



**Policy Board Meeting
March 5, 2026
Meeting Minutes**

Members Attending

Frank Annicaro, Capital District Transportation Authority, Vice-Chair
The Honorable Dorcey Applyrs, City of Albany
Michael Arthur, NYS Department of Transportation – Region 1, Secretary
Philip Barrett, Clifton Park & Saratoga County
Michael Beaudet, representing Phil Serafino, New York State Thruway Authority
Andris Blumbergs, representing Supervisor Peter Crummey, Town of Colonie
The Honorable Michael Butler, City of Mechanicville
Mark Castiglione, representing Lawrence Schillinger, Capital District Regional Planning Commission
Melissa Cherubino, representing Mayor Charles Patricelli, City of Watervliet
Tom Hulihan, representing Mayor John DeFrancesco, City of Rensselaer
Andrew Kreshik, representing Mayor Carmella Mantello, City of Troy
Kim Lambert, representing Tom Werner, Saratoga County
The Honorable Gary McCarthy, City of Schenectady
The Honorable John Safford, City of Saratoga Springs
Ann Marie Salmon, representing Daniel P. McCoy, Albany County Executive's Office
Phil Serafino, NYS Thruway Authority
The Honorable Michael Slik, Village of Castleton-on-Hudson, representing Supervisor Scott Ostrander, Town of Milton
The Honorable Richard Straut, Village of Voorheesville, representing Supervisor John Polimeni, Town of Rotterdam
Christine Stuto, Albany Port District Commission
Linda von der Heide, representing Steven McLaughlin, Rensselaer County Executive

Staff and Others Attending

Alyson Baker, City of Albany Mayor's Office
Jim DiGioia, Interested Citizen
Erin Cassady-Dorion, Town of Niskayuna

Martin Hull, Capital Region Transportation Council
Adam McCarvill, Capital Region Transportation Council
Sandra Misiewicz, Capital Region Transportation Council
Parker Morris, Capital Region Transportation Council
Susan Quine-Laurilliard, Albany County
Laura Robertson, Town of Niskayuna
Leah Rye, Capital Region Transportation Council
Douglas Teator, LaBella Associates
Ethan Townsend, Capital Region Transportation Council
Andrew Tracy, Capital Region Transportation Council
Jesse Vogl, LaBella Associates
Carrie Ward, Capital Region Transportation Council
Greg Wichser, NYS Department of Transportation – Region 1

I. Opening Remarks

Frank Annicaro called the meeting to order at 3:00 PM. Those attending in person introduced themselves. Sandra Misiewicz introduced those attending virtually.

II. Privilege of the Floor

No one was registered to speak.

III. Presentation – NYS Route 7 Corridor Study “Safe on 7” presented by Jesse Vogl, Principal Transportation Planner, LaBella Associates

Jesse Vogl gave a presentation on the “Safe on 7” NYS Route 7 Corridor Study and showed a PowerPoint. The study area is a 3.5-mile corridor from St. David’s Lane to the Niskayuna-Colonie border. The focus of the study was on safety and multimodal improvements. The corridor is a high-crash corridor, and the study group found that this is largely due to speed. Observed operating speeds along the corridor exceed posted speed limits by 5-15 MPH. An initial public engagement survey indicated that the most important concerns from the public for this area were pedestrian safety/comfort and vehicle safety/comfort.

The project team developed three key goals based on an analysis of existing conditions and public feedback: 1) Reduce high speeds, 2) Provide safe access to NY 7, and 3) Improve bicycle and pedestrian connectivity. A list of potential improvements was also developed and assessed for feasibility. This list of improvements was presented at a second public workshop. A second public engagement survey indicated that the public considered the most important design elements to be new pedestrian crossings and coordinated traffic signals.

The study group developed seven recommendations: 1) Construct a continuous raised median with planned breaks on Route 7 from St. David’s Lane to Rosendale Road; 2) Incorporate median breaks; 3) Construct a multi-use path on the south side of Route 7 from St. David’s Lane to Rosendale Road; 4) Reduce side street turning radii by constructing curb extensions; 5) Install and improve existing lighting throughout the corridor; 6) Pursue

trail connections to the Route 7 Corridor; and 7) Consider future leading pedestrian interval (LPI) signal phasing. Recommendations for further study are: 1) Establish a gateway at the interchange between the crosstown connection and Route 7 and 2) Implement reduced speed limits throughout the corridor.

An overview of the recommendations, anticipated costs, and implementation plan was provided, including a comparison of implementation strategies which demonstrated that a comprehensive corridor transformation approach, the approach that does everything at once, is the most expensive option but is less impacted by inflation due to the shorter timeframe for implementation. There are a variety of federal, state and local funding opportunities that could be pursued to assist with implementation.

John Safford asked if an existing NYSDOT study was used to initiate this study. Jesse responded that no, the Town of Niskayuna initiated the study through the Transportation Council's Linkage program. John asked another question about shared use trails. Instead of having both bike trails and sidewalks, can they be combined? Jesse responded that it is a technique that can save space. John asked if there was any legislation regarding combining the two as it could save money. Jess responded that they could save money but there is no new legislation, just evolving guidance from the Federal Highway Administration (FHWA).

IV. Administration

A. December 4, 2025 Meeting Minutes

Frank Annicaro asked if anyone had any edits to the draft minutes. There were none. Frank asked for a motion to approve the minutes. Mark Castiglione made the motion, seconded by Linda von der Heide. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

B. Nominating Subcommittee

Sandra Misiewicz indicated that at the end of last year, Mayor Kathy Sheehan moved on as the Policy Board's Chair. A nominating committee was convened to begin the process of identifying a new Chair and to fill other annual positions. The committee met in February and comprised Frank Annicaro (CDTA), Mayor Gary McCarthy (City of Schenectady), Michael Arthur (NYSDOT Region 1), and Supervisor Tom Richardson (City of Mechanicville). For Chair of the Policy Board, the candidate is Mayor Gary McCarthy. For Vice-Chair, the candidate is Frank Annicaro. For Secretary, the candidate is Michael Arthur. The tradition has been that both Frank and Michael in their roles representing CDTA and NYSDOT serve as Vice-Chair and Secretary, respectively, but the Transportation Council likes to reaffirm those roles with the Policy Board on an annual basis.

Regarding nominees for the Policy Board's town and village representatives, there are two voting representatives from two of the counties, and two alternates representing the other two counties. The Town of Colonie gets an automatic seat because of their population being over 50,000. The nominees for town and village representatives are Mayor Richard Straut (Village of Voorheesville) and Mayor Michael Slik (Village of Castleton-on-Hudson), and for alternates, Mayor Frank Rossi (Village of Ballston Spa) and Supervisor Erin Cassidy-Dorion (Town of Niskayuna).

The final slate of nominees is for the Planning Committee town and village representatives. The nominee for voting member is Rob Leslie (Town of Bethlehem). The alternate nominees include Tim Lane (Village of Menands), Josh Giller (Town of East Greenbush), Ryan Riper (Town of Wilton), Floria Huizinga (Town of Malta), Don Csaposs (Town of Guilderland), Laura Robertson (Town of Niskayuna), John Scavo (Town of Clifton Park),

and Peter Comenzo (Town of Rotterdam).

A motion is needed to approve the slate of nominees. John Safford made the motion, seconded by Mark Castiglione. Sandra asked if there was any further discussion. All in favor said aye. There were no oppositions, and there was one abstention from Richard Straut. The motion carried.

V. Resolution 26-1: 2026-2027 Unified Planning Work Program (UPWP)

Sandra Misiewicz indicated that the UPWP is the document that outlines how the Transportation Council is going to use its federal planning funds for studies, technical assistance and other planning work related to transportation for the next fiscal year, which starts April 1st. The public involvement period for the UPWP recently closed. A handful of comments were received from the public. Most of the changes to the document since Planning Committee review in February are minor, primarily editorial changes.

One of the Transportation Council's grants that had been at risk at the federal level had its funding restored for the coming year. The program is called Clean Cities and Communities, which supports alternative fuel vehicle technology integration into fleets throughout the Capital Region. Sandra provided an overview of other components of the UPWP, which include working on implementing the long-range metropolitan transportation plan and the safety action plan; working on two new Linkage Program studies in the City of Rensselaer for the Aiken Avenue area and in the Town of Stillwater for the Route 76 corridor); preparing on an ADA transition plan for the Village of Scotia; conducting a household travel survey; conducting a regional superload corridor study; preparing a regional resilience plan for transportation infrastructure; and working to develop an active transportation or complete streets network for the region.

Two workshops are being held by the Transportation Council. One is related to transportation and housing. With this workshop, the Transportation Council is hoping to bring local government planners together with decision makers and other stakeholders to discuss the role of community zoning and other regulations on the location of housing in relation to transportation infrastructure. The other is a Tools of the Trade workshop for human service transportation providers. The Transportation Council is also still offering a lot of technical assistance to communities, free of charge in many cases.

Dorcey Applys asked for the amount of federal funding that had been allocated for Clean Cities and Communities. Sandra responded that the amount is \$130,000 primarily for planning and educational activities.

Frank Annicaro asked for a motion to approve the 2026-2027 UPWP. John Safford made the motion, seconded by Mark Castiglione. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

VI. 2025-2030 Transportation Improvement Program Amendments

A. R339 – NY 2 Congress and Ferry Streets from 11th Street to the Congress Street Bridge Ramps

Andrew Kreshik indicated that this project started out as a corridor improvement between Congress Street and Ferry Street. Subsequently it had two additional projects added to it, one through the TIP process and one through Bridge NY. One project is re-establishing the traditional intersection at Ferry and River Streets to remove the high-speed entry and exit ramps off of the Congress Street Bridge. The other is to rehabilitate the

Sage College tunnel, which is essentially two bridges under First and Second Street. The coordination element of the bridge work (needing school not to be in session), in addition to additional required public outreach relative to the complete streets nature of the area has delayed the project a bit, but the city is on track now to get things started this year with construction next year. However, escalation of price (especially with concrete) has resulted in a higher estimate. An additional \$4 million in project costs is being requested.

Frank Annicaro asked if anyone had questions or comments. There were none. Gary McCarthy made a motion to approve the amendment, seconded by Linda von der Heide. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

B. A295 & A633 – NY 155/CR 157 New Karner Road Corridor Rehabilitation & NY 155/CR 157 New Karner Road and Washington Ave. Ext. Intersection Enhancement

Andrew Tracy indicated that Albany County is seeking to merge two existing TIP projects with this amendment. One project involves resurfacing and roadway improvements on New Karner Road from Western Avenue to Watervliet-Shaker Road. The other project involves intersection improvements at the intersection of New Karner Road and Washington Avenue Extension, where a roundabout is proposed. Merging these two projects together will allow the county to undertake a single bidding process. The TIP letter provides a list of adjustments to the scope of work as a result of the merger. These two projects are currently programmed for about \$14 million in total. With the merger and cost increases, the county is seeking an additional \$8 million so the project can be put out to bid. The Transportation Council discussed this project with NYSDOT Region 1, who indicated that this funding was available for obligation.

Frank Annicaro asked if anyone wished to discuss the amendment. There was no discussion. Frank asked for a motion to approve the amendment. Mark Castiglione made a motion, seconded by Richard Straut. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

C. R369 – East Greenbush Roadway Departure Safety Action Plan

Greg Wichser noted that this is a Roadway Departure Safety Action Plan (RDSAP) project. There were less requests than funding available for the program. As a courtesy on NYSDOT-initiated programs, NYSDOT tries to help by preparing the initial TIP letter done. The project scope includes signs and a mix of other safety features.

Frank Annicaro asked if anyone wished to discuss the amendment. There was no discussion. Frank asked for a motion to approve the amendment. Tom Hulihan made a motion, seconded by Michael Butler. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

D. T164 – Acquisition of Diesel-Electric Hybrid Buses and Implementation of Enterprise Asset Management System for Transit Modernization

Frank Annicaro indicated that this project was awarded through the FTA's "Low or No Emission" vehicle program. The project advances CDTA's commitment to sustainability, efficiency and innovation through both the purchase of 20 hybrid diesel-electric buses and the deployment of a comprehensive enterprise asset management system. The buses will be purchased in two sets of 10, one set in each consecutive year. CDTA expects that the buses will include significant New York State content, and they will also provide CDTA with the ability to perform geofencing green zones. The buses will be a fleet replacement.

Frank asked if anyone had questions. John Safford asked for the size of the new buses. Frank responded that they will be regular 40-foot buses. Frank asked for a motion to approve the amendment. John Safford made a motion, seconded by Ann Marie Salmon. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

VII. TIP Amendment Policy Proposal

Sandra Misiewicz indicated that the capital project actions taken today by the Policy Board are guided by a set of guidelines on how adjustments are made to the project descriptions, costs or scopes in the TIP (Transportation Improvement Program), which lists every federally funded transportation project in the region. There are formula funds which come to this table and are programmed by this body collectively. There are also discretionary programs, which are awarded at the federal level. When discretionary program awards occur, the announcements often happen with short notice and timelines, sometimes requiring the Transportation Council to convene the Policy Board quickly so the funding can be added to the TIP.

The Transportation Council has been thinking of ways to streamline this process as these are not controversial projects and they bring new money to the region. The Transportation Council wants to make the process as simple as possible to get those items added to the TIP. One method being proposed is at the time an entity is applying for discretionary program funds, a letter of endorsement from the Transportation Council goes with the application. This will serve two purposes: 1) It will make the Transportation Council aware that an entity is applying for the grant, and 2) An endorsement from the Transportation Council as the regional MPO will elevate the application in the scoring process. If this is done, it would allow the Planning Committee (which meets more frequently than the Policy Board) to act to add the project to the TIP, should an award happen.

Existing TIP projects could also use this fast-track method, as well as projects specifically identified in the regional transportation plan, such as the Reimagine I-787 project. Other procedures such as public participation will still need to be followed. Another consideration is that occasionally there will be a sponsor that wants to add non-federal funds to a project, and if the project is already on the TIP, the Transportation Council could allow that to occur through an administrative modification. The idea is not to take away the authority of the Policy Board but rather streamline the process to help keep things moving forward.

Mark Castiglione asked if there was any potential scenario where these projects would ever be rejected from the TIP. Sandra responded that she cannot envision one. Mark added that he is aware of some boards that pre-authorize actions (subject to certain conditions), and this Policy Board could also pre-authorize some actions to add items to the TIP, but that still takes away some communication around the table. Sandra responded that public review will still be required, and it will still be important to at least have Planning Committee approval. The proposed policy can be revisited in the future.

Mark Castiglione made a motion to approve the policy. The motion was seconded by Michael Butler. All in favor said aye, there were no oppositions or abstentions, and the motion carried.

VIII. Status of Regional Transportation Planning Initiatives

A. Transportation Council

Sandra Misiewicz indicated that the Transportation Council will be hosting a utility trail webinar. National Grid is going to present their planning practices and process for how to build and plan for trails in their utility corridors. They want people in local government to understand the process and the considerations that need to be included in the planning process. The webinar is scheduled for Friday, March 20th, from 10:00 – 11:30 AM. Registration is necessary – visit www.capitalmpo.org/trailwebinar to register. In response to a question from Andrew Kreshik, Sandra clarified that this webinar is specific to National Grid's utility corridors. National Grid's process would not apply to other utility providers.

Sandra also shared information on federal reauthorization of the infrastructure law. Sandra showed a website to the group regarding support for the BASICS (Bridges and Safety Infrastructure for Community Success) Act (H.R. 7437) (<https://storymaps.arcgis.com/stories/e4ce2c88c9c84cb3b674fd06aed5e8d6>). The national AMPO (Association of Metropolitan Planning Organizations) is part of something called the LOT (Local Officials in Transportation) coalition. Many other national organizations have signed on to be a part of the LOT coalition and are working together to help shape this next federal transportation infrastructure law. The website provides background information on the BASICS Act. This act focuses on bridges and is trying to get more resources to a wider range of roadway facilities throughout the country. This proposal may allow some resources to go toward improving safety on high-risk roads, which would help the Transportation Council in implementing the recommendations of the Vision Zero Safety Action Plan.

The website also has a resource for MPO Board Members, which is a letter template that elected officials serving on MPO boards can use to express support in their capacity as local elected leaders and regional transportation decision-makers. Sandra encouraged the group to familiarize themselves with what is happening regarding this legislation.

Sandra also indicated that NYSDOT has just announced another call for local projects under the RDSAP (Roadway Departure Safety Action Plan). Sandra will send an email with application information to this group. The application deadline is Friday, April 17th. Award decisions are expected in May. More information about the program can be found at: www.dot.ny.gov/divisions/operating/osss/highway/rwdsap

B. CDRPC

Mark Castiglione shared that CDRPC will be focusing on housing analysis this year. CDRPC will assess short-term rentals, ADUs (Accessory Dwelling Units), and where large apartment buildings are being constructed in the region.

Mark also shared information about an upcoming three-day training event that will be hosted by Pace University Law School's Land Use Leadership Alliance (LULA). It will be an in-depth training with experts about a variety of land use decision making processes and best practices. It will take place from April 27-29 and is aimed mainly at planning board members, zoning board members and elected officials. Participation is free, but registration is necessary. The QR code to register can be found on CDRPC's website at www.cdrpc.org/16772-2. More information about LULA can be found at www.pace.edu/law/centers-and-institutes/land-use-law-center/training-programs-and-technical-assistance/land-0.

Regarding census data, Mark shared that this is the first time in history that this region has experienced a natural decline in population, which means that there are more people dying than being born. International immigration had previously been driving a population increase, according to the last census. CDRPC did release

population projections through 2060, which are on CDRPC's website. Regarding the 2030 census, CDRPC has partnered with five other RPCs across the state to file an application for funding to do a better job of counting and identifying addresses, which will hopefully result in a higher count in the next Senate census. CDRPC's calculations indicate that even a 0.5% increase in the number of addresses identified would result in \$41 million a year in that 45-county region.

CDRPC has also filed an application in partnership with NYSDOT with the Northern Border Regional Commission for funding to study the feasibility of replacing low-volume short-span bridges with timber products. CDRPC is also partnering with Albany County on the county's second annual Planning and Zoning Workshop, which is taking place on Thursday, April 30th at the Massry Center on the former College of Saint Rose campus. More information can be found at www.albanycountyny.gov/Home/Components/Calendar/Event/9344.

C. CDTA

Frank Annicaro shared that CDTA will be implementing phase three of its realignment plan at the end of May. CDTA is adding two new stops in Ballston Spa, one at Church and Doubleday and one at Milton and King. Red Line upgrades in Schenectady will include new marked and signalized crosswalks, constructing curb extensions, relocating stops to improve crossings, and introducing curbside bus lanes on certain road segments. In Colonie, CDTA is clearly marking "bus only" lanes at queue jumpers with high visibility red paint to delineate transit infrastructure at New Karner station and Colonie station. Jointly with NYSDOT, CDTA is upgrading its transit signal priority infrastructure along Route 5 with the latest technology. In Albany, CDTA is proposing to enlarge the existing curb extensions and install new curb extensions on opposite corners at North Allen station, Manning Square station, and Quail station, shortening crossing distances and enhancing pedestrian safety and comfort. CDTA is also proposing improvements to a small park at Manning Square that will allow its designation as a mobility hub.

D. NYSDOT

Michael Arthur shared that the Route 378 Troy-Menands Bridge PEL (Planning and Environmental Linkage) study is going out for public review for the final round. After this round, the PEL study will be completed, and funding will be explored. Michael shared some low bid results from recent lettings. Bridge preservation of the Route 2/Congress Street Bridge over the Hudson River received a low bid of \$15.5 million. Multi-site paving projects received a low bid of \$17.9 million. Pavement resurfacing of the I-87 Northway in the towns of Clifton Park, Halfmoon and Malta received a low bid of \$18.7 million. An overhead sign replacement project on various routes received a low bid of \$3.9 million. A bridge washing project in Green and Rensselaer Counties received a low bid of \$1.2 million. A bridge painting contract in various areas received a low bid of \$3.1 million. Most of those projects should be awarded shortly.

E. NYSTA

Phil Serafino shared that NYSTA has two projects that will be starting up in April. One is a rehab of the Route 7 bridge over the Thruway in the Town of Rotterdam, and one is a repaving and safety improvements project from Exit 24 to Exit 25. NYSTA also has a comprehensive safety action plan that was launched in January. The plan received just shy of 300 comments thus far. Visit www.thruwaysafety.org/share-your-thoughts-1-1 to provide your ideas for improving safety on the Thruway.

F. Albany County Airport Authority

No updates.

G. Albany Port District Commission

Christine Stuto indicated that she had no updates to share on behalf of the Port today.

H. Regional/Local Planning Activities

Sandra Misiweicz shared that NYSDOH, through a grant from the Governor's Traffic Safety Committee, recently produced a new quick reference handout about e-bike enforcement called "V&T Law for E-Bike Enforcement." The handout is geared toward police officers, to educate themselves when they are speaking to an e-bike user about the rules of the road. The Transportation Council has a few of these handouts available, and if anyone would like to order some, they can call 518-402-7900 or send an email to injury@health.ny.gov.

IX. Other

No other updates were shared.

X. Upcoming Meetings/Events

- A. Regional Operations and Safety Advisory Committee (ROSAC): March 12th at 1:00 PM
- B. Planning Committee: April 1st at 9:30 AM
- C. Active Transportation Advisory Committee (ATAC): April 8th at 9:30 AM
- D. Human Services Transportation Advisory Committee (HSTAC): May 4th at 2:00 PM
- E. Planning Committee: May 6th at 9:30 AM
- F. Freight Advisory Committee (FAC): May 13th at 9:30 AM
- G. Policy Board: June 4th at 3:00 PM

XI. Adjournment

Sandra Misiewicz asked the group to take note of upcoming meetings and events.

Frank Annicaro asked for a motion to adjourn. John Safford made a motion, seconded by Michael Butler. All in favor said aye, there were no oppositions or abstentions, and the motion carried. Meeting ended at 4:09 PM.

Respectfully submitted,

Michael Arthur
Secretary