

**Capital Region Transportation Council
Planning Committee
Meeting Minutes**

Wednesday, July 1, 2026

Members Attending

Michael Beaudet, representing Phil Serafino, NYS Thruway Authority
Sharon Butler, City of Cohoes
Mark Castiglione, Capital District Regional Planning Commission
Melissa Cherubino, City of Watervliet
Michael Dutre, City of Saratoga Springs
Kim Lambert, Saratoga County
Amy Lolik, representing Tom Hulihan, City of Rensselaer
Chris Marini, City of Troy
Sandra Misiewicz, Capital Region Transportation Council, Secretary
David Montiverdi, Albany County Airport Authority
Lisa Ramundo, Albany County Department of Public Works, Vice-Chair
Ryan Riper, Town of Wilton, representing Rob Leslie, Town of Bethlehem
John Schneidawin, Albany Port District Commission
Bill Trudeau, City of Albany
Chris Wallin, City of Schenectady, Chair
Greg Wichser, NYS Department of Transportation Region-1
Michael Williams, Capital District Transportation Authority

Staff and Others Attending

Peter Comenzo, Town of Rotterdam
Chris Cook, NYS Department of Environmental Conservation
Megan Daly, Albany Port District Commission
Jim DiGioia, Interested Citizen
Lorenzo DiStefano, FCM Engineering
Martin Hull, Capital Region Transportation Council
Floria Huizinga, Town of Malta
Teresa LaSalle, Capital Region Transportation Council
Kate Maynard, Schenectady County
Adam McCarvill, Capital Region Transportation Council
Nicole McGrath, Federal Highway Administration
Parker Morris, Capital Region Transportation Council
Juvena Ng, CHA Consulting
Susan Quine-Laurilliard, Albany County
Laura Robertson, Town of Niskayuna
Daniel Rourke, Barton & Loguidice

Christie Shea, Capital Region Transportation Council
Ed Snyder, GPI
Gaetano Tedesco, NYS Department of Transportation Region-1
Ethan Townsend, Capital Region Transportation Council
Andrew Tracy, Capital Region Transportation Council
Jesse Vogl, LaBella Associates

I. Welcome and Introductions

Chris Wallin began the meeting at 9:34 a.m. by introducing himself as Chair of the Planning Committee and reminded all those in attendance that the meeting is being recorded and broadcast live on YouTube. Those attending in person introduced themselves. Sandra Misiewicz introduced those attending virtually.

II. Visitor issues

There were no visitor issues.

III. Administration

A. Previous Meeting Minutes – May 6, 2026*

Chris Wallin asked for a motion to approve the previous meeting minutes. John Schneidawin made the motion and Bill Trudeau seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

B. FY 2025-2026 Unified Planning Work Program (UPWP) Grant Revisions for Close Out*

Sandra Misiewicz reviewed the proposed revisions to the 2025-2026 UPWP grant budgets needed to close out the fiscal year that ended on March 31st. The largest change is a shift of \$84,000 in FHWA planning funds from long range planning to program support and administration. Chris Wallin asked for a motion to approve the budget revisions. Lisa Ramundo made the motion and Mark Castiglione seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

IV. Action Items

A. 2025-2030 Transportation Improvement Program Amendments*

Amendment 1: 25th Street Corridor Reconstruction

Melissa Cherubino introduced the consultant team and explained that the City of

Watervliet has had plans for a truck route on 25th Street connecting Route 32 to Crab Apple Lane and 12th Street for many years. It was discovered that the sewer lines underneath the street are in poor condition and that any road work could destroy them. The City is asking for additional funding for the sewer lines and to cover construction cost increases for the roadway.

Dan Rourke described the context of the 25th Street corridor, destinations it serves, and that it carries 3,400 vehicles per day with 7% heavy vehicles. The project will address the road conditions including replacing all the sidewalks and curb ramps, address ADA improvements, and new pavement. Preliminary design work discovered the need for the sewer system replacement as it cannot be lined and the pipe itself cannot be rehabilitated. The ask is a cost increase on the original scope to address inflation and to add in the replacement of the sanitary sewer system.

Mark Castiglione asked if sewer separation was a possibility. Dan noted the City already separated the sewer. Chris Wallin asked what year the project was added to the TIP. Dan stated it was in 2022. Lisa Ramundo asked how much of the cost is related to the sewer. Dan explained that sewer is \$7 M of the project cost and the City has committed \$3.5 M for the local share.

Sandra Misiewicz remarked that we are seeing more projects requesting underground utility replacements and there should be some discussion about possibly developing a policy on the use of federal funds for this work. Federal funds are not likely to pay 100% of the cost of underground utility replacements. Where the line gets drawn is up for discussion. Greg Wicsher noted that if a highway project has something underground that is unmitigable due to the construction impacts of a project, it becomes eligible for some portion of federal aid.

Chris Wallin noted the proposed amendment would benefit urban cities but the scale of the \$13.6 M cost increase is enough to fund another project that could benefit a county that does not have urban infrastructure. Historically, the Planning Committee has not entertained \$7 M sewer replacements, only 50% of which would come from federal aid. Chris stated that this should not be an example of how to get a sewer line replaced because there is not enough money out there for that type of work. Lisa Ramundo noted that this cost is high for $\frac{3}{4}$ mile of roadway and the equity concern. If there is a situational surplus of money at a given time, a request like this could be considered. Greg Wicsher noted that it's a good strategy to over program large urban funds a little bit each year and this is often the pot of funds that are used for these urban highway projects. It's not surprising given inflation and other cost increases that urban highway reconstruction can be \$6 to \$8 M per lane mile.

Mark Castiglione made a motion to approve the amendment, John Schneidawin seconded. All in favor said aye, there were no oppositions or abstentions, and the

motion carried.

Amendment 2: NY 5 Central Avenue Drainage Repair and Pavement Resurfacing Part 2

Greg Wichser reviewed the amendment which is coming up for design approval and needs an additional \$1.7 M to address revised construction estimates and additional work in partnership with CDTA related to their bus stop upgrades. Lisa Ramundo made a motion to approve the amendment, Sharon Butler seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

Amendment 3: NY 396 over Coeymans Creek, BIN 1047480

Greg Wichser explained that the bridge replacement project needs a cost increase due to higher right of way costs, additional temporary easements for constructability, and additional hydraulic capacity requirements for resilience. Melissa Cherubino made a motion to approve the amendment, Mike Dutre seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

Amendment 4: NY 32 Over Fish Creek, BIN 1022530

Greg Wichser explained that this bridge replacement is also facing additional hydraulic capacity requirements for resilience with a cost of increase just over \$2 M. The state added some state funds to offset some of the cost increase. Sharon Butler made a motion to approve the amendment, Lisa Ramundo seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

Amendment 5: NY 145 Albany County Slope Repair and Paving

Greg Wichser explained that Route 145 is on the fringes of Albany County. Slope stability projects are complicated to design. This cost increase will support scope of work needed to fix the issues, a corridor with multiple locations that are sliding down the hillside. It will reconstruct portions of the road and repair several locations. This location has generated a high volume of complaints. Lisa Ramundo made a motion to approve the amendment, Mark Castiglione seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

Chris Wallin noted that there were five amendments, one meeting, an additional \$22 M approved. While it is understandable there are going to be cost increases but there does not seem to be a limit on how much we can approve. Is fiscal constraint still tracked? Sandy Misiewicz noted that it is being monitored and that we are overprogrammed in some fund sources but the program balances out as not all of the projects programmed are obligated in a given year. Greg Wichser added that because project schedules are continually sliding, all the TIP amendments allow us to obligate

all the dollars but not necessarily all of the projects. Andrew Tracy noted that the fiscal constraint table generated from Project Tracker is being reviewed. There is some overprogramming in the first two years of the TIP. For now, everyone who is ready has been able to get their projects obligated.

B. Limited English Proficiency Plan Update

Sandy Misiewicz presented the update to the Limited English Proficiency Plan. The document was revised to be a policy document that describes the methodology used to identify languages that meet the Safe Harbor threshold, describes what documents the Transportation Council will translate, and describes our oral interpretation practices at our meetings. References to rescinded Executive Orders were also removed. This document will need Policy Board approval. Lisa Ramundo made a motion to approve the amendment, Greg Wichser seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

V. Discussion Items

A. SS4A Implementation Set-Aside Concepts*

Sandy Misiewicz reviewed some options for the use of the \$2 M safety set-aside in the TIP to progress concepts identified in the recently completed Capital Region Vision Zero Safety Action Plan. If there is a full TIP update this fall, that could influence the approach to the use of the set-aside. Andrew Tracy noted that the Regional Operations and Safety Advisory Committee felt that because the funding is limited, we could help fund some low cost systemic treatments such as those for roadway departures or do concept development or preliminary engineering to help prepare larger scale projects for discretionary implementation grants.

Sandy noted that the Transportation Council could hire a consultant to help further develop Vision Zero Plan concepts, targeting local roads first. Chris Wallin stated that sponsors would need to be identified voluntarily to which Sandy agreed, noting that the Plan identifies the locations and the Transportation Council would go to those sponsors and ask if they are interested in participating. The Safe Streets and Roads for All Program has become easier to apply for and does not involve NYSDOT in a direct way, making the strategy to support concept development more desirable.

B. Summary of 2025-2030 TIP Administrative Modifications

Andrew Tracy discussed the transition from the old e-stip software to Project Tracker and staff has caught up on project administrative modifications and data entry for TIP amendments. Project Tracker is going to have a public facing

project dashboard which will be linked to our website and replace the posting of static project listings on our website for public use. If sponsors have any questions about the status of their projects they can reach out to Andrew.

C. NYSDOT Project Delivery Update

Greg Wichser shared that there have not been a lot of notable project lettings of late but the Riverview Road Bridge is being torn down to be rebuilt, paving projects on I-87 continue, and the state may be allowing the use of speed cameras in work zones on non-Interstates for safety.

D. Status of Regional Transportation Planning Initiatives*

Sandy Misiewicz shared that the Halfmoon/Clifton Park CR 109 study is in concept development, the Ballston Spa Traffic Calming Master Plan consultant selection is underway, a public meeting is being scheduled for the end of July for the West Avenue Compete Streets study in Saratoga Springs, the Rensselaer Aiken Avenue study REI should be posted in July. Several technical assistance projects are wrapping up, the ADA project in Albany County is wrapping up as well. The Superload study has launched and consultant selection is underway for the Resilience plan and the Scota ADA project.

E. Regional and Local Planning Updates

1. Transportation Council – Sandra Misiewicz discussed that the hiring process for a new Transportation Planner, Senior Transportation Planner, and an Administrative Specialist is underway. Parker Morris will be leaving the Transportation Council and a new GIS Specialist position has been posted.
2. CDRPC – Mark Castiglione shared that CDRPC was awarded a Timber for Transit grant from the Northern Border Commission for a bridge study, an online natural resource inventory tool is now available, the sustainability webinar series continues, the date of the annual Planning & Zoning Conference is October 23rd.
3. CDTA – Mike Williams shared that they are wrapping up the performance report using the standards of the Transit Development Plan. The report should be available later this summer.
4. NYSDOT – Greg Wichser shared that Wyatt Martin in permits has left NYSDOT. Jim McNally has taken over the role. Brian Lashway is the new resident engineer for Rensselaer County. In the right of way group, Jim Pierce moved on to the main office and was replaced by Kimberly Lewis. Mike Arthur is

retiring and his last day in the office is August 4th.

Sandy Misiewicz mentioned that the four Roadway Departure Safety Action Plan projects have been awarded funding by NYSDOT.

5. NYSTA – No new updates.
6. Albany County Airport Authority – David Montiverdi reported the airport has had the most seats loaded since 2005. Other than the terminal project, the cell phone lot is being expanded in the fall and flight arrival boards will be added.
7. Albany Port District Commission – John Schneidawin shared that the Port is hosting the USS Marinette as part of the July 4th Navy 250 celebrations.
8. Local Government/Other – none noted.

VI. Upcoming Meetings/Events/Deadlines (tentative)

1. Active Transportation Advisory Committee - July 8, 9:30 AM
2. Tools of the Trade Workshop at HVCC - July 16, 8:00 AM to 1:00 PM
3. Human Services Transportation Advisory Committee - August 3, 2:00 PM
4. Planning Committee Meeting – August 5, 9:30 AM

VII. Adjournment

Chris Wallin reviewed the list of upcoming meetings. Mark Castiglione made a motion to adjourn the meeting, John Schneidawin seconded. All in favor said aye, there were no oppositions or abstentions, and the meeting ended at 10:38 a.m.

Respectfully submitted,



Sandra Misiewicz, AICP
Secretary