to report.
- Rt 96 over Rt 14 Strategic Divestment Analysis: Consultant completed the Transportation Needs Assessment and Benefit Cost Analysis. Next Steering Committee meeting is scheduled for June 14.
- Greater Rochester Transportation Management Association Feasibility Study: Consultant completed a Stakeholder Survey and a draft inventory memo. Focus group meetings started week of May 20.
- Regional Freight Plan Update: Consultant completed a Regional Freight & Economic Profile Conditions Update memo and developed a survey. Staff recorded a "Welcome Video" and has scheduled "Office Hours" to get initial input.
- Regional Trails Initiative Update: The RFP was released on April 12 with Proposals due May 24. We distributed 14 RFP packages.

G/FLRPC – Richard Sutherland reported:

- *G/FLRPC* Regional Land Use Monitoring (CY 2023): Sent out survey requests to municipalities. Reduced numbers than previous years, encouraging municipalities

to respond. Starting to record data.

- Regional Land Use Monitoring Report Dashboard: Not yet started.
- Genesee-Finger Lakes Region Population Forecast 2060: Not yet started.
- Regional Alternative Fuel Vehicle Infrastructure Tools: No activity to report. New staff member will be able to lead this when they start in 3-4 weeks.

Monroe County – Yixuan Lin and Scott Leathersich reported:

- Land Use Monitoring (CY 2023): Surveys sent out in March. Received 25 of 30, still need the Town of Irondequoit and some villages. Starting data analysis.
- Traffic Signal Preemption Study: Consultant working on transition memo and business practices memo.
- High Accident Location Program: No activity to report.
- Monroe County Comprehensive Active Transportation Implementation Plan: Not yet started.

NYS DOT – James Stack and Joe Bovenzi reported:

- TIP Best Practices Study: Staff reframed the RFP and reissued it on March 22 with Proposals due April 12. Two Proposals were received, and a preferred consultant was identified. The draft contract is nearly finalized and is expected to be executed within the next two weeks.
- Wyoming County Route 20A Truck Freight Corridor Study: Presented Scope of Work under Agenda Item 5.a.1.b.
- Mount Read Boulevard Corridor Study Update: Presented Scope of Work under Agenda Item 5.a.1.c.

Ontario County – Jody Binnix reported:

- Ontario County Freight Rail Corridor Development Plan: Finger Lakes RR hosted the Steering Committee on a rail tour on April 17 to see the corridor from the track perspective. The consultant team provided a draft Corridor-Level Suitability Analysis. The Steering Committee met on May 21.
- Ontario County Access Management, Complete Street, and Resiliency Project: Not yet started.

City of Rochester – David Riley and Jody Binnix reported:

- ADA Right-of-Way Transition Plan: The contract is being finalized.
- Joseph Avenue ArtWalk Master Plan: The consultant team is under contract. Formed a project committee. A kick-off meeting is scheduled for later today. First committee meeting is in June.
- Genesee Riverway Trail Completion Study: Signed the contract, meeting is next week with GTC, City, and Colliers to start the project.
- Inner Loop North Mobility and Development Strategy: A consultant team has

been selected. The Scope of Work is being finalized.

- City of Rochester Alleyway Reactivation and Conversion Program: Not yet started. Need to finalize scope of work.

RGRTA – Jim Stack, Jody Binnix, and Corinda Reaves reported:

- Origin-Destination Study: A draft report is ready.
- Service Performance Monitoring and Refinement: Updates have been identified and the Bay Road route will be extended to the Waring Road Plaza. This will improve access to many community resources located in the plaza.
- Rural On Demand Transit Study: Project is ready for closeout at the next PC meeting.

Wyoming County – Jim Stack reported:

- Wyoming County Priority Investigation Locations Program: The contract was fully executed on April 16. A Project Advisory Committee has been identified. Consultant tested pulling data from the NYSDOT CLEAR tool.

Other Agencies –

Jim Stack reported:

- Canal Ponds Business Park Connectivity Study: Presented for Close Out under Agenda Item 5.a.2.a.
- Town of Gates Active Transportation Plan – Not yet started.
- Hamlet of Ontario Center Active Transportation Plan – Not yet started.

Joe Bovenzi reported:

- Village of Fairport Zoning Code Update: The first Steering Committee meeting was held February 15. Staff helped create a public engagement portal on GTC's PublicInput.com platform. The second Steering Committee meeting was held on March 28. Multiple public input sessions were held on the week of May 20.

Chris Tortora reported:

- Town of Rush Comprehensive Active Transportation Plan: The project kick-off meeting was held March 26. Staff helped create a public engagement portal on GTC's PublicInput.com platform. The Project Advisory Committee meeting and walking tour were held May 13.

b) Status of SS4A Program

Jim Stack reported that the SS4A program is progressing. Staff worked with FHWA-NY to complete the grant agreement template. After the first review, FHWA staff indicated that GTC would need to follow the NEPA process to implement the project. However, staff was able to clarify that SS4A funds are intended only for planning, not for implementing on-road changes and therefore it was determined that NEPA was not necessary for planning activities. The final draft of the grant agreement was

submitted to FHWA Headquarters on May 16.

Staff is drafting a Request for Letters of Interest to pre-identify firms that are interested in the RFP package. Staff will compile a list of interested firms, which can also facilitate different firms partnering given the amount of work that is required. The ideal consultant team will blend national expertise with local knowledge. The plan is to release the RFPs in June, which will facilitate contract execution shortly after the grant agreement is signed.

c) TIP Staff Modifications

Jim Stack reported that since the last Planning Committee meeting, five staff modifications received concurrence from the TIP Development Committee. A report was included in the meeting package.

d) Federal Legislative and Funding Update

USDOT Discretionary Programs

Jim Stack provided an overview discretionary funding opportunities through USDOT. Jim noted several open USDOT grant opportunities as well as several anticipated to be released this summer.

e) Other GTC Matters

No report provided.

f) Public Engagement Highlights

Jim Stack reported on the various public engagement events that took place over the past few months.

g) Member Agency and Partner Updates

Angela Ellis reported that Livingston County was recently notified that it had received a \$1.5 million award from the Environmental Protection Agency (EPA) for brownfield remediation. This award will support efforts to clean up several brownfields in the county, including a location within the hamlet of Lakeville. The recently completed Lakeville Corridor Strategic Plan, which included recommendations on stormwater management and environmental improvements, was a key resource that supported the county's grant application. She thanked the committee for its support of that project.

7. New Business

a. Adding the Rochester Genesee Regional Transportation Authority: ADA Compliant Bus Stops project / Proposed Council Resolution 24-24

Jim Stack reported that following distribution of the meeting package, RGRTA alerted GTC staff that an additional TIP amendment to add the "Rochester Genesee Regional Transportation Authority: ADA Compliant Bus Stops" project was required. RGRTA received \$500,000 in federal funding for this project through the FFY 2024

Transit Infrastructure Grants – Community Project Funding/Congressionally Directed Spending program. This project will support improvements to bus stops that will bring them into compliance with Americans for Disabilities (ADA) requirements. The total cost of the project is \$625,000. These funds are not available to any other projects and represent new funding to the region.

Joel Kleinberg moved to recommend approval of Resolution 24-24; Richard Sutherland seconded the motion. The motion passed unopposed.

8. Public Forum

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

9. Next Meeting

Scott Leathersich reported that the next meeting is scheduled for July 11, 2024. All materials for items to be considered at this meeting should be submitted to GTC staff no later than Friday, June 28, 2024.

10. Adjournment

The meeting was adjourned at 11:27 AM.