

PLANNING COMMITTEE MEETING
Draft Meeting Minutes
February 12, 2014

MEMBERS ATTENDING

Bradley Birge, City of Saratoga Springs
Frank Bonafide, NYS Department of Transportation-Region 1
Wayne Bonesteel, Rensselaer County
Darrell Duncan, Albany County
Ross Farrell, Capital District Transportation Authority
Stephen J. Feeney, Schenectady County, Vice Chair
Michael Franchini, Capital District Transportation Committee,
Secretary
Rocky Ferraro, Capital District Regional Planning Commission
Stephen Iachetta, Albany County Airport Authority
Joseph LaCivita, Town of Colonie
Robert Leslie, Town of Bethlehem
Barbara McHugh, Town of Clifton Park
Randy Milano, City of Albany
Nelson Ronsvalle, Town of Halfmoon
Jeremy Smith, City of Watervliet
Tony Vasil, Albany Port Commission
Christopher Wallin, City of Schenectady

STAFF AND OTHERS

Bill Anslow, Albany County
Tom Baird, Barton & Loguidice
Anne Benware, Capital District Transportation Committee
Tom Cascino, AECOM
Jennifer Ceponis, Capital District Transportation Committee
Maria Chau, Federal Highway Administration
Robert Cherry, NYS Department of Transportation-Region 1
Christopher Desany, Capital District Transportation Authority
Lee Ecker, CHA
Leo Fioravanti, Bergmann Associates
Alex Gordon, Capital District Transportation Committee
Tom Johnson, TR Johnson Engineering
David P. Jukins, Capital District Transportation Committee
Sandy Misiewicz, Capital District Transportation Committee
Larry Mulvaney, NYS Department of Transportation-Region 1
Sree Nampoothiri, Capital District Transportation Committee
Jeff Pangburn, Creighton Manning
Glenn Posca, Capital District Transportation Committee
Jim Rivers, Greenman-Pedersen Inc.
Dan Rourke, Barton & Loguidice
Ron Shaffer, NYS Department of Transportation-Region 1
Ed Snyder, Greenman-Pedersen Inc.
Mike Stella, NYS Department of Transportation-Region 1
Brian Stewart, Capital District Transportation Committee
Doug Teator, Creighton Manning
Joe Teliska, Rensselaer County
Tom Traver, McFarland Johnson
Bill Trudeau, City of Albany
Michael Williams, Capital District Transportation Authority
Edward Wolk, Capital District Transportation Authority

Tom Traver, McFarland Johnson
Bill Trudeau, City of Albany
Michael Williams, Capital District Transportation Authority
Edward Wolk, Capital District Transportation Authority

VISITORS' ISSUES

Steve Iachetta opened the meeting at approximately 9:34 AM. There were no visitors' issues.

ADMINISTRATION

Previous Meeting Minutes - January 8, 2014

Members approved the January 8, 2014 minutes.

ACTION ITEMS

2013-18 TRANSPORTATION IMPROVEMENT PROGRAM PROPOSED CHANGES

Mike Franchini suggested that action on TIP amendments involving CMAQ funding be deferred until all of the TIP amendments have been presented. He distributed a handout that summarized six of the TIP amendments.

R280 (1758.05) ITS Improvements on Pawling Avenue

Jeff Pangburn explained that the project will implement time based coordination traffic signal hardware in order to increase coordination in the Pawling Avenue corridor. The cost of this project has increased due to cost increases for replacement of the overhead signal indications and wiring, increased traffic controller costs, and additional pedestrian signalization requirements.

A435 (1756.63): ITS Transit Signal Priority on Washington and Western Avenues

Bill Trudeau explained that this amendment is a request to add \$2.3 M to include the full scope, including the 14 signals on Washington Avenue that are included in phase 2 of the project. He said that the project will be ready to advertise and award the additional intersections prior to the September 2014 deadline for CMAQ funding.

S188 (1758.00): Erie Boulevard Roundabout

Chris Wallin explained that a roundabout is the preferred alternative for this project but additional funding is needed. The roundabout addresses traffic flow, safety, and economic development. Tom Bairo explained that the roundabout works without an extra lane under the railroad bridge for ten years. The extra lane will be funded independently as mitigation for development. He said that the roundabout could be conservatively expected to reduce 16 personal

injury accidents in a three year period based on three years of accident history studied.

A436/A466 (1808.01): Western Avenue Sidewalks

Ron Shaffer distributed a handout. He explained that this amendment would shift NHPP funding from phase 2 to phase 1, with no impact on CMAQ. Since there was no impact to CMAQ, members approved the amendment.

A464 (1757.32): Helderberg Hudson Rail Trail

Bill Anslow explained that the preferred option is to remove the Rockefeller Road Bridge; the structure is deteriorating and there is concern about concrete dropping. For the Delaware Avenue Bridge, the recommended option is to rehab, remove the concrete, and repaint; this will remove liability from potential concrete deterioration. Rob Leslie explained that the Town of Bethlehem received Transportation Enhancement Program approval for decorative lighting, street trees, and street connections to the rail trail. The Delaware Bridge is the nexus between the two projects. The bridge is a gateway to the Delaware Hamlet. The Town is providing 60% of the TEP project funding (beyond the 20% required).

Frank Bonafide asked if money could be saved by replacing the Delaware Bridge with a light duty bridge. Bill Anslow said that this would not save much, and the rail banking requirement might require the County to be responsible for replacing the bridge with a structure equivalent to the existing structure in the future. Ed Snyder commented that the agenda should be corrected to show that this amendment involves the removal of one bridge and the replacement of the other.

New Project: A545: Washington Avenue/Western Avenue Bus Rapid Transit (BRT) Small Starts Development Project

Chris Desany explained that this project is part of the five year Transit Development Program (TDP) and it is part of CDTA's plan for 40 miles of BRT. In response to questions, he explained that the ITS Transit Signal Priority on Washington and Western Avenues is a prerequisite to the BRT project and will be totally compatible. Steve Iachetta asked if our region is a national leader with respect to BRT. Chris Desany responded that based on a recent conversation with the president of APTA, CDTA is looked on favorably, for a region of its size, for BRT. He said that this was not just for CDTA, but for the region as a whole, since our region is supportive of BRT. Ross Farrell commented that BusPlus already puts us high among our peers, but two more BRTs will put us even higher. In response to a question, Ross said that strong support has been received for alternative 2. Members approved the TIP Amendment.

R248 (1756.96): 9th Street Gateway Streetscape

Mike Franchini handed out a letter from Russ Reeves of the City of Troy requesting that this project be removed from the TIP. Members approved the removal of this project from the TIP.

SA217 (1757.36) Crescent Road Bike and Pedestrian Improvements

Barb McHugh distributed a hand out describing the TIP amendment request. She explained that most of the increased cost for this project is due to unexpected right of way and mapping costs that were discovered in the design process. There is also a small cost increase for installing pedestrian signals at the crosswalks. The project is shovel ready and construction is expected this summer.

CMAQ PROJECT STATUS, FUND ACCOUNTING, AND PROPOSED AMENDMENTS

Mike Franchini referred to the table handed out that summarized the status of projects requesting CMAQ funding. He noted that A436 and A466 had already been approved without increasing CMAQ funding. He distributed a second handout that presented CMAQ balance programming options. Mike explained each of the options presented. He explained that we are in a unique situation because CMAQ funding will sunset on September 30. Discussion focused on Option 3, the "Advance Funding" option. There is \$4.524M of NHPP funding programmed in FFY 2014-2015 in RG125, Pavement Preservation Set-Aside for Non-State Roads. Currently from the latest TIP solicitation, there is only one project eligible for this funding, i.e. Delasandro Boulevard between Albany Shaker Road and Watervliet Road, at a cost of \$1.100M. This would leave a balance of \$3.424M in NHPP funds that cannot be programmed. NYSDOT is willing to program this balance (\$3.424M) "in advance" in the current federal fiscal year, if there are eligible projects. Three projects discussed at this meeting are eligible:

- ITS Signal Priority on Washington and Western Avenues
- Western Avenue Sidewalks
- Erie Boulevard/Jay Street/Nott Street/Front Street Roundabout

The total funding requested for these three projects is \$4.382M. Under option 3, the "advanced" balance of \$3.424M could be used to fund the balance needed to fund all of the projects (\$3.214M).

Frank Bonafide commented that this option will put a heavy strain on staff, and it means that next year there will be some belt tightening. He explained that option 3 will not affect other solicitation projects because they are not eligible for NHPP. Mike Franchini said that there are few local roads that are eligible for NHPP. Frank said that 80% of local bridges are not eligible for NHPP funding, and this will be a future topic for this group to discuss. Mike Franchini suggested that if some of these projects receive additional funding from other sources, such as HSIP based on safety analysis, then the equivalent

amount of NHPP funding should be restored to the program. Glenn Posca noted that Policy Board approval will be needed for this amendment.

Members approved option 3 as discussed, with the two provisos that if additional funding such as HSIP is identified for any project, an equivalent amount of NHPP funding will be restored to 2015; and that if a project schedule slips past September 30, its NHPP funding will be restored to 2015.

TRANSPORTATION ENHANCEMENT PROGRAM (TEP) PROJECT SELECTION AND AMENDMENTS

Dave Jukins explained that the TEP is a statewide program administered by NYSDOT. In DOT Region 1, 20 applications were received and reviewed by Region 1, two MPOs (CDTC and A/GFTC) and two rural counties (Greene and Essex). In the final decisions, Region 1 fared well. In the CDTC area, the Delaware Hamlet Multi-Modal and Streetscape Enhancements (Town of Bethlehem) and the North Central Avenue Pedestrian Safety Project (City of Mechanicville) were awarded by NYSDOT. Members approved the two TEP projects for addition to the TIP.

2014-2015 LINKAGE PROGRAM APPLICATIONS AND RECOMMENDATIONS

Sandy Misiewicz reviewed the write up in the mail out. Six applications were received totaling \$232,500 in federal planning funds. A review team consisting of staff from CDTC, CDRPC and CDTA evaluated each project and recommended that the Albany, Malta and Schodack projects should be funded for the 2015-2016 Linkage Program. Members approved the recommendation as presented.

APPROVAL OF THE DRAFT 2014-16 UNIFIED PLANNING WORK PROGRAM

Mike Franchini said that the staff deserves a lot of credit for developing the draft UPWP. Highlights include TDM, car sharing, bike sharing, the 787 Study, and the New Visions update. The UPWP includes funding for a consultant to develop a multimedia marketing and public participation program for New Visions. It also includes consultant funding for traffic engineering and data collection. Another major task is the Saratoga Regional Traffic Study. Dave Jukins commented that the key accomplishments reflect well not only on the staff but also on the members and collaboration with communities in our region. The draft document will be presented to the Policy Board for their approval at the March 6th meeting. Members approved the 2014-16 UPWP.

APPROVAL OF THE APRIL 1, 2013 TO SEPTEMBER 30, 2013 PROGRESS REPORT

Mike Franchini explained that this report is a federal requirement, and summarizes staff accomplishments in more detail. Members approved the April 1, 2013 to September 30, 2013 Progress Report.

**DRAFT RESOLUTION REGARDING THE WASHINGTON WESTERN AVENUES TRANSIT
ALTERNATIVES ANALYSIS LOCALLY PREFERRED ALTERNATIVE**

Sandy Misiewicz explained that CDTC will need to integrate the locally preferred alternative (Alternative 2) from the Alternatives Analysis into the Regional Transportation Plan in order to satisfy FTA requirements. A resolution has been prepared to adopt Alternative 2 as the locally preferred alternative in the Regional Transportation Plan. This project is very cost competitive. Ross Farrell said that three major stakeholders—Pyramid, UAlbany and OGS—are moving forward with support. Rocky Ferraro commented that he is advocating for the Cleaner Greener program to support good planning projects such as this one.

The resolution will be presented to the Policy Board for their approval at the March 6th meeting. Members approved the resolution.

DISCUSSION ITEMS

SET-ASIDE PROJECT SOLICITATION RESULTS

Mike Franchini distributed a handout that listed all of the projects received from the solicitation. He explained that project applications will be screened and evaluated by the April 2 Planning Committee Meeting. Dave Jukins explained that CDTC did not solicit for bridge projects, so the two projects shown on the list will not be considered in this evaluation.

NEW VISIONS UPDATE STATUS REPORT

Mike Franchini reported that the Quality Region Task Force meeting had good attendance with several chief elected officials in attendance. He said the Plan update will be completed in 2015.

LOCAL BRIDGE WORKING GROUP REPORT

Frank Bonafide said that the scope for evaluating bridge project candidates is under review at NYSDOT and the review should be completed in early March.

NYSDOT PROJECT DELIVERY SCHEDULE

Rob Cherry distributed a handout (attached) and explained that Region 1 will be meeting with sponsors and consultants in the next two weeks to develop schedules for SFY 2014-15. Frank Bonafide said we need to do better this year than last year. He emphasized that realistic schedules are important.

STATUS OF PLANNING ACTIVITIES

CDTC

Mike Franchini distributed a hand out on the High Speed Rail program. He said there will be a public meeting on March 4th in our area. CDTC has partnered with RPI for an application to Transportation Research Board for a freight planning study.

CDRPC

Rocky Ferraro said that CDRPC hired Martin Daley in November. The Combined Sewer Overflow Plan received approval, and calls for \$130 million worth of projects. The latest American Community Survey fact sheets have been updated for all 79 communities in the region. Employment projections are on hold until data is received from the Census Bureau.

CDTA

Ross Farrell reported that CDTA has started meeting with municipalities in the river corridor with respect to planned BRT service. CDTA has been working on conceptual ideas for an intermodal station in Albany.

NYS DOT

Rob Cherry reported that NYS DOT received \$50 million in Transportation Alternatives Program funding. This program consolidates the previous TEP as well as the Safe Routes to School program and will fund projects to provide bicycle and pedestrian facilities and facilities to provide safe routes for non-drivers. There will be informational workshops for potential sponsors. The new TAP workshop is required for potential sponsors. Federal Aid 101 is also required unless it has been attended within the last two years. Dates include: May 7, screening; June 11, application deadline; September receive list from MPOs/Counties/Region 1 committee; October-project awards.

Rocky Ferraro commented that with such a fantastic MPO process, it would be better to let CDTC choose projects and respect the planning that has taken place at CDTC. Frank Bonafide said that the process has worked well. Mike Franchini commented that tight deadlines preclude needed input from CDTC committees.

Albany County Airport Authority

Steve Iachetta reported that the Albany International Airport has enplanements of 2.5 million per year, 5 million terminal passengers; and freight is very important. Senator Schumer has been encouraging Jet Blue to serve the Albany International Airport. Steve Iachetta noted that 88% of traffic on Francis Delasandro Boulevard is through traffic.

Albany Port District Commission

Tony Vasil reported that long shore hours were up 32% in 2013, and that there was a 100% increase in vessels in 2014, January to January. The General Electric Algerian mega-deal will increase tonnage by a factor of five. May 1st is Port Industry Day. The new crane is moving forward and delivery is expected in about one year.

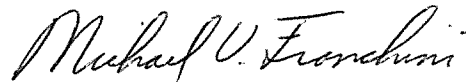
Linkage

Mike Franchini referred the Committee to the mail out for a summary of Linkage progress.

Adjournment

The meeting was adjourned at approximately 11:57 PM. The next Policy Board meeting is scheduled for March 6, 2014. The next Planning Committee meeting is scheduled for April 2, 2014.

Respectfully submitted,



Michael Franchini
Secretary

Projects Requesting CMAQ Funding

Planning Committee meeting February 12, 2014

**Attachments to 2/12/14 Minutes
(Handouts from meeting)**

All amounts are in millions of dollars.

Project	Design Report Status	Deliverability	Last Scope Change	First TIP Cost and FFY	TIP Cost Increases	Current TIP Cost	Requested Cost Increase	Other Stakeholders
A435 – ITS Transit Signal Priority on Washington and Western Avenues	Approved	Is being built in phases	Decrease	\$5.500 2005-06	\$0.663, 2010	\$5.670	\$2.300	CDTA Bus Rapid Transit
A436 & A466 – Western Avenue, Fuller Road to Albany City Line: Sidewalk Construction	Approved	Is being built in phases. Part 2 will not be CMAQ	None	\$1.248 2005-06	\$0.061, 2010	\$1.098	\$0.520	Albany, Guilderland, NYS
A464 – Helderberg Hudson Rail Trail	Approved	Is being built in phases	Decrease	\$2.960 2006-07	\$0.618, 7/12 \$0.081, 2010	\$2.728	\$0.909	Bethlehem, New Scotland, Albany
R280 – ITS Signal Improvements on Pawling Avenue	P.E. not completed		None	\$0.686 2007-08	\$0.089, 2010	\$0.775	\$0.485	
S188 – Erie Blvd. Roundabout	P.E. not completed	Must choose roundabout or signal	None	\$2.227 2010-11	\$0.371, 2010	\$2.598	\$1.562	
SA217 – Crescent Road Bike and Pedestrian Improvements	Approved	Need ROW to proceed with PS&E	None	\$0.851 2007-08	\$0.458, 7/13 \$0.104, 2010 \$0.281, 4/12	\$1.436	\$0.282	Halfmoon

Attachments to the 2/12/14 minutes
(Handouts from meeting)

PIN 1758.00 Erie Boulevard / Jay Street / Nott Street / Front Streets Roundabout

Highlights of Project Safety, Operational and Air Quality Improvements

Existing and No Build Conditions

Accident Study – 5 years (August 2007 through July 2012)

Existing Intersection Erie Blvd. and Nott Street

- 68 Accidents – 0.92 accidents / million entering vehicles
- 22 (32.4%) resulting in Personal Injuries
- 5.4 Times Greater than the Statewide Average (0.17 acc/mev)

North and South Approaches to Intersection of Erie Blvd. and Nott Street

- 21 Accidents - 0.53 accidents per million vehicle miles (acc/MVM)
- 5.8 Times Lower than Statewide Average of 3.10 acc/MVM



Roundabout - Proposed Safety Improvements, Traffic Calming, Reduced Pedestrian Crossing Distance

Personal Injury Reduction 72 - 80 % (NYSDOT, Insurance Institute for Highway Safety).

22 Personal Injury Accidents – Reduction of 72% = **16 Less Personal Injury Accidents**

Crash Reduction Two Lane Roundabouts – 35 to 47%

68 Accidents - Reduction of 35% to 47 % = **24 to 32 less Accidents Overall**

Existing Operational Conditions - LOS C - Erie and Nott

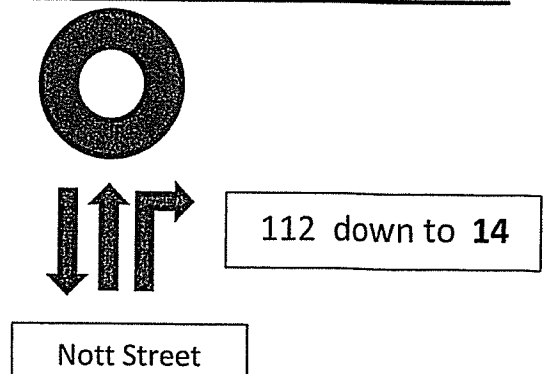
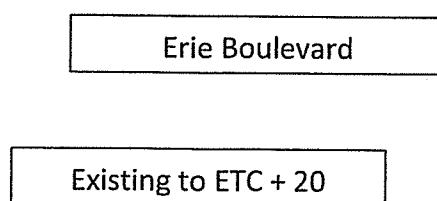
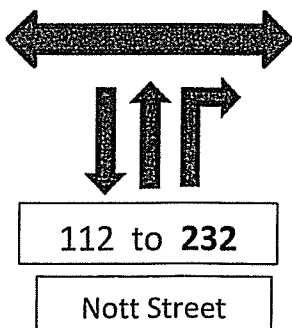
Nott Street – LOS F – 82 seconds of Delay / Veh. -----> ETC+20 = 141 seconds / Vehicle

Nott Street - Through / Right Approach – 112 seconds delay --- > ETC+20 = 232 seconds / Vehicle

Roundabout Operational Conditions - ETC +20 (2035) Overall Intersection - LOS B (AM and PM)

Nott Street – Delay Reduction - 123 seconds in the PM and 45 seconds in the AM Period

Nott Street - Through / Right Approach Lane Delay Reduction of 218 seconds in the PM Design Year



Air Quality Improvements

Carbon Monoxide Emissions reduced by 29% and Nitrogen Oxide emissions by 21%. Volatile organic compounds reduced 199 KG (533 lbs) and nitrogen oxides by 108 KG (289 lbs) annually.

Traffic Impacts due to Alco Project

Alco Project 50% Build-Out (2020)

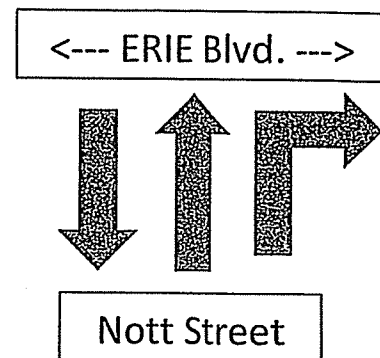
Nott Street Approach – Overall LOS D

Erie Boulevard / Nott Street - Overall Intersection LOS B

Alco Project 75% Build-Out (2023)

Nott Street Approach - Overall LOS F

Erie Boulevard / Nott Street - Overall Intersection LOS D



With Alco Mitigation - includes Additional Through Lane on Nott Street Approach

Alco Project 50% Build-Out (2020)

Nott Street Approach – Overall LOS B

Erie Boulevard / Nott Street Overall Intersection - LOS B

Alco Project 75% Build-Out (2023)

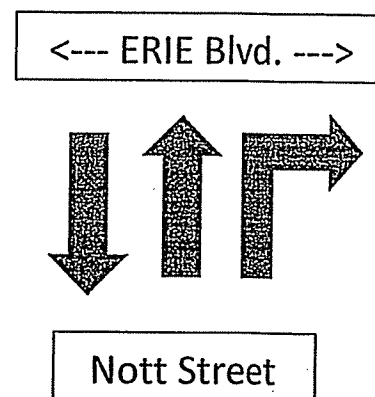
Nott Street Approach - Overall LOS B

Erie Boulevard / Nott Street Overall Intersection - LOS B

Alco Project 100% Build-Out (2025)

Nott Street Approach - Overall LOS C

Erie Boulevard / Nott Street Overall Intersection - LOS B



If Alco project is developed to 50% Without Roundabout or Bridge Widening

2020 – Nott Street Approach Right /Through Movement = 185 sec of delay in the first 5 years

The roundabout is the responsible alternative to be proactive to the economic development needs of the city and to best plan for the congestion and safety needs as the city revives this important downtown area. It is also an example of providing responsible long term planning and not to preclude adaptation to additional planned development.

**Attachments to 2/12/14 minutes
(Handouts from meeting)**

**Westmere Corridor Pedestrian Improvements
NYSDOT PINS 1808.01/1809.97**

2/12/2014

	NYSDOT PIN	TIP #	PROJECT DESCRIPTION	FUND	CONST COST	CI
Current Projects	1808.01	A436/A466	ADA COMPLIANCE PART 1, WESTMERE CORRIDOR PEDESTRIAN IMPROVEMENTS	CMAQ	1.000	0.120
	1809.97		ADA COMPLIANCE PART 2 - ROUTE 20, GUILDERLAND, ALBANY COUNTY.	NHPP	1.500	0.120
					2.500	0.240
Proposed Projects	1808.01	A436/A466	ADA COMPLIANCE PART 1, WESTMERE CORRIDOR PEDESTRIAN IMPROVEMENTS	CMAQ	1.000	0.090
	1809.97		ADA COMPLIANCE PART 2 - ROUTE 20, GUILDERLAND, ALBANY COUNTY.	NHPP	0.520	0.050
					0.980	0.100
					2.500	0.240



Town of Clifton Park

One Town Hall Plaza • Clifton Park, New York 12065 • (518) 371-6651 • FAX: (518) 371-1136

January 29, 2014

Michael V. Franchini, Executive Director
Capital District Transportation Committee
One Park Place,
Albany, NY 12205

Re: Crescent Road Multi-Use Path/Sidewalks, SA217, PIN#1757.36

Dear Mr Franchini:

The Town of Clifton Park is requesting an increase in total project funding in the amount of \$0.282M. We are requesting that \$0.021M of the increase be covered under the NHPP program, and \$0.261M be covered under the CMAQ program.

Most of the proposed increase is related to unexpected right-of-way acquisition and mapping costs that were discovered in the design process. A small increase in construction costs related to the addition of pedestrian signalization and I-87 Exit 8 bridge work required by NYSDOT was also identified. These additional costs were mutually determined through the design process and documented on the Final Design Report for the project.

The current TIP shows \$0.056M and \$0.922M in CMAQ funds for right-of-way incidentals and construction, respectively, and \$0.458M in NHPP funding for work on the Northway Bridge and adjacent ramps.

The scope of the original project has not changed. The final design report indicates that the total cost of the project, including construction and right-of-way costs total \$1.718M. Construction funding for this project includes inspection.

SA 217 CURRENT 2013-18 TIP				PROPOSED TIP			
Amount	Source	Phase	Year	Amount	Source	Phase	Year
\$ 0.056M	CMAQ	R	12-13	\$ 0.056M	CMAQ	I	12-13
\$ 0.922M	CMAQ	C	13-14	\$ 0.190M	CMAQ	R	13-14
\$ 0.458M	NHPP	C	13-14	\$ 0.993M	CMAQ	C	13-14
				\$ 0.479M	NHPP	C	13-14
\$ 1.436M				\$ 1.718M			

Construction is planned for 2014, with project letting in early 2014.

I appreciate your consideration of our request and encourage members or staff that may have questions to contact me at their earliest convenience at (518) 371-6651.

Sincerely,

Barbara McHugh
Director, Community Development

PHILIP C. BARRETT
Supervisor

LYNDA M. WALOWIT
Councilwoman

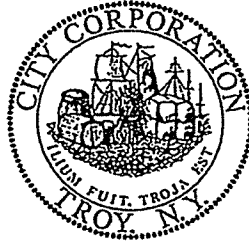
JAMES M. WHALEN
Councilman

AMY J.H. STANDAERT
Councilwoman

JAMES J. ROMANO
Councilman

Attachments to 2/12/14 minutes
(Handouts from meeting)

Louis A. Rosamilia
Mayor



William S. Dunne
Commissioner
Phone: (518) 279-7166
Fax: (518) 270-4642
bill.dunne@troyny.gov

Peter Ryan
Deputy Mayor

Office of the City Engineer
City Hall
433 River Street, Suite 5001
Troy, New York 12180

Russ Reeves, CEng., PE
City Engineer
Phone: (518) 279-7173
russ.reeves@troyny.gov

January 31, 2014

Mr. Michael Franchini
Executive Director
CDTC
1-Park Place
Albany, NY 12205-2676

**RE: Project Withdrawl Request
9th Street Gateway Project
City of Troy, Rensselaer County, PIN 1756.96 (R248)**

Dear Mike,

As you are aware, the City of Troy currently has two projects programmed for CMAQ funding. These projects include the Ninth Street Gateway Streetscape and the Pawling Avenue Signalization at nine intersections extending from Linden Avenue to Winter Street. Because the City of Troy is a walkable city, the CMAQ program is important to Troy residents who walk most of the City mainline corridors. It has been brought to our attention that a project has been recently completed which has eliminated the need for the Ninth Street Gateway Project under CMAQ funding. As a result, the City of Troy is respectfully requesting that the NYSDOT and CDTC remove this project from the Transportation Improvement Program. The City of Troy however, will be partnering with Rensselaer and other private partners on this Gateway as a restoration project that will serve the community as a whole.

Please accept this letter as official authorization to remove the Ninth Street Gateway Project from the CMAQ funding program.

If you should have any further questions, please feel free to contact me at your convenience.

Sincerely,

Russ Reeves, C.Eng., P.E.
City Engineer

cc: Honorable Mayor Lou Rosamilia
Hon Deputy Mayor Pete Ryan
Karen Hulihan, NYSDOT Region 1
Creighton Manning Engineers

**Attachments to 2/12/14 minutes
(Handouts from meeting)
2013-2018 TIP Set-Aside Solicitation
Project Justification Packages Received on January 31, 2014**

RG28: Intelligent Transportation Systems (ITS)

Project Sponsor	Project Title
Capital District Transportation Authority	Off-board Fare Collection System (OFCS)
Towns of Clifton Park & Halfmoon	Sitterly Road Corridor Improvements -Intelligent Traffic Systems

RG39: ITS Set-Aside for Local Traffic Signals

Project Sponsor	Project Title
City of Albany	Madison Avenue Road Diet Implementation
City of Cohoes	Ontario Street & Delaware Ave. Intersection Traffic Light Installation
City of Saratoga Springs	Geyser Road/ Spa State Park Traffic Signal Improvement

RG102: Alternative Fuel Program for Non-CDTA Fleets

Project Sponsor	Project Title
Albany County Airport Authority	Compressed Natural Gas Fueling Station Rehabilitation & Expansion
City of Schenectady	Alternative Fuel Vehicle Upgrade & Charging Station

RG103: Bicycle/Pedestrian Network Set-Aside

Project Sponsor	Project Title
City of Albany	Madison Avenue Road Diet Implementation-Phase 1-Roadway Configuration & Bike/Ped Improvements
Schenectady County	Helderberg Avenue Sidewalks
Schenectady County	Mohawk Hudson Bike Trail Bollard/Gate Retrofit
Town of Niskayuna	Flower Hill Multi-Use Path Connection
Town of Niskayuna	Niskayuna Soccer Fields Multi-Use Path Connection
Village of Green Island	Black Bridge Rail Trail Connection Project
Village of Green Island	Tibbits Avenue Pedestrian & Bicycle Improvement Project

RG116: Goods Movement Set-Aside

Project Sponsor	Project Title
Albany County Airport Authority	Albany International Airport-Air Cargo Facility Pavement Rehabilitation

RG119: Linkage Program Implementation

Project Sponsor	Project Title
Town of Colonie	Maxwell Road Extension Project
Town of Malta	Malta "Share the Road" Signage Project

(Handouts from meeting)

RG124: Intersection Safety Improvements

Project Sponsor	Project Title
City of Schenectady	Erie Boulevard/ Nott Terrace Roundabout

RG125: Pavement Preservation for Non-State Roads

Project Sponsor	Project Title
Albany County	CR 151 (Albany-Shaker Rd./Dalessandro Boulevard) Resurfacing
City of Albany	Belvidere Avenue Roadway Rehabilitation
City of Albany	Bertha Street Rehabilitation Project
City of Albany	Cardinal Avenue Rehabilitation Project
City of Albany	Clinton Avenue Rehabilitation Project
City of Albany	Hudson Avenue Rehabilitation Project
City of Albany	New Scotland Avenue Rehabilitation Project
City of Albany	Ten Broeck Street Roadway Rehabilitation
City of Albany	Whitehall Road Rehabilitation Project
City of Rensselaer	3rd Avenue Pavement Preservation
City of Schenectady	Pavement Preservation-17 different road segments
Rensselaer County	CR 125 (Stillwater Bridge Road)-Pavement Preservation
Rensselaer County	CR 129 (Tamarac Road)-Pavement Preservation
Rensselaer County	CR 134 (McChesney Avenue Extension)-Pavement Preservation
Rensselaer County	CR 5 (Brookview Road)-Pavement Preservation
Rensselaer County	CR 51 (Burden Lake Road)-Pavement Preservation
Rensselaer County	CR 55 (Best Road)-Pavement Preservation
Rensselaer County	CR 6 (Maple Hill Road)-Pavement Preservation
Schenectady County	Aqueduct Road (County Route #10) Paving Project
Schenectady County	Broadway (County Route #161) Paving Project
Schenectady County	Chrisler Avenue (County Route #69) Paving Project
Schenectady County	Consaul Road (County Route #9) Paving Project
Schenectady County	Maple Avenue (CR 29) & Hetcheltown Road (CR 31) Paving Project
Schenectady County	Union Street (County Route #159) Paving Project
Town of Halfmoon	Sitterly Road Pavement Preservation

Bridge Projects

Project Sponsor	Project Title
City of Troy	Campbell Ave Bridge
City of Troy	First St Bridge

Attachments to the 2/12/14 minutes
(Handouts from meeting)

Capital District
Transportation Committee

February 12, 2014

**Capital District Transportation Committee
CMAQ Balance Programming Options**

Both the NYS DOT and CDTC have agreed that there is \$2.844M in unprogrammed CMAQ funds available for programming in the current budget. As with all CMAQ funding, this funding must be obligated by September 30, 2014.

There are 3 criteria that the Planning Committee should consider when programming any additional CMAQ funding – **costs, scope, and deliverability** (i.e. the ability to obligate construction funding before September 30, 2014). For a project-by-project comparison of the above criteria, see the table titled “Projects Requesting CMAQ Funding” and handed out at this meeting.

The projects requesting funding and their funding amounts are:

TIP #	Project	Sponsor	Funding Request (\$M)
A435	ITS Signal Priority on Washington & Western Avenues	Albany City	\$2.300
A436 & A466	Western Avenue, Fuller Road to Albany City Line: Sidewalk Construction	Region 1	\$0.520
A464	Helderberg Hudson Rail Trail	Albany County	\$0.909
R280	ITS Signal Improvements on Pawling Ave.		\$0.485
S188	Erie Blvd/Jay St/Nott St/Front St Roundabout	Schenectady City	\$1.562
SA217	Crescent Rd Bike and Ped Improvements	Clifton Park	\$0.282
		Total	\$6.058
		Available Funding	\$2.844
		Balance Needed to Fund all projects	\$3.214

At this point, CDTC staff, after consulting with the NYS DOT staff, believes there are the following 3 funding options:

1. **Funding a portion or percentage of each of the above projects.** This is feasible for projects which can be broken down into phases, but less feasible for projects like S188, Erie Blvd./Jay St./Nott St./Front St. Roundabout, where all of the requested funding is needed to build the requested project.

2. Funding the total funding requested for a few projects up to and not exceeding the available funding (\$2.844M). This may be difficult if the Planning Committee cannot agree on broad distinctions between the above projects.
3. “Advance Funding” option. There is \$4.524M of National Highway Performance Program (NHPP) funding programmed in FFY 2014-2015 in RG125, Pavement Preservation Set-Aside for Non-State Roads. Currently from the latest TIP solicitation, there is only 1 project eligible for this funding, i.e. Delasandro Blvd. between Albany Shaker Road and Watervliet Road, at a cost of \$1.100M. This would leave a balance of \$3.424M in NHPP funds that cannot be programmed.

NYS DOT is able and willing to program this balance (\$3.424M) “in advance” in the current federal fiscal year, if there are eligible projects. Three of the above projects are eligible:

- ITS Signal Priority on Washington & Western Avenues
- Western Avenue, Fuller Road to Albany City Line: Sidewalk Construction
- Erie Blvd/Jay St/Nott St/Front St Roundabout

The total funding requested for these 3 projects is \$4.382M. So the “advanced” balance of NHPP funding (\$3.424M) could be used to fund the balance needed to fund all the projects (\$3.214), and there are sufficient NHPP-eligible funding requests for which we could program this NHPP funding.