

Capital Region Transportation Council
Planning Committee
Meeting Notes

Wednesday, February 4, 2026
9:30 a.m. – 11:30 a.m.

Members Attending

Steve Feeney, Schenectady County, Chair
Sandra Misiewicz, Capital Region Transportation Council, Secretary
Chris Wallin, City of Schenectady, Vice Chair
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
Andrew Kreshik, City of Troy
Michael Dutre, City of Saratoga Springs
Rob Leslie, Town of Bethlehem
Sharon Butler, City of Cohoes
Lisa Ramundo, Albany County Department of Public Works
Melissa Cherubino, City of Watervliet
The Honorable Michael Butler, City of Mechanicville
Tom Hulihan, City of Rensselaer

Staff and Others Attending

Jaime O'Neill, Town of Malta
Laura Robertson, Town of Niskayuna
Tim Lane, Village of Menands
Susan Quine-Laurilliard, Albany County
Rosa Tirino, Albany County Department of Public Works
Meaghan Hart, Town of East Greenbush
John Scavo, Town of Clifton Park
Ryan Riper, Town of Wilton
Michael-Tuller, City of Saratoga Springs
Anna Rizzo, Town of Sand Lake
Nicole McGrath, Federal Highway Administration
Dan Harp, NYS Department of Transportation – Region 1
Randy Milano, NYS Department of Transportation – Region 1
Gaetano Tedesco, NYS Department of Transportation – Region 1

* see the Transportation Council's website

Julia Heller, NYS Department of Transportation – Region 1
Melissa Shanley, Capital District Transportation Authority
Emily Loughlin, Capital District Transportation Authority
Ethan Warren, Capital District Transportation Authority
Jeff Pangburn, Creighton Manning Engineering
Juvena Ng, CHA Consulting
Jeff Gentzler, CHA Consulting
Joe Cimino, CHA Consulting
Jesse Vogl, LaBella Associates
Lorenzo DiStefano, FCM Engineering
Ed Snyder, GPI
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

I. Welcome and Introductions

Meeting started at 9:33 AM. Those attending in person introduced themselves. Sandra Misiewicz introduced those attending virtually.

II. Visitor Issues

No one was registered to speak.

III. Administration

A. Previous Meeting Minutes – January 7, 2026

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

B. Planning Committee Officer Nomination and Election

Sandra Misiewicz indicated that Chris Wallin (the current Vice Chair) has offered to become the new Chair of the Planning Committee once Steve Feeney retires, and Lisa Ramundo has offered

* see the Transportation Council's website

to serve as the new Vice Chair. If no one else is interested in serving in either role, a motion is needed to officially move Chris and Lisa into their new roles.

Mark Castiglione made a motion. Andrew Kreshik seconded. Steve Feeney asked if there was any further discussion. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

IV. Action Items

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

Amendment 1: NY 155/CR 157 NEW KARNER ROAD CORRIDOR REHABILITATION & NY 155/CR157 NEW KARNER RD AND WASHINGTON AVE. EXT. INTERSECTION ENHANCEMENT

Lisa Ramundo indicated that Jeff Gentzler from CHA Consulting will talk about the scope of Amendment 1 which combines two projects into one. Jeff shared that this project was originally scoped as a "mill and fill." It encompasses four miles between Western Avenue and Watervliet-Shaker Road. The project team had a few meetings with DOT and based on some alternative analysis it was decided that a roundabout will be installed at the Washington Avenue Extension/Madison Avenue Extension intersection, resulting in an increased scope and cost. Challenging features of this roundabout include its proximity to the Albany Pine Bush, coupled with the topography of the intersection (which is raised up to get over I-90). During construction, the project team is looking at putting in some temporary retaining walls so traffic can be appropriately diverted. Retaining walls are costly but are seen as the best solution.

The project team had meetings with Dagen Trucking, who were concerned about the roundabout because they use that area with some of their oversized superloads. Joe Cimino added that the higher project cost is also related to strengthening the interior island of the roundabout in order to accommodate large loads due to the use of concrete.

Chris Wallin pointed out an error with some of the math on the TIP amendment. Andrew Tracy responded that this was going to be an item on the previous Planning Committee agenda, so some numbers may have been copied and pasted, which may explain the error. The true cost is about \$8 million. The fund source is large urban.

Greg Wichser indicated that NYSDOT had under-programmed large urban in the new STIP. Chris Wallin asked if this will be going out to bid next year and Jeff Gentzler indicated that it will in the spring. Steve Feeney asked for a motion to approve the amendment. Mark Castiglione made a motion. Andrew Kreshik seconded. Steve Feeney asked if there was any further discussion. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

* see the Transportation Council's website

Amendment 2: EAST GREENBUSH ROADWAY DEPARTURE SAFETY ACTION PLAN MULTIPLE SITES
Amendment 3: SARATOGA COUNTY ROADWAY DEPARTURE SAFETY ACTION PLAN MULTIPLE SITES

Greg Wichser shared information about Amendments 2 and 3. These are RDSAP (Roadway Departure Safety Action Plan) projects. East Greenbush and Saratoga County were the only two entities that submitted responses to the call for RDSAP projects, and both were funded. As a courtesy on DOT-initiated programs, NYSDOT tries to help by getting the initial TIP letter done. HSIP (Highway Safety Improvement Program) is the funding source.

Andrew Kreshik asked for more information regarding East Greenbush's project. There was some question as to the amount that they were going to be spending on their safety action elements, given that they are a single municipality as opposed to an entire county. Is there more information about what their focus is going to be, such as specific areas?

Greg Wichser responded that DOT provided a map of local roads with hot spots identified. East Greenbush may seem to have more needs than one town generally would, but the town covers a sizeable geographic area. It was also recognized that RDSAP was a challenging program to apply for and not every municipality would apply, which is why NYSDOT made some awards in amounts that were larger than anticipated.

Meaghan Hart, Deputy of Commissioner of Public Works for East Greenbush, indicated via virtual meeting chat that one of the roads identified is a County Road.

Steve Feeney asked for a motion to approve the second and third amendments and recommend them to the Policy Board. Michael Butler made the motion. Michael Dutre seconded. Steve asked if there was any further discussion. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

Amendment 4: CAPITAL REGION SUPERLOAD CORRIDORS PLAN & CAPITAL REGION RESILIENCE IMPROVEMENT PLAN

Sandra Misiewicz shared information about Amendment 4 and its two studies (the Capital Region Superload Corridors Plan and the Capital Region Resilience Improvement Plan). The Transportation Council is seeking the use of some of the large urban funds to support these planning studies. The Transportation Council's planning budget for the UPWP is stretched a little thinner than it has been in the past, so using these TIP funds (which can be obligated right now) will help move these studies along. The Transportation Council is requesting a total of \$400,000 of the large urban funds, with \$200,000 to be assigned to each of these studies.

* see the Transportation Council's website

Chris Wallin asked if consultants had been selected to conduct the studies. Sandra responded that the RFP for the Superload study is out right now and submissions are due next week. The RFP for the Resilience study is being internally reviewed, with the goal of publishing it in the next month or two.

These projects will be appearing in the TIP as two different listings. Steve Feeney asked if there was any further discussion or if anyone had questions for Sandra. Steve asked for a motion to approve the fourth amendment. Lisa Ramundo made a motion. Chris Wallin seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

Amendment 5: ACQUISITION OF DIESEL-ELECTRIC HYBRID BUSES AND IMPLEMENTATION OF ENTERPRISE ASSET MANAGEMENT SYSTEM FOR TRANSIT MODERNIZATION

Melissa Shanley shared information about Amendment 5. CDTA applied for and was awarded a "Low or No Emission" grant from the FTA, and this is an amendment to program that funding. This will support the acquisition of twenty hybrid buses and an enterprise asset management system.

Andrew Kreshik asked if CDTA has found that hybrid diesel electric buses would be a more viable mode of transportation going forward than fully electric buses. Melissa responded that there are challenges with the fully electric buses. CDTA has eight in their fleet right now, and nine more are on the way. State mandates are pushing CDTA towards all electric, but the federal program this year was very clear about not supporting full electric, and CDTA felt that going with hybrid buses was at least moving in the right direction.

Sandra Misiewicz added that hybrid diesel electric buses are less expensive than fully electric buses. Melissa indicated that CDTA will be purchasing 10 buses the first year and 10 the second year. They will replace the existing fleet, and they will be full-sized buses.

Steve Feeney asked for a motion to recommend the fifth amendment to the Policy Board for approval. Greg Wichser made a motion. Andrew Kreshik seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

B. 2026-2027 Local and Regional Transportation Planning Project Solicitation Awards*

Sandra Misiewicz indicated that the Transportation Council received a total of seven applications in response to the solicitation that was issued in October for planning studies for the upcoming year. Six applications were for community planning or linkage program projects, and one was specifically for an ADA self-evaluation and transition plan. One application was received from Albany County, one was received from the City of Rensselaer,

* see the Transportation Council's website

one was received from the City of Saratoga Springs, two were received from the Town of Glenville, one was received from the Town of Stillwater, and one was received from the Village of Scotia.

The requests on the federal share side totaled over \$475,000. When the Transportation Council first issued this solicitation, it was estimated that \$300,000 might be available for this program, but it turns out that a better estimate was closer to \$150,000. These were all very good proposals. Although the proposal from the City of Saratoga Springs scored the second highest, the Transportation Council is not recommending that proposal for funding because the Transportation Council is just starting the West Avenue linkage study right now in Saratoga Springs.

Proposals recommended for funding are the City of Rensselaer's Aiken Avenue Area Linkage Study, the Town of Stillwater's County Route 76 Corridor Study, and the Village of Scotia's ADA Self Analysis and Transition Plan. The federal share totals \$164,700, which Sandra believes can be fit into the Transportation Council's budget for this year.

Steve Feeney asked if Albany County's proposal for the Port of Coeymans Heavy Truck Traffic Routing Alternatives Study could be rolled into something else. Sandra responded that the Transportation Council did speak to the county and others about the issue surrounding that study. Carver Companies (which manages the Port of Coeymans) is very interested in the Superload study, so the Transportation Council has connected them with Ethan Townsend. It is hoped that the Superload study might pick up some of the issues related to Albany County's proposal. The Transportation Council will continue to coordinate with the county to see what else it can do.

The Port of Coeymans has started to accept larger raw goods, resulting in more trucks coming through the area. Heavy truck volumes and routes were further discussed.

Steve Feeney asked for a motion to approve the Transportation Council's recommendations for funding. Michael Butler made a motion. Lisa Ramundo seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

- C. 2026-2027 Unified Planning Work Program (UPWP)*
 - 1. Draft Resolution 26-1: 2026-2027 UPWP Adoption
 - 2. Draft 2026-2027 UPWP

Sandra Misiewicz shared that the UPWP document is going to go out for public review following the Planning Committee's action today. Aside from now integrating the funds that were just approved for the two regional planning studies and three new local planning studies, another new item that came up as the UPWP was being developed is a

* see the Transportation Council's website

Transportation and Housing Workshop. The Transportation Council may host this workshop to help jurisdictions plan for housing supply in areas with transportation options. CDRPC has already done a lot of research on housing issues in the Capital Region. The Transportation Council hopes to get a lot of local government participation in the workshop. Sandra reviewed highlights of other new initiatives and major planning work included in the UPWP. The Transportation Council will be holding a UPWP virtual public workshop on Feb. 10th, as well as an Open House on Feb. 12th. Comments will be due by March 3rd, and the final document will be brought to the Policy Board for approval on March 5th.

Steve Feeney asked if anyone had questions for Sandra. Steve asked for a motion to approve the Draft UPWP for public review. Lisa Ramundo made a motion. Kim Lambert seconded. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

Sandra added that the Transportation Council will respond to public comments received, and that responses will be included as part of the final document. There may be some adjustments to the document, but the Transportation Council will share any changes with the Policy Board before they approve it.

D. Public Participation Plan and Limited English Proficiency Plan Revisions*

Sandra Misiewicz indicated that the revision to these documents is minor. The Public Participation Plan (PPP) is a federally required document that explains how the Transportation Council approaches public involvement as an organization. Along with that, the Transportation Council has a Limited English Proficiency Plan to be as inclusive as possible for people for whom English is not their first language. Some of the federal priorities have changed this year, so some of these revisions are intended to respond to those changes. Revisions include replacing some language and removing reference to some revoked executive orders and the Equity Advisory Committee, which no longer exists. Probably the most significant change is regarding the Transportation Council's proposed public review period for amendments to major documents. When the Transportation Council adopted this plan back in 2024, longer time frames were in place, but that timing is no longer working out.

New proposed review periods are as follows:

- For MTP amendments, change from 25 days to 20 days.
- For minor TIP amendments, change from 7 days to 5 days.
- For major TIP amendments, change from 25 days to 10 days.
- For UPWP amendments, change from 25 days to 20 days.

* see the Transportation Council's website

- For PPP amendments, change from 25 days to 20 days.

Steve Feeney asked how notice is communicated for the review periods. Sandra responded that MPOs are not subject to New York State's open meetings law, but the Transportation Council does its best to mimic it. The media is notified through press releases, and the Transportation Council also uses social media, its newsletter and its website to get the word out. The Transportation Council also puts out a survey for many of these documents. What it doesn't do anymore is put a notice in the newspaper, as that has gotten very pricey and Sandra doesn't think newspaper notices are very effective. When a Public Participation Plan is adopted initially, the required length of the public review period for that is either 30 or 45 days (Nicole McGrath indicated that she would need to review the guidelines again to confirm which number is correct).

Steve asked if anyone had questions for Sandra. Steve asked for a motion to approve the revisions to the two documents and release them for public comment. Chris Wallin made a motion. Tom Hulihan seconded. All in favor said aye. There were no oppositions, and there was one abstention from Andrew Kreshik. The motion carried.

V. Discussion Items

A. Bridge Data Discussion

Sandra Misiewicz indicated that this topic was touched upon at the last Planning Committee meeting, but at that time the data source was not shared with the group. Sandra showed the InfoBridge analytics dashboard on the screen for the group to see (<https://infobridge.fhwa.dot.gov/bridgeconditionbystate>). This dashboard contains data on bridge condition by state and is publicly available.

B. Summary of 2022-2027 TIP Administrative Modifications

There were no TIP administrative modifications to review.

C. NYSDOT Project Delivery Update

Greg Wichser shared that over the next six weeks NYSDOT is letting its 2026 paving program, which is pretty robust compared to recent years. There are four projects totaling around \$70 million across the eight counties. It is also the season of establishing the next regional director commitment list as the new state fiscal year approaches. NYSDOT will be reviewing some of the local projects with this group and anticipating delivery dates for construction. Stay tuned for more information.

* see the Transportation Council's website

D. Status of Regional Transportation Planning Initiatives*

Sandra Misiewicz shared that the Clifton Park/Halfmoon CR 109 study is in concept development. The Route 7 Corridor Study is at draft report stage. There will be a presentation on this project to the Policy Board in March. The REI for the Traffic Calming Master Plan for the Village of Ballston Spa should be going out very soon. The Transportation Council is wrapping up contract negotiations for the West Avenue Complete Streets Study. The Transportation Council also has some active technical assistance projects.

E. Regional and Local Planning Updates

1. Transportation Council

Sandra Misiewicz shared some important reminders. BUILD (Better Utilizing Investments to Leverage Development) program grant applications are due on Feb. 24th. TAP (Transportation Alternatives Program) project proposals are due on March 12th. Preapplications for the Timber for Transit program are due on Feb. 27th. Sandra shared an example of a small bridge project in Rensselaer County (on Johnny Cake Lane) that did not qualify for BRIDGE NY funding for small bridges, but with a change in the scope and with different materials it qualified for funding under the Timber for Transit program. Unfortunately, Albany County is not part of this program, but the Transportation Council will see if it can identify other projects for small, low-volume bridges in other counties that could be funded by this program.

Steve Feeney asked for the types of projects that qualify for Timber for Transit funding. Mark Castiglione responded that the focus is on rural bridges and small communities. Trail and pedestrian bridges could also qualify, as well as infrastructure projects at airports and ports. It is a match program, either 50 or 20, depending on the county. There are bonuses if the project uses tree species that are native to the area.

Greg Wichser asked if this is a program that generally does not get enough applications to use all the funding. Mark responded that the Northern Border Regional Commission is a relatively new federal agency, so they're still trying to generate more applications. One way they have done this is to provide program money to CDRPC and other regional planning boards in upstate New York so that those entities can promote the program, assist grant applicants with their applications, and handle the federal grant administration component.

Sandra provided some additional updates for the Transportation Council. New York State has launched a new way to distribute additional support to transit authorities and folks that operate transit in the state. It is called the Transit Ready NY Program and it is 100% state funded. It is intended to fund modernization style projects.

* see the Transportation Council's website

Sandra also indicated that Rob Leslie is being nominated to serve as the Planning Committee's Town and Village representative. There is a nominating committee that will meet to appoint that particular role next week.

2. CDRPC

Mark Castiglione shared that CDRPC recently released a couple studies. One of them, "Talent on the Move," looks at workforce by industry sector and how people are moving in or out of the region. It's basically a wash – there are just as many people moving in for work as moving out, which is not surprising given the size of this area.

CDRPC's climate action portal is available, which was a component of CDRPC's EPA-funded pollution reduction act grant. That portal includes a dashboard that provides data on greenhouse gas emissions per sector. For those municipalities that want to do their own climate action plan, please feel free to reach out to CDRPC.

This year CDRPC is going to be looking at information and doing studies on short-term rentals, ADUs (Accessory Dwelling Units), and pre- and post-COVID commuting. CDRPC is probably going to be investing in a software program called CoStar, which will provide standardized and granular data on larger apartment complexes in the region. This type of data, when obtained locally, is often inconsistent or unreliable, hence the need for the software. Steve Feeney asked for the types of data that this program will provide. Mark responded that the data will include things like the number of units and the year the structure was built. One of the trends that CDRPC identified in its initial outreach is that most multifamily housing is not built on transit lines or built with consideration for transit.

CDRPC will be partnering with other regional planning boards to apply for a Local Government Efficiency Grant to help counties do a better job with the address verification process in advance of the 2030 census. Every person that is not counted in a census costs the state between \$2,000-\$3,000 in missed federal revenue, and even a 0.5% increase in the number of housing units counted will potentially translate into around \$20 million (\$5 million a year for each of 45 counties) more dollars for the state. Mark will report back to let this group know if CDRPC is awarded the grant.

3. CDTA

Melissa Shanley shared that CDTA is currently in the middle of its capital planning process for this year. The new capital plan should be approved at the March board meeting, and then Melissa will be back in April to program the funds that were approved at that meeting. Additionally, Emily Loughlin will be leaving CDTA. Her last day is Friday.

* see the Transportation Council's website

4. NYSDOT

Greg Wichser shared that the new STIP should be live any day now. NYSDOT staff is currently going through the TAP pre-review applications. This round required a pre-review, so there was a robust volume of applications, which is in line with prior TAP rounds in Region 1.

Due to NYSDOT changing the limits of the Route 378 PEL study, it will need to go out for one final public review, which will be announced soon.

5. NYSTA

No updates.

6. Albany County Airport Authority

David Montiverdi asked Sandra Misiewicz to play a video for the group. In the video, Albany Airport's Director of Communications provides a look inside Albany Airport's \$100M terminal expansion. The video is publicly available at:

<https://www.youtube.com/watch?v=M711gYktWKS>

2025 was a record-breaking year for the airport. Anticipated revenue for the year was a little under \$1.6 million, but actual revenue actually surpassed \$1.6 million. New year-round daily service to Denver was recently added. Construction on the A Concourse is three months ahead of schedule. The airport also has a new logo.

7. Albany Port District Commission

No updates.

8. Local Government/Other

Kim Lambert shared a reminder about the upcoming Saratoga Planning and Zoning Conference taking place on Feb. 11th.

F. Upcoming Meetings/Events/Deadlines (tentative)

1. Freight Advisory Committee – February 25, 9:30 AM
2. Policy Board – March 5, 3:00 PM
3. Regional Operations & Safety Advisory Committee – March 12, 1:00 PM
4. Planning Committee – April 1, 9:30 AM

* see the Transportation Council's website

Steve Feeney asked the group to take note of upcoming meetings and events. Sandra Misiewicz indicated that the Transportation Council's HSTAC (Human Services Transportation Advisory Committee) meeting that was scheduled for Feb. 2nd has been rescheduled and is now taking place on Feb. 17th at 2 PM.

VI. Adjournment

Steve Feeney asked for a motion to adjourn. Mark Castiglione made a motion. Michael Butler seconded. All in favor said aye, there were no oppositions or abstentions, and the meeting adjourned at 10:45 AM.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Sandra Misiewicz".

Sandra Misiewicz, AICP
Secretary