

Capital District Transportation Committee  
Joint Emergency Teleconference of CDTC's Policy Board  
& Planning Committee  
March 9, 2011  
Meeting Minutes

MEMBERS ATTENDING

Carm Basile, Capital District Transportation Authority  
Sarah Crowell, representing Mayor Daniel Dwyer, City of  
Rensselaer  
Dennis Dowds, Town of Schodack  
Steve Feeney, representing Judith Dagostino, Schenectady County  
Terry Hurley, Albany Port District Commission  
Mary Ivey, NYS Department of Transportation Region 1, Secretary  
Steve Iachetta, representing John O'Donnell, Albany County  
Airport Authority  
Andrew Kreshik, representing Mayor Lou Rosamilia, City of Troy  
Joe LaCivita, representing Paula Mahan, Town of Colonie  
Michael Loftus, New York State Thruway Authority  
Mayor Gary McCarthy, City of Schenectady  
Mayor John T. McDonald III, City of Cohoes, Chairman  
Rosemary Nichols, representing Mayor Michael Manning, City of  
Watervliet  
Joe Rich, Federal Highway Administration  
Tom Richardson, Saratoga County  
Deirdre Rudolph, representing Mayor Gerald Jennings, City of  
Albany  
Ann Shaughnessy, representing Martin Reid, Rensselaer County  
Mike Stammel, Capital District Regional Planning Commission  
Linda von der Heide, representing Kathleen Jimino, Rensselaer  
County  
Tom Werner, Saratoga County

STAFF AND OTHERS

Ann Benware, Capital District Transportation Committee  
Frank Bonafide, NYS Department of Transportation Region 1  
Kevin Corcoran, Town of Glenville  
Jack Cunningham, Town of Colonie  
Rocky Ferraro Capital District Regional Planning Commission  
David Jukins, Capital District Transportation Committee  
John Poorman, Capital District Transportation Committee  
Glenn Posca, Capital District Transportation Committee  
Tony Tozzi, Town of Malta  
Mike Valentine, Saratoga County

Steve Watts, Town of Halfmoon

### **Opening Remarks**

Mayor McDonald opened the teleconference at 9:30 AM, noting that the purpose of call (meeting) was to discuss and possibly take action on the Governor Cuomo's New York Works initiative, which was generally discussed at the February 1, 2012 Planning Committee Meeting and the March 1, 2012 Policy Board Meeting. He noted that on March 6, 2012, CDTC received a letter from Commissioner Joan McDonald requesting action on certain aspects of the initiative as soon as possible. In emphasizing the time sensitivity of the request, the Mayor explained that he authorized the Staff to arrange for this emergency telephone conference of all CDTC Planning Committee and Policy Board members to discuss and potentially take action on the request. He further explained that this conference call is not the traditional way CDTC does business, but is necessary in this case in order to address an important funding opportunity for the region.

### **Description of the Requested Action**

In response to the Mayor's direction, John Poorman reminded members that the Governor's initiative was conceptually discussed at both the February 1, 2012 Planning Committee and March 1, 2012 Policy Board meetings. John then explained that the Governor's budget included a Statewide proposal for an accelerated bridge deck repair program and low cost pavement preservation program, which would be funded by "advance construction" techniques (essentially using future federal funding, through borrowing, as a form of collateral to access resources and boost the scale of this year's construction program). He added that State match is required and needs legislative approval.

John further explained that New York State has the authority to pursue advance construction at its own risk (will need to repay if federal funds are no longer available), and can add "statewide" projects to the STIP without MPO approval. He went on to say that CDTC must endorse the two programs in order that advance construction funds be used in the four-county CDTC region. John explained that members are not being asked to add specific "game-changing" projects to CDTC's TIP, but rather are being asked to endorse and give permission to the State to implement those parts of the bridge and pavement programs planned for the Capital District. John indicated that specific

project locations have yet to be named, but between the two programs the Capital District is likely to receive a substantial share.

Mary Ivey agreed with John Poorman's description of the State's initiative, and added that NYSDOT Region 1 staff will be working particularly hard to deliver this work this season. She expressed NYSDOT's appreciation to CDTC for the willingness to discuss the proposal outside the normal programming process. Mary indicated that approving the proposed program would cost-effectively extend the lives of several important Region 1 state-owned pavements and bridges, and to put construction workers back to work.

### **Discussion Summary**

Members discussed the borrowing aspect of the initiative, asking about the Legislature's role in approving and voting for the initiative. John Poorman indicated that since all federal-aid in New York is first-instanced with State funds, the proposed spending must be included in the State budget and approved by the Legislature. In response to a question about program implementation, John replied that NYSDOT is ready to advertise the projects statewide in anticipation of the State budget being approved. He added that CDTC and the other twelve New York MPOs are being asked to approve these two programs in anticipation of a budget so that NYSDOT can execute contracts for the projects quickly to take advantage of the currently good bidding environment prior to the start of the construction season; waiting could impact the bidding and letting process, possibly increasing project costs. Mary Ivey explained that many MPOs have already reached agreement earlier in the week because their Policy Board meeting schedules allowed for timely consideration. She also indicated that FHWA is supportive of the proposal.

In response to questions about how specific pavement and bridge projects are to be selected, Mary Ivey indicated that Region 1 staff identified the best candidates using preservation as the guiding principle, and identifying those that could easily be let during this construction season. Like ARRA (American Recovery & Reinvestment Act) criteria, the candidate projects are considered shovel-ready with no right-of-way or environmental issues. The Region then presented the candidates to the Main Office, which then chose the specific pavement and bridge projects.

Members expressed concern that project selection was being done outside CDTC's traditional process, possibly threatening the

ability of future programs to address local federal-aid needs. At the same time, members expressed their desire to be supportive of the State's infrastructure initiative because of the short-term economic benefit it would have for the region. Mary Ivey responded that she believed that CDTC's capital program remained very robust under the circumstances.

Motion for approval of both the bridge repair and pavement rehabilitation programs was offered by Tom Richardson and seconded by Steve Iachetta. The motion was unanimously approved with no abstentions.

Respectfully submitted,

Mary E. Ivey  
Secretary