

PLANNING COMMITTEE MEETING

Draft Meeting Minutes

August 5, 2015

MEMBERS ATTENDING

Brad Birge, City of Saratoga Springs
Frank Bonafide, NYS Department of Transportation- Region 1
Melissa Cherubino, City of Cohoes
Peter Comenzo, Town of Rotterdam
Ross Farrell, Capital District Transportation Authority
Rocky Ferraro, Capital District Regional Planning Commission
Michael Franchini, Capital District Transportation Committee,
Secretary
Stephen Iachetta, Albany County Airport Authority, Chair
Andrew Kreshik, City of Troy
Robert Leslie, Town of Bethlehem
Barb McHugh, Town of Clifton Park
Randy Milano, City of Albany
Paul Reuss, Village of Menands
Jeremy Smith, City of Watervliet
Joseph Teliska, representing Wayne Bonesteel, Rensselaer County
Michael Tengeler, representing Joe LaCivita, Town of Colonie
Christopher Wallin, City of Schenectady
Brett Williams, representing Joseph Moloughney, NYS Thruway Authority

STAFF AND OTHERS

Robert Cherry, NYS Department of Transportation- Region 1
Bryan Cross, NYD Department of Transportation- Region 1
Jim Digioia, NYS Office General Services
Karen Hulihan, NYS Department of Transportation- Region 1
Michael Hurtt, CHA Companies
Jeffrey Johns, Stantec
Dave Jukins, Capital District Transportation Committee
Fred Mastroianni, Greenman-Pedersen Inc.
Chris O'Neill, Capital District Transportation Committee
Glenn Posca, Capital District Transportation Committee
Evan Seyboth, NYS Department of Transportation- Region 1
Don Streeter, NYS Department of Transportation
Greg Wichser, NYS Department of Transportation- Region 1

VISITORS' ISSUES

Steve Iachetta opened the meeting at approximately 9:35 AM. There were no visitors' issues.

ADMINISTRATION

Previous Meeting Minutes - July 1, 2015

Rocky Ferraro noted that he did attend the July 1 meeting, but the minutes did not reflect this. With this correction, members approved the July 1, 2015 minutes.

PRESENTATION – NYSDOT MATERIALS BUREAU, ASSURING QUALITY IN A FAST PACED WORLD

Don Streeter explained the challenges of designing concrete that meets individual project needs. Projects that are limited to night or weekend construction require acceleration of concrete. Concrete must be designed to meet requirements of durability. Design and testing of concrete is an important part of construction and requires close oversight.

Rocky Ferraro asked about the noise impacts of different types of concrete. Don said that NYSDOT design tries to minimize noise. Mike Franchini asked if self-healing concrete will be a viable product. Don said that many innovations in concrete are happening, and NYSDOT is evaluating these innovations. Cost is a significant factor. Mike Franchini asked about the Department's experience with white topping. Don said that four inches of concrete was placed over asphalt on the ramp from Alternate 7 westbound to Routes 9 and 9R, and this treatment has worked well. Brett Williams said that the Thruway uses white topping in service areas for truck parking.

ACTION ITEMS

2013-18 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

T6A (1824.01) and T80 (CDTC89) Elderly and Handicapped Vehicles

Mike Franchini explained that for TIP projects T6A & T89 (Elderly and Handicapped Vehicles) CDTC Staff is proposing this TIP amendment to change the titles of these two projects. Prior to MAP-21, 5310 funds, as solicited for and administered by NYSDOT, were for vehicles for the elderly and handicapped, as indicated by the project titles. Map-21 expands the eligibility for these funds to include such things as mobility management and other capital projects that improve access and mobility for seniors and individuals with disabilities, and operating and administrative costs. Therefore, in order to accommodate the new eligibility, CDTC Staff is proposing to change the titles of these two projects from "Elderly and Handicapped Vehicles Section 5310 Vehicles for Elderly and Handicapped Transportation by Private Not-For-Profit Agencies" to "Enhanced Mobility of Seniors and Individuals with Disabilities Program". Members approved the amendment.

DISCUSSION ITEMS

FINAL DRAFT NEW VISIONS SUMMARY OF CHANGES

Mike Franchini explained that staff has worked very hard through advisory committee and task force meetings, seven public meetings, and multiple small group meetings, and that we have received several hundred comments. The 90 day public review period is still open. Chris O'Neill reviewed the summary of recommended changes to the draft Plan text based on comments received so far. He said that these changes will be presented to the Policy Board for approval of the draft Plan at the September meeting. Public comments will be documented in an appendix to the Plan. The White Papers will be issued in final form in September and will be included as Appendices to the Plan.

Frank Bonafide raised concerns about the Bicycle Pedestrian Priority Network (BPPN). He asked if, instead of having the BPPN affect the evaluation of all projects, we should consider increasing the set-aside funding for bike-ped projects. Mike Franchini explained that the new point system for evaluating TIP projects is still under development and subject to Planning Committee approval. It should be available for review at the October meeting. He said that all of the priority networks have always been used as one factor in evaluating TIP projects. Jen Ceponis explained that the Bicycle Pedestrian Advisory Committee wanted to emphasize the criteria that were developed, that the proposed BPPN is more than just a map.

Joe Teliska suggested that increasing funding for the bike-ped set-aside could be considered, and was concerned that the BPPN might affect pavement projects. Frank Bonafide said that with the current emphasis on preservation, it is difficult to improve bike-ped facilities as part of a pavement preservation project. Mike Franchini agreed; he also said that we have developed a list of low cost bike-ped strategies that could be included in a preservation project.

Andrew Kreshik commented that the BPPN is a vision to strive for, and that it is appropriate for the New Visions Plan to describe needs and to provide a vision. Funding limitations are dealt with in developing the TIP. The BPPN still allows a project to not do special features, if cost prohibitive. Ross Farrell commented that the role of the priority networks has not changed; rather, the BPPN is an improvement of the previous network.

Mike Franchini said that the TIP update will look at the entire system. He said that he hopes that the preservation policy will be expanded to allow "renewal" projects, especially if the pavement base is shot. Andrew Kreshik said that even if funding is moving to "crash and burn", we still need a vision statement. Reality guides the TIP and the New Visions Plan provides vision.

Rocky Ferraro commented that vision is important, and that the BPPN is important not only for federal aid projects, but also for non-federally funded projects. In working with developers, the BPPN helps

municipalities describe the importance of providing bicycle and pedestrian access. Pedestrian connections are important, and protecting right of way is important. The BPPN also provides an opportunity to educate communities about the importance of bike-ped improvements. Jen Ceponis said that the Bicycle Pedestrian Advisory Committee recognized that the BPPN can be used to help in local project planning. Frank Bonafide asked for an estimate of local vs. State roads on the BPPN.

Barb McHugh said that funding is a big local issue. There are several projects where the Town has recognized that they can't afford important bike-ped improvements. She said that New Visions should provide goals but not project mandates, and that each project needs individual evaluation. Mike Franchini said that these discussion points should be considered in the development of the project evaluation criteria.

Rob Leslie commented that because of the set-asides, we don't close bridges because of bike-ped projects. Mike Franchini said that set-asides are decided in the TIP process.

Peter Comenzo asked if the New Visions Plan is more like a Town Comprehensive Plan; that is, is the wording "will be used" appropriate? Mike Franchini said that the New Visions Plan, as an MPO Regional Transportation Plan, is required to provide guidance for the TIP, for the UPWP, for Linkage projects, and for all CDTC activities. Therefore, the language "will be used" is appropriate. Andrew Kreshik said that the New Visions Plan is more than a Town Comprehensive Plan.

FINAL DRAFT COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN SUMMARY OF CHANGES

Mike Franchini explained that Chapter 8 refers to and summarizes a stand-alone CDTC Plan—the Coordinated Public Transit-Human Services Transportation Plan for the Capital District. He reviewed the proposed revisions to the draft Coordinated Plan included in the mail out. The Transit principle included in the draft coordinated plan was revised to be consistent with the one included in the New Visions Draft document of May 2015. Wording on public participation was revised to reflect modifications made to the original process laid out in the January draft of the Coordinated Plan. The human service agencies listing was updated. A section describing the recent 5310 project solicitation and selection process and results was added. Information on the recently formed CDTC ADA Working Group was added.

A section on the federal Ladders of Opportunity initiative (a federal planning emphasis area) was added. Mike handed out a memo from FHWA and FTA that explains the Ladders of Opportunity. It describes the importance of performance based planning, which CDTC is already addressing beyond minimum requirements. In regard to access to essential services, we have identified gaps as called for in the memo.

Chapter 8 of the New Visions Plan will be revised to be consistent with these changes.

DRAFT REGIONAL FREIGHT STUDY SUMMARY

Mike Franchini explained that the CDTC Freight Plan is under development and is referred to in Chapter 12 of the draft New Visions Plan. The text in the final New Visions Plan for Chapter 12 will reflect the text included in the mail out under the Regional Freight & Goods Movement Study Summary. A 60% increase in commodity flow tonnage is forecast between 2012 and 2040. The priority network is being refined and updated. Land use planning for freight is important, to recognize and mitigate conflicts. Recommendations being considered include the following: supporting the replacement of the Livingston Avenue Bridge because of the importance of the bridge for rail freight; increasing the number of truck rest areas and parking areas; encouraging the New York State Thruway to permit more over-dimension and over-weight vehicles; improving operations on the NYS Canal System to encourage more commercial use; supporting a Container-on-Barge service between the Port of Albany and the Port of New York/New Jersey; encouraging efforts to mitigate the impacts of crude oil rail cars near populated areas.

PRESERVATION PROJECT PROGRAMMING AND SCHEDULE CHANGES

Mike Franchini said that CDTC staff prepared this summary in response to a request at the July Planning Committee. Glenn Posca explained the project status table. Frank Bonafide said that of 31 projects that had PE scheduled for FFY 2014-15, fifteen have not been obligated. He distributed a hand out that summarized the projects. He asked if we should change the policy that required these projects to obligate PE in one year. Mike Franchini said that if you need an amendment, you should submit it as soon as possible.

NYS DOT PROJECT DELIVERY SCHEDULE

Greg Wichser distributed the report and reviewed the status of projects. He said that because FHWA is implementing a new system, there will be a six to seven week blackout period between September 9 and October 26. So if authorization is needed by November 1, submittal is needed by September 9. Frank Bonafide said that FHWA is now requiring that Phases 5 to 6 must occur after design approval.

STATUS OF PLANNING ACTIVITIES

CDTC

Mike Franchini said that the I-787 Study is progressing. A survey will be sent to stakeholders only. The Saratoga County Regional Traffic Study is progressing. Thirty-nine intersections were modeled and mitigation strategies were developed. Exit 11A was modeled. Staff is working with Albany County to model Albany Shaker Road with respect to new potential development. Staff met with the Saratoga County Traffic Management Committee to explore modeling of traffic diversions resulting from incidents on the Northway. The goal is to help plan how to stage local equipment. This effort is part of CDTC security planning.

CDRPC

Rocky Ferraro reported that CDRPC applied for Climate Smart Community Demo funding to work with communities on plans to reduce greenhouse gas emissions. American Community Survey (ACS) one year data will be released in September for communities with population greater than 65,000. Five year data will be released in December for all communities. The three year data set has been eliminated. The five year 2010-2014 data will allow comparison with the 2005-2009 data set to evaluate change, since there are no overlapping years in the two data sets.

NYSDOT

Frank Bonafide said that he is still waiting for numbers to start the TIP update. NYSDOT is transitioning to a new Commissioner. Hopefully by October we will have the information. As soon as we know, we will talk to CDTC staff.

Chris Wallin asked a question about the new September 9 deadline for submitting his project, saying the City is on track to submit by September 30 but not by September 9. Other members expressed a similar concern. Frank Bonafide said that if the submission is received by September 30, even though it can't be processed, he will count it as meeting the CDTC Planning Committee deadline, and the project will not need an amendment. Mike Franchini said that any project which needs an amendment will be considered at the October Planning Committee.

NYS Thruway Authority

Brett Williams said that the Thruway is in the process reviewing budgets and the five year plan.

Albany County Airport Authority

Steve Iachetta reported that the Airport received \$2.5 M in Airport Improvement Program Aviation Trust funding for passenger terminal roof rehabilitation and for LED airfield illuminated sign replacement. A \$4.3 million runway pavement project is nearing substantial completion this month. Enplanement growth has been positive averaging about 5% over 2014.

Adjournment

The meeting was adjourned at approximately 12:15 PM. The next Planning Committee meeting is scheduled for October 7, 2015.

Respectfully submitted,

Michael V. Franchini
Secretary