

**GENESEE TRANSPORTATION COUNCIL
QUARTERLY BOARD MEETING**

**Rochester-Genesee Regional Transportation Authority
1372 East Main Street
Rochester, NY
and via PublicInput.com**

August 26, 2021

GTC BOARD MEMBERS PRESENT

David LeFeber, Livingston County (Acting Chairperson)
Daniel Hogan, Monroe County – At Large
Cosmo Giunta, Monroe County Supervisors' Association
Ken Miller, Wayne County
Rochelle Stein, Genesee County

ALTERNATE REPRESENTATIVES PRESENT

Uzoma Anukwe, Federal Transit Administration, representing Stephen Goodman
Rochelle Bell, Monroe County Planning Board, representing William Santos
Bill Carpenter, Rochester Genesee Regional Transportation Authority, representing Donald Jeffries
Sean Carrington, NYS Thruway Authority, representing Matthew Driscoll
Maria Chau, Federal Highway Administration, representing Rick Marquis
Tim Cutler, Yates County, representing Douglas Paddock
Jay Gsell, Genesee / Finger Lakes Regional Planning Council, representing Timothy Cutler
Joel Kleinberg, NYS Department of Transportation, representing Marie Therese Dominguez
Scott Leathersich, Monroe County – At Large, representing Jeffrey McCann
John Papponetti, Orleans County, representing Lynne Johnson
James Pond, Monroe County Executive, representing Adam Bello
Timothy Walsh, NYS Department of Environmental Conservation, representing Basil Seggos

GTC BOARD MEMBERS ABSENT AND UNREPRESENTED

Dr. Joseph Carbone, Monroe County Legislature
Robert Hayssen, Seneca County
John Marren, Ontario County
Evelyn Martinez, Federal Aviation Administration
James McIntosh, Rochester – At Large
Rebecca Ryan, Wyoming County
Loretta Scott, Rochester City Council
Lovely Warren, City of Rochester Mayor
David Watson, Rochester City Planning Commission
Kevin Younis, Empire State Development Corporation

OTHERS IN ATTENDANCE

Jody Binnix, GTC staff
Joe Bovenzi, GTC staff
Angela Ellis, Livingston County
Katy Hasselwander, City of Rochester

Alex Kone, GTC staff
Lori Maher, GTC staff
James Stack, GTC staff
Robert Williams, GTC staff

1. Call to Order and Roll Call

Acting Chairperson LeFeber called the meeting to order at 8:40 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 June 10, 2021 GTC Board meeting were included in the meeting package.

Jay Gsell moved to approve the minutes from the June 10, 2021 Quarterly Meeting; James Pond seconded the motion. The motion passed unopposed.

Acting Chairperson LeFeber added that the draft minutes from the August 26, 2021 Planning Committee meeting were provided for informational purposes.

4. Communications and Announcements

James Stack noted the following changes to Board membership:

- Due to the resignation of Eric Gertler, Kevin Younis is the Member representing the Empire State Development Corporation until a replacement is named.
- Gary Maha, of the Genesee County Legislature, has been designated as an Alternate to Rochelle Stein.
- Jerry Davis, of the Wyoming County Board of Supervisors, has been designated as an Alternate to Rebecca Ryan.
- Kevin Kelley, of the City of Rochester, has been designated as an Alternate to David Watson.
- Christopher Reeve, New York State Department of Transportation Region 4, has been designated as an Alternate to Marie Therese Dominguez.
- Joel Kleinberg, New York State Department of Transportation Region 4, has been designated as an Alternate to Christopher Reeve.

5. Reports and Action on Old Business

a. Planning Committee Report

Scott Leathersich reported that the Planning Committee met on August 12th and recommends that the GTC Board:

- Accept a report as evidence of completion of one Unified Planning Work Program task:

- *Monroe County Land Use Monitoring Report* (UPWP Task 4210)
- Amend the *FFY 2020-2024 Transportation Improvement Program* as requested by the City of Rochester, Genesee and Monroe Counties, and NYSDOT;
- Adopt the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045*;
- Amend the *GTC TIP Procedures Manual*;
- Amend the *National Performance Measures Report for the Genesee-Finger Lakes Region*; and
- Adopting the *Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan* update.

Additionally, the Planning Committee took the following actions:

- Approved scopes of work for four UPWP Tasks:
 - Route 96 over Route 14 Strategic Divestment Analysis (Task 7213)
 - West Webster Hamlet Revitalization Plan (Task 7706)
 - RGRTA Regional City and Village Local Service Study (Task 8543)
 - Monroe County Countywide Active Transportation Plan (Task 8768)
- Approved sixteen administrative modifications to the *FFY 2020-2024 Transportation Improvement Program* as requested by the Town of Batavia, City of Rochester, Livingston, Ontario, and Wayne Counties, and NYSDOT:
 - Deferring phases of the Rt 18 over Northrup and Smith Creeks Bridge Replacements project (NYSDOT)
 - Deferring phases of the Rt 96 from Ontario CL to Garnsey Rd project (NYSDOT)
 - Deferring a phase of the Rt 14 over CSX Bridge Deck Replacement project (NYSDOT)
 - Deferring a phase of the I-390 over Erie Canal Barrier and Fascia Replacement project (NYSDOT)
 - Deferring phases of the Bridge Joint Replacements at 18 Locations project (NYSDOT)
 - Deferring phases of the Rt 250 over Thomas Creek Bridge Replacement project (NYSDOT)
 - Deferring a phase of the I-590 Bridges over Rt 31 and Allens Creek Rd project (NYSDOT)
 - Deferring a phase of the Rt 408 at I-390 Interchange project (NYSDOT)
 - Advancing phases of the Rt 15 (W Henrietta Rd) Preventive Maintenance from Rt 253 to Rt 252 project (NYSDOT)

- Advancing phases of the I-490 Preventive Maintenance (Garnsey Rd to I-90) project (NYSDOT)
- Advancing phases of the Gananda Pkwy (CR 205a) Preventive Maintenance (Rt 441 to Eddy Rd) project (Wayne County)
- Advancing phases of the CR 22 Preventive Maintenance (CR 4 to Rt 21) project (Ontario County)
- Advancing phases of the CR 8 Preventive Maintenance (Rt 96 to Wayne CL) project (Ontario County)
- Increasing the Construction cost of the Park Rd Preventive Maintenance project (Town of Batavia)
- Increasing the Construction cost of the Main Street Streetscape, Phase 2 project (City of Rochester)
- Increasing the Construction cost of the Farmington Rd Bridge over Ganargua Creek project (Wayne County)
- Increasing the Construction cost of the CR 62 (Bronson Hill Rd) Rehabilitation project (Livingston County).

b. GTC Staff Report

James Stack noted that there were no items to report.

c. Old Business

1. Federal Legislative and Funding Update

James Stack reported that on August 10, the US Senate passed HR 3648, the Infrastructure Investment and Jobs Act (IIJA). The bipartisan infrastructure framework agreement between the President and a bipartisan group of Senators formed the foundation for the Act. The final vote was overwhelmingly bipartisan with 69 ayes to 30 nays. With Senate passage, the bill was sent to the US House of Representatives. Although the House was on a scheduled recess until September 20, Leader Steny Hoyer called the House into session the evening of August 23 to take up the bill.

The House voted along party lines to adopt a rule to work on a \$3.5 trillion budget framework encompassing additional priorities of the Biden administration beyond the IIJA. This framework establishes the top line figure for the federal budget. Speaker Pelosi has directed the Committees of jurisdictions to develop the 13 budget bills needed to cover federal government operations and provide them to Budget Committee Chairman John Yarmouth by September 15 so they can be debated and signed into law by the October 1 start of the new federal fiscal year. The rule also requires the House to vote on the IIJA by September 27. Of interest, the IIJA does not include the member designated projects that the House Transportation and Infrastructure Committee passed in their bill. It is not yet clear what the House will do to try to restore those projects.

Highlights of the bill include:

- Succeeds the FAST Act and authorizes transportation programs for five more years
- \$318.6 billion for Highways from the Highway Trust Fund, an increase of 41% over the FAST Act
- \$70.0 billion for Transit Formula from the Highway Trust Fund, an increase of 43% over the FAST Act

More specifically, the bill includes:

Formula Programs

- \$5.5 billion per year for Bridge improvements
- \$2.05 billion per year for Transit Infrastructure grants
- \$5 billion for Electric Vehicle Charging Infrastructure
- \$4.75 billion for transit State of Good Repair grants

Discretionary Programs

- Discretionary grants from the Highway Trust Fund for a Bridge Investment Program starting at \$600 million in FFY 2022 increasing to \$700 million in FFY 2026
- The Transportation Alternatives Program is being increased from \$850 million in the final year of the FAST Act to \$1.384 in the first year of IIJA and \$1.498 billion in the final year while expanding eligibility to include Safe Routes to School and Vulnerable Road User safety projects

Competitive Programs

- \$1.847 billion per year from the General Funds for the same Bridge Investment Program I just mentioned
- \$640 million per year for INFRA grants for freight projects
- \$100 million per year for a Reconnecting Communities Pilot Program
- \$3 billion for a Railroad Crossing Elimination grant program
- \$5.25 billion for a Low-No Emission Bus grant program

New Programs

- \$1 billion per year for a National Infrastructure Project Assistance competitive grant program
- \$1.5 billion per year for a Local and Regional Project Assistance competitive grant program
- \$5 billion for a Safe Streets and Roads for All competitive grant program
- \$1 billion for a Culverts competitive grant program

There are two new programs for which the funding amount is not clear

- Establishes a Carbon Reduction Program with 65% of a State's funds suballocated to urbanized areas by population; and
- Establishes the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation or PROTECT program.

James noted that the GTC's adopted critical transportation infrastructure vulnerability studies help position our region for this program.

He noted that, overall, this is a substantial increase in support for transportation infrastructure and that the IIJA also provides funding for other types of infrastructure.

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.

d. 2021 FTA/FHWA Joint Certification Review

James Stack reported that, as noted in recent meetings, the GTC transportation planning process was subject to a joint Certification Review by the Federal Highway and Federal Transit Administrations. He then turned the meeting over to Maria Chau and Uzoma Anukwe to discuss the Certification Review and findings.

Maria and Uzoma thanked Board and Planning Committee members and staff for their participation in the Certification Review. They noted there were thirteen Recommendations and four Commendations included in the Report. There were no Corrective Actions. GTC is certified and the next review will be in 2025.

Maria Chau highlighted a few of the key Recommendations:

- GTC should review their MPO boundaries in alignment with the Federal definition of Metropolitan Planning Areas and updated 2020 Census data in the spring of 2022; and
- GTC should Drawdown the balance of carryover Metropolitan Planning (PL) funds to maximize the use of statewide Obligation Authority.

Uzoma Anukwe highlighted a few of the key Recommendations:

- GTC should continue to explore opportunities to encourage participation of key demographics such as seniors and individuals with disabilities in the development of the Coordinated Human Services Transportation Plan;
- GTC should explore opportunities to encourage equity and in the membership of the Board, Planning Committee, and working groups; and
- GTC should establish Tribal Nation consultation procedures, incorporate methods of Nation consultation in the stakeholder outreach plan along with methods of

measurement, and establish regular working meetings with representatives of the Tonawanda Seneca Nation.

Maria Chau Uzoma Anukwe highlighted a few of the Commendations:

- The GTC transportation planning process has been effective in developing Regionally Significant projects through UPWP studies and the NEPA process. Three such projects have received discretionary funding from USDOT;
- The Unamended TIP performance routinely exceeds the national standard of a 75% rate of obligation per fiscal year;
- The Congestion Management Process has been advanced through a Regional Transportation Systems Management and Operations plan that is comprehensive and multi-modal; and
- Maintaining the transportation planning process through virtual engagement during COVID-19.

Rochelle Stein noted that Genesee County does maintain active consultation with the Tonawanda Seneca Nation in multiple venues. Maria Chau responded that the Recommendation was focused on GTC in particular, not the County or NYSDOT.

James Stack thanked FHWA and FTA for taking the time to review GTC's planning processes and offering up recommendations to pursue in the coming years. He noted that the meeting agenda takes multiple actions to begin to respond to the Recommendations. Item 6.d. addresses Recommendation #5 related to transit performance measures. Item 6.e. addresses recommendation #3 related to the Coordinated Public Transit-Human Services Transportation Plan. And, the Active Transportation Advisory Group that will be discussed under item 6.f. is the first step toward addressing recommendation #12.

He also reported that GTC staff has reached out to the Tonawanda Seneca Nation to better understand their needs. He and Lori Maher were invited to visit the territory on July 21 for a discussion and tour. This is a first step in addressing recommendations #9 & 10. In February, this Board adopted a new Public Engagement Plan for which staff is committed to a more regular update cycle, addressing recommendation #11.

6. Action Items

- a. Accepting report as evidence of completion of a UPWP Task

James Stack noted that Proposed Resolution 21-52 was reviewed and recommended for GTC Board approval by the Planning Committee at its August 12, 2021 meeting.

- (1) Accepting the *Monroe County Land Use Monitoring (2020)* as evidence of completion of UPWP Task 4210 / Resolution 21-52

James Stack reported this project was conducted by Monroe County. The purpose of the project was to document land use and development trends in

Monroe County for use in updating the GTC Travel Demand Model. Tasks include distributing municipal surveys and following up with non-respondents. The report compiled annual and proposed development by municipality and at the Transportation Analysis Zone-level. Monroe County staff have added trend analyses and various graphics to the report to better understand the data. The greatest number of projects fall into the Residential and Commercial categories. Within the Residential category, major projects may include single family or multi-family projects that can result in very different densities and transportation impacts. Other aspects of the report delve into the number of residential units to better understand where these developments are occurring.

Joel Kleinberg moved to approve proposed Resolution 21-52; Bill Carpenter seconded the motion. The motion passed unopposed.

- b. Amending the *2020-2024 Transportation Improvement Program* / Proposed Resolutions 21-53 through 21-74 and 21-78 through 21-81

Acting Chairperson LeFeber suggested grouping proposed Resolutions 21-53 through 21-74 and 21-78 through 21-81 into a single action; no Member or Alternate objected.

James Stack noted that Proposed Resolutions 21-53 through 21-74 and 21-78 through 21-80 were reviewed and recommended for your approval by the Planning Committee at its August 12, 2021 meeting. The changes are interrelated and reflect the end of the Federal fiscal year efforts to maximize the use of current year funding and "set the table" for the next fiscal year. By realigning the project phases within the TIP to the latest cost estimates and anticipated schedules, the TIP performance that the region is evaluated on each year should rate well. The changes also reflect recent commitments of statewide funding to projects that then allows us to stretch the use of regional funding.

He emphasized a successful situation of keeping a pipeline of projects ready to move. He cited the example of Genesee County maintaining an aggressive schedule to design the South Lyon Street bridge replacement project. They are able to take advantage of available funding and a new bridge will be constructed a full year earlier than planned. He acknowledged the efforts of the representatives on the TIP Development Committee each quarter to take full advantage of the federal funds available to the region.

He added that Proposed Resolution 21-81 emerged after the August 12 Planning Committee meeting to deal with an unanticipated project eligibility issue. Accordingly, the Planning Committee has not had the opportunity to consider the change. Taking this action to defer the project beyond October 1 allows us to figure out the best path forward for the Shared Mobility Project.

1. Advancing the Construction of the S Lyon St over Tonawanda Creek Bridge Replacement project / Proposed Resolution 21-53 (Genesee County)

2. Deferring phases of the Bridge Steel Repairs at 24 Locations project / Proposed Resolution 21-54 (NYSDOT)
3. Combining the Rt 31 from Rt 19 to west of Salmon Creek Rd & Rt 260 (Sweden Walker Rd), from Rt 31 to Rt 104 projects / Proposed Resolution 21-55 (NYSDOT)
4. Deferring phases of the I-390 at Rt 383 Intersection Safety Improvements project / Proposed Resolution 21-56 (NYSDOT)
5. Deferring phases of the Rt 204, Rt 33A to Rochester City Line project / Proposed Resolution 21-57 (NYSDOT)
6. Increasing the cost of the State Street Reconstruction project / Proposed Resolution 21-58 (City of Rochester)
7. Increasing the cost of the Pavement Markings (2023 & 2024) project / Proposed Resolution 21-59 (NYSDOT)
8. Decreasing the cost of the I-390 over Plaza Drive Bridge Deck Replacement project / Proposed Resolution 21-60 (NYSDOT)
9. Changing the scope of the Rt 31/Rt 64/Rt 96 Preventive Maintenance project / Proposed Resolution 21-61 (NYSDOT)
10. Changing a source of Federal funding of the Highway Preventive Maintenance #9 project / Proposed Resolution 21-62 (GTC on behalf of Monroe County)
11. Changing the scope of the Highway Preventive Maintenance #10 project / Proposed Resolution 21-63 (Monroe County)
12. Changing the scope of the Large Culvert Replacement/ Rehabilitation project / Proposed Resolution 21-64 (NYSDOT)
13. Increasing the cost of the Large Culvert Replacement/ Rehabilitation project / Proposed Resolution 21-65 (NYSDOT)
14. Adding the I-390 Overhead Sign Structure Replacement project / Proposed Resolution 21-66 (NYSDOT)
15. Adding the Structures Preventive Maintenance project / Proposed Resolution 21-67 (NYSDOT)
16. Adding the Guiderail Preventive Maintenance project / Proposed Resolution 21-68 (NYSDOT)
17. Adding the Rt 31 over the Erie Canal (Lyons) Bridge Deck Replacement project / Proposed Resolution 21-69 (NYSDOT)
18. Adding the Rt 531 from Rt 259 to I-490 Preventive Maintenance project / Proposed Resolution 21-70 (NYSDOT)
19. Adding the Rt 590 from Blossom Rd to Titus Ave and Rt 104 from Culver Rd to the Irondequoit Bay Bridge Preventive Maintenance project / Proposed Resolution 21-71 (NYSDOT)
20. Adding the LOSP from Payne Beach Rd to Rt 390 project / Proposed Resolution 21-72 (NYSDOT)

21. Deferring the Construction of the Rt 63 Federal Lands Access Project – Iroquois National Wildlife Refuge project / Proposed Resolution 21-73 (NYSDOT)
22. Deleting Railroad Crossing Improvement Project at Quaker Rd and Canandaigua Road project / Proposed Resolution 21-74 (NYSDOT)
23. Increasing the Total Cost of the Rt 408 at I-390 Interchange project / Proposed Resolution 21-78 (NYSDOT)
24. Increasing the Total Cost of the Rt 15A (E Henrietta Rd), from I-90 (Thruway) to I-390 project / Proposed Resolution 21-79 (NYSDOT)
25. Deferring phases of the Lakeshore Drive and Route 364 Sidewalks project / Proposed Resolution 21-80 (Ontario County)
26. Deferring the Shared Mobility Project / Proposed Resolution 21-81 (RGRTA)

James Pond moved to approve proposed Resolutions 21-53 through 21-74 and 21-78 through 21-81; Jay Gsell seconded the motion. The motion passed unopposed.

- c. Amending the *GTC TIP Procedures Manual* / Resolution 21-75

James Stack reported that Proposed 21-75 was reviewed and recommended for your approval by the Planning Committee at its August 12, 2021 meeting.

The TIP Procedures Manual guides the development of new TIPs and the ongoing management of TIPs between updates. The manual was last updated in 2018 before the current TIP development cycle began. Since then, the TIP Development Committee has encountered various situations and have offered up process improvements. The proposed changes incorporate updates to relevant federal authorizations and regulations. It also reflects changes related to the Long Range Transportation Plan adopted in June.

Under the TIP Development section, we use a table to simplify understanding of what actions are required for which situation. GTC staff have taken efforts to distinguish between regional funds known as Planning Targets and statewide funds known as Main Office. The reason being is that Main Office funds are dedicated to specific projects and GTC does not have discretion on how they are used, though they are usually to our benefit. In order to be able to react in a more timely manner, lower cost changes can be addressed by the Planning Committee. It should be noted, that both Staff Modifications and Administrative Modifications have fail-safes that elevate the consideration of project changes to a higher level if there is not unanimous support.

This update also creates a provision in the event the region is awarded federal Emergency Relief Program funding during a declared emergency. Adding such projects as a Staff Modification is the most expeditious way to move the project forward.

Scott Leathersich moved to approve proposed Resolution 21-75; Jay Gsell seconded the motion. The motion passed unopposed.

- d. Amending the *National Performance Measures Report for the Genesee-Finger Lakes Region* / Resolution 21-76

James Stack reported that Proposed Resolution 21-76 was reviewed and recommended for your approval by the Planning Committee at its August 12, 2021 meeting.

He noted that the Highway Safety Performance Targets and Measures are included in the National Performance Measures Report that was recently revised in June in conjunction with the Long Range Transportation Plan.

NYSDOT has conducted its annual analysis of crash data and has coordinated with the Governor's Traffic Safety Committee, or GTSC, to establish safety targets for 2022. GTSC reports the 2022 safety targets via its Annual Highway Safety Report and NYSDOT reports the 2022 safety targets via its Highway Safety Improvement Program, or HSIP. Since GTC has agreed to support the State's safety targets, the National Performance Measures Report for the Genesee-Finger Lakes Region needs to be updated to reflect the 2022 targets. This must be accomplished within 120 days of NYSDOT filing its HSIP report.

Additionally, RGRTA set transit safety targets in July in compliance with Federal Transit Administration rules. Like the State's targets, GTC has agreed to support RGRTA's performance measures. The report currently includes performance measures related to vehicle and building assets. GTC must be incorporate the transit safety targets within 120 days of RGRTA establishing them.

Bill Carpenter moved to approve proposed Resolution 21-76; Ken Miller seconded the motion. The motion passed unopposed.

- e. Adopting the *Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan Update* / Resolution 21-77

James Stack reported that Proposed Resolution 21-77 was reviewed and recommended for your approval by the Planning Committee at its August 12, 2021 meeting.

The region is required to have a Coordinated Public Transit-Human Services Transportation Plan to qualify for the receipt of certain federal funds for human services transportation programs. The plan was last updated in 2016. Bob Williams led the update effort. The plan identifies the transportation needs of individuals with disabilities, seniors, and people with low incomes and strategies for meeting those needs more efficiently. The plan will be used to prioritize transportation services and projects for funding and implementation over the next five years.

The effort included a comprehensive review of various daily life needs of the elderly, people with disabilities, and low-income populations. The effort resulted in the identification of ten strategies. The strategies were developed with input from stakeholders. The first three strategies shown were identified as the highest priority among the stakeholders.

Jay Gsell moved to approve proposed Resolution 21-77; Ken Miller seconded the motion. The motion passed unopposed.

- f. Authorizing the establishment of an Active Transportation Advisory Committee

James Stack reported that he was approached by Mitch Gruber of the Rochester City Council and John Baynes of the Monroe County Legislature to establish an Active Transportation Advisory Group made up of both of them as well as a diverse group of stakeholders. The intention would be to weigh in on various GTC efforts with an Active Transportation perspective. He noted that the recent Federal Certification, includes a recommendation to “explore opportunities to encourage equity and diversity in the transportation planning process”.

The GTC By-Laws provides for the Planning Committee Chairperson to establish advisory groups with the advice and consent of the Executive Committee. Given that the full Board was already scheduled, it made more sense to get the full Board’s consent rather than calling a separate meeting of the Executive Committee.

He provided a few key points about an Active Transportation Advisory Group:

- The group would provide feedback on bicycle and pedestrian issues for consideration by the UPWP Development Committee, the TIP Development Committee, and/or the Planning Committee;
- The group needs to be diverse to represent the voices of people from various segments of the community (racial, economic, gender, urban/suburban/rural, etc.);
- The group will be a sounding board for regional active transportation efforts like a Regional Trails Initiative update, complete streets policies, etc.; and
- Involving elected officials creates a bridge to other policy makers.

He reported that the matter was raised at the Planning Committee two weeks ago but the meeting had already gone very long and there was not an opportunity for a full discussion. GTC staff seeks authorization to allow the Planning Committee to explore and discuss the formation of this Advisory Group and set the parameters for how it would interact with them.

Per the request of NYSDOT and RGRTA, GTC staff agreed to provide a report on the final terms of the ATAG at the December meeting.

The authorization was unopposed.

8. New Business

There was no new business.

9. Next Meeting

Acting Chairperson LeFeber stated that the next GTC Board meeting is scheduled for December 9, 2021 and the location is to be determined.

10. Adjournment

The meeting adjourned at 9:55 a.m.