

CDTC January 6, 2021 Planning Committee Meeting

>>Steve Iachetta: I suppose we would um go alphabetically you think Michael; you want to try that out better? How do you want to do it, you want to call it?

>>Mike Franchini: let me call it and if I miss somebody please get to me at the end of the list here so I have uh Randy Milano from the city of Albany sue Barton from Saratoga springs Chris Wallin from Schenectady city of Rensselaer I think it's Katura Vicks Joe Seaman Graves from Cohoes Andrew Krishik and Steve Strichman from Troy Sean McGuire from Town of Colonie Peter Camenzo from Rotterdam Rob Leslie Bethlehem Laura Robertson Niskayuna John's gavel Clifton park Jamie O'Neil Malta Adam Yagelski from East Greenbush Liz Kormos from Ballston Spa Mike Valentine from Saratoga County Bill Anslow there uh from Albany County Mark Castiglione CDRPC. I think I have Chris Desney from CDTA, uh Bob Rice and Greg Wichser from DOT Tim Wainwright Thruway Tony Vasil from the port Steve Iachetta from the Airport uh Bret Irving from CDTA um Jen Ceponis from CDTC Mark Sergeant Creighton Manning, Carrie Ward CDTC, Fred Mastriani GPI Sandy Misiewicz CDTC Jesse Vogel Creighton Manning, Alexander Hart from Village of Colonie Andrew Tracy from CDTC and Mike Burns did I miss anybody oh Don thank you got it okay anyone else

>>Andrew: Andrew from the town of village of Scotia

>>Mike Franchini: oh thank you Andrew

>>Rima Shamieh: mike I am also on the line Rima

>>Mike Franchini: Rima thank you

>>Chris Bauer: hey mike Chris Bauer

>>Mike Franchini: all right

>>Jacob Beeman: mike Jacob Beeman CDTC

>>Mike Franchini: yeah thank you Jacob

>>Julianne Okun: Mike uh Julianne Okun from Village of Colonie not Alexandra

>>Mike Franchini: oh sorry

>>Julianne Okun: that is okay

>>Mike Franchini: Julie i spell your last name again

>>Julianne Okun: O K U N as in Nancy

>>Mike Franchini: right thanks

>>Steve Iachetta: complete roll call

>>Mike Franchini: yes thank you

>>Steve Iachetta: very good thank you Michael and thank you everyone once again thank you for taking time out of your schedule to support our regional CDTC transportation planning initiatives that's our introduction are there any visitor issues wishing to address the board of the planning committee at this time item two on our agenda going once going twice we can move forward to our adoption of the prior meeting minutes we last met on November 4 seems like a century ago the minutes were distributed paper and electronic thank you excellent staff support on this we should entertain any revisions to the minutes and they would be officially posted are there any uh suggested corrections revisions or clarifications to the November 4th minutes at this time we would entertain those and we could vote to adopt the minutes is there any correction to note I've had a chance to review them thank you staff for getting them out a motion to adopt the November 4th minutes please

Sean>> Sean of Colonie

>>Steve Iachetta: thank you Sean the second bye

>>Andrew Kreshik: second Steve

>>Steve Iachetta: thank you thank you very much uh all favor please say Aye or raise your hand in the video

AYE

>>Steve Iachetta: are there any abstaining or oppose going once going twice hearing none our Minutes are adopted thank you for your support and the protocol is still uh please mute when you're not speaking uh to preserve our bandwidth we have a presentation this morning uh the who's a Killside linkage study and Rima uh Creighton manning and the city of troy are our leaders on this project who's a Killside linkage study we're ready for a brief presentation at this time is it Rima

>>Rima Shamieh: yeah hi I am actually going to just uh just hand, the floor off to um Jesse and mark to do the presentation from Creighton Manning

>>Mark Sargent: thanks for email just and Steve obviously and Andrew if you want to say any opening remarks but I'll just get started and uh just say good morning everyone we're happy to give you a quick overview of the who sick hillside linkage study that we prepared with CDTC and city of troy we're excited about some of the improvement ideas that came out of that some have been around for a while like the idea of a needy and on Hoosick but this study identified the potential to extend that further down under the collar city bridge with a path in the middle of it which is an interesting idea and gives the city some really uh we think good connections that they can hopefully follow through on and get funded and built to improve the quality of life and connectivity in those neighborhoods so just before i hand it over to Jesse to give the technical overview um Steve did you want to say anything

>>Steve Strichman: uh not much just that obviously uh Hoosick street remains a monumental horrific challenge for the city of troy and i think we did a great job uh with our uh you know mark and Jesse and the team coming up with some great actionable uh solutions to at least improve the road in the short term uh for a road that's going to continue to I'm sure the challenges are only going to continue to grow over time as the suburbs develop east of troy so i I'm really happy with the project we have here and I'm just going to hand it back to you and say thank you and on with the presentation thank you

>>Mark Sargent: all yours Jesse

>>Jesse Vogl: thank you great thanks everyone and thanks to CDTC in the city for having us, here uh starting 2021 off presenting who is the Killside study. We will go through a quick overview of the study area you can see 26th street highlighted in orange 8th street in purple 15th street in yellow and then some of the landmarks in the study area including city hall Oakwood community center Hudson River commons and the study area be described in four primary focus areas. One being the Houston Street Corridor itself to the area underneath the Collar City Bridge, three the Hillside North neighborhood for the Hillside South neighborhood. In addition, most importantly the connections between these areas as well as to the Hudson River and downtown. So here we have the purpose and need for the study uh largely to improve quality of life in the Hillside North and South neighborhoods and create safe and convenient pedestrian and bicycle connections to the areas named before, while minimizing negative impacts of traffic and maintaining um adequate operations on Hoosick Street.

Our first round of public engagement noted some of these concerns I won't go through all of them, but you can see that speeds and cut through traffic in the neighborhood were cited both in the Hillside North and South neighborhood no pedestrian connections or connections that didn't feel safe had poor lighting. In addition, a sidewalk condition just throughout the study area was some concerns and those concerns led to an overall improvement plan that had uh roughly 10 recommendations. we have that screen and we'll go through each of those uh briefly now uh starting from the east end of the corridor is to add traffic coming on, 15 you can see a number of curb extensions here on 15th street to create a gateway towards Houston street as well as curb extensions on Hutton street to reduce pedestrian crossing distances. um that would create a gateway and calm traffic in the neighborhood uh building on previous studies was uh the idea of a median on Houston street which you can see here, um we did an existing conditions analysis and you can see higher than would be expected pedestrian and bicycle crashes on this segment of Hoosick street which um supports the idea of median.

Therefore, we developed two different alternatives, this first alternative is a continuous median running from 6th avenue up through 10th street it would have pedestrian space between sixth and 8th street and then a decorative barrier is shown between eighth and 10th street as well as pedestrian refuges at the 10th street intersection. The median alternative also realigns traffic westbound to maintain two westbound lanes on Houston street in place of the existing um-right turn lane, which provides better alignment towards the Collar City Bridge. uh you can see that this promotes a pedestrian crossing here as well as to sixth avenue and then it would uh calm traffic and improve the pedestrian crossing experience along Hoosick street as well by reducing left turn conflicts alternative, two is largely similar with the exception that the median is not continuous it has a break at 8th street again that pedestrian crossing at 8th street is maintained. Um here the connections to 6th avenue are on the outside of the bridge and still maintains the improved experience at 9th street crossings we did run some traffic analysis on it alternative 1 which is the continuous meeting median results in improved operations at the 8th street intersection by reducing those left turns however 10th street does experience a little bit more delay under alternative 2 it's largely similar to the existing condition but overall both media and alternatives calm traffic improve the lane balance towards the Collar City Bridge and provide the opportunity for pedestrian crossing at 8th street to better connect the hillside north and south neighborhoods.

The third recommendation is a path connection to the Hudson river commons plaza at 11th street as shown on the map here we went out into the field, you can see there is some elevation

difference which leads us to see a stair connection as possible need here in the area we have two different types here uh the key being that there's adequate clear space and that it feels safe for pedestrians to use but ultimately this would reduce the walking distance from the hillside south neighborhood to the plaza as they wouldn't have to walk around to uh who's extreme another idea that was mentioned and that was recommended is the path to school too. which is being pursued by trip you can see a zoom in of it here and um you did some research on best practices uh two potential types again the keys being that there's a clear space on either side to make it feel safe adequate lighting and then also potential to raise intersections where the path crosses roadways where appropriate which also ties into traffic calming on 9th street in the hillside north neighborhood that would be that circle there.

Um we provided this traffic calming tool box on our recommendation plan with um several ways to calm traffic which include street trees and vertical elements potential curb extensions but on 9th street the median alternative will reduce cut through traffic by eliminating that left turn also two-way traffic is known to com traffic and some of these select tools could also be applied should the city pursue them the pedestrian crossing at 8th street was touched upon earlier with the median but it is such an important part of the study we wanted to bring it up and it could potentially be its standalone project here you can see a zoom in where it has the um crossing on the east side of the intersection also curb extensions at 8th street to shorten that pedestrian crossing distance as well also uh we looked at traffic common on 8th street that was uh noted by the public as a concern uh you can see here a couple more curb extensions at Hutton street in eagle street as well as those that we discussed on Hoosick street uh again shortening the pedestrian distance and really calming traffic in the area another idea was uh provided by tap for a riley park gateway here's rendering that they developed which again would have some curve extensions and possible vertical elements there moving on to recommendation eight we looked at a connection in the vicinity of renselaer street we looked at two different alternatives for this as well, one being a full roadway connection with the possibility of development on either side of the roadway as we provide both pedestrians and vehicles connection and enable you know housing and business opportunities you can see some images here um the second alternative would have less impact to private property and that it would just be a uh path connection again due to the grapes so it's likely that staircase would be needed uh you can see some potential options here sixth avenue was also cited as a concern currently the roadway is very automobile dominated some hard skate and so we would like to make that more of a complete street you can see here north of Houston the plan recommends removing the slip lane onto route 7 adding a buffered bike lane on the east side and west side as well with that bike lane being on the inside of the parking also removes the slip lane at uh sixth avenue and Hoosick street bringing those turns into the intersection that's currently under a traffic signal south acoustic street uh the plan recommends a two-way cycle track on the east side of Houston street this doesn't interfere with the ramp from route 7 and the traffic analysis shows that roadway segment capacity can handle it um here's a potential cross-section of that you can see we remain two lanes um to the north of where that ramp comes in and then we would have the cycle track separated by a buffer as well and maintain the existing sidewalk another idea that was discussed for sixth avenue would be to create a formalized intersection at Hutton street and sixth avenue this would require some further study and coordination with d.o.t but could provide for the opportunity for a pedestrian connection shown with that dashed red line the tenth recommendation is for the Houston street path in color city bridge park underneath the collar city bridge focus area here you can see an overall plan with number of active uses and a path running up the median you know currently the under the area under the bridge is a hardscape very loud due to traffic overhead and so the committee determined that active uses would be a good fit to really bring people to the space um here are two potential cross sections for the path west of sixth avenue underneath

the collar city bridge we're showing sidewalk parking lanes as well as that center running path and then east of sixth avenue that stretch between sixth and eighth would provide two driving lanes while maintaining the path in the center in addition to the specific recommendations we have a number of area-wide recommendations as well which would be to upgrade the traffic signals in the area as well as sidewalks and curb ramps to meet current guidance and state of the practice also working with CDTA to improve transit in the area and pursue appropriate travel demand management measures could help as Steve mentioned earlier as uh growth continues out in the suburbs to minimize traffic impacts on who's extreme uh really quickly we just want to talk about the existing troy bicycle plan we use this as a basis for the recommendations you can see we ran a level of traffic stress analysis uh highlighted in red are those segments that are included in the bicycle plan and the our currently existing level of traffic stress three which is less comfortable for cyclists and the proposed plan brings them to level traffic stress one which is the highest rating most comfortable for cyclists and for all users so we think that the plan does a good job of achieving the stated goals improving pedestrian and bicycle connections in the area um really helping those neighborhoods uh access each other as well as downtown in addition, with that I would like to open up questions

>>Steve Iachetta: thank you Jesse excellent overview very impressive graphics and this is as a great horizon to look forward to could you outline the any public outreach that has occurred or has proposed on these options there are many good options here and I'm sure the neighbors have interests

>>Jesse Vogl: yeah absolutely so um there were two rounds of public outreach done as part of the study the first round was after the existing conditions portion and that's where um that concerns graphic came from we took a lot of that um we've also got the website and the survey out then after um we've developed the alternatives we did a online presentation as well due to the pandemic that had been up on the project website for a while received a number of comments as well as survey responses to that and i think we were somewhere in the right range of uh 500 unique views to the website so um we took many public comments in on that as well

>>Rima Shamieh: If I can just add to that um, i thought the consultant team did a good job with their outreach and letting um as if making sure that the neighborhoods knew that the online presentation was happening and even with the first leg of the outreach before Covid hit um you know did some good outreach there was um like door-to-door flyering um really was able to work well with the um the neighborhood community organizations that so we were able to piggyback on outreach that they did for us on our behalf the workshops were at the Oakwood community center which is you know embedded in the neighborhood that the project was in and then for the online presentation we put together a postcard flyer so every address in the neighborhoods in the project area received a postcard notifying them that the online uh presentation was available um and we also developed like posters that were placed um throughout the study area letting everybody know so you know it there was some concern that there would be sort of a loss of engagement because we weren't doing in-person engagement um and also you know this is a lower income these are lower income communities so you know just a concern over like how to notify people how to how to let them know give them opportunities to engage so we sort of did this um balance between like analog outreach um and sort of funneling people to um those you know that technological digital engagement pieces and um i think it was really effective we got what made almost 60 surveys filled out from the online presentation Jesse

>>Jesse Vogl: yeah that sounds about right and um the number of comments on the individual

recommendations themselves too um was probably in the hundreds range

>>Rima Shamieh: yeah and we're just talking about what two neighborhoods and a neighborhood commercial corridor so you know this isn't city-wide so the you know i was really happy with the engagement

>>Andrew Kreshik: note on that um the results were very good considering what initially was thought of as a limiting factor not able to have people physically in place but with the ability to review and submit comments on your own time i think it proved to be a very valuable lessons learned going forward that just the physical grouping in person place is necessary at times for a synergistic response but at the same time for review processes um this really served the purpose very well

>>Rima Shamieh: yeah i got a sense from the comments from the you know the draft alternatives or you know the alternatives presentation that like people were really were able to sit down and take the time to really digest it and formulate reactions to it um you know that maybe they weren't wouldn't be able to do if they were in like an open house you know forum like in-person open house or something like that

>>Bill Anslow: i have a question uh Jessie its Bill Anslow do you know what kind of a budget you are talking about construction in part two is there money available to actually move forward

>>Jesse Vogl: so there were cost estimates included in the report um i do not have the figures on me and I do not think anything has been funded yet the report does include some potential um opportunities for funding though and sources that the city can pursue in order to get these projects funded

>>Mark Sargent: yeah Jesse you nailed it the only thing i would add to that if the costs were itemized by project uh and included the breaking out the path under the colleagues under the color city bridge separate from some of the park improvements so the median and path could be progressed separately it was several million dollars it did involve moving curb and incorporating on-street parking where it doesn't exist today so some of the parking that would be removed as a part of the active uses would be replaced by on-street parking but the costs are in the study

>>Steve Iachetta: any other questions or comments thank you mark excellent presentation um didn't mention the state route 7 is the central spine through this area and there are certain improvements to the state highway Bennington to Utica state route 7 along the Mohawk east west corridor so anyway I'm hearing no other questions this time we can move forward to our other action items up to item four is the fiscal constraint excuse me fiscal constraint discussion tip summary table four which is a running story we visit every meeting uh and it's updated and Mike Franchini will lead us on this are you ready mike

>>Mike Franchini: i am for table yes Steve thanks uh Jesse could you switch the host back to me

>>Jesse Vogl: Sorry, i just switched it to uh Jen I Think

>>Mike Franchini: okay uh oh i think I'm pretty sure Jen had to leave the meeting for a few minutes Jen are you still on the phone or on the line no okay all right well you have it in your

package so uh i was going to try and share the screen the table 4 in your package as Steve said we review this every meeting to give the committee a sense of where we are financially and making sure that we have you know our under fiscal constraint which is a big concern for everybody um including the members and our oversight agencies so first year of the tip if you look at the table the first year is complete and over uh then the second year we are currently in the 2021 uh we are under programmed by 1.6 percent third year we are over programmed by 1.7 and in the fourth year we are under programmed again um these are the latest numbers uh these a lot of these numbers changed because there was some movement to uh improve tip performance and there was also some budget estimate changes to address those so after all these changes this is the latest version i don't have any other comments are there any questions about table four

>>Steve lachetta: is federal highway administration acknowledged our uh-due diligence and good efforts on constraint mike were under in the five-year period significantly under the fourth and almost a full percent under for the five-year period

>>Mike Franchini: not this month or recently they're always looking at this and of course they get the package in the mail and electronically so they review this information if they don't attend the meetings i don't think we have an FHWA representative right now usually Maria is on the line but she looks like she was not able to make the meeting

>>Steve lachetta: thank you mike any questions on item for this is a voting item that we should adopt as a committee uh concurrence with the updates is that correct mike

>>Mike Franchini: uh we don't we put it ahead of our tip amendments to so people knows the members know about the fiscal constraint before the tip amendments but we don't need them to vote on the table Steve

>>Steve lachetta: Not significant change good all right thank you good efforts and we are showing good constraint for the five-year plan item five is a planning committee officer's Nomination and election and that's okay

>>Sandy Misiewicz: Before you begin, your host now mikes

>>Mike Franchini: all right thank you okay so every January planning committee meeting we dominate the planning committee members nominate and elect new officers for our one-year term uh the current chair of course is Steve lachetta the current vice chair is Steve Feeney if there aren't any other comments or discussion i would ask for nominations from the committee for the chair position anyone please

>>Steve lachetta: I am glad to facilitate

>>John Scavo: Mike I will recommend Steve continue his part as chair

>>Mike Franchini: John was that John Scavo

>>John Scavo: yes

>>Mike Franchini: All right, there is a nomination

>>Bob Rice: nomination mike

>>Mike Franchini: Second by bob, rice any other comments or questions hearing none all in favor of Steve lachetta for chair please say hi

hi

>>Mike Franchini: i like the thumbs up Adam are there any

>>Bob Rice: complete his case first accept the nomination

>>Mike Franchini: Steve is there is there a question as to whether you would accept the nomination

>>Steve lachetta: i don't want to be a dictator glad to share as long as my health holds thanks guys I appreciate your support thank you very much anyone who can help facilitate I'm here for you very good thank you mike

>>Mike Franchini: All right, so uh Steve Feeney was not able to make the meeting i do not think

>>Steve Feeney: I am here

>>Mike Franchini: Oh, he came in all right thank you Steve are you willing to well let us go for the nominations first and is are there any nominations for vice chair

>>John Scavo: I will nominate Steve Feeney for vice chair

>>Bill Anslow: Bill Anslow will second that

>>Mike Franchini: all right before we vote Steve are you willing to serve as vice chair of the planning committee

>>Steve Feeney: Certainly, as long as Steve keeps making the meetings it is like being the second string quarterback right easy job

>>Steve lachetta: thank you Steve

>>Mike Franchini: but you are ready to go Stephen any moment

>>Steve Feeney: i am especially if we're going to throw the game right like Philadelphia

>>Mike Franchini: Let us not go there so any other comments or questions regarding the nomination for vice chair hearing none all in favor of Steve Feeney for vice chair of the planning committee please say AYE

AYE

>>Mike Franchini: Hi, any negative or abstentions hearing none Steve is elected vice chair I'd just like to thank both Steve's lachetta and Steve feeney for all their time and effort they spent I know Steve and i spent a lot of time Steve I cannot going over the agenda each time before the meeting and uh i do the same thing with Steve feeney when Steve lachetta is not able to attend which is rare but they do spend time uh beyond the planning committee meeting

itself so i just want to thank them for that effort Steve back to you

>>Steve Iachetta: thank you mike all right thank you very much everyone it's an honor and a privilege truly and i enjoy this opportunity to network and help facilitate these meetings item six on the agenda is our CDTC and regional planning commission joint technical assistance program an important initiative started what about three or four years ago now and uh mark Castiglione and Sandy Misiewicz will give us an overview on the tap technical assistance program sandy are you there

>>Sandy Misiewicz: sure I can start um so this uh we've had a rolling uh submission uh deadline if you will uh for the technical assistance program in 2020 um during the month of uh since we last met in November uh, we had two new proposals that were bringing to you today for funding um the first is in the village of Boston spa and the village has been sort of incrementally approaching an update to their comprehensive plan and they're at a point with everything going on in the village that they'd like some assistance in developing data and other guidance related to a full RFP for a comprehensive plan and between CDTC work on the Linkage Study which is just being initiated a recently completed economic development plan in the village as well as some other initiatives going on um pulling all of that materials together um as well as identifying um sort of additional needs based off of a review of the existing plan and some other work is what's being requested here so that's the first project being proposed it would be a joint effort

uh leaning more towards CDRPC time than CDTC time the second project is primarily in CDTC wheelhouse it's working with the town of Glenville on a local road safety analysis for Hoffman hill road um Hoffman hill road is a road that ends between lies between county route 59 um and wolf hollow road wolf hollow road was closed to traffic as a result of one of the flooding incidents related to one of the hurricanes so there's been additional traffic on this very rural road and there's some concerns about safety so we will assist the town um in just doing a safety analysis looking at the crash data going out there and doing a safety assessment and just sort of identifying some recommendations and next step for further analysis so that is the second request these two projects would be the last two we would fund as part of the 2020 technical assistance program um we'll take a pause to allow the work to be completed uh as best as we can for 2020 by the end of march which is of course the end of our fiscal year at CDTC and then we will likely bring um an updated version of the technical assistance program solicitation to you um in April um after in the next uh in the next fiscal year so um i believe these are the two we're recommending for funding so we're looking for your concurrence and approval

>>Steve Iachetta: thank you sandy uh any questions for sandy on the uh-proposed tap for village of Ballston Spa and town Glenville as outlined and in your agenda are we ready to vote

>>Mark Castiglione: if you don't mind I just wanted to point out the Ballston Spa project in particular i think is a good example of how we hope the program would work um in that you know we would provide some services initially to get projects ready to then go after you know more significant funding and you know more technical work with private consultants so you know again it's not our role to take away work from our private consultant partners but we're we really want this this this program to help communities that don't have a lot of capacity uh develop projects to get them ready to make out you know larger impact and do some more significant work so I think that Ballston Spa project really is a good example of that

>>Steve Iachetta: thanks for the clarifications and purpose very uh very worthy uh jump-start and launch on these projects thanks mark any other uh discussion before we vote to support these small but very important initiatives anyone else and is it its joint with your agency mark and the transportation committee all right very good and is this the I'm trying to call fifth year fourth year sixth year what are we into with tap

>>Mark Castiglione: this is our third iteration of the program

>>Steve Iachetta: oh third okay so all right

>>Mark Castiglione: and just and just to you know quickly recap this year's projects sandy mentioned them uh we've completed projects for Clifton park the town of Westerlo, Glenville is wrapping up East Greenbush we awarded a couple meetings ago an award for colony and the city of troy so these would be two additional projects in the 2020 term uh totaling eight projects this year so i think that's a you know good contribution for this program and you know we're building on the success of previous years and obviously building on what we have learned providing services to communities in this way so we hope to continue to grow the program make it successful

>>Steve Iachetta: excellent initiative thank you for the clarification on background and context very important and continued success are we ready to vote any other discussion commentary hearing none um, I will move it as chair is there a second please

>>Adam Yagelski: Steve I will second that Adam

>>Steve Iachetta: thank you Adam all right all in favor please say aye or raise your hand in the Camera all in favor please say aye

AYE

>>Steve Iachetta: any abstaining or opposed abstain going once going twice we're moving the tap forward thank you very much everyone that was item six item seven uh we're moving into the discussion overview for the 20 21 22 linkage program proposals which was an enclosure in your advanced agenda, item seven and Sandy Misiewicz uh can take it from here

>>Sandy Misiewicz: thanks Steve um so we received for uh the uh at the proposal deadline in December for applications uh for funding in the 2021-2022 linkage program um the document on your on your screen uh or soon to be on your screen anyway sorry it's mike um summarizes the four projects um I'll run through them briefly um we received from the city of Albany a request to study the mid-city hub which is based off a study area uh central to the downtown Albany campus some of the surrounding streets around that area and looking to improve pedestrian access improving vehicular improvements in the area looking at some of the intersections the key intersections in that study area and an overall improving the bicycling environment as well

the second proposal is a joint proposal from the towns of east and north Greenbush with town of east Greenbush will serve as the uh the sponsor the lead sponsor on the project um the intent is to look at the route four quarter between Mannix road and route 4 43. the last time we looked at this quarter it was 2006 many of the recommendations in that 2006 study have either already been implemented or are funded but a lot of things have changed in that area with land use and

new developments so the towns are interested in taking another look um making sure that you know they can meet the demands of the job growth that is occurring but still integrating the ideas particularly in the town of east Greenbush on their new comprehensive plan and improving the walkability the traffic environment addressing some operational challenges in the study area and that's sort of the spirit of that one again jointly with the town of north Greenbush

the third proposal is in the city of Rensselaer the city has been working hard to redevelop its waterfront um there is one remaining uh area on the north end of the city that is sort of landlocked and the street network that provides access to that area is not really um in a position to handle um and support a major riverfront redevelopment initiative so the city is interested in looking at that north end of the city to look at complete streets principles what would what would it take to get these roadways in a better position to provide access to the waterfront area and connect to some of the existing land uses um in the city in the broader on the broader network but the primary goal is to enhance the bicycling pedestrian network in on these streets as well as to spur economic development and provide that traffic access that's difficult to provide today so that's the city of Rensselaer's project and then the final project is proposed in the city of Troy to review the federal street corridor largely between 6th avenue and River street where some initial ideas were floated in terms of perhaps some roundabouts and some other traffic calming measures in this corridor and the city would like to kind of explore that in a little more detail

uh to come up with a new design option if you will for uh federal streets that better meets the needs of the city today improving the pedestrian environment access management bicycle connectivity to the empire state trail um and then both the east green bush and the troy cases they're looking for sort of a nice dot style scoping document so to kind of feed into ultimately some capital opportunities just to make sure that those bullet points are hit in the linkage study that would feed into a the first couple of chapters of a scoping document so those are the four proposals we have a hundred and seventy five thousand dollars to fund up to three projects for this year um the review team will be meeting in January to evaluate them and we'll be back to you in February uh with our thoughts and recommendations any comments

>>Steve Iachetta: thank you sandy good overview any uh questions for sandy on the update for linkage uh the state announcement of the empire trail system is a first in the nation worth highlighting, i think it is very exciting news uh promoting all the linkages statewide both north south from rouse's point to battery park Manhattan east west from canal side in buffalo through our moal Hudson, bikeway connections we can be proud of our legacy in leading what launched the state empire trail system many of these linkage projects now are connecting with and enhancing the empire trail state initiative first in the nation 850 miles almost a thousand with all the connections east west north south and through localities helping preserve and enhance quality of life anyway enough commentary any uh other questions on linkage moving forward thank you sandy hearing none our next item is roman numeral eight in our agenda 2021 policy board plan committee and tip amendment schedule the schedule is up on the screen uh Michael you are going to overview the schedule

>>Mike Franchini: yep thank you Steve so on the screen I put the 2021 meeting schedule this is that time of year in January where we send out the schedule for our members so they know exactly when our meetings are scheduled when tip amendments are due and when we send out the mailing agenda so there are no unusual changes this year so far at this point in the past we've had to uh change meeting dates for the July uh planning committee meeting because it was too close the July 4th holiday but that's not the case this year so uh been our practice uh the planning committee meetings are the first Wednesday of the month and the policy board

meetings are the first Thursday of the month um so you have this in your package if there are any questions I'd be more than glad to answer them

>>Chris Wallin: hey mike i got a quick question for you good are you people putting any plans in a place for let us say let us just punt on 2021 like its 20 20. however, are you thinking of uh upgrading some of your technology so that going forward maybe we could have a hybrid meeting where it's the in person and this system or are you going to go full back in person only because we have some time to put that in place i mean i like the option of being able to be here or be there i don't see any huge difference either way

>>Mike Franchini: yes short answer yes uh we've been talking to other members and other members have been talking to us and even with our other meetings we're getting the sense that there are uh people there are attendees that like to have both as you said Chris to have both in person and virtual remote meetings and have that option so we already have i think we already have that technology we've done it once for an administrative and financial subcommittee meeting so i think we have the technology with our display board and another we had to get a microphone for that uh so that people in the room could hear so that people remotely could hear the people in the room so i think we have the technology right now to do that the question will be basically when you know when are people going to be comfortable and when we should even have the in-person meetings um hopefully i mean you know there's so many questions that need to be asked but i would hope that sometime this year we could offer an in-person meeting even if we have to social distance have at least the option this year but have both options like you say the hybrids

>>Chris Wallin: okay thanks mike

>>Mike Franchini: you are welcome

>>Mark Castiglione: m and just my two cents we're all waiting with baited breath to see what the final rules will be in terms of open meetings law and uh notifications that are needed the old rule was that you had to publicly notice your location and make it accessible to the public if you were participating remotely and that is not you know extremely onerous proposition um when we have all become used to this very easy zoom world now so that is what we are monitoring at CDRPC

>>Mike Franchini: right no it's a big issues mark you're absolutely right i mean what we've done now is we uh we are live on our YouTube channel so that people who want to attend the meeting or at least listen to the meeting can you know go to our YouTube channel and not participate but at least hear what's going on um so that's our situation now thank you

>>Steve Iachetta: any other comments on the schedule we can look forward to uh a full year 2021 hopefully uh-improved health and vaccines all around all health care workers are getting their vaccines stage 1a what are we in 1c or 2a where are we vaccines should change our world sometime this spring or summer hopefully to revisit in-person meetings and so next item nine in our agenda is the tip application evaluation update which went out in the advanced agenda roman numeral nine and Michael and sandy our key staff on this i joined open it mike um certification evaluations draft scope of work schedule everything's nicely labeled in our handout there it is on our screen as well

>>Mike Franchini: right I'll just a brief uh brief opening here we felt that this was time to take a look at our tip application evaluation process before what we hope or we think might be a

scheduled beginning of a tip updated the uh say the fall of this year and into uh next year so we started this internally, we developed three teams' uh-in three different work areas, and I will give the meeting to sandy to talk more about those three teams in those work areas

>>Sandy Misiewicz: great thanks mike um so the document on your screen rather summarizes our approach to this um you know with the adoption of new visions uh it afforded us the opportunity to you know make sure our tip process aligns with what New Vision says number one

um number two staff internally you know has um sort of debriefed on just our you know internal process how we're getting applications uh submitted from our sponsors how we're communicating and coordinating data analysis internally and then also how we're presenting it back to you folks and the public um so we felt that the three areas we identified in this scope of work were of the highest priority to try to tackle before we embarked on the next tip update like mike said probably expected to begin likely at the end of this calendar year end of 2021 so um I'll walk through this briefly uh the scope of work for the three teams if you will uh the first is a web-based application

um you know traditionally CDTC has uh asked sponsors to fill in what we termed a project justification package and it was a lengthy sort of uh word-based document that had a lot of um you know somewhat more a little bit into a fillable form but you know it was difficult for us internally to take that data transfer to what we needed to transfer because then we had to do a lot of data entry and what have you so to hopefully simplify the application process we're going to pursue the development of a web-based application using a as yet to be identified uh web-based tool um some ideas that have been floated into include uh Google forms SurveyMonkey there's a number of tools out there uh that can do this for us uh we will build a new application form and also we will build a new uh application questionnaire that aligns with New Visions 2050 and also allows us staff when we're looking up some factual data about your project

for example let's say we've asked you to submit the functional classification of your roadway why are we asking you to do that we're just going to look it up anyway so streamlining some of the questions that are being asked of the sponsors to provide us in order to hopefully simplify the whole application process which will on the back end of course create a downloadable csv data document for us to put into some sort of a platform here at CDTC for the data analysis piece so that's the first area updating developing and identifying a web-based application and updating the questions in the in the new application form the second team will be working on updating the merit evaluation up score sheet that's the qualitative or what used to be the qualitative approach to evaluating the projects that's the 50 points with about 12 or so categories or characteristics of the project that projects can get points for and that is the piece that's central to uh and critical to align with New Visions

and we haven't updated the specifics of that um we did some minor tweaks back when we did the 26 or 2019 update but we really haven't done a full uh review of that so that will be what the second team will be working on is updating the merit evaluation score sheet at this time we're not going to be looking to review the benefit cost ratio components we're going to leave those as they are we're going to just update some language and make sure that it's clear what we're doing uh with the benefit cost ratio in the in the tip document but we're not going to be altering the benefit cost ratio components at that time at this time unless and it's not very likely the safety um clear application goes online sooner than later but we'll have to wait and see what nice dot does with this crash data that's the crash data analysis piece um we'll have to wait and see what dot does with that and how quickly they roll that out in 2021 and then the third area is sort of a largely internal to CDTC but somewhat external in terms of the product that we provide

planning committee policy board and the public to review as part of the evaluation process is how we're of that sort of managing the evaluation data so internally um you know how we're sharing information when there's a change to or an update to an application because there's been a clarification how we're communicating that how we're storing the data what those project fact sheets are going to look like what those project data tables the evaluation data tables are going to look like that we provide to you um those are all things that we're also going to be updating uh internally um in hopes of developing more user-friendly outputs from the evaluation process that will be easier for not only you folks but the general public to understand and then the final piece of this document sort of talks about our schedule of how we're going to approach this so this meeting obviously is our first opportunity to discuss this with you um you know if you had any initial thoughts to even what i just described you know feel free to jump in

um today we'll be back to you in February to kind of give you an update on where things are at and get some initial feedback from you on some initial work we'll brief policy board in march and what we're what we're approaching here in April we expect to have a draft marriage score sheet for review and comment a maze meeting would handle the application and sort of the data um pieces the fact sheets and the data tables and with the goal of concluding all of this um by the September policy board meeting there's going to be approvals needed from planning committee and policy board at the end so we hope the bulk of the approvals will happen in July and august planning committee meetings and then ultimately the policy board in September so that we're ready should there be you know whether there's a stimulus or not or whether you know we go through the traditional TIP update process um in the fall we'll be ready to hit the ground running with our new with our new procedures in place so the bulk of the work for planning committee will be at the April and may meetings where we'll have the draft material for you guys to really review and dig into um with you know a revision provided to you in July and august ultimately for approval so that's the high level overview mike feel free to jump in if I missed anything

however, um hopefully this will help you know demystify the tip evaluation process a bit and allow you folks an opportunity to have some input into what we are showing folks how we are showing it um and also making sure that we align our tip programming process with new visions 2050 which is really a key point of the mpo planning process

>>Steve Iachetta: thank you sandy Michael do you have anything to add it's an excellent overview of our partnership and progress to advance the transportation improvement program for the five new visions plan really but for the coming year and three year period is that right mike

>>Mike Franchini: usually it's a three-year period but we you know obviously worked very closely with dot on that decision um so you know that's why we're saying three years but that has not been confirmed yet with dot um you know and their plans uh the only other thing i would say Steve is you know like any other document in the process you know we're always continually looking at improving it and some of these things uh really do need update not just because of new visions but because of things that have changed you know one example i've been giving staff is you know the regional economic development council their criteria has changed so we need to update that and make sure that's part of the merit score sheet but there are other examples like that where the criteria itself is has just changed over time and they need to be updated so um we're looking forward to this i think the process will be easier for not just for staff but for members too that's the goal

>>Bob Rice: uh the uh Steve is there any uh a couple initial comments yeah you know sandy as this goes on you know particularly the merit evaluation it the difficulty seemed to be in what constituted a preservation project and a lot of debate of what that scope and the submittal so i you know I'd certainly be interested in how uh you know what the draft looks like in terms of dealing with those candidates and seems to be the meat of our debate come program update time and the other one that i just throw out there relates to uh we've been so successful in the development of bike and trail facilities that we're coming to a point there may be a distinction need to be made between adding new facilities versus the preservation of existing facilities and we've got a number of trails heavily used and are more than a decade old that whether they compete apples to apples may be worth uh some sort of discussion uh as well so just some initial thoughts but a nice overview there thank you

>>Sandy Misiewicz: thanks bob yeah we will um we will definitely take those into that

>>Adam Yagelski: I um this is Adam I just wanted to say um you know from a process improvement standpoint express for what it's worth my support and sandy if you need somebody to test uh the web application I'm happy to do it

>>Sandy Misiewicz: great thanks Adam

>>Steve Iachetta: thanks Adam uh Steve here anything to add on the uh year ahead schedule

>>Greg Wichser: is there uh any thought of a subcommittee to work on some of this or is this uh you know I mean I know we we'd love to participate at these meetings as well if uh you know if possible I don't know if there's any other interests or you know

>>Mike Franchini: yeah I mean we've thought about that Greg you know I mean it's you know we what we built into the schedules is you know time with the planning committee at every point in the process and you know we really thought that at least at this point we'd want to bring a product to the committee and let them all review it and all you know all submit comments at that point um right now it's internal to the staff and the staff you know because it's really our kind of our responsibility anyway to bring that product to the planning committee

>>Greg Wichser: All right, fair enough here's a curiosity i wasn't sure if it was thought about or not

>>Mike Franchini: i mean we'll accept input obviously, when we always have but anytime any you know not just at this meeting so you know if you have later on after this meeting if, you think of something please send us an email you know we're all in for input i mean so send us your comments if you think of something later on or in between planning committee meetings anytime

>>Greg Wichser: oh sure yeah just like i said discussion point so uh that's good

>>Steve Iachetta: thanks Greg I'd offer also the planning committee has always been the workhorse for policy board and we can add meetings if monthly as proposed skipping the policy board meeting months doesn't appear adequate we get into some detailed uh issues as we have in the past that's always worked for my view any rate we can offer a good member all members should be equal and provide have equal opportunity for input and discussion and we are ruled by consensus so it's worked in the past i believe we can push it forward and hopefully with improved funding very good all right um anything else on

our application tip and evaluation update uh project delivery update is next item 10 on our agenda and that would be Jacob

>>Jacob Beeman: yeah thanks Steve um so not a whole lot to report on in terms of project milestones since we last met in November um, i do have one the city of Schenectady Broadway mill and Phil project uh was design approval was granted back in October but just got that update from a consultant in December so i wanted to touch on that as for February project updates I'm going to be requesting updates from uh the City of Watervliet Town of Guilderland and Schenectady county uh you know again asking for updates on your entire active tip projects as we do only annually each year so keep an eye out for emails from me over the next few days and i believe I have Rob Leslie on the line from the town of Bethlehem he's going to talk a little bit about their Delaware avenue complete streets project that they're working on now and kind of some of the coordination that they've done due to the impacts of Covid uh over the past year or so Rob if you're on still

>>Rob Leslie: i am yeah good morning everyone

>>Jacob Beeman: thanks Rob

>>Rob Leslie: yeah so this is our uh Delaware avenue complete streets and road diet projects um this project was based on a complete streets I'm sorry it was based on a CDTC linkage study uh that was completed and adopted by the town um we then went ahead and pursued funding uh i believe tap funding for the project and it really includes a what we're calling a road diet um along Delaware avenue from Ellsmore avenue to the Norman skill bridge improvements to sidewalks bike lane crosswalks pedestrian refuge islands rrfps bus transit pull-offs and gateway treatment along uh along Delaware avenue um we uh we have gone through our interviews for design teams um and this was done in late 2000 2019 um our internal town uh interview team selected cha as the design consultants um and then the pandemic hit and um you know things kind of uh stalled a bit um so our next step here is to go to the town board with a um with the scope um and for the awarding of the of the design uh to cha

um in 2020 we did have some activity on meeting with business owners on March 5th we met with business owners who had expressed some interest and as well as some concern in the project and so on March 5th we met with these business owners to learn you know more about their concerns um and then the pandemic hit and uh we met with them again in uh July um a small group of business owners uh and they were looking for the town to somewhat pause the project in 2020 as they were struggling to keep their businesses afloat and wanting to focus on you know on their business and not have to think or participate in you know design plans for the road diet so the town agreed and we basically paused the project uh in 2020 um but indicated that we would move you know continue to move ahead in 2021 which we plan to do um so we plan to bring to the town board uh next month um as i said the scope and the um the contract with cha um we um we have um listen to the business owners their request is to not only look at the design alternative for a full road diet but also consider uh one of the other options in the Lincoln study which was a was a modified road diet known as the uh the westbound 211. so we indicated that we would consider both the full uh road diet design alternative and an alternative in our in our analysis so um so i think you know as part of the project we'll certainly be working with the business owners there's still remain support from the overall community for the road diet but we also want to be sensitive to and aware of the concerns of the businesses along Delaware avenue

>>Jacob Beeman: thanks rob uh that's great and you know of course we're happy to hear you know how you guys are coping with the Covid situation and you know how that might affect uh the implementation of projects so you know if anyone else on the call uh you know has any kind of you know unique ways that they're uh dealing with projects through all this uh feel free to let me know uh i won't ask you all to present to the committee but you know as staff here at CDTC we're interested to see or hear from you all how kind of covetousness impacting uh moving projects forward or maintenance or anything like that so um thanks again rob and i guess as always i'll finish it up you know for any of you interested in our project tracking uh our uh most up-to-date project tracking spreadsheet uh is posted on the website in the meeting materials so uh feel free to check that out and send me an email or an update with any uh kind of recent project updates uh that you or a consultant may have uh thank you

>>Steve Iachetta: yeah thank you Jacob that's an excellent transportation planner's toolbox item on the website and I encourage everyone to visit that often and thank you for excellent staff input on that next item up is 11 DOT project delivery schedule and is that Bob or Greg bob are you ready

>>Bob Rice: I think Greg's going to share his screen here

>>Steve Iachetta: okay thank you

>>Greg Wichser: um let's see it says i can share it without unless someone made me the host already

>>Mike Franchini: i just made you host its mike

>>Greg Wichser: got you i figured so anyway but it's not much has changed is our letting program uh for this state fiscal year uh the you know the skyway is going to get re-let here uh in a month um you know after it came in high the first time around and then the Carmen road project we're still carrying it for a man letting but that that may slide a little bit more while we work through some final uh right away issues and um arrangements for the second round about at the 890 ramp uh the there's some driveways that we have to figure out how to did the driveways dump straight into the roundabout did it end up with a shared driveway that you know so we're working through a few little last uh challenges but uh still moving forward full steam ahead um i guess in other news I can mention we're we continue to see very high number of bidders uh on many of our projects which is phenomenal for competition again you know we were getting very used to the one or two bid projects and you know that competition isn't there so uh you know one of them this route 2 project had 10 bidders and we saved over 20 percent from our estimate so uh it's nice to be seeing some bid savings again so hopefully that continues into the new year uh as well any questions for me on any of these

>>Mike Franchini: Greg I was just wondering on the Albany skyway project do you know what changes were made in the leading that might you know might reduce the cost

>>Greg Wichser: there was a few things we've um taken out to you know that you know in coordination with the city uh what shade structures i forget what else was you know

>>Bob Rice: Greg I can speak to that a little bit, I some of the lighting along the fascia was changed and sort of the concrete the method for the full depth of concrete the city we had discussions with both the people that bid and did not bid on the project before as well as uh working with the city to make it essentially and then with federal highway we had to go back to

do a re-evaluation of the NEPA determination so that which demeanor fundamentally to the user that the impact should be very minimal it should be the same user experience that design approval was granted on so uh working with Tim at federal highway all the modifications were made with that in mind to really not change the end user experience it worked it worked out good but a lot of them were in construction techniques and letting the contractor have some more ability to dictate uh methods as opposed to prescribing them so it was a good effort between uh multiple agencies in the in federal highway

>>Andrew Kreshik: this is Andrew Kreshik just curious uh depending upon this round and prices that are receivable i mean what is the de minimis acceptance of change of scope well not necessarily change scope but construction changes to the skyway that will be acceptable for transfer to the city and use

>>Bob Rice: uh there is understood that there is no room uh in remaining in the budget one of the items is a change order item that's got a few hundred thousand dollars in it but there is uh it could open up a whole nother debate if these next round of bids are high and there's not something to be added there we've worked with the city of Albany to uh you know reprogram some future consideration of work for the new price that's in there but uh offsetting with there's also some dot component for the bridge rehabilitation piece and the new overhead signs and some sort of things that are dot shares that would have been a preservation component anyway so everybody is well aware depending on what the bids are here

uh it could be back to the drawing board or hopefully we see a little more competitive environment and we are able to award it but uh we were very particular as soon as even the other bids were high we needed to go back to the drawing board we were not going to come back to this committee or look to uh dot sources to add money that that wasn't there to the project that that wasn't an option uh we looked like I said to rescue it and uh but we would not come back to the committee looking for additional funds if this is over again i don't know if that answered your question Andrew or not it uh

>>Andrew Kreshik: it does

>>Bob Rice: I mean it was very purposeful when we led, we didn't come back looking for a tip amendment uh for additional funds that way we knew we needed to re re-sculpt the work

>>Andrew Kreshik: thank you

>>Steve Iachetta: Quick question are you seeing any supply chain issues on heavy equipment and structural we're seeing significant delays that are allegedly Covid related is your agency seeing similar uh allegations by contractors for uh many months delay

>>Bob Rice: uh particularly on the structural side there is there is some material shorter there are some plants that are not fully functioning and as such, material doesn't seem to be a gravel or asphalt or anything but certainly things that are structural in nature are there are some there are some supply issues currently

>>Steve Iachetta: how about d.o.t fleet are you seeing delays on your trucks or other heavy equipment

>>Bob Rice: uh yeah not that I'm aware of Steve we haven't seen anything like that

>>Steve Iachetta: we are heads up okay thank you

>>Bob Rice: probably because right because the state bought them all

>>Steve Iachetta: now let's see thank you very good any other questions or comments for bob

>>Adam Yagelski: yeah this is a uh Adam Yagelski Greg and Bob I just I don't see the um HSIP project uh for the roundabout at I-90 westbound and route 4 on here and I wanted I'm pretty sure that's scheduled for a letting uh this spring is that correct

>>Greg Wichser: it is uh this is last year's this is the this is the letting list that was originally scheduled for the state fiscal year ending in march so uh for the next meeting I'll get a further look ahead that we'll grab next state fiscal year uh lettings we haven't totally shaken out next year yet obviously the roundabout and that coordinated project with you is clearly going to be let this spring uh but there's some others that we may move out of the year depending on our resources and such

>>Adam Yagelski: oh thank you yeah

>>Steve Iachetta: anyone else thank you very much bob and Greg excellent overview item 12. we can move into the CDTC planning activity staff reports item 12 on our agenda now if we're ready first up is the Albany bike ped master plan is Carrie ready item an under 12. thank you

>>Carrie Ward: hi yes um so this is a project that is updating the city's bicycle plan that they had from i think 2009 and it's also adding a pedestrian component to that plan um we're getting towards the end of it uh the consultant team is now working on the final draft we received many comments from the public and also from the city on the draft and we expect to have the final advisory committee meetings in January

>>Steve Iachetta: Very good, any questions for Carrie on the bike ped master plan important product to help guide us forward next up is Jacob on the Ballston Spa bike pad master plan Jacob

>>Jacob Beeman: thanks Steve um yep so the village of Ballston Spa Bike and Ped Master Plan uh we're looking to implement some uh bike and ped recommendations in the kind of central business district of the village as well as some potential recommendations for connections to the Zimsmith trail back at the end of October our consultant selection committee chose the team of VHB and planning for places to be the consultant team for the project through November and December we've been working to execute the contract and a consultant contract was finally executed in late December just before the holidays so right now I'm working to coordinate with uh VHB on officially kicking off the study which we'd hoped to do with kind of a project team meeting in the next uh week or so to officially get the project started so still in the early stages and I'm excited to get this moving in 2021

>>Steve Iachetta: Thank you Jacob any questions or comments on uh Wilson spas pike pet master plan good overview thank you next up is the Menands land use regulations update and Rima are you ready

>>Rima Shamieh: yes so on the village of Menands land use regulations update um the rei went out in early December we selected a consultant we're finalizing some budget details um and we'll I'm expecting we'll be able to um execute the contract uh in January and then launch the

project January or February um since we haven't finalized yet I don't know mike can I can i disclose who we selected or wait on that

>>Mike Franchini: no let's wait on that Greg could you switch the host back to me please

>>Greg Wichser: Oh, i switch it to Carrie since she starting to talk next so sorry it's a hot potato we pass around

>>Mike Franchini: really Carrie are you still on the uh

>>Carrie Ward: yeah I'm in the meeting I don't know how to unmake myself um

>>Greg Wichser: go to the three dots in the top by mike's name and just say go down to make host

>>Carrie Ward: thank you

>>Mike Franchini: thank you all set Steve

>>Steve Iachetta: very good thank you let's see where'd we leave off uh we covered Menands any questions for Rima on Menands. next up is Andrew on scotia downtown connections plan

>>Andrew Tracy: okay thank you very much Steve good morning everybody uh we had a lot of interest in this rei we received nine proposals uh formed a scoring committee comprised of staff from CDTC village of scotia Connecticut county CDTA nice dot and the top ranked firm was MJ Engineering and land surveying and they'll be working with sub consultant land art studio and the proposed project manager is Lisa Wallen so we are expecting the kickoff meeting will occur in February uh and Steve i can also speak to the next one letter e if you'd like

>>Steve Iachetta: please thank you

>>Andrew Tracy: so for the local bridge preservation study the consultant for this is CDM Smith we held the kickoff meeting back in November and i received an update from project manager Eric who reports that they are in the process of uh collecting the bridge data and assessment data and bridge inspection reports uh they have access to the state's bdis bridge data information system and they are merging that with the bridge data that was collected or developed as part of the prior 2015 bridge study which is good because then they're going to be able to show us and show all of the local bridge stakeholders how bridge conditions may have changed uh from the 2015 study to the current study so they are in the process of that and Eric reports that they will be progressing deeper into the identification of uh preservation candidates for each county in each city over the next two weeks thank you very much

>>Steve Iachetta: thank you Andrew uh on the local bridge study uh can you refresh us on how many hundred bridges uh we have in our four county region

>>Andrew Tracy: Uh yes, i can just one moment while I don't remember off the top of my head uh one moment

>>Steve Iachetta: approximate sorry to put you on the spot it's just a good number to keep in mind

>>Andrew Tracy: um let me see roughly approximately three 371 bridges yep and over uh in December we reached out to many local bridge stakeholders where the consultant had some question on which agency owned or maintained the bridges so we do have a finalized list that the counties and many municipalities had a chance to weigh in on uh so about 371.

>>Steve Iachetta: good to keep the high points in mind thank you any other questions for Andrew on either scotia downtown connections or this local bridge preservation study has been an item of interest thank you any other questions for any staff thank you thank you all staff continue good work next up item 13 is around the table member planning activity status reports first up is the regional planning commission mark are you still there

>>Mark Castiglione: i am here Steve thank you we don't have very much to report still working on those technical assistance projects as i mentioned in the last meeting we're awaited with uh baited breath for the announcement of the new ceremony energy communities program we're still working with our economic development partners to distribute some Cares Act recovery funding and the census was completed and we should have more information about that at some point in February of 2020 as we gear up to do a variety of things to process the data including population projections and other things that we do in partnership with CDTC with decennial census data that we'll be working on in 2021

>>Steve Iachetta: thank you mark any questions for mark and thanks for mentioning the census I'm always interested in that

>>Mark Castiglione: you've only had to say it at every meeting for the past two years before

>>Steve Iachetta: I'm sorry mark all right i won't bother you again

>>Steve I've got it Steve I've got a question go ahead hey mark um so is 2021 for the census mainly going to be used to analyze and compile the data, we're really not going to get should municipalities expect to be able to use you know data from the census this year or is it again

>>Mark Castiglione: so we're in an interesting time with the census but historically there's there are preliminary numbers that are issued and then through the course of the year those numbers are then finalized um you know as we know the census decennial census numbers are used for reapportionment in congressional districts that's a big thing uh in the initial step um organizations like ours who are the point of regional points of contact for the U.S Census will be provided some of the preliminary data to take a look at but it's not you typically it's closer to towards the end of the year when we will have, final um census numbers from the 2020 census

>>okay so if any planning studies are going on now in 2021 you know planners municipalities shouldn't expect to be able to use you know use the new data until the end until the end of the year or to see the new data some type of final data but until the end of the year so

>>Mark Castiglione: yeah that would be a safe bet you know there's a lot of new technology in play um but there was also you know an unprecedented pandemic um which potentially would impact the quality of the census data so all these things are sort of in play so we'll see how it shakes out this year but it's a safe bet more towards the end of the year closer to have the final numbers

>>understood thank you

>>Steve Iachetta: great thank you mark i appreciate that uh excellent update any other questions next up item b is the CDTA and who is representing CDTA online um i didn't hear from anyone else for CDTA going once going twice we'll move forward to uh d.o.t it's either bob or Greg anything to add

>>Bob Rice: yeah just a couple thanks Steve uh thank you in addition to what we talked about that uh d.o.t our office staff remained at 25 in the office with working remotely that's expected to continue at least through the second of April of this year it's been extended um the Christmas day i mean not in the four county area but Greene county got hit pretty hard at Christmas time with the storm we still have two locations we're emergency contractors on site where roads are closed uh one bridge and one road that was washed out yeah we talked a little bit about the empire state trail interesting in Rotterdam junction a tunnel jacking operation was completed where basically the culvert was slid uh underneath the railroad while the railroad remained open and that was completed on the 22nd of December only to our knowledge only the second time in the country that this had been done it was quite an engineering feat we talked a little bit about the bid savings that we've been seeing and uh lastly I did the we've discussed before the route 378 the troy Menands bridge the Pell study we've got a couple workshops that we're involved with i know uh sandy from CDTC will participate as well sort of uh to get our arms around a scope for what would constitute a Pell study so we can get a new consultant proposal out there but essentially federal highways been working with us to try to get a template for a large structure replacement pelt study and you know we've certainly taken their offer to help out with this and
and to make the scope something that's usable and then a document that uh helps progress the project so uh we're those that starts at the end of the month and will progress into February and so hopefully by the spring we'll be able to uh put a scope out for that Pell study so yeah that's what i have Steve

>>Steve Iachetta: thanks excellent thank you bob appreciate the overview and congratulations on engineering marvel's on the trail that's outstanding good news i know that's been a topic at our table in prior years any other questions for bob or Greg at dot any questions we can move forward next up is uh throughway authority uh is anyone on from throughway authority i went through the list

>>Tim Wainwright: Good morning, everyone this is Tim wainwright

>>Steve Iachetta: oh that's right Tim I'm sorry go ahead

>>Time Wainwright: That's okay uh we've uh i guess the big news is that you know back in November we went live with our all-electronic toll collection and that's going well uh right now for our construction we have a little bit of a low during the winter time you know we're from a maintenance standpoint we're fully engaged in our snow and ice active activities and then things will pick up more from the construction side in the spring i think that's about it unless anybody has any questions

>>Steve Iachetta: any questions for Tim thank you Tim yep grateful very good next up Albany county airport authority yours truly reporting we're still pretty much a holding pattern um with less than half of our normal aircraft operations daily and about a third of the passengers the holidays had some peaks and we're hearing reports of full aircraft but uh we're still uh pretty much impacted by the pandemic so um cargo is our bright light with improvement of 20 in landed weights over the prior year so much more is being shipped by air our projects for this

coming year include a full 8 500 by 75 foot taxiway asphalt rehabilitation project it's about five million dollars' worth of asphalt uh known as taxiway a connecting taxiways uh we're progressing our master plan in February we'll have uh both policy and technical regional advisory committee and technical committee meetings on the 20-year master plan for airport connections uh we're also you know continuing uh preservation projects around the airport I'd be happy to answer any questions we're hoping things will improve this year 21. next up tony Vasil you're on for the port

>>Tony Vasil: okay thank you Steve mentioned my name is Tony Vasil I'm the maritime business development manager at the port of Albany and wrestler and first of all happy safe and healthy 2021 to everybody hopefully it's going to be a lot better than 20. and speaking of 20 we were up around 22% on ships and barges for last year and 25% on tonnage and we're a break bulk port so we don't handle any containers so considering everything overall interesting difficult year he did pretty well we began a marketing effort which called the winter port concept the great lakes are closed due to winter and we identified or have identified two pieces of business and the first ship from brazil with 42 000 short tons of steel slabs arrived at the port she'll be in for six days loading rail cars going to eastern Canada and the steel slabs go into all kind of different steel processing automobile parts and everything like that then next month we're getting one with around 22 000 tons from Mexico so those uh we're taking advantage of uh the lakes being closed uh another item pretty much in the wind is offshore wind Albany is heavily involved in a lot of proposals we have ndas or agreements which do not permit us to cover it in depth but we are in the thick of things

and lastly the supply chain was mentioned earlier talk about the international supply chain and containers we don't handle any containers but the supply chain really has been uh in difficult states uh what's going on is terminals the ocean terminals are clogged out on the west coast la and long beach two of the largest ports the two largest container ports in the country have 20 ships sitting outside on the water waiting to come in to be discharged and what's going on is all the orders for the retail and online retail uh are coming in and uh they don't have any chassis for the containers and what's happened also is he used to move a container from the far east of china to uh the us for fifteen hundred dollars that's now thirty five hundred dollars a two thousand dollar increase and the result is that you had a export load from the united states going to the far east it was around fifteen hundred now what's happening is the carriers are refusing that so an exporter can't move his product they're moving that empty out to the far east to china and moving it for that 3500 load coming back to the us so uh you know warehouses are full uh things will stay very busy at least through Chinese new year on February the 12th and process possibly are probably beyond into the second quarter so uh interesting times from that standpoint and that's it for me

>>Steve lachetta: questions for tony that's fascinating tony it's always good to keep the global commerce uh shipping picture in mind um you were throwing an arctic are you seeing ships going across to the west through the uh the new opening there I'm hearing about the uh the new passage what's called the northwest passage have you had any freak come that way

>>Tony Vasil: ah no uh in fact pretty much they've given up on it uh our Stephen warren terminal operator federal marine terminals parent company is fed nav based out of Montreal and they were working on that and they still are and it's a long term type thing it's still coming through the uh through the uh panama canal and uh the one in the far east in Egypt so that nothing's changed

>>Steve Iachetta: excellent thank you for your update very fast any other questions for tony local planning is next thank you tony um any uh cities or towns or counties wishing to report item g on our agenda it's open floor just uh raise your hand to be recognized i guess anyone significant projects planning for the coming year improvement to our region state yes

>>Bob Leslie: uh just uh Bethlehem is currently um in the midst of their comprehensive plan update it's been 15 years since the first comprehensive plan uh and so we are actively working on updating our comprehensive plan um while we're updating our plan which is expected to run through 2021 we are also we've also implemented a residential land use moratorium so we are limiting um residential development in our town as we update the comprehensive plan so just wanted to you know give a heads up to everyone um that we are in the midst of that um we have a consultant team of uh swbr highland planning Fraser associates and Kevin Duarca is an economic development uh planner who's involved in the team and so uh we had our first um public meeting in December um like you know most municipalities we held the meeting over zoom uh we had over 110 community members participate in the in the online meeting so we were very happy with the uh with the turnout we also um have a survey that was recently closed as of the end of the year uh we had we had 1700 participants take the survey so just a heads up to folks that Bethlehem is updating the comprehensive plan and um perhaps to the CDTC um staff from a transportation uh portion of our comp plan you may get a phone call or email from the project team uh to discuss transportation um with you so just a heads up to mike on that thank you rob any questions on Bethlehem

>>Mike Franchini: thank you rob

>>Andrew Kreshik: um Andrew Kreshik just wanted to thank CDTC and bot for concurrence on a recent request to advance a tip project on congress street we have a convergence of things happening relative to the congress street bridge in that particular area and uh very looking to coordinate things relative to uh to time um as people might have seen in the papers and such penrose development out of Pennsylvania is looking to demolish some old housing authority uh Keller apartments uh to rebuild and then uh have over the course of a few years totally redeveloped those apartments on the waterfront as we conclude or continue a study with what I believe relative to the bridge and then looking to possibly realign the bridge to a grid pattern as it comes into the city limits that would ultimately provide connectivity to the phase ii element of the south troy industrial road construction and looking to extend um monument square development south into more of the city to its southern downtown elements so as we continue more to come

>>Steve Iachetta: thank you Andrew it broke up a little bit but anyone else any questions for Andrew or anyone else wishing to report on significant projects uh-local planning activities for the region mike valentine

>>Mike Valentine: Steve can i just go back to one question for bob rice and bob the clarification on pavement projects that were let on the northwest segments in Saratoga county there were two of them and um they were let in December and then there was one earlier in the year just trying to find out what you had for construction dates for those uh two Northway segments

>>Bob Rice: mike let me do i'll follow up with you all right i'll get this because i don't have them in front of me

>>Mike Valentine: okay that's fine thank you um mike Franchini can i ask you a question

>>Mike Franchini: absolutely

>>Mike Valentine: okay um Andrew presented the bridge preservation study and every once in a while every so many months I'll throw the question out again i just want to refresh this uh remember the last time going through there were things that came about when with applications made and bridge projects going forward and then only to find later on that the bridge in itself what needed to be done was more than what we looked at defining as preservation is there is there something in this study that's going to be looking at more than just say um you know so beyond surface or age or past uh you know bridge reports bridge studies you understand my question mike

Mike Franchini: yeah i do i mean i think you know the consultant has been instructed to look at you know all repairs that currently that currently need to be made on the bridge so i think we're sensitive to the idea we want to make sure that the members have the complete picture the issue is that like a lot of studies um you know sometimes the information becomes dated over the years so you know that's why we're updating it and you know i my experience in Albany county is that even over one winter you know those conditions on a bridge can change radically so you know there is kind of a disclaimer that you know we're going to take a photograph those bridges right now you know but that even then over the winter because of ice and snow and salt there could be changes we're trying to eliminate it but we may not be able to eliminate all of them

>>Mike Valentine: all right but there's an awareness going forward then right okay

>>Mike Franchini: Yes, we're sensitive to that and you're absolutely correct

>>Mike Valentine: okay thanks

>>Steve Iachetta: okay open floor anyone else on a local planning initiative significant for the region thank you mike going once going twice uh our upcoming meetings are January 12th for bike pet advisory committee and February 3rd is our next meeting of the planning committee and we'll start to roll up our sleeves on the tip update for the following uh merit evaluations at following meetings so uh we appreciate your support um and with that I'd take a motion to close the meeting January 6th emotionally yes

>>Susan Barton: one quick second and I'm sorry i was muted this is Susan Barton i just wanted to introduce myself um I am a new planning committee member um taking over the role of Bradley Birge um I've been with the city um as planning staff for the last about dozen years so i look forward to working with you all um a lot of information uh today at my first meeting so I'm a bit overwhelmed but uh hopefully next time I'll have uh some more to contribute and maybe even a city update for you

>>Steve Iachetta: outstanding thank you Sue Barton you said right

>>Susan Barton: yes

>>Steve Iachetta: well thank you appreciate you chiming in thank you very much and welcome to the committee thank you

>>Mike Franchini: so if you have any questions you know please call or email me email is easier but we could certainly you know talk a little bit more about you know what we do on the planning committee and give you uh you know kind of a preliminary rundown if you'd like

>>Sue Barton: i would really appreciate that thank you very much

>>Steve Iachetta: anyone else closing remarks uh appreciate your support and onward and upward good health to everyone and thank you again motion to adjourn second exactly okay, all right see you in a month people on February 3rd and thank you again for your support good health stay well thank you bye