

CDTC February 3, 2021 Planning Committee Meeting

>>Sandy Misiewicz: okay we are live streaming

>>Steve lachetta: thank you Michael, thank you Sandy. Uh welcome everyone and thank you for taking time out of your busy schedule I think this is our ninth or tenth virtual meeting and the challenge is uh smoothing it out um but i think we're doing well it's an honor and privilege to serve as your chair um remember to uh please mute uh when not speaking and we can do our consensus voting with show of hands as well as voice that's my brief introduction welcome to everyone to the February third meeting of the capitol district transportation planning committee are there any visitor issues that wish to address the board present with a quorum today going once twice that opportunity is passed but we always welcome visitor issues at the start of every meeting we have transportation constituents that do show up occasionally so our administration item three is the adoption of the January 6th meeting minutes that were distributed by staff thank you again staff um are there any corrections or clarifications warranted for the adoption of our January 6 minutes we'll take a vote

>>Sean Maguire: Sean

>>Steve lachetta: thank you Sean that's a motion second bye

>>Steve Feeney: i'll second it steve

>>Steve lachetta: who is that oh thanks Steve excellent thank you very much all in favor please say aye aye raise your hand okay hi show of hands on the group screen any abstaining or opposed to the minutes our first action item i believe hereby carries thank you very much um following our traditional uh minutes uh an agenda advanced agenda we have a great presentation with Ross Farrell and the CDTA on the update of the bus rapid transit river corridor construction uh take it away ross you ready

>>Ross Farrell: uh thanks Steve I'm to pass it off to Jeremy smith in a second but just do a quick intro for Everyone we rolled out the river corridor BRT on November 8th it is our second BRT line in the region and thank you to everyone who was involved uh for years and years especially uh staff at CDTC to do the planning design uh of the of the project about a year and a half ago two years ago we realized the need for more really staff capacity to construct a project of this magnitude and luckily we were able to bring Jeremy smith that who everyone knows from the city of water of elite on to the team uh so Jeremy's just going to go through uh the project how it was constructed again the largest project really we've undertaken um at CDTA and luckily Jeremy as part of our group to get it done in a in a very short time frame as well as during uh a global pandemic um so with that Jeremy I'll just pass it off to you uh for the for the full presentation

>>Jeremy Smith: thank you ross uh let me just get back to sharing the screen here and uh maybe be okay uh first uh it's uh great to be back on the planning committee uh i did get to sit around the table with many of you for a couple of years um so it's exciting to be back and uh and to see some of your faces i wish we were at the table again to be able to see you a little bit more i appreciate you giving us the time to present today for the river BRT as ross mentioned I joined the team in 2019 we were in the heart of the river corridor BRT project at that time and we have since completed the majority of the project and have rolled out let me first check to make sure everybody can hear me okay and everybody can see my screen

>>Sandy Misiewicz: you're good Jeremy go right ahead

>>Jeremy Smith: all right thank you. sandy all right so just a quick overview and again I know many of you have uh have seen some of these slides before and some of the background information on the project again BRT stands for bus rapid transits. Uh the major component of this project was a 42.5 million dollar small starch grants from the FTA, this is a 15 to 16 mile stretch of service that runs from Waterford to the Albany County rail trail and back with two branches off of this. One that uh starts and ends in downtown Cahoes and at the Delaware Ave station in the city of Albany. now some statistics there are 31 total stations as you see on the picture on the right here 52 total shelters throughout this

there's TSP, which is transit signal priority at 74 traffic signals throughout two park and ride facilities. Uh one that is currently being built uh at route 378 in Menands the old Menands diner and one at the Albany county rail trail. the southernmost point of the of the BRT uh ten new traffic signals in total are across the corridor uh many of which you'll see. on the second half branch uh of the BRT there were 13 property acquisitions that'll be on the top of the list, when I talk about challenges for this project um 20 new BRT buses added to the fleet we also did a troy garage division expansion which was the storage and the repair area and again the revenue service began on November 8th of 2020. Um this uh this presentation is going to focus mostly on the construction of the project so of course at the end you know any questions uh ross or myself can certainly answer.

And it's very uh photo heavy so that you can see some pictures in there I know how much everybody likes pictures so uh we made sure to put as many pictures in there as we could and still uh limit the slides and keep with the time of this. we'll start with the site work for each of the sites again 58 total sites were constructed by constructed we're talking about multiple aspects excavation curbing concrete work paving work uh underground electrical was a big piece to most of these sites utility work where needed um with the water lines or any other sewer lines that might have been in the area of course power lines and working with national grid um striping as well at many of these locations and in the roadways that were paved this picture that you see here on the right this is uh at the Morton station this is uh Morton northbound uh right in front of the county building just to give an idea of what uh kind of what it looked like when it was about halfway done. so in this area right here and we'll talk about this a little bit the area that is not covered yet that is because during this picture is waiting to have heated sidewalks installed and we'll get into talking about some of the amenities across the corridor as well uh again uh very picture heavy here so that you can get a look uh some before and after of some different sites.

here um again just to give you an idea of some of the work that took place. again this is uh most of these are after excavation and the curbing is already in and the electrical work was either about to begin or had already been completed just a few photos here to kind of go through this is a second half location the second set of photos is in the city of Albany and these last four are the 19th street site both northbound and southbound in the city of Waterville now for those of you that remember you'll probably see a couple of extra photos of the city of border valley because they still have a little bit of bias towards those stations some of my favorites again a couple more pictures this is the um warehouse districts locations the picture on your left is the um southbound location and the picture on the right is the northbound location again this is uh after excavation and the uh electrical work had already been done. so you can kind of see some stub ups on both sides here as it was prepared to be finished and if you get a chance to get out there you'll see the finished product now this next slide um because we were able to get some aerial views here just wanted to give a before and after to see some of the further extensive work that was done and also some partnership work that was done in in the city of Albany not only with the adjacent property owner but of course Albany county the city of Albany the Albany bike coalition a lot of folks worked together and coordinated to make this particular site a reality.

and so this is the rail trail um located in old south pearl next to the center for disability and as you can see kind of connecting the rail trail the rail trail parking lots CDTA bus station and uh and a park and ride at this location so um just a little bit more of an overhead view of what it looked like and what work was completed there and it also piggybacked with the center for disability redoing their parking lot as well to accommodate their parking needs and again to continue with that theme this is an overhead view of the mount hope stations again in the south end of Albany and again with coordination for the bike path and the connector from the Albany county rail trail to the Mohawk Hudson so just gives you an idea of how there was you know you'll see at different stations things are shaped a little bit differently and again it's to accommodate all the other infrastructure in the area just a couple more pictures so moving on to our shelters uh our shelter contract and it should be uh i should have mentioned that our site work contract um there were um two bids for those of the phase two and phase three during the cig project and uh kalanin uh construction was the uh gc for those for that work duo guard um has the contract for our shelter installs and manufacturing um 48 of these shelters were installed pre-rollout so before November 8th with four installs still to go there's actually a fifth there at the Delaware station the um the shelter is not in yet um doing making some changes to that location uh to better accommodate and so that shelter is

not in yet so you could add a fifth to that list uh j street northbound and southbound still to be uh constructed uh riverfront station in the city of troy and then fourth and Fulton as well

those are still areas that still require shelters to be placed so this is a rendering here obviously of our of what our shelters were expected to look like and again the amenities that go with those uh benches both interior to the shelter and exterior lean rails along the shelters bike racks garbage cans we do have a green shelter that will be installed this spring with a solar wall at fourth in congress i have a rendering picture of that later on in the presentation here for you to get a look at and then at certain locations um some of the final locations that we built we were able to kind of pilot a couple of ideas here to be able to help not only the ridership and to make it a little bit more comfortable while waiting for the bus and exiting and entering the bus but also to help uh in the communities and municipalities that we're in to help with some snow removal uh and again safety so at about 18 sites there will be heated sidewalks heated shelters they'll be solar-powered on the roof and they'll also have usb chargers. some of these heated sidewalks are already up and running so we'll be able to give you a view of what that looks like through these pictures as well so i'll kind of move on to some of these pictures

this is one of the first stations that was completed along the BRT this is the 118th street location uh in north troy the Lansingburg area again to give you an idea you know this is a little bit more of a close-up of the shelter looks a lot like the rendering ADA compliant area interior benches lean rails and as we look to the other two photos here you know exterior benches uh garbage cans and just a little bit of a side view um so that you can see this is one of our smaller shelters along the corridor and you'll see some of the larger ones and how they look a little bit different because of their size so here comes my bias but it's not just mine there's a lot of folks around I think that this is one of the nicest sites along the BRT um I certainly enjoy the port Schuyler uh station I think it was very well done fits very nicely where it is. uh so you get a little picture of it lit up at night now obviously before the snow started falling this winter and then again kind of a full spread of what the station looks like so these are not just shelters these are really full stations complete with the exterior benches again the lean rails and of course uh the pylons which are more than just way finding to find it there's also a lot of electrical infrastructure that is inside these uh these pylons be able to not only uh power the shelter itself but also for communication purposes um room in there for some future infrastructure and at some of our sites they also help to power the heated sidewalks and heated shelters. speaking of heated sidewalks here's a view at the Albany county rail trail station not from this particular storm but the last one that we received and again really shows how these heated sidewalks work this is um this is very exciting uh very exciting for me and i'm sure for a lot of other people not only to have them installed but to see them actually work and be operational um and how much help it is it's obviously help for you know a lighter snow where you might not get out there to shovel um it keeps it clean and neat uh but it certainly also helps our shelter crews that go out there to maintain these areas um you know it puts a little less stress on them and on their backs to get out there and shovel and snow blowing to get it done but the main focus is it really helps for our riders to be able to safely um on and off board the bus and uh and to keep it neat and clean and something that we're continuing to look at in the future at some of our upcoming stations

moving on from the shelters river BRT also included the need for an expansion of our troy garage to be able to support the service this is about a six to six and a half million dollar project UW Marx is the general contractor on the project two major aspects of the project are the storage expansion itself uh 8 250 square feet to be able to house the 20 new river BRT buses plus a little bit and then the maintenance expansion as well uh 6 700 square foot expansion of the maintenance and repair area uh within their included new lifts new Controls uh also allowed for an articulated bus bay to be able to work on articulated buses in the city of troy first picture in here obviously is a rendering of what it would look like and then the bottom picture is a mostly finished picture this is before the paving was completed um but i'd say they match up pretty well it's always good that the final product looks like the rendering that was approved so good stuff there just a couple of quick pictures of the interior of the storage area once completed so this first picture is actually in the completed new storage area with new floor new epoxy floor and then the second picture is standing in the previous storage area looking out to the to the new area and this was an extension onto the north end of the building um so where this uh where i'm standing here during this picture uh is right by where the previous overhead doors were located and then again the expansion goes to the north leading to the new overhead doors the repair area. um again this was um

this was a little bit different because to be able to complete this we did have to dig up the old repair area so this entire area was kind of uh out of commission for six to eight months we made do in the storage area to be able to accommodate maintenance and repairs of the buses so this uh this top picture really shows um you know how much work was done in there the entire the entire repair area ripped up new infrastructure placed underground bottom picture shows the precast panels having been set and then from there was the finishing's onto the repair area and the repair area is up and operational uh today has been for a little over a month now and um just a quick little picture showing that our buses are there and are being repaired already

so um up and operational a big undertaking uh a lot of coordination between departments um and of course with the city of troy to be able to get this done and uh it's in punch less now and ready to be closed out so this project is for all intents and purposes complete moving on from the troy garage there's still some things to come um kind of a work in progress here we call a couple more pieces of sight work i'm calling it phase four of the project j street is still yet to be constructed in the in the city of Troy that design is complete and we expect to begin that construction uh in April or early spring of this year. 80's Broadway is a new location um that we are looking to add um we'll be requesting that from the FDA moving forward and to construct there 80 Broadway is in the village of Menands and located between two of our stations uh basically just after or just south of the Riverview center between our Riverview center station and our north Albany station that is site work but yet to be done also uh riverfront station there's still some slight work to be done there as well shelters still left uh remaining to be placed and here's a great rendering of fourth and congress uh the project just completed by Rosen bloom in the background here and uh what we're placing here uh there's a current shelter there but this will be replaced with this shelter when you see over here this tinted glass here this is uh this is a solar panel glass wall um that's a south facing wall there and uh if you've if you've been down in the area of fourth and Congress. it's a bit of a tunnel there so not a lot of sun exposure so the wall was the best way to be able to um to create power from the sun it also has a green roof so a green roof meaning that it will have plantings up there green like grass.

um so um this is this is something new for us uh again kind of uh piloting it seeing how it works and working with our partners at rose and bloom to make this a reality this station will also have a couple of other different amenities this is one of the stations that will have the heated sidewalks heated shelter usbs for phone charging it'll also have the big belly garbage cans solar powered self-compacting garbage cans there again giving that a try we have tried that in the past mixed reviews on that so we're going to give that a shot again and see how that works out maybe something that we add to uh to some future sites as well um again still to be set with shelters Jay street and 80 Broadway upon completion of those uh riverfront fourth and Fulton as a matter of fact if uh if the snow can stop a little bit and we can get clear area there that fourth and Fulton shelter will be up very soon and then the Delaware turnaround. as I mentioned previously um the shelter is not there yet but that will be placed in the spring when we do some finishing touches on that station as well also still to come to accommodate the additional buses and upgrades to the repair area in Troy we also need to upgrade and kind of reconfigure the locker rooms and bathrooms at the troy garage so that portion of the project is out to bid now we have bids coming in at the end of February and that work will likely start in April and be completed this construction season probably around September if not sooner um to finish some upgrades there.

so that's a really quick overview of the of the construction of the projects that certainly could have taken a lot longer and gotten into more detail and at any time if anybody wants to reach out and ask any more detailed questions certainly available to answer any of those but i really want to talk about some of the key issues and challenges we all we all definitely run into these when we have construction projects um and obviously in the last year the main challenge that we had was Covid still dealing with that in a lot of different ways but mainly uh what that did was uh you know it scared a lot of people um it scared a lot of the contractors um being able to social distance while in a in a lift or you know in a tight quarters was very concerning to people so things progressed a little bit slower for that reason not because we were halted for construction again we did not have to stop any construction of our sites but it did slow it down to be able to accommodate the restrictions that were imposed on us for this um add to that deliveries um you know things that would normally take two to four weeks we're definitely more like 10 to 12 weeks to be able to get delivered

uh so again that that slowed us down but we were only one week one week further out when we rolled out our service so we were expecting November 1st and we rolled out on November 8th so I think that's a rather big accomplishment for the team and for CDTA and for everybody that we worked with on this 13 right-of-way acquisitions um and they kind of ranged somewhere were very easy some were very difficult one took us and again part of the Delaware turnaround delay was because of that property acquisition certainly wouldn't say that the right-of-way acquisitions were easy, but they were all accomplished and only a couple of those ended up having to go to the eminent domain process. so pretty successful there this project took place and required coordination with three counties and six municipalities um you know definitely challenges there to coordinate with different folks um everybody has a different permit system everybody has different ways of how they how they like to do things um so there's a challenge there but again it was um rather easy to work with all of the counties and municipalities as well as D.O.T who owned some of the property that we were building on as well. we were able to accomplish this again because of the partnerships that we have with the counties and municipalities and D.O.T so for those of you that are on where the BRT runs through thank you very much for working with us and continuing to work with us as we complete this.

the one that i did not put on there is national grid national grid is can always be challenging to work with again especially when we're talking about 52 shelters all of which need to be powered and all of which are on their own individual accounts require inspections connections so you will see along the corridor that some of our sites are still not lit should be rather soon again that takes a lot of coordination with national grid and that's always a big challenge staff transition i put on here and this isn't uh this isn't really to focus on me so much but uh this project had taken place had been underway and CDTA uh added another staff our construction manager Adam Slade who oversaw the construction of each of the aspects of this this project um as well as me coming in kind of mid project as a director of facility so a lot of times there can be some challenges when you have new staff coming in especially if they don't know about the project i was lucky enough to have a background in the project and uh and also lucky enough to have folks like Ross, um who you know knows all the ins and outs of the project to be able to um to go back to as well as our consulting engineers at Creighton Manning.

I say in here in-ground work at Troy garage but there was a lot of challenges with our troy garage expansion this is an older building and although we can design it to the best of our ability and knowledge of what is there when you rip a wall off of an old building and you're planning to connect a new wall to that building you know none of the lines are ever straight and never line up perfectly and of course anytime you're digging underground it's difficult you don't know what you're going to run into there and of course we ran into a lot of different uh challenges on both of those fronts with that said it's built its operational. it's looking good and um and the work got completed so again it was a challenge but one that we were able to overcome and uh and get that work complete again, I tried to get through this random quickly but still provide as much information as I could to give all of you an idea of how this project went uh what the issues and challenges were and how we were able to get it done

um if there's any specific questions or detailed questions that you'd like to ask after I'm always available you can call or email me but i guess at this point if there's any questions free to free to ask i believe

>>Steve Iachetta: excellent thank you for an excellent overview this is truly a capstone project of our CDTC mission with uh both thinner municipal and uh intermodal and all aspects of our of our mission in play so congratulations on your uh demonstrated uh successful construction and coordination still in progress so it's an important update I open it to the members for other questions.

>>Mike Franchini: Jeremy two things uh first uh please switch the host back to me when you have a chance and second there are some questions in the chat room uh I don't think we've answered Elizabeth Kormos uh her question was how are the heated sidewalks powered

>>Jeremy Smith: okay very good I'm not exactly sure how to switch it back to you Mike but if you

>>Mike Franchini: uh uh in the in the um top right of the cell where I have my photo there's three dots click on that

>>Jeremy Smith: okay make hope all right I think I accomplished that one uh I keep folks will be happy with me that's about as far as i can go here um so how are they heated they are um they're electric powered so they are uh powered through our meter um at the station at every one of these stations where we have heated sidewalks or we will be putting in heated shelters they are also solar powered to help counter what the electrical usage would be we don't have firm numbers on how much power we will generate from the from the solar nor how much power will be used for the heated sidewalks but in our uh base numbers and looking at this they basically offset um or pretty close to offset um so that is how we power the um how we power the heated sidewalks um I can look read through these "are any of the new buses going to be electric" so these particular uh river BRT buses are not electric buses uh they run out of our Troy facility which pose posed a lot of uh challenges to be able to uh have electrification there to charge the buses.

um we do have the ability to charge buses in Albany but the operation does not run out of our uh does not run out of Albany the pedestals contain the electronics for the shelter so the pylons do have the um have all the electrical infrastructure for the shelters yes at some locations where we do have the heated sidewalks and shelters we did have to put in additional cabinets to be able to house the electrical infrastructure so you will see at those 18 sites some larger black cabinets uh in there as well contamination found uh when excavating the garage so we did have um we did have an asbestos report and uh um we did do all the remediation at the very beginning of that project that was before I arrived so that was back in July of uh or august of 2019. um I can get you some information on that Andrew as to um exactly what was there but um there was no there was abatement uh prior to the work started so those are the questions that were in the chat if there's any others

>>Adam Yagelski: yeah I this is Adam Yagelski um Jeremy thank you very much for the presentation uh it's an exciting project um I wanted to ask about the um sort of from the connected and automated vehicles perspective um you have transit signal priority at a number of these locations um so kind of in two parts one is you know how do you guys imagine this as kind of a corridor for the future of connecting uh various uh elements and users of the transportation network and I guess sort of secondly um the level of coordination among the various uh municipalities it strikes me that um a lot of these up it sounds like you did some upgrades and installed some new signals um is the whole corridor kind of uh you know linked and um you know what how is that uh in terms of working with the municipalities um you know each of which probably has their own kind of uh traffic signal management uh you know uh program

>>Jeremy Smith: thanks Adam um definitely a challenge again because each municipality has their own and then again some of these signals are D.O.T who also has their own um so the way the transit signal priority works uh it's really um we're asking for signal change or signal hold um when the when the bus is running late or needs to pick up some time so if the bus is running on time it's not affecting the signals at all um it is you know again from beginning to end of corridor and back so it is uh every signal along the way uh the communication of it we're still kind of working on so some of these signals had significantly old infrastructure in them and so we've had to go back and rewire um because even though it it seems as though it should work by putting in the new infrastructure you still have to go back and do a little bit extra so um we've had to do that the communication from those signals to CDTA um that's what we're working on now so you know that that portion of the communication of of getting it back to us

um so again a lot of signals for instance in the in the city of troy um that we have to go back and put some communication in same thing in Albany there's different ways that we can do that we can go right out to those signals attach a laptop and download the information or we can set it up so that that information can come directly back to us through the cloud um so that's a little bit of it there we do feel that it's the future of um of public transportation and especially in and how we do things here um without it we're not sure and certainly it would add a little bit more time to the to the route um you know when uh when lights weren't cooperating or for some reason we're running behind um but again we are not continually uh it's not like if as we get there if we're on time that the light stays green or changes to green um it's only if we're running late I think really in talking about the future of this is um and you know um sandy and the folks at CDTC are working on this. you know we have a couple of areas where we

have bus lanes in here and that's really key uh to getting to getting the service to move faster uh throughout any corridor is the is the bus lanes and bus lane project and study uh that's up now so um that's part of the big future of how we get from point a to point b great questions thank you and

>>Adam Yagelski: thanks Jeremy

>>Steve lachetta: anyone else heated sidewalks are very attractive we've tried them here at the airport even heated runways and aircraft movement areas difficult to maintain after a year a few years due to the frequency of movement and even earthquakes in this zone very difficult to maintain the grid infrastructure underlying the pavements but that's just a cautionary tale perhaps technology is improved as it was decades ago that we did that heated sidewalks and runways here any other questions from the members before we move on it is 10 15. um we have a few uh action items to vote on, um go once going twice we can move forward thank you

Ross Farrell and Jeremy Smith excellent and exciting news for our region on the blue line advancement and the red line I presume is going well with bus rapid transit so action items item four is the running story of fiscal constraint discussions every meeting and please turn to table four which is uh labeled properly in the upper corner agenda item four and table four is the updated fiscal constraint by fund source uh demonstrating our very good efforts at maintaining balance over the five year period and Michael will lead us on this update for fiscal constraint

>>Mike Franchini: yes this is quick I mean we do this for information purposes this isn't is not an action item but we do this so that the committee has a very good idea of our financial constraint requirements and how we've programmed and how the program has changed since the last meeting so since the last meeting there really haven't been any significant changes to table four we didn't have any actual tip amendments in the January meeting but there have been changes that were made to the tip where CDTC dot and the sponsor have agreed and where the planning committee approval is not necessary so there are some small changes as in the last month the only other item I would mention is year four now.

Year four is always under programmed because it's in the next tip um and year four under programming increased slightly uh but again that's a good thing because when we do have the new tip that's to be the first year of the new tip and that's when we want the most funding most sponsors like to have those projects funded in the first year or the new tip so that's a good thing but that increased slightly since last month and that's all I have for your information thank you

>>Steve lachetta: thank you Michael any questions on the updated table we covered it pretty well in our last meeting in January 6. we can move forward to item 5 which is the transportation improvement program our tip amendments as always uh pretty routine on our agenda we've got some state items and I believe Bob Rice and or Greg can lead us bob are you ready on the item uh a 5a is Rensselaer 341 craft road New York thruway pavement corrective maintenance

>>Bob Rice: yeah thanks good morning Mr. chairman I would actually like to propose that uh for consideration to take them two together Mike 341 and 342. Steve it's okay they're sort of related uh essentially nice that we would like to propose for consideration to the body uh they're paving work that we've got scheduled on I-90 basically uh with a slight uh change in the limits of the project but essentially from exit 10 headed east to the thruway uh the cost is a little bit up on that one about 800,000 in construction cost and a hundred thousand for CI so we're looking for another nine hundred thousand dollars for this year's project and being offset by uh 342 which would push the other piece of the I-90 paving from the Hudson River to exit 10

that would push that into the following year into 22-23 so that's our proposal for consideration today and I welcome any questions

>>Steve lachetta: thank you Bob um let's see does this um pose any significant change to the table four we just covered a minute ago

>>Bob Rice: no it actually to mike's way to probably balance it a little bit more

>>Mike Franchini: right

>>Glenn Posca: doesn't it increase funding in this fiscal year for increased programming i should say

>>Bob Rice: yes it would

>>Steve lachetta: any other discussion before we vote

>>Glenn Posca: flat on your point what does that increase the percentage over for this fiscal year uh well we'd have to just do the math uh quick it would be its nine hundred thousand increase and I'd have to dig up table four

>>Mike Franchini: in the end it doesn't change the four year number it does shift uh money between the different years slightly but uh i don't Glenn I don't think it's going to be significant 900,000 but

>>Glenn Posca: well it'll be more than one percent but whatever I mean if we don't want to calculate it that's fine

>>Mike Franchini: as long as we're under five

>>Bob Rice: yeah i think would certainly be under five

>>Mike Franchini: yeah yes

>>Bob Rice: maybe a percent and a

>>Glenn Posca: so it would be slightly more than one percent and right now we're at 2.8 so that would bump us up close to four

>>Steve lachetta: only caught part of what you said Glenn I believe you said it would be a significant change of more than one percent in the year shifting pushing it out one year is that correct am I understanding it

>>Glenn Posca: can you hear me? what I was saying is it'll increase it slightly more than one percent currently we are 2.8 over so that'll get us up close to four percent over so we're still under the five percent

>>Steve lachetta: which is acceptable to federal highway I believe right

>>Mike Franchini: correct

>>Steve lachetta: so is the committee uh comfortable with this I would uh welcome any further discussion a motion to adopt any

uh i'm moving steve

>>Steve lachetta: thank you all second all right uh we have a motion in a second do we cover a discussion adequately give you one last chance for discussion any Q & A on it, item four A and four B go together all in favor please say aye raise your hand raise your hand in the picture we'll monitor all right all in favor please say aye
Aye

>>Steve lachetta: thank you and opportunity uh to abstain or oppose does anyone wish to abstain or oppose please speak up it's going once twice we carry our consensus forward thank you very much

uh it's item four up next is item nah that was five now we're on six final public participation plan update and approval and I believe Jen Ceponis can lead us on this uh final public participation plan update we did cover this in prior meeting and this is the final review is Jen there

>>Jen Ceponis: yep I am here so um we completed the public comment period for the public participation plan um the only comment slash request that we received was to include a definition of what we mean by equity and public participation so we did add that to page 16 and other than that um the only things that have been changed were minor grammar typo types of things so this is um largely the same as the draft that was presented to planning committee and we are just asking now that it be approved so that we can move towards adopting it if anyone has any questions I'd be happy to answer them

>>Steve Iachetta: thank you Jen any questions for Jen on the adoption of the final plan this is an action voting item do we have a motion please

>>Sean Maguire: sell move by Sean

>>Steve Iachetta: motion by Sean Maguire is that it Sean okay I see that I think you're muted but I see you're not second by Marcus Stigle you know all in favor please say aye raise your hand I all right and any wishing to abstain or oppose this adoption item six on our agenda going once going twice uh motion carries the final participation plan is hereby adopted thank you item seven is the linkage program applications and recommendations item seven for twenty one and twenty two uh Michael and Sandy Misiewicz can lead us on this Michael do you want to open it item seven

>>Mike Franchini: yes thank you Steve um so this as we said in the last meeting there were four new proposals for linkage studies one from the city of Albany one from east county Greenbush in north Greenbush one from Rensselaer one from troy um their evaluation committee met and um we'll talk more about it but I think I'm going to pass it over to Sandy to give more a little more detail about the evaluation committee and what the results were Sandy can you handle that

>>Sandy Misiewicz: sure thanks Mike um so we did have an evaluation team take a look at the four proposals the team members included staff from the CDTC CDTA D.O.T and CDRPC. Mike is showing on the screen we have nine evaluation criteria that we took a look at as we looked at each proposal CDTC staff did vet each proposal to make sure that all the submission requirements were met and they all were you know all four proposals are good proposals um we reached a point in the evaluation discussions where we were we were kind of at a little bit of an impasse in the sense that we don't have enough money in the budget to fund all four um we as an evaluation team agreed that east Greenbush and north the north green bush proposal lease Greenbush being the sponsor was a priority for the evaluation team we felt Troy's proposal was strong it will it's a small budget but it's a small study area

um and then the debate kind of turned to Albany versus the city of Rensselaer and so because you know the main concern is or a question for the planning committee is you know Albany has received a lot of uh plan of uh linkage funding over the years um we haven't worked with the city of Rensselaer since 2004. um the city of Albany's proposal is a little is a little stronger than the city of Rensselaer's but we are presenting these two options for you folks to see if your what your comfort level is in terms of funding another project in Albany uh versus uh this one in the city of Rensselaer with the available budget um as you can see in the two options the federal share is what we pay attention to for the budgeting process so um in option one which includes Albany um our threshold is 175,000 so we're just a little tad over and I don't think that's a problem and then for option two with the city of Rensselaer's proposal included it's we're a bit under um that 175,000 threshold so we can fit three projects and we typically have said in the last few years we would fund no more than three

um but frankly you know the committee evaluation team is leaning towards funding Albany if the planning committee is comfortable with that but you know they have received a lot of linkage funding over the years the city of Rensselaer's proposal is a good proposal there's nothing inherently wrong with the city of Rensselaer's proposal it just wasn't as good as Albany so we're really bringing this to you folks to weigh in on what your thoughts are on that um and to hopefully make some decisions today

>>Mike Franchini: just to add a little bit to what Sandy said it does happen occasionally that the evaluation committee really doesn't reach a consensus and I think this is one of those examples where uh the evaluation committee really did want to hear from the planning committee before any kind of recommendation was made so it really is open to discussion and I would second everything that Sandy just said thank you

>>Steve Iachetta: thank you Michael and Sandy good overview and this shows the importance of our participation as members and we welcome good discussion and what is the pleasure of the committee at this time sandy uh laid out a few options for us would anyone like to leave with any uh point or Q & A thank you

>>Ketura Vics: hi uh this is

okay sorry go ahead

>>Ketura Vics: uh no this is uh Ketura just speaking on behalf of the city of Rensselaer obviously I'm hoping to speak in favor of our application as sandy said I do think one of the strongest things that we have going for us is that we haven't received linkage funding um in almost two decades and I can't speak to the efforts that were made to get the funding uh in that time as I've only been here for a little under three years but um we do have some real momentum moving forward with uh one of the key projects on the waterfront which is the Helton center as I understand they have actually received their designation on the national register of historic places they're eligible for all the tax credits that they've needed to move forward and they have brought on a major uh construction partner so in our I think that this study is really important um to uh help bolster those public private uh relationships and the cooperation that needs to happen to actually continue opening up our waterfront uh following the efforts that were made uh by my predecessor with the GEIS for Killian's landing

and I think that uh we would really appreciate this opportunity to be uh be funded and I have a lot of confidence in our ability to carry out an effective study that will result in future funding for capital projects so that is my piece I just want to speak very strongly on behalf of our application

>>Steve Iachetta: well stated thank you very much any other candidates wishing to advocate and present their pitch

>>Andrew Kreshik: I'll say something in Troy um just look i mean we're in the mix excuse me regardless but uh relative to the assessment between the Albany submission and the Rensselaer submission I'd have to say that you know both being good each would benefit from the Linkage study I would say that the bigger bang for the buck though going forward would probably be uh towards Rensselaer um simply because of the items that were here aforementioned and just recently mentioned about future uh leverage I see that area benefiting more cumulatively from the Linkage study and the results that could occur afterward the Albany area is much more developed and has greater potential for improvement based upon the community elements in that area that they submitted so just you know a consideration of what the linkage study would provide for the applicants going forward I think there might be a slight advantage to Rensselaer having that that's all

>>Mark Castiglione: this is Mark can you hear me

>>Mike Valentine: yes sir

>>Mark Castiglione: some um buddy once gave me a piece of advice that money is like manure it works best if you spread it around and since Rensselaer has not had a grant in this program in more than 20 years I think it's a good investment and has a better potential to be a catalyst for the future of the city of Rensselaer than the comparable project in the city of Albany

>>Liz Kormos: um as a recipient actually I think first time recipient of the Linkage grant I can concur on that um on its ability to launch uh more work uh we have gotten other grants we have decided to redo our comprehensive plan um you know we've got a lot of movement that we can attribute um a good deal of towards getting a linkage grant which and I agree spread it around

>>Mike Valentine: uh Sandy I have this is Mike Valentine I have a question um we're noting that there have been uh no grant awards to uh rensselaer but were there applications made in that long time period

>>Sandy Misiewicz: no there were not

>>Mike Valentine: okay have there been any problems as far as in that time period with other things that there's been uh have they had problems with completing any projects that would have come through us that they were involved in

>>Sandy Misiewicz: no I think what has occurred in Rensselaer over the years is um there's been some changes in administration um and changes at the staff level um you know most recently Ketura has been now uh the planner for about a year maybe a little more than that um and I think that's really the only the only issue it's a small community relative to Albany they don't have the same level of resources to commit to something like this so um I you know speaking as an outsider looking in that's that would be my observations over the years

>>Mike Valentine: any um any problem with federal aid projects are there any that others that they're working with that they've had problems with at all

>>Sandy Misiewicz: they do have TIP projects I don't know if the tip folks want to speak to their performance but I don't believe there's been challenges in terms of moving a federal aid project along

>>Mike Valentine: all right ups ask couture then while she's on uh any perception of an any problem with staff pushing this through to completion

>>Ketura Vics: um are you asking if I anticipate uh there being issues due to lack of staff and completing this

>>Mike Valentine: that's correct

>>Ketura Vics: um I don't think so because uh we did incorporate we're budgeting both our time and our money for this over the next uh two budget years so um really once we we're holding off uh other initiatives so we can uh you know work as efficiently as possible um with the hopes that we're funded we will probably halt we have one other funding for an engineering planning grant but um that would not necessarily cut into the planning staff time as much as it would require oversight from the engineering department so we're being pretty diligent to not spread ourselves too thin here

>>Mike Valentine: okay are there match funds available in the city's budget this year

>>Ketura Vics: yes and the way that our budget works too um this would actually span over the course of two budget years because our budget ends in August so uh we have made sure that we do have full availability of funding uh for one budget year but it's also very likely that uh like I said the way our budget works it will be spread out over two budget years anyways so we've accounted for both scenarios all right thank you

>>Mike Valentine: thank you

>>John Scavo: Mike I'd just like to add um you know when I look at the description here I think the city of Rensselaer when you look at the study it helps them regroup and refocus wasn't that long ago where the casino where it was going to land ultimately it landed in Schenectady, Rensselaer was right there in the running I think this helps them refocus redevelopment efforts uh to continue marketing i mean they had a great opportunity there with a hard rock cafe casino you know and I think a study like this can help them focus uh going forward in terms of economic development land use and planning.

I know we don't you know each round is a competitive round I almost wish there was a way to encourage Albany because it's such a strong application to reapply and I know we can't give them a preferential status or treatment but you know if the feedback is it's a strong application just to encourage them to reapply and note that due to fiscal constraints and the ability of spreading the wealth with applicants that haven't applied for a while I think that's the best way to go with it

>>Sean Maguire: echo John's sentiments there as well you know having worked with Rensselaer and worked with Ketura uh you know in the past uh year I think we had our students my students that do a project down there you know there's a lot of energy there that I think it's that's right to tap into and they haven't been to the table for a project like this I think Albany would have no problem doing this next year and I hope that they would not uh take offense to my comments on this today

>>Steve lachetta: good discussions all thank you Sean anyone else wishing to chime in at this time everyone seems to be leaning uh toward the option two um

>>Mark Castiglione: I'll make a motion to adopt option two

>>Steve lachetta: thank you who's the second please

>>Mike Valentine: right here Mike

>>Steve lachetta: oh thank you Michael very good are we ready to vote everyone comfortable it was a good uh airing of views and history and all uh factors weighing in uh compliments to everyone speaking uh offer a friendly amendment to Mark's manure analogy and say it's who gets the cookies was our political science text all in favor of voting as mo has moved for option two please say aye

AYE

>>Steve lachetta: all right and we rule by consensus so there's an opportunity uh to go on record as abstaining or opposing would anyone wish to abstain or oppose at this time going once going twice hearing none we carry our consensus forward excellent discussion and the action item is carried thank you everyone uh item eight coming up is the unified planning work program UPWP amendments uh we'll be led by Michael for item eight on our agenda thank you everyone

>>Mike Franchini: okay I'm in the process of sharing the document okay so as most of us know our UPWP our work plan is a two-year UPWP uh that's not always the case with the other NPO sometimes they actually approve uh UPWP by the year ours is two-year and in mid-year we usually make some administrative corrections to the plan um so every two years or every mid-year we bring these to the planning committee for your approval um what's happened in and everybody knows this uh but the pandemic has had an impact on the planning and uh it's impacted uh mostly our members because obviously the members you know for uh for many reasons have not been able to uh participate uh as much as they have in the past there have been you know for financial reasons for medical reasons for um you know quarantined reasons on and on and on then the list goes on so uh what's happened is for some of our consultant for most of our consultant efforts.

um the studies have been delayed and um normally this wouldn't be a significant issue we would just you know that we don't lose we don't use we don't lose um federal highway administration planning funds they just go from year to year so we don't lose the funding when they're not spent but in this case here the

funding is needed to complete those studies so what we're doing is we're asking the planning committee to approve taking the unspent balance in the first year of our UPWP adding that to the second year and having a new second year balance for these studies the studies in this table that I'm showing in the document so you'll see small amounts some studies haven't even started for example signal timing program that wasn't a resource issue as much as you know wanting to wait until uh traffic really stabilized before we tried to do anything with signal timing local bridge study is moving forward very quickly there's been a lot of progress but um right now we haven't processed any bills so there's even though there's been a lot of work in that particular case we still need the full amount of the money being moved over to the second year

Some of the studies consultant studies listed for example the bus lane feasibility study that change is a change because CDTA has decided to increase the scope of that of that study that feasibility study and also agreed to fund the increase so we had to increase the amount of the study itself from what was originally planned in our UPWP with one hundred thousand dollar consultant study to now a two hundred thousand consultant study um so that's just another example of why these changes have occurred um further down in this handout you'll see a little more explanation for a few individual tasks uh to give the planning committee more of an idea of you know what why and where so uh here in the first task 2.3 0.2 the city of Albany also decided to increase the scope and budget and they actually are assuming the additional cost for the amount of work that we do to develop highly conditioned inventory within the city of Albany that's the staff work that's being done that's not actually a consultant that's staff work.

In the freight planning task we did have a study planned one of the major stakeholders for the study thought that their conditions had changed and that that study that particular study scope was no longer necessary so what we have is trying to develop a new study scope for this freight planning study um I'll get I'll get back to that to share another document in your packet there is a copy of a study survey and I'll let Chris bower talk about that after to give you a little more idea of how we're deciding or trying to decide what the new scope for that study would be smart communities um task number 4.30 no study sponsors applied for this uh funding. so what we are recommending and Jen can talk more about this is a study that's going to benefit everybody and all of our members basically a how-to manual to develop how medium and small size communities can develop smart communities in the future and then the transit I already talked about because that's an increase in the scope in the budget funded by CDTC CDTA so that's a relatively quick. summary of the changes from first year to the second year there's more information in your packet if you'd like to you know look at the individual tasks themselves there's descriptions and um I would ask Chris Bauer to talk more about the freight planning study while I get the handout Chris are you on the phone

>>Chris Bauer: sure online yeah hear me hear me I'm assuming so uh yeah just really briefly um you regrouping and trying to decide how to reallocate some of the free planning funding that's been made available and Mike just shared on the screen the survey um this was developed using projects that were either in our freight plan or that were suggested by freight advisory committee members over the last couple of years um so what we were doing is uh conducting a survey that uh where we sent to the free advisory committee and also to this group and we are going to compile the results for the February 17th great advisory committee meeting there and hopefully reach a consensus about a recommendation to bring to this group about which study to pursue for 2021 I'd be happy to answer any questions anyone has

>>Steve lachetta: thank you Chris any questions on the freight overview this is a voting item Michael

>>Mike Franchini: no not yet we're looking for input on this item there's a SurveyMonkey link there if you're interested in completing the survey and giving us your input as to what you think the freight study should be that would be great um and if um Jen if you could talk more a little bit about the smart communities change in um study scope md

>>Jen Ceponis: sure um so like Mike said uh this was the second time we opened up this program um to solicit for new projects and we did not receive any proposals we did receive questions and had conversations with some folks that were interested um but they're with the pandemic and ongoing issues it just seemed like um you know shifting to doing something regional would be a better option last round we funded the led uh guidebook and while it was for Saratoga Springs it's a guidebook that could be used by any community in the region and it's an issue that a lot of different communities are currently tackling so since there are so many common issues that people are facing with immigrating new technology and shifting to using new technologies or just um figuring out how to manage it on the back end even.

We thought that developing some guidance for everyone would be a really good um would be a good effort for the funding that we had allocated here so if anyone has any questions about this or comments um be happy to answer

>>Steve lachetta: thanks Jen uh do we cover item e the transit planning

>>Mike Franchini: Sandy do you have anything that to add to this

>>Sandy Misiewicz: nope um you know the bus lane feasibility study CDTA is just contributing some additional funding so that we can uh pursue a larger effort um and we hope to launch this in the next few months the RFP is actually um being advertised as we speak

>>Mike Franchini: great thank you

>>Steve lachetta: okay all right uh wraps up agenda item eight Michael yes board very good nine is the application go ahead

>>Mike Franchini: uh we do need action though to approve those changes that uh

>>Steve lachetta: right okay right there an accidental voting item so motion anyone wants to move it thank you Bob second bye I'll second it all in favor please say aye or raise your hand all right very good any abstain or opposed to the UPWP amendments going once going twice the motion carries thank you very much that wraps up our agenda item eight last of the action items move into discussion item nine is the tip application and evaluation update and this will be Sandy Misiewicz, Sandy ready for overview on the TIP application evaluation

>>Sandy Misiewicz: thanks Steve um so in your packet uh we compiled a summary of where we're at and as you may recall we divided our staff into sort of three teams to kind of work on three key aspects of our update tip application evaluation process update um so the first is uh developing a web-based application we've been reviewing some of the capabilities of different online tools looking at Google forms job forms a few others where we established a list of evaluation criteria to review each tool and start to begin testing we're also looking at um the existing application questions we're going to drop the term project justification package and just refer to it as an application um and we're starting to compile a list of questions that require a rewording maybe a complete rewrite or reframing and things that can be dropped one of the topics that I know Bob Rice mentioned in our last planning committee meeting that we're looking at is asking the right kinds of questions in order to determine whether a project fits into a preservation versus a non-preservation category

so we're taking a close look at that we'll be talking more about that over the coming months um with respect to the merit evaluation score sheet update um the team has been uh looking at past uh TIP evaluations and their proposals um to see how things were scored and what factors were having the largest influence on the scoring um they are working on suggestions for improving language within each merit category um to make the score sheets more consistent and aligned with new visions and some of the other um regional initiatives going on as well as making sure it's understandable for the folks applying for funding um and we're going to be reviewing internal uh suggestions um in the month of February um in March and so by April we hope to have some draft material for this committee to look at um and give us

some feedback on and then finally um on the evaluation data management piece um the staff here has discussed our internal tip evaluation data um collection storage needs how we share information internally um developing some one-click forms and other reports for output we've looked at some database software options i was looking at share point access and others definitely clicking a one-click report to allow for the easy printing and consumption of a new spreadsheet with all the data that you folks see and we'll be working on developing a sample of that for staff input again in the months of February and march.

So um in terms of the schedule for this project and we'll be briefing our policy board who has not been briefed on this yet in the March meeting um we'll come back to you folks in April to take a look at the merit score sheet for review and comment and then in the month of May we'll look at the draft application um and the web-based application tool and some of the other data outputs for your review and comments so that's where we're at this point any specific questions about that

>>Bob Rice: hey it's great to hear that you're looking at what constitutes a preservation project that the other thing i had mentioned was it was about the trail projects any discussion around separating the preservation of those facilities versus new facilities in terms of the update

>>Sandy Misiewicz: yeah we definitely are taking a look at all the modes frankly and for you know categorizing things preservation versus nine and you're right and you know trails and we have some trails in the region that are reaching the point where they fit more into a maintenance category than they do uh new construction so we are we are definitely taking a look at that

>>Bob Rice: okay great thanks

>>Steve lachetta: thanks Bob thank you Sandy any other questions on item nine okay uh item 10 is the CDTC project delivery update and Jacob will lead us on this Jacob are you ready yet there it is on the screen

>>Jacob Beeman: I am thanks Steve um so a couple notes of project milestones since last month um we have the city of Rensselaer and their city pedestrian safety action plan had construction authorization in December of last year and the town of Clifton Park in their town uh pedestrian safety action plan uh we had PSNE submitted in January of 2021 so those projects are moving forward as always we have an update from a local sponsor and this month we have Steve Feeney from Schenectady county and Steve's going to say a few words about the high bridge road and east Campbell Road sidewalk reconstruction and extension project uh that uh I believe is finishing up construction going to be this spring so uh Steve if you're on and

>>Steve Feeney: I'm here can you hear me Jacob

>>Jacob Beeman: we can hear you

>>Steve Feeney: all right good I'll be brief um this really was two projects I think it goes back to maybe the 2015 solicitation I don't know there was a Bike Ped solicitation and for bike pad and um pavement preservation and we were fortunate enough to get both of those um so with the uh indulgence of the committee we combined the two projects you know one was a um sidewalk rehabilitation project and um one was a pavement rehabilitation and so we did combine those and uh we are about I'd say 95 complete um the project is basically sidewalk rehabilitation and extension some extension work along High Bridge road and east Campbell Road it's between Kings Road and Hamburg Street Kings Road in the city in Hamburg and the town of Rotterdam.

the project really begins at hybrids road and kings on the east end and extends west approximately one mile along high bridge road in east Campbell Road to the entrance to brat elementary school so we did also partner with NYSDOT on the sidewalks that cross I890 on the bridge they provided funding for the new pedestrian pet heads that have been installed I believe also maybe bob can speak to this

when we were doing our pavement job I guess there were some issues with the pavement out there on the approaches to the bridge that had that had sunk a little bit and I think uh NYSDOT also financed some additional pavement work through there um we weren't you know we were able to keep our original I guess most of our scope with the sidewalks we weren't able to rehabilitate all the sections we would have liked but uh just to sum up some of the improvements we did add 88 ramps and crosswalks at all of the side streets on high bridge where sidewalks currently existed we extended the sidewalk on the north side of hybrids from hybrid pizza to the intersection of kings road there was quite a bit of demand you can see through there the goat paths and stuff so we did extend that sidewalk to get people to some of those pedestrian destinations in that area and maybe Chris Wong could speak to this we did end at Kings.

and we were anticipating tying into their big bridge reconstruction project which is going to extend sidewalks in that area um we did add a new sidewalk section along uh east Campbell between high bridge and brat elementary school um and we are installing a RFB with that uh there's a crossing there with the elementary school um let's see we did upgrade the ADA crosswalks at east Campbell and high bridge intersection and we did upgrade a couple of mid-block crossings um we couldn't like i said we with the budget we had we couldn't um rehabilitate all sections of existing sidewalk but um we did get a lot done this interesting project because we also worked with the town of Rotterdam they had a drainage problem in that area and I know Peter's on I don't think he is but you can speak to that

um we were able to help them out a little bit uh since we were in the area with their with their drainage issue we do have i guess some issues the project's about 95 complete the RFB is not in you know that will probably be a spring uh install and uh maybe bob could speak to this there's some issue with the Ped head crossings at the I890 they were reviewed and approved by D.O.T but there's some issue with the location I'm not sure exactly what it is they are not operational yet but they are in um so and maybe Chris could I know I'm not sure what his schedule is but it's going to be a nice project to tie into what the city is doing on king's road and it makes a nice pedestrian a tie-in there so if that's my quick summary Jacob thanks

>>Jacob Beeman: that's uh that's great Steve um a lot of great information as always we appreciate the update and it's definitely good to hear on some of these projects where you know we have multiple uh sponsors involved in coordinating with each other and multiple tip projects that are going to end up linking up to each other um i don't know bob did you have any anything to add to that if not that's

>>Bob Rice: yeah no I'm not sure why those aren't activated Steve I'd have to find out

>>Steve Feeney: okay I thought there was some issue i was talking to Paul Sheldon our engineer about it he thought there was there was some issue with the location or something that D.O.T didn't like but I don't know so um

>>Bob Rice: that doesn't sound like us at all Steve so great

>>Jacob Beeman: um yeah so thank you again Steve um and uh I guess I want to uh remind uh the group here so for the April planning committee meeting I'm going to be requesting uh tip uh project updates from CDTA and that will complete our the February planning committee meeting is kind of the last uh it's when I reset and start reaching out to pro sponsors again for the next year so CDTA is the last on my list for the past year so ross uh keep an eye out for an email from me and um just kind of want to remind everyone again uh we always are posting the most recent copy of our local project tracking spreadsheet which Mike is sharing right now that's available on our website with the meeting materials

so I encourage everyone uh sponsors and consultants to take a look and to see if make sure that we have the most up-to-date information on your projects because you know we do we get updates from a number of different avenues and um you know try to keep it up to date but know that that that is not all inclusive of the most up-to-date projects so always want to hear more uh from everyone so that's all I have Steve

>>Steve lachetta: thank you Jacob excellent that's this is a good feature another improvement in our new CDTC planning processes great tool in our planner's toolbox next up is the dot project review uh will be Bob and Greg Bob Rice you ready

>>Bob Rice: yeah I think Mike you're going to be able to display those yeah you know uh there's certainly uh an increased interest in the capital the letting program both from our commissioner as well as downtown so I think uh we just want to take the opportunity to sort of a preview of this is what we show for state fiscal year 21 22 and uh if any of the sponsors are not comfortable with the letting date or the amount of the construction right now I mean we should have a conversation make sure you're talking myself or Lorenzo and uh get uh make sure we're on the same page in terms of deliverability particularly focused on state fiscal year 21 22. a lot of bridge new york cover projects as well structures uh tap projects I mean across the board I mean it's good we've got a healthy letting year plan but if there's a sponsor that's not comfortable with that schedule uh now is the time to have that conversation so thanks can you put up the state one Mike

>>Mike Franchini: yes before I do that yeah just want to say that uh we can send this to all the planning committee members for their information yeah so they have their own copy yep

>>Bob Rice: yeah that's what if you can't see it on the screen even you know review it afterwards uh included with the minutes

>>Mike Franchini: all right thank you

>>Bob Rice: this is uh dot's commitment list with for the four counties for the for the upcoming state fiscal year I mean you can certainly see uh you know we talked about the I-90 paving uh four's got a big project a big deck job over to scoring 890 a lot of structure work and uh now that now that the throughway is not taking all the overhead sign structures we can we can let a job this year so that's what dot's program looks like uh that's my update Steve unless there's questions

>>Steve lachetta: pixel bob thank you any questions on the D.O.T uh program looks uh very impressive um

>>Mike Valentine: is this an opportunity to bring up a question about uh bridge New York program at all

>>Bob Rice: yeah my I was going to talk about that or update I mean solicitations are out now uh an hour later I mean specific question about that

>>Mike Valentine: well not a specific I'm just looking at if you would just you know I know there were mailings going out I just see if you want to take an opportunity at this point to talk about the programming timing and the wonderful training that we would all have to go through again as far as federal aid stuff you know

>>Bob Rice: you know there's um you know obviously I without the sheet in front of me I don't even know what the date is that they're due back the submissions you know depending on you know statewide there's you know different comfort level with you know delivery of federal aid projects so you know sometimes the training appears to be a little bit 101 kind of class for the majority of people in the room but uh we always have some municipalities that are left scratching their head at the end of that sort of discussion too

>>Mike Valentine: so I saw in the in the um material that came out um there wasn't anything about I don't remember seeing dates or locations for that uh training is there one coming out

>>Bob Rice: no I don't think those have been scheduled okay all right

>>Mike Valentine: that's all I had then thanks

>>Bob Rice: the only other thing that's probably worth mentioning about those as well as any of the statewide solicitation projects I mean we've come up a couple times where construction cost the estimate is well above the amount of money of the award and obviously the options for additional resources to those particular projects is a lot more complicated than the options are much more limited than they are projects that came through this body and the more traditional planning process so far a couple instances where sponsors quite frankly aren't sure where the money's going to come from to fund their bridge New York or uh tap c-mac job so that's certainly a consideration when submittals are being made

>>Andrew Kreshik: speaking on that I don't know if this directly ties in but this second go-round of the bridge New York funding if construction estimates changed from the original project approval and that additional money is necessary can that be amended with a second submission for this round of bridge New York funding to acquire the necessary construction funds that

>>Bob Rice: you're saying some that had already been approved Andrew that

>>Andrew Kreshik: yeah so we've got a bridge on the first round um the construction estimate because of the initial deferment in time costs have gone up a bit not a huge amount but we're still deficient in in the construction what's on the tip for the construction event so if we need to make that up because that original bridge new york funding can't be amended can the amount needed now be submitted as part of the second round of bridge New York funding solicitations going out

>>Bob Rice: I'll have to get an answer for you I don't know if I don't think they're accepting supplemental sort of things i think it would be reviewed on its own merit as the project at its current price as opposed to the delta sort of dollars being asked for I don't see any provision in there right there but i can follow up on that Andre I know there are a number of projects around the state that even may have been funded through the MPO process that are also you know seeking uh the money because they've only got x number of dollars and need x plus 10 so that they're also submitting though uh I know they are certainly so they are accepting candidates for ones that have not been implemented through prior rounds but I don't know of just that there is no pot that's dedicated to supplementing existing ones

>>Andrew Kreshik: okay

>>Bob Rice: little bit of clarification and follow up with you Andrew

>>Joe Cimino: Steve um if I may this is uh Joe Cimino I just called up on my screen just I wanted to mention to the group that there is this may have been added recently according to the dot's website a WebEx training and the reason i bring it up it's not that far away its February 16th according to the website at uh 10 a.m. so that's a couple weeks away the website's very good i mean for those of you haven't seen it if you just go to new york state dot's overall website there's a right on the home page there's a link to bridge New York and there they have all the all the guidelines and the due dates and all that good stuff uh the first pre-review dates if you do a pre-review which is highly recommended uh those dates are um

>>Mike Franchini: Joe I just made you co-host can you share that screen

>>Joe Cimino: yeah try I can try I don't use zoom much but I will try

>>Mike Franchini: they're all a little different

>>Joe Cimino: yeah um is there a button up top there Mike that I

>>Mike Franchini: on the bottom uh there's a green button says share screen it has to be opened on your computer and it shows up

>>Joe Cimino: so are you seeing that right now

>>Mike Franchini: no

>>Joe Cimino: okay one more time

>>Mike Franchini: whoa

>>Joe Cimino: mike is that what you see

>>Mike Franchini: yes

>>Joe Cimino: okay so let me go back to there we go um so this is the uh if you go to bridge I'm sorry uh I'll just go back one page hopefully bridge new york you can look that up directly or you can go right to the dot's main website but when i click on that here's the bridge new york solicitation program they have the old rules from previous years but this is 2021 rules and all the guidelines are here notice the funding availability the worksheet you have to fill out of course for application um and then the webinar i spoke of right here on the 16th the program deadlines are not too bad I mean they're out a couple months I'll show you the pre-reviews for draft applications are not until April and may but that gives you between February and April and May to get your applications together and so forth the final submissions are May 5th and May 26th different schedules for culvert and bridges so

>>Mike Franchini: okay nice thanks Joe

>>Joe Cimino: you're welcome

>>Steve lachetta: thanks for sharing that Joe very good

>>Sandy Misiewicz: just wanted to mention that that's available on CDTC's website as well

>>Mike Valentine: what was that Sandy you cut out there

>>Sandy Misiewicz: oh sorry I just wanted to mention that's all available on CDTC's website as well

>>Mike Valentine: all right thank you

>>Bob Rice: hey Joe thanks for the support man you're hired we do it is on the site that Joe mentioned the February 16th as the WebEx training and you know I would certainly concur with the draft application uh sponsor i mean they I know uh everybody had good comments that had submitted the draft they like getting the feedback before the finals were due and there's also a frequently asked questions on the site that uh it seems to be pretty helpful so if you don't want to call Joe you can call d.o.t thank you

>>Mike Franchini: Joe you have to you have to Joe you have to stop sharing your screen though

>>Joe Cimino: yeah that's going to be that's probably harder than

>>Mike Franchini: no it's down there in the bottom

>>Joe Cimino: don't call me for tech help though please

>>Steve lachetta: all right open forum here we go um item 12 status of CDTC planning activities will be our update on uh staff reports item a is the Boston Spa bike pad master plan with Jacob. Jacob are you ready cover us on 12a

>>Jacob Beeman: yep uh we held our first project team meeting virtually via zoom on January 15th

this is essentially a project kickoff meeting with our kind of key organizational partners uh the village us CDRPC and the consultant team and a few others dot he was on the call as well really this meeting was to kind of review the scope go over our existing data sources and finalize our study advisory committee members right now the consultant team is working on initial data collection efforts and we are anticipating our first study advisory committee meeting in late February and that's all we have for that

>>Steve lachetta: sorry any questions for Jacob on the Boston Spa bike pad master plan thank you Jacob next item b is the Menands land use regulations update and Rima can give us an overview hello Rima

>>Rima Shamieh: yes hi, can you hear me

>>Steve lachetta: yes thank you

>>Rima Shamieh: yeah hi um so uh we chose um The Chazen Companies after reviewing the proposals and um we are in the process of finalizing the contract and I expect that we'll have a kick-off meet kick-off meeting with the village and the consultant team later this month and launch the project next month

>>Steve lachetta: great thank you Rima any questions on Menands land use regs update I am c next up and is the scotia downtown connections plan Andrew

>>Andrew Tracy: uh yes good morning everybody the contract is now fully executed so we are scheduling the kickoff meeting which will just be the core project team kickoff just village of scotia CDTC and the consultant team and then that will be followed by the first study advisory committee meeting which will have the full range of stakeholders that want to attend so the project is just getting underway now

>>Steve lachetta: thanks Andrew any questions on that project social downtown connections moving forward thank you uh item d next up is the CDTC regional planning commission technical assistance tap program project Sandy you can give us an overview

>>Sandy Misiewicz: sure so we have in partnership with CDRPC completed the Clifton Park technical assistance project um the project in East Greenbush on Gilligan road is just about complete there's a town board presentation scheduled for next week um we have just started projects with Troy and a different project with Glenville in the last uh week or two um and we have been coordinating a bit more with Boston Spa um and sorry um yeah Boston Spa and Colonie on the remaining two so things are progressing we hope to have as much completed uh by the end of the fiscal year which is March 31st as we can there might be um a little bleed over into the next fiscal year that's it for me

>>Steve lachetta: thanks Sandy any questions on the on the TAP program for sandy nice overview uh last up item e echo is the virtual new visions training for town boards including planning and zoning boards municipal boards and Jen Ceponis can lead us on this Jen you ready

>>Jen Ceponis: sure um so you know as we've been talking about we are in the implementation phase of New Visions 2050. there if you go to our webpage cdtcmpo.org/nv2050 you will find all of the different pieces of the plan but also you will find a form to request training again this is for town board city council zoning boards planning boards or if you would just like to have a discussion about implementing new visions as a planning committee member as a planner local government planner engineer please you know reach out and let me know I'd be happy to set something up also we have a virtual learning series it's the third Tuesday of every month we are scheduled February 16th we will be doing a webinar on aging and mobility so we'll talk about the coordinated plan but we also have someone from AARP that'll talk about the livability initiatives that they've been undertaking particularly here in the capital region march our focus will be on safety and regional safety trends April's on performance measures may will be bicycling and then we are working on scheduling through the next few months

if there are particular topics within new visions or questions about new visions that you have that you'd like to see covered please let me know and just one more thing we've been able to get AICP credits for the webinar so if you participate in those webinars you can get free credits if you're not able to attend the webinars they're all available on the CDTC YouTube channel

>>Steve Iachetta: any questions for Jen, thank you Jen

>>Mike Valentine: I think if you don't mind I've got one uh Jen I on this um I'm compiling uh sources to send out to an our county to supervisors for their municipal uh land use boards for their required four-hour training for the year how would what you have how would it be applicable to planning board members it's a broad question but that's some of the things that when we have our conference we're looking at subject matter that is applicable to a board member sitting in a meeting you know once twice a month

>>Jen Ceponis: right so we could um for the new visions training we can you know tailor our training or presentation to planning boards so really looking at you know the types of decisions that are made at the planning board table and how New Visions 2050 principles and goals and strategies can influence that or impact that so that's you know we lay out in the new visions plan and we see New Visions as something that everyone has a role in implementing so from local governments to planning board zoning boards we can really um tailor our presentation and training to any entity and are you also looking for like the credit hours that they need to

>>Mike Valentine: uh yes yeah

>>Jen Ceponis: those are actually approved through the department of state

>>Mike Valentine: well in actuality by legislation the municipal board can adopt what they approve or authorize for that training all right and we already use will we use um our own staff and what we have for our planning conferences uh and then also we'll take like CDRPC uh for what mark has you know for his pro his classes too so I'm I'm just looking in I'm pulling an aggregate of what's available through planning federation uh land use through dos uh any of those so when i looked at this and saw it what i was looking at is okay is it applicable for you know that uh that planning board member you know sitting on there in the first and second or first and third Wednesday of the month or something you know that he's going to be able to utilize

>>Mark Castiglione: I think from my perspective it's tremendously valuable to provide a regional context For local decision making

>>Mike Valentine: and I wouldn't doubt that Mark at all I don't mean to you know I don't doubt that from where we all sit looking at something okay but that board I don't all right I'll go with that I take that but I'm Jen what I'll do is probably be in contact with you if you don't mind to talk to you further by phone about it

>>Jen Ceponis: sure

>>Mike Valentine: I won't be today though

>>Jen Ceponis: okay

>>Mike Valentine: thank you

>>Mark Castiglione: and just to briefly expand on that i think it's a great role for CDTC to play to get out into communities and provide the direct training and hand-holding because the proposition of implementing regional planning in a home rural state is that uh incrementally changes need to happen at the local level whether that's updating your comprehensive plan or very much incrementally through better decision making at the planning board and zoning board level and those boards have a certain degree of discretion to request best practices be implemented but I think introducing those people and

particularly those people that will be involved in land use approvals and future planning and municipalities to the regional concepts and new visions is extremely important

>>Steve Iachetta: well thank you mark

>>Mark Castiglione: yep

>>Rima Shamieh: um to just piggyback on this conversation for just a second um I just wanted to point out to Mike and everyone else that um there is uh CDTC has developed a um a curated video library um on the CDTC website that could also serve as a as a resource uh training resource and orientation resource for um planning committees and um planning boards and zoning boards and whatnot so I encourage you all to check that out and I'll put the link in the chat box in just a second

>>Mike Valentine: uh Rima would oh wait am I on yeah there I have okay I can always figure yeah I'm on still okay on that link would you do me a favor can you just throw me an email with that link in the email that I can then I can incorporate it into uh what we're putting together okay

>>Rima Shamieh: absolutely I'll put it in the chat box and then I'll send it to you directly bank

>>Mike Valentine: all right thanks very much

>>Rima Shamieh: you're welcome

>>Steve Iachetta: we're partners in progress to promote smart growth and new transportation technologies good discussions everyone next up uh status of planning activities we go around uh regional planning commission is up first Mark you ready

>>Mark Castiglione: all right our big news is that the new program for the clean energy communities uh program has been launched it's the leadership round so check out CDRPC's website or contact Directly Todd Fabozzi on our team to find out all the good things that are included in the new program we are still in the process of distributing some Karazak money to economic development organizations in the four counties uh the census is still working through um correcting or some anomalies in the data and they plan to release a preliminary file for uh apportionment by the end of this or the preliminary file by the end of this month for final submission in April and that apportionment happens you know for our congressional districts and representation we continue to work you know new technical assistance projects uh with CDTC and you know we're excited about those things and we are have just received a draft of a new economic data dashboard working with our partners in the economic development communities we're trying to develop a tool that will paint a real-time picture of economic impacts and recovery from the Covid pandemic so more to come on that and as always a reminder we continually make improvements to our capitalregionindicators.org website so I encourage all of you if you're in need of demographic data go visit capitalregionindicators.org for all your data needs thanks

>>Steve Iachetta: thanks any questions for mark excellent overview Mark thank you questions yeah there's so much online um but it's good to have a little face time even if it's via zoom and to get the direct links we need to advance our cause uh item b is the CDTA is Ross Farrell still on Ross

>>Ross Farrell: thanks Steve um only thing to update everyone is we're continuously making uh service changes to adapt to the changes in ridership I feel like I talk about this every time we um have a meeting but you know ridership is just in a you know really a roller coaster um and so we were at 55,000 per week day went down at one point below 20,000 went back up to above 40,000 and now we're settling in a little bit um below 30,000 uh par mainly due to uh the second wave of the pandemic and so with that um you know in January 31st so this Sunday we made another round of changes adjustments and uh adjustments and frequency on cup of a couple of our trunk roots

um so this is just bringing this up because there has no really new normal in our root system um this is a lot of what I talk about with Sandy when we discuss our future transit development plan which we is now

pushing eight years old it's very difficult for us to see what the future is going to be um but at the same point we do know certain things are definitely going to move forward and i just want to reinforce I know we've talked about it a lot uh just reinforced any consultants on the line i encourage you to download the bus lane feasibility study um this is exciting project big picture planning conceptual planning for upgrades and enhancements of the BRT system that we've been discussing today thank you

>>Steve lachetta: excellent thank you Ross any questions on the CDTA front any questions for Ross opportunity yes very challenging times but we hope to see improvement significant improvement soon let's see next up D.O.T Bob did you want to report on this

>>Bob Rice: yeah just a couple things uh Mike before the local in the state the for next state fiscal year we certainly want to share them but that the caveat of a you know draft or somehow to put across those just so they're not perceived as final uh commitment documents all right when you share those

>>Mike Franchini: absolutely I'll make sure we you know we in the email we say draft

>>Bob Rice: okay

>>Mike Franchini: thank you

>>Bob Rice: we talked a little bit about bridge new york i went to the Albany skyway project was both mentioned in the governor's state of the state as well as the commissioner's address to the legislature so we had a well-attended pre-bid meeting last week and hopefully it will lead to some competitive bids when uh the leading happens in two weeks from now we also had the first of our uh slash training sections with federal highway I appreciate Sandy from CDTC participating uh sort of helped us uh craft a scope of services for the trimanans 378 the bridge replacement so it's good to uh we're talking things out with federal highway I you know under my understanding under uh the president Biden's executive orders rescinded the environmental the one federal decision protocols that had been placed under the previous administration so there's in terms of environmental processes I think there's some amendments to come in the development of federal aid projects but uh so we're sort of working through some of those with federal highway and what that means for the scope of these services uh I mentioned that they within the commissioner's testimony to the legislature she talked about the tap Cmac program and another round uh to come out sometime this year

I know staff is ready and this sort of in-house stuff has been done we're just sort of waiting budgets and go ahead on that uh she also mentioned the there's been a lot of discussion around the chips program and currently being at 80 percent of a municipality's allocation that another 15 of that being restored uh at some point uh so we're awaiting guidance and sort of how we're in the in receiving uh payment requests for the current quarter but we don't have yet directions about uh the other share that would get it up to 90 95 percent of the allocation so hopefully we'll have some more guidance on that in the near term but I know we get a lot of questions about chips so that's all I have today Steve thank you

>>Steve lachetta: great thanks Bob I appreciate all the oversight and updating here um is anyone on from the throughway authority Tim Wainwright was here

>>Tim Wainwright: good morning uh not a lot to report uh not a lot to report for the most part we're in our winter shutdown pretty much everything is focused on snow and ice operations but thank you

>>Steve lachetta: okay any questions on the throughway front for Tim let's see Albany County Airport Authority is next. all right um it's a quiet month I could repeat my uh January report that we're still uh fairly flat um the holidays bump it up a little bit we hope to see a strong you know winter break spring break two million New Yorkers are now vaccinated we hope people start taking advantage of air travel opportunities cargo is up 20 over the prior year still strong on air cargo uh we're very excited to report this Tuesday the ninth we'll have our uh first meeting of the regional advisory committee and technical advisory committees for our 20-year master plan first in many years we've done a full-fledged master plan

and there's excellent collaboration 100 attendance both in person and also zoom opportunity the leadership of RPI GE research and development major stakeholders in the region are all on that regional advisory committee along with the elected representatives and the technical staff will be in the afternoon so we'll report on that we'll probably get a little news on that item the master plan we're all excited it's a tough year to have the vision but FAA just came out with uh terminal area forecast of their what they expect and that's draft again but we should be back to last year's levels by 2025 is what the FAA forecasting team is saying so um something like a three or four year recoup but it may come sooner it's crystal ball gazing but I'm happy to answer any questions we have ongoing capital program as always a major taxiway rehab passenger boarding bridges elevators escalators a lot of fleet improvements uh happy to answer any questions on the airport front if anyone has any

>>Bob Rice: Steve just uh

>>Steve lachetta: uh Tony Vasil are you there for the Port District report

>>Tony Vasil: yes I think Bob wants to say something

>>Steve lachetta: great

>>Bob Rice: uh you know Steve just a curiosity question I guess my understanding they're doing Covid tests directly at the airport is it at Albany airports got kind of a pilot program there

>>Steve lachetta: yes that is correct it's the uh saliva test it's painless uh they do the rapid testing for uh for travelers please check the uh fly albania.com or albaniaairport.com the two websites there for further guidance also the information desk uh is in the lead of coordinating that and it can be you know immediate testing as necessary to promote your travel plans so yeah we're one of the few airports doing that rapid saliva testing to help encourage the air traveling public thanks for asking Bob we also have a dedicated master plan website too if you're into uh checking out it's a clef harbor associates uh consultant team on that but on the testing yes we're leading that we also are proud to promote the clean airport initiative we have the g back we're one of four airports in the world with all the best cleanliness accolades from g back the credential agency and uh also um uh second agency I'm getting brain freeze from going did I answer your question Bob

>>Bob Rice: yeah no Steve it's great

>>Steve lachetta: uh yes so yeah so please uh feel free to take advantage of that it's an it's a you know speaking from experience very painless just the saliva just swab on your tongue and put in a vial and ship it off and you get it get a rapid response on that so thanks for asking about that sorry Tony you ready to give a port district commission report Tony

>>Tony Vasil: yes thank you Steve good morning all uh going to talk about two items this morning at the port of Albany Rensselaer first of all the terminal itself we like everybody face the number of headwinds difficulties challenges with the Covid pandemic and everything like that one of the factors was a number of domestic and international projects were cancelled due to factors such as people didn't have people on the production line to uh put together the uh major products involved in the project so some have put on have been cancelled or put on hold scrap steel another one of our major product areas was slow or a little flat we did pick up some new business in the forest products area and we ended up 20 on ships and barges and 16 percent on tons so a lot of ports didn't end up on the plus side uh on another item which you've probably heard quite a bit is the offshore wind a few years ago we acquired 83 acres in Bethlehem which is adjacent to our port property and we were either going to uh push for offshore wind or supply chain distribution logistics, needless to say what happened is equinor a company based in scavenger Norway. The number one offshore wind company in the world are going to establish an offshore wind tower assembly facility at the port they're going to be working with two other companies Mormon out of Canada and welcome a Danish firm

they'll do the uh fabrication and everything and then move it over to the 83 acres where there's going to be a 660,000 square foot facility warehouse assembly and we're also going to be building a dock for barges that our present dock at the terminal has 1,200 pounds per square foot this facility will have six thousand pounds per square foot because the weight of the towers and the tires will be loaded horizontally on barges because they can't go down the Hudson River uh vertically so they'll go down to Hudson and at this point in time it hasn't been determined whether uh it will go to a facility in south Brooklyn or right to the two facilities the empire wind project and the beacon wind project both off of long island this is going to create about 350 jobs and will take place between 21 and 24. so you know it's a very positive thing uh the offshore wind is being pushed heavily so uh we're in the right place we positioned ourselves well thank you

>>Steve lachetta: congratulations Tony yeah it's exciting news to hear about the wind projects and all that progress there is excellent um still shipping a lot of scrap metal out or is that on scrap

>>Tony Vasil: scrap steel uh the steel comes in it goes primarily to Turkey they fabricate it into rods or rebar's or whatever or also a lot of like plate and it goes into the production comes back to the united states and goes to the uh auto producers

>>Steve lachetta: any questions nice ready thanks Tony there are questions around the board committee very good uh upcoming meetings next uh bike pad is on February 9th regional transportation coordination committee Mike what is that

>>Mike Franchini: Steve I have to I have to interrupt there but the February 11th that that is an error on our agenda that meeting that meeting is the regional safety and uh safety no regional operations and safety advisory committee the rose act committee so it's not the RTCC meeting it's the Rozak all right so operations and safety advisory committee meeting on February 11th to answer your questions about the regional transportation coordination committee that's the regional committee that deals with human services transportation 5310 vehicles coordination among different senior agencies senior and disabled agencies for transportation

>>Steve lachetta: excellent thank you for a reminder sometimes we need a refresher thank you Mike um new visions virtual learning webinars on the 16th along with the dot webinars also this is focused on the adapting ADA for aging adults February 17th is freight advisory committee uh march 4th is the policy board so our next meeting of this planning committee is not until April 7th happy spring everyone uh would accept a motion to a journalist there's any new business at this time any anyone need to chime in with a request for a review of any old business or new business speak up

>>Mike Valentine: so moved

>>Steve lachetta: we'll move to adjourn okay I'll second it thanks stay safe and be well everyone thank you so much for your support ongoing partners in progress all around thank you so much stay well

>>Mike Franchini: thanks Steve bye