Capital Region Transportation Council
Planning Committee
Meeting Agenda

Wednesday, October 7, 2026
9:33 a.m. – 11:30 a.m.

Members Attending
Michael Beaudet, NYS Thruway Authority
Sharon Butler, City of Cohoes
Mark Castiglione, Capital District Regional Planning Commission
Megan Daly, Albany Port District Commission
Michael Dutre, City of Saratoga Springs
Tom Hulihan, City of Rensselaer
Kim Lambert, Saratoga County
Rob Leslie, Town of Bethlehem
Kate Maynard, Schenectady County
Sandra Misiewicz, Capital Region Transportation Council, Secretary
David Montiverdi, Albany County Airport Authority
Lisa Ramundo, Albany County Department of Public Works, Vice-Chair
Chretien Voerg, Town of Colonie
Chris Wallin, City of Schenectady, Chair
Greg Wichser, NYS Department of Transportation Region-1
Michael Williams, Capital District Transportation Authority

Staff and Others Attending
Joe Cimino, CHA
Rebecca Cleary, Interested Citizen
Peter Comenzo, Town of Rotterdam
Chris Cook, NYS Department of Environmental Conservation
Jim DiGioa, Interested Citizen
Susan Barden, City of Saratoga Springs
Floria Huizinga, Town of Malta
Teresa LaSalle, Capital Region Transportation Council
Adam McCarvill, Capital Region Transportation Council
Connor McDonald, Capital Region Transportation Council
Nicole McGrath, Federal Highway Administration
Juvena Ng, CHA Consulting

* see the Transportation Council's website

Christine Primiano, Town of Glenville
Ryan Riper, Town of Wilton
Anna Rizzo, Town of Sand Lake
Laura Robertson, Town of Niskayuna
Dan Rodriquez, Town of East Greenbush
Melissa Shanley, Capital District Transportation Authority
Gaetano Tedesco, NYSDOT
Rosa Tirino, Albany County
Ethan Townsend, Capital Region Transportation Council
Andrew Tracy, Capital Region Transportation Council
Michael Tuller, City of Saratoga Springs
Jesse Vogl, LaBella Associates
Carrie Ward, Capital Region Transportation Council
Ethan Warren, Capital District Transportation Authority

I. Welcome and Introductions

Chris Wallin began the meeting at 9:33 a.m. and reminded attendees 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. Presentation: CDTA Route Performance Report for Fiscal Year 2026

Ethan Warren presented the results of the Fiscal Year 2026 Route Performance Report for CDTA. This report is produced annually and is available on CDTA's website. There was a ridership decline because of service rebalancing which resulted in service reductions but ridership per vehicle hour is stronger than the previous year. This indicates that riders are sticking with CDTA despite service changes. Ridership is still beating pre-Covid ridership levels and the strongest routes remain the higher frequency trunk and BRT routes. On-time performance has improved since last year and is continuing to improve. The report features individual route profiles including data for on-time performance, average peak load, ridership by hour of the day, and more. The Universal Access program remains strong and 31% of all CDTA rides are connected to that program.

Flex microtransit changed a great deal in 2026. The new Guilderland zone replaced the original Colonie/Guilderland zone and has been optimized to pick up and drop off

* see the Transportation Council's website

customers at points instead of anywhere in the zone. To better serve the original Colonie zone, resources saved from running more efficient Flex have been put into route 117. Ridership is up and the wait times in Guilderland are averaging about 15 minutes, down from two hours in some cases. A new Saratoga Springs Flex service was launched which largely replaced fixed route service in the city. Wait times are now 12 minutes, down from one hour with the fixed route system. Saratoga Springs is also now connected to Glens Falls for the first time through a new commuter route.

Chris Wallin asked some questions about Flex service. Ethan Warren responded that CDTA is moving toward a shared vehicle type for both Flex and Star services, including fully accessible vehicles. Customers share Flex trips and the service model is similar to that of Uber Pool or Lyft Line.

IV. Administration

A. Previous Meeting Minutes – August 5, 2026*

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

V. Action Items

A. Transportation Planning Solicitation – Project Proposal Guidance for Fiscal Year 2027-2028*

Sandra Misiewicz reviewed the transportation planning project solicitation material. A new program called the Vision Zero Safety Action Plan Implementation Program is being introduced, making up to $2 million in federal Highway Safety Improvement Program funds available for Vision Zero Plan implementation. These funds can be used to undertake highway safety investigations, develop benefit/cost ratios, and undertake other detailed reporting and feasibility studies at priority Vision Zero plan locations. The goal is to develop a pool of candidate projects for capital funds. Local governments are eligible to apply but proposals are limited to locations on non-state owned roads. Safety studies will be capped at $200,000 per sponsor. Sponsors can propose multiple locations in a single application. Public involvement may be needed at locations where more aggressive countermeasures are being proposed to ensure they have been publicly vetted. There is a 10% local match and the priority locations are mapped and available on the Transportation Council's website.

The Community Planning/Linkage Program remains unchanged from last year. A sponsor may submit one application to this program which also has a 10% local

* see the Transportation Council's website

match. Linkage program projects are capped at $150,000. The ADA Self-Evaluations and Transition Plan Program is also available with a maximum request of $150,000 and a 10% local match. ADA Program cost estimates should be based on $700 per sidewalk mile. Visit the Transportation Council's website for project examples and final reports from prior Linkage Program and ADA projects.

A sponsor webinar will be held on October 16 at noon. A recording of the webinar will be available on the Transportation Council's website. The application deadline is December 4, 2026. Funding recommendations will be available to the Planning Committee by its February 3, 2027 meeting. Recommended projects will be incorporated into the draft UPWP and released for public review. There is a different application form for each program as well as different evaluation criteria. Funding for awarded projects will be available for use after April 1, 2027.

Chris Wallin asked for a motion to approve the Transportation Planning Solicitation. Sharon Butler made the motion and Rob Leslie seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

B. NYSDOT Safety Performance Measure Targets

Sandra Misieiwcz reviewed the proposed NYSDOT safety performance measure targets. Under federal law there are five key performance measures for safety: the number of fatalities, fatality rate, number of serious injuries, the rate of serious injuries, and the number of non-motorized fatalities and serious injuries. Each year, the Transportation Council must take an action to adopt the state targets and use our funds to support meeting those targets. It is important to note that crash data trends in the region are not going in the right direction with increases in most categories. The proposed NYSDOT reduction target for all safety performance measures is 1.5%. During the next TIP update, it will be important for sponsors to think about safety and projects that implement the Vision Zero Safety Action Plan.

Chris Wallin asked if e-bikes were included in the crash data. Carrie Ward noted that there is a new crash report to account for e-bikes and e-mobility devices, but the crash data presented was from before that report was available. Chris asked if other MPOs were experiencing similar crash trends. Greg Wichser noted that New York City's data is improving, which helps the overall picture because of the number of incidents, but outside of the City most of the rest of the state is seeing increases in crashes. Nationally, bike and ped crashes are also increasing but New York State is still better than the national averages for those crash types.

* see the Transportation Council's website

Chris Wallin asked for a motion to approve the NYSDOT Safety Performance Measure Targets. Mark Castiglione made the motion and Kate Maynard seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

VI. Discussion Items

A. Summary of 2025-2030 TIP Administrative Modifications*

Andrew Tracy reported that the end of the fiscal year was September 30, 2026 which led to numerous TIP project administrative modifications. The e-packet includes a list of those that were approved in August and September. The end of year project moves were also completed in September. The unobligated construction phases of 16 projects valued at $54 million in FY2026 were moved into FFY 2027 with some moving into FFY 2028. Emails were sent out to the sponsors about these moves. One state project was moved out; the rest were local projects. Project delays are becoming common for projects with right-of-way phases or other environmental reviews.

For TIP/STIP performance, an additional 30 state and local projects will be moving out of FFY 2027 and into FFY 2028. The performance of the unamended TIP/STIP is monitored by FHWA and our project delivery rate has historically been low and this action may help improve that. Sponsors will be notified if their project is being moved.

Greg Wichser noted that for FFY 2027, there will be about 25 local projects scheduled for construction. NYSDOT is hoping they all make it to construction as the regional goal is to deliver at least 75% of the programmed projects. Sponsors should continue to move projects toward construction and letting.

Andrew Tracy noted that the TIP update will begin next year. Projects that do not move forward in FFY 2027 or FFY 2028 will be rolled onto the new TIP, reducing funding available for new projects. Sponsors should strive to get these projects done in the next two years.

Sandra Misiewicz noted that the Transportation Council has been discussing restarting project delivery monitoring. Sponsors are encouraged to continue communicating the status of their projects with staff and a TIP sponsor workshop is being planned by NYSDOT for later this year.

B. NYSDOT Project Delivery Update

* see the Transportation Council's website

Greg Wichser reported that the Central Ave phase 2 project in the Town of Colonie will be going out to bid in late October for construction early next season. As part of the project, NYSDOT partnered with CDTA to incorporate some of the BRT enhancements. Also, the I-87 Exit 13 Route 9 safety enhancements project is moving into construction this December. This project will address the weave from I-87 southbound to get to Old Post Road.

C. HUD Thriving Communities Workshop Debrief

Sandra Misiewicz presented some of the information gathered at the recent HUD Thriving Communities Workshop. In partnership with CDRPC, the Transportation Council hosted this workshop, made possible through the US Department of Housing and Urban Development's Thriving Communities Technical Assistance Program. About 30 local government planners, those that work in community planning, transportation planners, and others were represented. The Program offers technical assistance to help local governments boost housing production and try to coordinate housing with transportation infrastructure investments. CDRPC has researched and published several reports on the state of housing in the Capital Region. Federal transportation law encourages MPOs to consider housing and transportation coordination in the planning process and this was discussed in the In Motion plan. The federal role in housing was strengthened with the enactment of the 21st Century Road to Housing Act in 2026.

The Workshop was held on September 23 at Hudson Valley Community College to gain a better understanding of the relationship between housing and transportation, look for common challenges and opportunities, and to help inform what could be done to support local decision making and planning through the UPWP. Sandra reviewed some of the benefits of housing and transportation coordination, some of the regional and local barriers, and some of the opportunity areas for further exploration. A few opportunities include convening a Regional TOD Committee, more Transportation Council, CDRPC, & CDTA involvement in development review, more Technical Assistance to communities, education for elected officials and boards, resources for navigating NIMBYism, model code language, traffic impact analysis reform, and spatial mismatch analysis with visualizations. This is a very challenging topic given home rule and how development occurs in the region.

Mark Castiglione noted that none of the suburban communities in the region which are adding multi-family housing rapidly have zoning districts that allow for

* see the Transportation Council's website

multi-family housing. These projects are typically approved through PUD or PDD. This is problematic if there have not been serious conversations within our communities about where multi-family housing should or should not be allowed. The lack of designated areas brings uncertainty which is not good for coordination on a regional level and not good for coordination with transit.

Kate Maynard noted that the workshop was very informative and that visuals may be helpful for elected officials and the public help see what multi-family looks like. Maps and data such as where proposed multi-family housing is proliferating away from transit corridors would also be helpful. Having key talking points that get at why an official should care would also be beneficial. Cost savings is a good one, shifting to a proactive planning approach rather than reacting to proposal would also help along with success stories. Ethan Warren noted that rezoning around BRT stops for multi-family housing would be beneficial to CDTA.

Sandra Misiewicz noted that CDRPC just sent out copies of a few recent reports directly to the lead elected officials for all municipalities in the region. The Transportation Council and CDRPC are happy to come to board meetings to talk about these issues.

D. Status of Regional Transportation Planning Initiatives*

Sandra Misiewicz reported that the Transportation Council has a public meeting tonight in Clifton Park for the County Route 109 study on Kinns Road and Farm to Market Road in Clifton Park and Halfmoon at the Clifton Park Library. The existing conditions data is being collected for the West Avenue Complete Streets Study. The traffic calming study in Ballston Spa has its first Project Advisory Committee meeting planned for later this month. The Aiken Avenue linkage study in the City of Rensselaer just got underway and the Stillwater Request for Expressions of Interest is being reviewed and should be out in October. The first study advisory committee meeting for the resilience plan is scheduled for October 23. The Superload Study website is now live and consultant selection for our Household Travel Survey has begun.

E. Regional and Local Planning Updates

1. Transportation Council

Sandra Misiewicz noted that the bi-annual Transportation Planning Conference in New York State sponsored by the NYS Metropolitan Planning Organizations

* see the Transportation Council's website

with NYSDOT is being held on April 23-25, 2027 in Syracuse, New York. The call for presentations is now available and we'd like to see some local presence at the conference. Also, major changes are being proposed for the 2030 US Census. This matters as the outcome of the Census determines the level of funding made available to states and MPOs for transportation. Review the federal register for additional information and provide comments.

2. CDRPC

   Mark Castiglione reported that CDRPCs Planning Workshop will be held on October 23 at Hudson valley Community College. CDRPC received a notice to proceed for the Timber for Transit Bridge Feasibility study in Rensselaer, Saratoga and Schenectady Counties and an RFP will be issued soon. The housing affordability analysis is being updated and shows a 15% year-over-year increase in fair market rates versus a 3% increase in wages. The On the Rise report was completed which looked at large (50+ unit) multi-family housing and where they are being constructed in the region. CoStar data is being used to support this work. If all the projects in the pipeline between now and 2029 are built, this will represent the largest period of multi-family development in the region's history. A follow-up report is in development that will take a look at that transportation impacts of this development in our region.

   Chris Wallin asked about multi-unit apartments with single bedroom vs multiple bedrooms and if there is any data about that. Mark noted that CDRPC has data that was assessed for 1 vs 2 bedroom units in terms of affordability but for the transportation analysis on multi-family, a demographic multiplier will be assigned based on the number of bedrooms in each unit to assess transportation system impacts. Additional focus needs to be put on housing choices in the region.

3. CDTA

   Mike Williams reported that construction on the Red Line BRT project in Schenectady is now underway. Upgrades are being made to the street infrastructure on the BRT corridor along State Street. This project is funded through the FHWA Safe Streets for All program and includes things like new crosswalks, signals, sidewalks, and curb ramps for better pedestrian safety and accessibility, as well as bus priority improvements like Queue Jumpers and segments of curbside bus lanes, which is a first for this region. CDTA also

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integrated some improvements into NYSDOT Central Avenue project and eventually are looking to make improvements to the remaining BRT stations through Colonie and Albany.

4. NYSDOT

   Greg Wichser reported that following Mike Aruthur's retirement, Jim Boni has been appointed as the new Regional Director. Jim worked in the region for many years and in the project management office in the last four or five years.

5. NYSTA

   Michael Beaudet reported that the Thruway worked with NYSDOT on a land transfer and has acquired the McCarty Avenue park and ride lot. There are plans to eventually develop that land but no decisions have been made.

6. Albany County Airport Authority

   David Montiverdi reported that the queuing area at TSA has been opened up some more, providing more room for waiting travelers. The Albany Shaker Road cell phone lot is coming along and should be ready for the holiday season. Enplanements are expected to be record breaking again at about 1.65 or so million, up from last year's record of 1.57 million.

7. Albany Port District Commission

   Megan Daly reported that the wharf construction project to allow heavier goods on dock rail is nearly completed. There is a new maritime partner at the port and new signage and names around the terminal should be installed in late November. Port CEO Rich Hendrick was named the chair of the American Association of Port Authorities.

VII. Discussion Items

Chris Wallin reviewed the list of upcoming meeting on the agenda.

VIII. Adjournment

* see the Transportation Council's website

Chris asked if there were any further questions. Hearing none, Chris asked for a motion to adjourn the meeting. Sharon Butler made the motion and Mark Castiglione seconded. All were in favor and the meeting was adjourned at 10:57 a.m.

Respectfully submitted,

Sandra Misiewicz, AICP
Secretary

* see the Transportation Council's website