

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

**Wednesday, April 1, 2026
9:30 a.m. – 11:30 a.m.**

Members Attending

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

Staff and Others Attending

Tim Lane, Village of Menands
Susan Quine-Laurilliard, Albany County
Rosa Tirino, Albany County Department of Public Works
Ryan Riper, Town of Wilton
Floria Huizinga, Town of Malta
Peter Comenzo, Town of Rotterdam
Michael Tuller, City of Saratoga Springs
Alexandria Carver, City of Schenectady
Anna Rizzo, Town of Sand Lake
Peter Knutson, Schenectady County
Nicole McGrath, Federal Highway Administration
Sheri Kern, NYS Department of Transportation – Region 1
Randy Milano, NYS Department of Transportation – Region 1
Gaetano Tedesco, NYS Department of Transportation – Region 1
Chris Cook, NYS Department of Environmental Conservation
Robert Bielawa, NYS Department of Environmental Conservation
Megan Daly, Albany Port District Commission

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Melissa Shanley, Capital District Transportation Authority
Eliza Orlando-Milbauer, Capital Roots
Jeff Pangburn, Creighton Manning Engineering
Tony Christian, Creighton Manning Engineering
Juvena Ng, CHA Consulting
Iana Headley-Kroll, CHA Consulting
Lorenzo DiStefano, FCM Engineering
Fred Mastroianni, FCM Engineering
Ed Snyder, GPI
Amanda Kinley, GPI
Jim DiGioia, Interested Citizen
Adam McCarvill, Capital Region Transportation Council
Teresa LaSalle, Capital Region Transportation Council
Martin Hull, Capital Region Transportation Council
Andrew Tracy, Capital Region Transportation Council
Ethan Townsend, Capital Region Transportation Council
Parker Morris, Capital Region Transportation Council
Carrie Ward, Capital Region Transportation Council
Leah Rye, Capital Region Transportation Council

I. Welcome and Introductions

Chris Wallin started the meeting at 9:30 AM and introduced himself as the new Chair of the Planning Committee. He encouraged the group to let him or Sandra Misiewicz know if they have any ideas to make the Planning Committee meetings more interactive or valuable to municipalities.

In person attendees introduced themselves. Sandra Misiewicz introduced the virtual attendees.

II. Visitor Issues

No visitor issues.

III. Presentation: Innovations in Bridge Preservation – presented by NYSDOT Region 1

Sheri Kern, Acting Regional Structures Engineer for NYSDOT Region 1, gave a presentation and showed a PowerPoint on the I-87/I-90 interchange (known as the Exit 1 corridor) and the planned rehabilitation of all the bridges within the interchange.

The objectives of the rehabilitation project are: 1) To complete necessary major rehabilitations to bridges within the Exit 1 corridor; 2) Minimize impacts to the traveling public at this heavily

trafficked interchange; and 3) Provide a work zone traffic control plan that prioritizes construction worker safety. The various bridges that comprise the interchange were built around the same time, and they are all due for major rehabilitations. Fifty years is generally regarded as the maximum useful life of a concrete bridge deck. Therefore, all these structures will need to be addressed within the next decade. Sheri provided specific details on each of the various bridges within the interchange and their current conditions.

The rehabilitation work will be completed with two main projects, Project #1 and Project #2. Sheri provided details on the stages, cost and schedule for each of the two projects. Scoping for Project #1 is ongoing with construction estimated to start in 2029. The preliminary construction estimate for Project #1 is \$8.5M, and the preliminary estimate including Exit 1W ramp reconstruction is \$9.9M. Project #2 can be completed as one contract or split into two. Construction is estimated to begin 5 to 10 years after completion of Project #1. The preliminary construction estimate for stages 1-2 of Project #2 is \$18.8M, and the preliminary estimate for stages 3-4 is \$15.5M. The three curved ramp bridges within the interchange can be completed individually, together, or included in Project #1 or #2.

Mark Castiglione asked how the construction work will impact commuter time. Sheri responded that hopefully this implementation strategy will have very minimal impact on the traveling public. Lane configurations will be kept relatively the same as they are now. Long-term closures will be used as opposed to multiple short-term closures.

Rob Leslie asked if both night and day work were expected. Sheri and Greg Wichser explained that although some night work will probably be involved, night work is not required due to the use of long-term closures, which are designed to allow workers to perform their work at any time. There will be mostly daytime work on these projects.

Chris Wallin asked if the long projection out for these projects is due to funding or design. Will they be TIP projects or state-funded? Greg Wichser responded that NYSDOT wanted to lay out a game plan for this entire set of infrastructure, which is very sensitive to any disruption. The first project will probably come up in the next TIP update. The other one will come to the TIP at the time that it is needed. Sheri added that some of the bridges that were proposed in Project #2 are still in relatively good condition, but they're not going to stay that way, so it is good to get ahead of that and have a game plan for the corridor.

Peter Knutson asked if there was any thought of joining a couple of bridges in Project #2 together to make future maintenance easier. Sheri responded that a lot of the ramps have different super-elevation requirements. The original structures were built in the 1950s, and more bridges were added in the 1980s, so it is kind of a haphazard design. NYSDOT wants to maintain the bridges and does not want to change the traffic patterns in the corridor.

Regarding the multi-use path that runs under the corridor, the path will probably be closed for

the period of time when lifting operations are underway because an additional steel beam will be added to one of the bridges.

Michael Beudet asked a clarification question regarding the two-lane concept that is being proposed for Exit 1 onto the Thruway. Is the plan to shorten the weave in that area, even though there is already a short weave? Sheri responded that this is just a concept, and NYSDOT needs to fully evaluate it. There are options for extending the acceleration lane farther, but NYSDOT would need to discuss that with NYSTA.

Kim Lambert asked if any of these bridges would be eyed for the Superload study that the Transportation Council will be conducting. Greg Wichser responded that NYSDOT will have to see whether any of these bridges are in the study area.

IV. Administration

A. Previous Meeting Minutes – February 4, 2026*

Chris Wallin asked for a motion to approve the previous meeting minutes. Mark Castiglione made the motion. Kim Lambert seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

B. Nominating Subcommittee Outcomes

Sandra Misiewicz indicated that at the Policy Board meeting in March, Mayor Gary McCarthy (from the City of Schenectady) was elected as the new Chair of the Policy Board. Frank Annicaro and Michael Arthur were re-affirmed as the Vice-Chair and Secretary of the Policy Board, respectively. The two town and village representatives for the Policy Board will be Mayor Richard Straut (from the Village of Voorheesville) and Mayor Michael Slik (from the Village of Castleton-on-Hudson). Sandra welcomed Rob Leslie (from the Town of Bethlehem), who was appointed to be the town and village representative for the Planning Committee for this year.

V. Action Items

A. 2025-2030 Transportation Improvement Program Amendments*

Amendment 1: Town of Rotterdam: NYS 5S Ped/Bike Access Improvements

Peter Comenzo shared information about the first amendment. This project has been around for quite a few years. The town has been struggling to find additional funding. There were some concerns with the waterline and the construction, as 75% of the waterline is in direct conflict with the proposed drainage that needs to go in. In response to a question from Chris Wallin, Sandra Misiewicz confirmed that the funding source that can be used for the water main is STBG (Surface Transportation Block Grant) Large Urban. Greg Wichser added that STBG Large Urban

*see the Transportation Council's website.

still has a balance, and this will help to use that up. Sandra Misiewicz added that Large Urban is dedicated to the Transportation Council and it determines how those funds are used.

There was some further group discussion about the waterline conflict and project cost. Mark Castiglione 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 2: City of Schenectady: Craig Street Corridor Rehabilitation

Greg Wichser shared information about the second amendment. This came in from NYSDOT even though it is a local project because the TIP amendment is related to the NYSDOT owned bridge that is getting rehabilitated as part of the Craig Street project. Through a learning curve of mixing state funds with federal funds, NYSDOT is proposing to utilize the federal bridge preservation set-aside to fund this bridge work to help make the project function better from a funding and agreement side. This amendment will re-assign what had originally been state funds for the bridge and utilize NHPP funding. The NYSDOT set-aside will be used to fund just the bridge work. It is a \$4.3M switch from state funds to NHPP.

Chris Wallin added that the reason NYSDOT is proposing this amendment instead of the City of Schenectady is that this is a state-owned bridge. It is a share of the project that the City of Schenectady had agreed to incorporate into its local project. When NYSDOT received the bids and reviewed them, they recommended this approach so they are presenting this request on the City's behalf. Chris asked for a motion to approve the second amendment. Tom Hulihan made the motion. Lisa Ramundo seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

Amendment 3: Town of Glenville: Freemans Bridge Road Sidewalks and Multi-Use Path

Tony Christian, speaking on behalf of the Town of Glenville, explained this amendment shifts funds from one PIN to another PIN. The town constructed a multi-use path on the west side of Freemans Bridge Road (Dutch Meadows Lane to Scotia-Glenville section of the Mohawk-Hudson Trail) in 2025. While that project was in design, the town was awarded TAP funds for a new sidewalk on the east side of the road in the same limits. The town also received TIP funds for a multi-use path on the east side of Freemans Bridge Road from Dutch Meadow Lane to Airport Road. When these funds were awarded, part of that funding (specifically the TAP funding) was placed into an old PIN, and the new STBG funds for the multi-use path on the east side were placed into another PIN. This TIP amendment will put all the TAP funds into PIN 1762.49 (S285). NYSDOT will also be repaving Freemans Bridge Road as part of S285 for which NHPP funds are being added to the project. The non-federal share will be covered by NYSDOT.

Chris Wallin asked if the town is going to be responsible for the paving project. Greg Wichser responded that this will be similar to the Craig Street project. It is one big project that takes care of NYSDOT's needs as well as the town's. Chris asked for a motion to approve the amendment.

John Schneidawin made the motion. Lisa Ramundo seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

B. Public Participation Plan Update*

1. Draft Resolution 26-2: Public Participation Plan Adoption
2. Draft Public Participation Plan for Public Review

Sandra Misiewicz indicated that at the last Planning Committee meeting, a few proposed updates to the Transportation Council's Public Participation Plan were introduced. There was an error in the proposed summary of revisions in that federal regulations require a 45-day public review period on the Transportation Council's Public Participation Plan and amendments to that plan. Over the past two months, the Transportation Council has done a full update of its Public Participation Plan. Sandra noted that today's action on the revised plan will supersede action taken at the February Planning Committee meeting.

Revisions to the Plan include adjustments to the public review requirements for amendments to different core products like the long-range plan or the TIP. Timeframe changes for TIP amendments are of particular interest as the Transportation Council was getting into situations where Policy Board action was needed in between regular meetings, which are difficult to convene on short notice while honoring current public review requirements. The goal is to have reasonable public review timeframes for TIP project amendments so that active projects will not be delayed. Sandra showed the Draft Public Participation Plan with proposed minimum review periods for various activities and revisions. The draft revised Public Participation Plan for public review is on the Transportation Council's website. A virtual workshop and an open house will be held in the month of April. The review period will be 45 days, and Policy Board action will be required.

Chris Wallin asked for a motion to approve the draft Public Participation Plan for public review and the associated draft resolution. Greg Wichser made the motion. Mark Castiglione seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

C. Air Quality Conformity Update*

1. Draft Resolution 26-3: Air Quality Conformity Adoption
2. Draft Air Quality Conformity Statement for Public Review

Sandra Misiewicz indicated that NYSDOT is progressing the notice of intent (NOI) to do an environmental impact statement, which is tied to the Reimagine 787 initiative. As the project evolves, the Transportation Council will have to amend its regional transportation plan to move the project from illustrative to fiscally constrained. To do that, the Transportation Council must first amend and update its Air Quality Conformity

*see the Transportation Council's website.

Determination per federal requirements related to the Clean Air Act. The Transportation Council will coordinate the public review process for the Draft Public Participation Plan with that of the Draft Air Quality Conformity Statement.

The amendment assigns a new air quality code for what will be a non-exempt project. It is the Transportation Council's only non-exempt project for air quality, triggering the need for a full environmental impact statement. The conformity determination is coordinated with the Adirondack/Glens Falls Transportation Council as well as NYSDOT. Because of the scale of this project, amendments to this and other documents may happen more frequently as the project evolves. Greg Wichser added that this action must be taken early because of the coordination. NYSDOT is targeting NOI completion in less than a year from now.

Chris Wallin asked for a motion to approve the draft Air Quality Conformity Statement for public review and the associated draft resolution. Lisa Ramundo made the motion. Michael Dutre seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

VI. Discussion Items

A. Roadway Departure Safety Action Plan (RDSAP) - Local Call for Projects

Sandra Misiewicz indicated that applications for RDSAP projects are due on April 17th. Sandra showed a table with the estimates of funding available for each county. There were no applications submitted from either Albany or Schenectady County for the previous round. There is a little over \$1.5M available for Albany County and a little over \$700,000 available for Schenectady County. Even with the Saratoga County project that was awarded, there is still a balance of about \$16,000 for Saratoga County. Rensselaer County shows a negative balance of funds, but that gap was closed from the overall Region 1 target.

Sandra encouraged members in Albany and Schenectady County to submit applications. Between the SS4A planning work that the Transportation Council did, as well as the work of the RDSAP that the state did, there are a lot of candidates already identified making the application process easier. Sandra also highly encouraged any sponsor that is considering applying, even in Rensselaer or Saratoga County, to put their hat in the ring, because there are a lot of counties that are not applying for this funding statewide and the potential is there for reallocation of funding. Program information is available on the NYSDOT website: www.dot.ny.gov/divisions/operating/osss/highway/rwdsap

In response to a clarification question from Rob Leslie, Sandra confirmed RDSAP funds are for local roads only. The funded Rensselaer County project was in the Town of East Greenbush and Saratoga County was the sponsor of the other funded project in round 1.

Lisa Ramundo asked who would be reviewing the applications. Sandra responded that the

Transportation Council will be receiving applications and will be looking at them with NYSDOT. The eligibility review is done by NYSDOT staff. If a very large number of applications are received, it may be necessary to evaluate proposals using the Transportation Council's TIP project evaluation criteria.

B. Summary of 2025-2030 TIP Administrative Modifications

Andrew Tracy indicated that there was very little activity last month. The E-STIP system that the Transportation Council uses to make administrative modifications and amendments was temporarily taken down while NYSDOT migrates to new software. The new software is not yet live, and there are some administrative modifications waiting in the queue. The Transportation Council will initiate those modifications as soon as the new software is live and ready to use. The amendments that the Planning Committee acted on today will also need to wait until the new software is live for incorporation. For the amendments that do not need Policy Board approval, the Transportation Council will make those changes as well. If anyone has a pending TIP action, the Transportation Council will notify sponsors as to when the changes are being made in the new software.

C. NYSDOT Project Delivery Update

Greg Wichser indicated that it has been a busy month with the spring bidding season and the robust paving program this year. A bid for paving in Saratoga County on I-87 from the Twin Bridges to exit 11 came in close to the estimate at \$18.7M. The Albany County section of I-87 from Western Avenue to the Twin Bridges also came in close to the estimate at \$22.8M. For NYSDOT's annual multi-site work, one of the contracts came in at around \$15M. Bids for preservation of the Congress Street bridge over the Hudson River came in over the estimate, at about \$15.5M.

Chris Wallin asked if Greg had heard anything about state budget chips funding. Greg responded that the last he had heard was that state chips and other programs were being considered for consolidation.

D. Status of Regional Transportation Planning Initiatives*

Sandra Misiewicz indicated that the Halfmoon/Clifton Park CR 109 study is continuing and draft concepts are in development. The Niskayuna Route 7 project has been completed and is moving into implementation. The Ballston Spa Traffic Calming Master Plan REI should be out for advertisement in April. The West Avenue study in Saratoga Springs is kicking off and Creighton Manning was selected as the consultant. The new UPWP planning study awards include Aiken Avenue in the City of Rensselaer, the CR 76 Corridor Study in Stillwater, and

*see the Transportation Council's website.

an ADA project in the Village of Scotia. Sandra will be sending out the MOUs, administrative guidelines, and award letters. The Transportation Council's technical assistance program is active and a couple of projects are underway. Sponsors should contact the Transportation Council or CDRPC if interested in technical assistance.

E. Regional and Local Planning Updates

1. Transportation Council

Sandra Misiewicz noted that the final round of the Safe Streets and Roads for All (SS4A) grant program was announced and the NOFO (notice of funding opportunity) is available. There is \$687M available nationwide for implementation projects. The Transportation Council put a lot of resources and time into its Vision Zero Safety Action Plan to identify projects to go after these funds. Sandra will be sending an email about this opportunity to members soon. If there is interest amongst sponsors in collaborating on a joint regional application, this may be a good time to do that. The application deadline is May 26th.

The Transportation Council is going to also work with NYSDOT on scheduling a TIP sponsor project meeting on May 6th. An anticipated date for the meeting is within the first week of May. If there are any topics that TIP sponsors would like to discuss, this is a good time to start thinking about them. The meeting will be open to municipal staff as well as the consultants that are working on TIP projects.

2. CDRPC

Mark Castiglione indicated that CDRPC submitted its application for a Timber for Transit grant to assess about 80 bridges for their suitability to be replaced by timber structures. Mark thanked Greg Wichser and NYSDOT Region 1 for committing to the match and Anna Rizzo from the Town of Sand Lake for inspiring the idea. CDRPC also applied in partnership with the Transportation Council to conduct a regional housing study. CDRPC will be releasing an analysis that looks at pre- and post-COVID transit ridership changes. CDRPC is also working with Schenectady County to assist with updating their hazard mitigation plan. CDRPC is conceptually talking with Albany County about helping them with their upcoming comprehensive plan work. CDRPC's webinar series focusing on clean energy strategies will start today. As a reminder, the free Albany County Planning and Zoning Workshop (which is sponsored by CDRPC and the Transportation Council) is coming up in a couple weeks. Additionally, CDRPC is in the process of developing a regional natural resource inventory platform, which will provide every community with a tool to update or create a community natural resource inventory.

3. CDTA

Michael Williams indicated that there was no new business this month from CDTA.

4. NYSDOT

Greg Wichser indicated that Mark Saunders, Resident Engineer for Rensselaer County, has retired, and his assistant Jack has been acting temporarily in the role until a replacement for Mark is announced. In the planning and program management realm, Don Mattemore retired and was replaced by Brandon Greco, who has been a long-time team member in that unit. Regarding the May 6th local projects meeting that Sandra mentioned earlier, if anyone has agenda items for that meeting, please reach out to Guy Tedesco.

5. NYSTA

Mike Beudet indicated that NYSTA has a comprehensive safety action plan out. Comments are due by June 26th. Visit: www.thruwaysafety.org/share-your-thoughts-1-1

6. Albany County Airport Authority

David Montiverdi shared updates on the construction that has been ongoing at the airport. On April 24th, the platform that has been in use will start coming down, and a new area that is being built for queuing will open up. The A Concourse project has largely wrapped up well ahead of schedule. The airport is also getting ready for the April break. The airport set record numbers last year and are already higher this year. Southwest Airlines had previously terminated its Albany to Las Vegas flight but that decision has been reversed.

7. Albany Port District Commission

John Schneidawin indicated that the Port is working with CDRPC on an economic impact assessment for the Port and its tenants. The last one was done over a decade ago. That study should be out at the end of Q2 or beginning of Q3. The Port is also looking to get its foreign trade zone designation. That will come toward the end of Q3 and will help make the Port more competitive. On May 19th, the Port is planning to host a maritime summit at the Capital Center. More information on that event will be forthcoming.

8. Local Government/Other

Sandra Misiewicz indicated that aside from Steve Feeny retiring, Andrew Kreshik from the City of Troy is also retiring.

F. Upcoming Meetings/Events/Deadlines (tentative)

1. Active Transportation Advisory Committee – April 8, 9:30 AM
2. Human Services Transportation Advisory Committee – May 4, 2:00 PM
3. Planning Committee – May 6, 9:30 AM

Chris Wallin reviewed the upcoming meetings. Chris asked for a motion to adjourn. John Schneidawin made the motion. Lisa Ramundo seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

Meeting ended at 10:39 AM.