

Planning Committee Meeting
January 7, 2026
Meeting Minutes

Members Attending

Steve Feeney, Schenectady County, Chair
Sandra Misiewicz, Capital Region Transportation Council, Secretary
Michael Williams, Capital District Transportation Authority
David Montiverdi, Albany County Airport Authority
Mark Castiglione, Capital District Regional Planning Commission
Greg Wichser, NYS Department of Transportation – Region 1
Michael Beaudet, representing Phil Serafino, NYS Thruway Authority
Bill Trudeau, City of Albany
Andrew Kreshik, City of Troy
Chris Wallin, City of Schenectady
Kim Lambert, Saratoga County
Sharon Butler, City of Cohoes
Lisa Ramundo, Albany County
John Schneidawin, Albany Port District Commission
Tom Hulihan, City of Rensselaer
Peter Comenzo, Town of Rotterdam
Michael Dutre, City of Saratoga Springs

Staff and Others Attending

The Honorable Jim Rubino, Village of Colonie
Jaime O'Neill, Town of Malta
Laura Robertson, Town of Niskayuna
Tim Lane, Village of Menands
John Scavo, Town of Clifton Park
Alexandria Carver, City of Schenectady
Peter Knutson, Schenectady County
Susan Quine-Laurilliard, Albany County
Rosa Tirino, Albany County Department of Public Works
Gaetano Tedesco, NYS Department of Transportation
Chris Cornwell, GPI
Ed Snyder, GPI
Dylan Green, GPI
Melissa Shanley, Capital District Transportation Authority
Emily Loughlin, Capital District Transportation Authority

Jeff Pangburn, Creighton Manning Engineering
Jesse Vogl, LaBella Associates
Juvena Ng, CHA Consulting
Jeff Gentzler, CHA Consulting
Joe Cimino, CHA Consulting
Dan Lara, Interested Citizen
Jim DiGioia, Interested Citizen
Adam McCarvill, 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

Welcome and Introductions

The meeting started at 9:34 AM. Steve Feeney welcomed the group. Those attending in person introduced themselves. Sandra Misiewicz introduced those attending virtually.

Visitor Issues

No one was registered to speak.

Presentation: Reimagining I-890 Exit 4C Schenectady PEL Study – presented by Chris Cornwell, PE, LEEP AP, Director of Civil/Highway Engineering for Greenman-Pedersen, Inc.

Sandra Misiewicz provided an introduction and noted this PEL study is included in the In Motion plan as a priority “illustrative” project. While there is no funding commitment for construction, it is an important project to both the county and the city of Schenectady.

Chris Cornwell opened the presentation with a description of what a PEL study is. PEL stands for Planning and Environmental Linkage and the study is being led by a local sponsor, Schenectady County. The purpose and need for the study is to address highway and roadway operational and structural inefficiencies, improve traffic safety, accommodate multimodal connections and accessibility, while considering long-range transportation planning efforts.

Of the five concepts developed for the study, two concepts met all the objectives: Concept 4 (I-890 loop road intersection) and Concept 5 (Erie Boulevard extension and interchange). The draft final report was completed in the fall of 2025 and is now open for public comment through January. Comments will be incorporated in the final report, and funding is actively being sought. The final draft report can be viewed at: <https://www.schenectadycountyny.gov/engineering-public-works/exit-4c>

Mark Castiglione asked if any consideration was given to connecting the GE plant to the river. Chris Cornwell responded that this had come up when the study group met with GE. There are study limitations and more discussion with GE will be needed. Greg Wichser added that it is his understanding that GE now has plans to manufacture some items that will not fit in the canal, so an over-the-road route to the Port of Albany is needed.

Mark Castiglione asked if the topography in the study area would be leveled, and if NYSDOT would alienate the land in the right of way. Greg Wichser responded that if some of the study concepts move the footprint in toward the interstate, NYSDOT would look to surplus out the land it no longer needs. Chris Cornwell added that all the study concepts maintain I-890 as an interstate. Peter Knutson indicated that there are always concerns over maintenance responsibilities. Depending on which concept becomes the preferred concept, the design process may identify lands to de-obligate from the state's interest and transfer to another jurisdiction such as Schenectady County, the City of Schenectady, or the Town of Rotterdam.

Chris Wallin indicated that this project seems to be in an area between illustrative and non-illustrative. What is NYSDOT's view and where does a project like this fit? Greg Wichser responded that a BUILD program application (BUILD is a direct federal grant through FHWA) is the most likely way forward right now, given limited resources. Steve Feeney asked if there was a cost estimate. Chris Cornwell responded that there are preliminary numbers. The range is \$20 million up to \$150 million. For a full build-out, it would be about \$100 million. Peter Knutson added that project phasing may be explored.

Administration

A. Previous Meeting Minutes – November 5, 2025

Steve Feeney asked for a motion to approve the previous meeting minutes. Chris Wallin made the motion. Michael Dutre seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

B. 2026 Planning Committee Officer Update

Steve Feeney shared that he will be retiring sometime in the near future. Chris Wallin is currently the Planning Committee's Vice Chair. The Vice Chair can potentially move into the Chair position. If that happens, then the Planning Committee would need a new Vice Chair. Sandra Misiewicz asked for anyone that may be interested in an officer role to please let her know.

Action Items

A. 2022-2027 and 2025-2030 Transportation Improvement Program Amendments

Amendment 1: Frisbie Avenue Reconstruction Project

Bill Trudeau provided information regarding the City of Albany's Frisbie Avenue TIP amendment. As the city moved along with this project, some extra work was identified resulting in a cost increase for construction and consultant support. Joe Cimino added that there is a lot of pedestrian activity on Frisbie Avenue and the need for mid-block crossings became evident. Installing RRFBs (Rectangular Rapid Flashing Beacons) will help, but increasing the site distance was also added to the project scope. This amendment only needs Planning Committee approval.

Chris Wallin asked if it would be possible to provide more information about when and how a project seeking an amendment was first added to the TIP. Sandra Misiewicz responded that the date that a project was added to the original TIP can be added to the agenda tables.

Steve Feeney asked for a motion to approve the amendment as presented. Mark Castiglione made the motion. Lisa Ramundo seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

Amendment 2: NY 2 Congress and Ferry Streets from 11th St. to the Congress St. Bridge Ramps

Andrew Kreshik provided information regarding the City of Troy's TIP amendment. Over time, this project was consolidated with two other projects. Bridge NY funding has also been integrated. Because work is required on the "Sage College tunnel" (the tunnel at the east end of the Congress Street bridge that runs under Russell Sage College), the timing of that work will need to be coordinated with the student population so that it does not disrupt classes. Project delays have been impacted by inflation and the cost of concrete has risen considerably. Andrew Kreshik also noted that the tunnel is owned by the City of Troy.

Greg Wichser provided some additional information about the large urban fund source supporting both TIP amendments. The TIP fiscal constraint table shows that large urban funds were under-programmed by about \$10 million, so drawing that surplus down is a good thing because spending large urban has always been a challenge for NY State.

Steve Feeney asked for a motion to approve the City of Troy's TIP amendment. Tom Hulihan made the motion. Chris Wallin seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

B. TIP Amendment Policy Proposal

Sandra Misiewicz noted that at the November Planning Committee meeting, options were discussed for amending the TIP without the need for Policy Board approval. This would be limited to certain federal discretionary program awards and certain other grant award situations. Often, the addition of these grant funds to the TIP is time sensitive and convening an emergency Policy Board meeting each time is problematic. After discussing the issue with the Administrative

and Financial Standing Subcommittee to the Policy Board, Transportation Council staff prepared a proposal for Planning Committee consideration. Sandra read the first part of the proposed language to the group as follows:

“If an amendment would add new federal funds from discretionary programs to a new or existing project, and if the project application included an endorsement letter from the Transportation Council Executive Director, then the awarded funds may be added to the TIP with only Planning Committee approval. Existing TIP projects and projects identified in the Metropolitan Transportation Plan are endorsed by the Transportation Council and would only need Planning Committee approval to add new federal funds from discretionary programs. Amendments expedited in this way are still subject to Public Participation Plan review requirements.”

In addition, the Transportation Council staff is proposing that non-federal funds can be added to an existing TIP project through Administrative Modification. Andrew Tracy added that if a sponsor is pursuing any discretionary grants (FHWA or FTA) or is pursuing a grant to add additional funding to an existing project, let the Transportation Council know so that it can provide an endorsement letter. Doing so under this proposal will allow funds awarded to be put on the TIP without necessarily having to wait for the next Policy Board meeting.

Sandra Misiewicz indicated that the implementation of this new language and process will also increase the Transportation Council’s awareness of grant proposals. Chris Wallin asked if there are any situations where a sponsor’s project would not be endorsed by the Transportation Council. Sandra responded that would only happen if the proposed project is not consistent with the “In Motion” plan which is highly unlikely given the flexibility built into the plan.

Steve Feeney asked for a motion to approve the TIP amendment policy proposal and recommend Policy Board approval. Lisa Ramundo made the motion. Greg Wichser seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

Discussion Items

A. 2026-2027 Unified Planning Work Program (UPWP) Update

Sandra Misiewicz indicated that the Transportation Council wants to make sure that its work plan reflects the types of planning initiatives that would be helpful for communities. Sandra reviewed a preliminary outline of planning work and noted that the work plan is being built around the “In Motion” goals. The largest proposed investment is for the Household Travel Survey to support the update of the regional travel demand model. The Transportation Council received seven applications in response to the solicitation, including one for an ADA self-analysis and transition plan. Staff will have funding recommendations for these applications at the February Planning Committee meeting. If there are planning related issues coming up in communities that the Transportation Council and its board or committees have not been discussing, now is the time to

bring them to the table. Please reach out to Sandra to share information.

The group discussed recent bridge data and the role that transportation planning can play with infrastructure planning. Greg Wichser noted that depending on how the data is sorted, New York State is one of the lowest ranked states in terms of having a high percentage of bridges in poor condition. While it may be too soon to refresh the local bridge study, the resilience planning effort may provide bridge owners with some additional information.

B. Summary of 2022-2027 TIP Administrative Modifications

Andrew Tracy showed a table of the administrative modifications and indicated that the Transportation Council is working under the new FY 2026 to 2030 TIP and sponsors may get started on their projects. The Statewide TIP has not yet been officially approved. If a sponsor needs an amendment but is not sure if the proposed changes need Planning Committee or Policy Board approval, reach out to the Transportation Council staff.

Andrew Kreshik asked how the trend was for pushing TIP projects forward by a year or so. Andrew Tracy responded that a lot of projects were pushed out to the "out years" during the TIP update. In the prior TIP, many projects were in FY 25-26, so the Transportation Council reached out to all of the project sponsors and many were moved out. That freed up a lot of programming capacity in FY 26. If anyone has a project that is in one of the later years of the TIP but the project is ready to obligate now, let the Transportation Council know and if funding allows, an administrative modification can be prepared to move it into the current fiscal year.

C. NYSDOT Project Delivery Update

Sandra Misiewicz showed the table of NYSDOT's Region 1 Pavement Plan for 2026 (agenda item VI-C). Greg Wichser indicated that many of the site-specific projects will be using funding from the pavement set-aside. Sandra Misiewicz indicated that the Route 20 project is currently on the 2025 TIP with a different PIN. Is that going to be removed from the new TIP? Greg Wichser responded that NYSDOT will have to review that when the new STIP is live. Sandra also noted that the ID number for projects already on the TIP is listed in the last column. Greg Wichser added that some projects will be using state funds through the statewide paving contracts.

D. Status of Regional Transportation Planning Initiatives

Sandra Misiewicz shared an update on the status of regional transportation planning initiatives. At the next Policy Board meeting in March, a presentation on the recommendations from the Route 7 Corridor Study in Niskayuna will be provided. The Saratoga Springs study should be getting started – consultants are currently being selected. The REI for the Ballston Spa project should be released sometime this month. The Transportation Council is waiting to hear back from the City of Cohoes on the parking study. The Transportation Council is working on

preparing the contract for the Active Transportation Technical Assistance project for Albany County. The EV Curbside Charging Siting Analysis was completed and staff is currently working with the airport on a traffic assessment project.

E. Regional and Local Planning Updates

1. Transportation Council

Sandra Misiewicz indicated that she had no additional updates.

2. CDRPC

Mark Castiglione shared coming grant opportunities from the Northern Border Regional Commission, which apply to Schenectady, Rensselaer and Saratoga counties only. There are three programs, the first being the Catalyst Program (www.nbrc.gov/content/Catalyst), which funds wastewater systems, transportation infrastructure, workforce development and facilities, outdoor recreation infrastructure, and new childcare and healthcare facilities. The second one is the Forest Economy Program (www.nbrc.gov/content/FEP), which focuses on infrastructure projects including transportation, water, wastewater, telecommunications and energy. The third one is Timber for Transit (www.nbrc.gov/content/t4t), which focuses on forest products such as glued and laminated timber, cross-laminated timber, composite materials and transportation infrastructure. CDRPC is the designated point of contact for the federal program, and it is able to provide direct technical assistance and grant-writing support for municipalities with a population of near 5,000. Please reach out to CDRPC with any questions (cdrpc@cdrpc.org).

3. CDTA

Michael Williams shared that in late November CDTA rolled out its latest service changes, including the introduction of the new FLEX service in Saratoga Springs. Based on observations, it looks like a big success with consistently low wait times and ridership comparable to how many people CDTA was moving with fixed routes previously, but at a lower operational cost. CDTA also opened two new BRT stations on the Purple Line in Albany, at Colonial Avenue and Harriman East. For the year ahead, CDTA's priorities are advancing the Red Line BRT upgrade along Route 5 along with advancing mid-size infrastructure projects along its routes and pursuing new mobility hubs at key locations. CDTA is also continuing its work to implement the Transit Development Plan (TDP), which was approved this fall, which is mainly going to be in the form of service and schedule adjustments throughout the year.

4. NYSDOT

Greg Wichser shared that the Roadway Departure Safety Action Plan (RDSAP) project awards were announced. Nearly everything in Region 1 was awarded. To make it efficient, NYSDOT is going to take the lead on the initial TIP letter to get the projects on the agenda for the February Planning Committee meeting. RDSAP had a very specific set of criteria and some complexities. NYSDOT did not get as many applications as it thought it would. NYSDOT is going to work internally to identify a more efficient way to distribute these funds in the future.

Greg Wichser shared a reminder that Transportation Alternatives Program (TAP) pre-review applications are due next week. Sending in a pre-review application is a requirement to apply for TAP. If anyone misses the mandatory webinars, they can request to view them. More information is available on the website (www.dot.ny.gov/tap-cmaq). In other NYSDOT news, Don Mattimore retired just before Christmas. He was the statewide liaison for all the planning and program managers across the state.

5. NYSTA

No updates to share.

6. Albany County Airport Authority

David Montiverdi shared that this year the Airport Authority is looking at projects away from the terminal, to improve the passenger experience. The "A Concourse" (United Airlines concourse) project will be finishing three or four months ahead of schedule.

7. Albany Port District Commission

No updates to share.

8. Local Government/Other

Kim Lambert shared a reminder that registration is open for the Saratoga County Planning & Zoning conference, which is taking place on Feb. 11th at the Saratoga Springs City Center.

F. Upcoming Meetings/Events/Deadlines (tentative)

1. 2026 Policy Board and Planning Committee Meeting Schedule (posted online)
2. Active Transportation Advisory Committee – January 14, 9:30 AM
3. Human Services Transportation Advisory Committee – February 2, 2:00 PM
4. Planning Committee – February 4, 9:30 AM

Steve Feeney asked the group to take note of the upcoming meetings.

Adjournment

Steve asked for a motion to adjourn. Mark Castiglione made the motion. Kim Lambert seconded. All in favor said aye, there were no oppositions or abstentions. Meeting ended at 11:03 AM.

Respectfully submitted,



Sandra Misiewicz, AICP
Secretary