

CDTC November 4, 2020 Planning Committee Meeting

>> Mike Franchini: Okay I just noticed that it is streaming live on YouTube. All right Jen can you give me back the host, all right great thanks. Steve we are ready to go

>>Steve lachetta: Let us get this situated, so we are ready to roll?

>>Mike Franchini: Yes, go right ahead

>>Steve lachetta: All right, good morning everyone thank you for joining us on this uh-eventful day. November 4<sup>th</sup> Wednesday, either groundhog day or another perfect day in paradise. All right um so I am Steve lachetta. Welcome to our uh Planning Committee meeting. In addition, uh did you want to call a roll call Michael it shows 35 participants.

>>Mike Franchini: No, I think I have them all Steve thank you very much.

>>Steve lachetta: You have everyone written, so there are no self-introductions with our new zoom format. Hope everyone is well sincerely. Item one on our advanced agenda is that introduction and item two are the opportunity for visitors to address the board of the Planning Committee of CDTC. At this time is there any visitor online wishing to address our board meeting of November 4. Going once, going twice, we will move forward to the administrative adoption of our prior meeting minutes of October 7<sup>th</sup>. Which were distributed by staff with the advanced agenda and by mail. So we have both hard copy and electronic. Prior meeting minutes of October 7<sup>th</sup>,

>>Sean Maguire: um I will make a motion to approve

>>Steve lachetta: Thank you. In addition, in a second please

>>Bradley Birge: Bradley seconds

>>Steve lachetta: Thank you Brad, all in favor please say "aye" raise your hand

Aye

>>Steve lachetta: Thank you Mark

>>Mike Franchini: Who was the first motion?

>>Sean Maguire: Sorry Mike its Sean

>>Mike Franchini: Okay thanks Sean

>>Steve lachetta: Thank you very much Sean

>>Sean Maguire: Yup

>>Steve lachetta: Um so, we have a motion. A second, any abstaining or opposed? To the adoption, we could still do very minor uh amendments. I had one minor correction on the cost of a military hangar out the window here. Um any other corrections or revisions for note and these will be posted and this will carry any abstentions or opposed to the minutes Michael Valentine go ahead

>>Mike Valentine: Well just I am staying

>>Steve lachetta: Oh thank you

>>Mike Valentine: Thank you very much

>>Steve lachetta: So I believe that carries, our minutes are hereby adopted. In addition, thank you staff for your excellent works in recording our meetings. Following tradition, we have a presentation this morning on the CDTA River Corridor bus rapid transit line. Ross Farrell and Jeremy Smith might guide us on a quick overview presentation for this morning. Ross are you ready, or Jeremy Smith or anyone from CDTA hello okay

>>Mike Franchini: Ross is on Ross you're muted right now Ross

>>Steve lachetta: Do you remember unmute

>>Mike Franchini: There you go. Ross

>>Ross Farrell: Hey Mike, sorry I was not able to get in touch with you. We are going to have to push that presentation to the next meeting, because we are in the middle of wrapping up the project right now. Sorry I did not get in touch with you guys uh sooner about that. Um but we're doing the last bits of the construction right now, so we'll be able to give the full presentation once the project's done. Uh everything opens up on Sunday the 8th um so it's this coming Sunday and we're just wrapping up some pieces. Uh and we will be able to talk about all the good and the bad about the BRT on the uh on the next call. Sorry, about that I should have given you guys a heads up earlier today.

>>Steve lachetta: Oh okay uh thank you Ross. I thought it was all positive but we certainly want full disclosure and transparency on all aspects of the BRT. It has been an important initiative. The committee is supported so that will be deferred. So we can move forward to action items Mike item 4 on our agenda is the running story of our fiscal constraint discussion with the tip summary table 4 and budget estimate changes that are reported and updated each meeting. This is very important for our federal compliance and Michael will guide us with an update on the table 4 tip summary revisions Michael

>>Mike Franchini: yep, okay so I am going to share my screen and you, and hopefully you are seeing the handout in the paper. Not yet, do you see it now

>>Mike Valentine: got it

>>Mike Franchini: okay so uh if you remember the last meeting we with the table four the last planning committee meeting we talked about the fact that some of the years were out of sync they were greater than five percent over or under programmed on the table four. So we talked with DOT, we met with them several times talked to them, it was really between Greg and Greg Wichser and Glenn of our staff came up with the table that's on your screen right now. That uh basically amends the budget estimates so that the table 4 now is in is now in compliance. Uh and we are within fiscal constraint and the five percent which applies to over programming or under programming. So um Greg or Glenn do you have any comments about the handout that's shared on the screen right now.

>>Greg Wichser: I you know, I can chime in a little bit. You know some of this is related to the STIP moves for the STIP performance where we move projects out of caution and of course, this rebalances the money to maintain the fiscal. Plus or minus five percent um so it's a you know a little bit of housekeeping to keep everything in sync with each other so that summarizes it well enough.

>>Glenn Posca: yes and on top of what Greg said, what we are doing is moving 11 million dollars of STP urban and I can't see the screen now. I'll go to my own uh I think it's one and a half million of NHPP from this year to next and that reduces our budget estimate to accommodate or to match the reduction in our programming. So that we are under our five percent as Mike said

>>Mike Franchini: okay so what I'm going to do is just quickly share the resulting table four let's see the new table four

>>Steve lachetta: dated October 23rd

>>Mike Franchini: right that's in your packet and

>>Mike Valentine: now there was an update sent so we're working with October 26th update

>>Mike Franchini: correct so that is what is on the screen right now. So you'll see that um we're in year two right now, year two is two point eight percent underfunded under programmed sorry. Uh year three is two point eight over, year four is five points is four point five percent under programmed and overall we are still 0.8 percent under. So there is no action to be taken, we just again we want to keep the uh committee totally informed of our fiscal constraint uh status before we get into any of the tip updates. So you want to so that you know that we are still maintaining fiscal constraint. Are there any questions about the table or about the budget, new budget estimates?

>>Steve lachetta: thanks Mike, this is Steve um has this been uh communicated already with uh FHWA Maria or anyone there?

>>Mike Franchini: it was sent as part of the package to Maria, Adam and a few of the other staff along with all the other when it went out last week. So yes the answer is yes they have this information

>>Steve lachetta: no acknowledgement yet

>>Mike Franchini: I have not heard from them yet no. Now before we move on Steve we have one other item uh under this category. Um no my gosh I have to share a screen because you do not have this. Uh in the past, we have made a practice of making sure the committee is aware of any budget changes that are made. And I'm trying to find the document here, uh any budget that are that are made as project selection and that are uh with that are not required to be approved by the planning the planning committee itself. So there is there was one and I'm trying to pull it up now real, there it is okay. So I'll share this just so everyone does know and sees this. Okay so this was a change we made for uh the DOT on project a 598 pin 10 39.55, and we were advancing funding so that this project could be started earlier. Again, this is just for information it does not need approval but again it's a practice that we make sure the planning committee understands and sees these changes even though they don't need to approve them. Bob Greg do you have any comments about this change

>>Greg Wichser: no we just identified the need to start um pulling our design a little earlier than was on the TIP, so we moved that one phase up and got kind of rolling so

>>Mike Franchini: right pretty simple, again just trying to make sure the committee knows everything that's going on. Okay Steve I think that is it unless there are any questions from the committee on table 4 or budget estimates any budget estimate changes

>>Steve lachetta: very good thank you Mike uh please keep us posted on any concurrent formal concurrence by the highway administration, would be appreciated. Item five on our agenda, is the five-year TIP proposed amendments. Following our traditions first up item A is Saratoga 332 East West road multi-use trail, went out in the advanced agenda. It's not a policy board item uh not a scope change cost increase of 345 thou, no offset uh required or benefit change so much. Um is it Mike Valentine

>>Mike Valentine: no it's not

>>Mike Franchini: No um, I'll summarize these. Yeah I developed the handout in your paper, so if you would look in yours in your packet after the tip amendments or after the notes

>>Steve lachetta: it's in the upper right corner dated October 23rd

>>Mike Franchini: Agenda item Roman numeral 5 is a discussion about the Parks and Recreational Trails program. So I do not want to bore you with all the details, but this is a set aside in the tap in the transportation alternatives program. It is about 2 million a year. The projects are solicited uh in odd near odd number years for municipalities and uh and even number years for state agencies. So this year was a year for state agency projects. You will see in the packet, that there were two projects that were approved or awarded funding by the office of, Parks Recreation and Historic Preservation. One is an assessment of trail projects and that's several projects but it does include the Saratoga Spa State Park.

So that's the one uh one project that we're putting on our TIP and the other project is uh with as in East West road multi-use trail, which is again for Saratoga Spa State Park. And this is a new trail along the East-West road. There is a map in your packet that shows the East-West road, it basically completes a loop within the spa state park that involves route 9 East West road North South road and the avenue of the Pines. But it creates a loop and it allows for people with disabilities to not have to travel in the world itself. It is a separate trail that's a brief description of the two projects. Uh there's a new process so that uh the state has already awarded these and already put them on the STIP. And we're basically asking the committee to put them on our TIP so that's all I, have any questions?

>>Steve lachetta: thank you this is items A and B Michael is that right?

>>Mike Franchini: yes A and B

>>Steve lachetta: A and B if there is no discussion uh we're still open to discussion but uh we could accept the motion

>>Bradley Birge: so moved by Bradley

>>Steve lachetta: thank you Brad

>>Mike Valentine: I second

>>Steve lachetta: thank you Mike Valentine and all in favor please say aye or raise your hand

AYE

>>Steve lachetta: Any abstaining or opposed, going once going twice hearing none our consensus carries forward. Nice trail project for the spa state park. Let's see, item C Charlie is withdrawn also item D delta is withdrawn uh for a future meeting. I guess Michael um brings us up to that concludes our TIP amendments I believe. Is that right our miscellaneous pavement is echo E item RG regional project 136 state pin 1810.66 miscellaneous pavement maintenance set aside state DOT. Let's see it does go to policy board it's not a scope change it's a recommendation for cost increase on miscellaneous payment maintenance. Uh Bob Rice or Greg are you ready, Greg.

>>Greg Wichser: yeah

>>Mike Franchini: I just made you host Greg, if you want to show uh share your screen

>>Greg lachetta: oh yeah uh sure can

>>Steve lachetta: thank you

>>Greg Wichser: screen come on pair, um so basically here's our TIP amendment uh this one's uh recently there's a press release about an initiative to try to get after some additional pavement resurfacing projects uh next uh construction season. So this TIP amendment brings in um its 12.8 million in the CDTC area but 4.3 of it is state funds because it is uh one of the roads is not federally eligible. So it is nearly eight and a half million of federal aid uh you know match federal aid. Uh paving projects we have them listed here you know its route 67 route 9w 423 and um route 29 and you know all the routes are

listed in the table here. And um that's the long and the short of it uh the other thing to note is that it's statewide funds so it doesn't hit our regional targets.

Um are there any questions for me related to this, uh it's things we're all trying to put out for construction next season so uh that's the long and the short.

>>Mike Franchini: Greg I just have a few questions I'm not trying to create any issues here but uh what, do you know how the state becomes aware of these projects? I mean I'm not I'm not really I'm not sure about the application process and where it goes and how people know that this funding is available, is it possible to find out about that

>>Greg Wichser: it's a statewide asset management uh driven decision you know. We keep regionally a extraordinarily long backlog of pavement needs and um you know the main office asset folks with the statewide funds say, you know it's a good investment to try to catch up some of these state routes. Uh that's you know they basically ask us for our backlog of unmet needs

>>Mike Franchini: okay

>>Greg Wichser: We go from there does that make sense

>>Mike Franchini: yeah it does it does I mean, yep that answers the questions thank you

>>Steve Iachetta: Greg is there a publicly available pavement condition index. I imagine Michael you probably have that right, the state's listing of these backlog projects. I mean we're grateful for any and all statewide support of course, but uh the PCI or pavement condition index is a key backbone or foundation of this running document of needs. Right? Is there anything to share with the committee just to elucidate or educate us better?

>>Greg Wichser: I know that the raw data is available from me believe 2018 it takes a long time to process this data. You know it is a statewide data collection effort um but it is my understanding 2018 is out there. Uh but uh you know we're still awaiting 19 data, but you know with 18 data and some real world you know driving uh and input from our counties uh it's a combination of data driven and real world uh experience that puts this together you know.

>>Bob Rice: Greg I would add to that uh the department at the transition from the traditional visual 1 through 10 to the international the IRI the international roughness index. It is somewhat how everything is scored now mechanically. With a vehicle going down the road we used to have staff that would eyeball it against standard photographs and would give a pavement section a score. And since the IRI has become the standard and the federal requirement. Uh the ability to roll them up and compare apples to apples in terms of what the sub base and the history, on the surface I think that's part of the reason that we have not seen anything beyond like Greg said. To your two-year-old pavement data right now so yeah you know it's outside the region the info is still being collected but in the way to normalize it and express conditions as is. I don't think that's been agreed upon and the traditional reports are not published as of yet but that that's certainly out outside the region's control

>>Mike Franchini: right yeah and we understand that as a as an association. Uh the MPOs in New York State have requested pavement condition data um for uh several meetings now and we are not um it is just not available to us. So we don't we don't know to answer Steve's questions, we don't know what the pavement ratings uh recent ones are for these roads. So we don't have a sense of need um so that's why I asked the question because uh you know I mean obviously in our tip process we go through a process of evaluating all these projects and rating them and we honestly just don't have a sense of how these projects get there. We rely on DOT to make this decision

>>Bob Rice: and you know I know uh the MPO directors all have expressed some frustration regarding that the least release of the data there is legitimate debates about you know the volume of the road. And the functional class of the road dictating the investment cycle. But the first thing folks go to when you see

data it gets aggregated by you know political and municipal boundaries and that drives the whole different debate. Even then, about the road, so you know there is obviously uh lots of differing of opinions on how to use that data nowadays than there may have been in the past

>>Mike Franchini: Absolutely we understand that

>>Mike Valentine: Bob, Mike Valentine here. These are um-local authorities going to be notified as far as the schedule of this pavement

>>Greg Wichser: Yeah generally, there is a notice. You know the notice goes out and then usually there is some advanced warning. Um yeah, I mean there is always a notice that goes out for paving that you know we are coming soon and then the specific construction schedule. The best communication unfortunately because these things move around their multi-site jobs is usually the VMS goes up saying paving starting in a week or two

>>Mike Valentine: nothing sent to the town supervisors or the uh the village mayors to let them know ahead of time

>>Bob Rice: Mike I mean that is you know that is good feedback and that you know anybody uh on the line, I mean and we should hear more of that. That becomes an issue if you know if it is going to be a bridge replacement job. I mean you know that the circus is coming to town for quite a while in advance but you know these multi-site paving jobs there is some discretion on part of the contractor based on their resources and material availability of when they are going to show up. So it is not as simple as okay you know three weeks before you are going to know, you're going to send a letter to the mayor. You know there's certainly there's certainly no reason with all this technology we're using now that people can't be in the loop, but it's not just as easy to say you know we get a letter to this supervisor

>>Mike Valentine: well from for me I am just looking at the town of Saratoga in the village of Victory, Village of Schuylerville uh town of Saratoga in that regard, Bob it wouldn't take much for me just to send a letter out. But I don't really wanna I don't wanna speak for you guys but if you had something that I don't know if you've got any correspondence, now some are just saying that this pavement's going to take place in the summer of you know 21 um if you could afford me something that you feel comfortable me just sending out to them

>>Bob Rice: oh we certainly could and like I said I was thinking more on a micro scale to know whether they're coming this Tuesday or the following Tuesday. You know that's the thing I've went to letting and then when it was awarded and you know certainly all that stuff was available either you know there was the governor's press release but you know we could certainly supplement that

>>Liz Kormos: I think the sooner the localities know the better even in the planning stages. Because you know villages like Ballston Spa looking at improvements and uh you know potentially sidewalk work and all of that. And that should be you know street improvements sort of be coordinated so you know if we've got plans that could impact those roads. The sooner we know that a project is planned the better we could you know communicate and not end up duplicating work or having to redo work that sort of thing

>>Bob Rice: well I completely agree and I think uh you know both Greg and myself we're very proactive of trying to know what's coming and where the pavement candidates are for next season. But like I said the contractor has some degree of flexibility, but as soon as we hear from a municipality and this is more and more frequent that they're doing some water work or they're going to do some sidewalk work. I mean sometimes it's better that you just move the funding as a component of the municipality project to you know not have the state uh contracting rules involved in it. And uh we've through those betterments that's you know it's becoming more and more uh a staple of the paving program. But

you know that's a real good point about I mean the communication is obviously the key

>>Mike Valentine: okay thanks Bob

>>Steve lachetta: excellent discussion anything further um I appreciate the background also IRI is international is it resource inventory, I googled it. But it didn't come up, what was that Bob?

>>Bob Rice: it's their roughness index international roughness index right yep

>>Steve lachetta: oh roughness index okay

>>Greg Wichser: it's a measure of ride-ability. It's uh I could get really technical but it's the standard vehicle was chosen as an old Ford Taurus when they started this and it's an algorithm of how you would feel driving down the road in a Ford Taurus as a standard car anyway

>>Bob Rice: you know if you can imagine the difference now though, I mean this went from just people doing eyeball surveys for decades that literally the road is scanned now. The entirety of it is the pavement uh and so from the amount of data that's collected to you know where transition points to what the what the sub base is to correlate what uh what a good treatment would be. I mean it's great that all this technology is there but you also you need to be able to use all that that data you're collecting

>>Steve lachetta: oh good background good Michael

>>Mike Valentine: roughness index is not a gauge of personalities at d.o.t then right

>>Steve lachetta: that is a good one

>>Bob Rice: there may be more relationships

>>Greg Wichser: it depends on the day

>>Steve lachetta: that is good all right motion to adopt uh the statewide set aside 8.49 million we are grateful for motion

>>Mike Valentine: So moved

>>Bradley Birge: Second by Bradley

>>Steve lachetta: thank you brad. All in favor please say aye

Aye

>>Steve lachetta: alright any abstaining, or opposed. Going once, twice hearing none we have unanimous consensus very good. Now this wraps up our action items for the morning I believe uh next up item roman numeral six is the unified planning work program. I went out in the advanced agenda is the progress for the period April 1st 2020 through September 30<sup>th</sup>. Uh Mike will guide us on an overview of UPWP Michael

>>Mike Franchini: yes uh Steve this is still an action item though. Uh before, we get to this Glenn Posca reminded me that uh we should vote on the change in the budget estimates that were part of the table four discussions. So could we revisit that item and ask for approval from the committee on the change for the budget estimates

>>Steve lachetta: that is uh going back to item four is it?

>>Mike Franchini: yes

>>Steve lachetta: just to be clear sorry I'm a little uh sleep deprived coffee lacking, so motion to adopt the table four revisions item four on our agenda that we did have good discussion overview by Michael a motion for table four at this

>>Mike Valentine: um we should note that that's the October 26<sup>th</sup> revision

>>Steve lachetta: yes thank you Michael

>>Glenn Posca: uh excuse me specifically what you're voting on is the movement of the STP urban and NHPP funds from this year to next which results in the table four that's dated October 26th

>>Steve lachetta: clarification noted and we're showing continued fiscal constraint for the five year period still under eight tenths of a percent overall and never more than a five percent deviation in any year 4.5 percent being the greatest in the fourth year 22-23 motion to adopt please I'm open as chair second by

>>Mike Valentine: Mike Valentine

>>Steve lachetta: all in favor please say aye raise your hand

AYE

>>Steve lachetta: any abstaining or opposed going once going twice hearing none consensus carries forward table four is adopted now we got a UPWP um is our next action item Michael is that right

>>Mike Franchini: correct

>>Steve lachetta: and you're going to give us the overview

>>Mike Franchini: yes please i will

>>Steve lachetta: thank you

>>Mike Franchini: so every six months we are required to uh submit a progress report to FHWA and FTA. Uh the progress report for uh that you're being considered that's being considered by the committee today is for the uh work done uh by the committee or by the staff and the committee uh from, April 1<sup>st</sup> 2020 to the end of September 30<sup>th</sup> 2020. And there the complete report is in your package but as usual uh I'd like to just emphasize or go to the first couple of pages where it talks about the summary of key accomplishments. And um this was you know this is and was a challenging time you know in everybody's history with the pandemic. Uh just beginning and really going through and still continuing on now but uh despite the fact that the pandemic was going through we had a kind of a banner six months here as a committee and as a staff.

We really did accomplish quite a few things and I just point out on the list or the summary of key accomplishments obviously one of the biggest things is that we approved uh the New Visions 2050 uh update that was a lot of effort by everyone involved and a major product that you know MPOs produce nationwide. So that was a major accomplishment the second bullet there talks about the new virtual learning series for New Visions. Uh every month we have um a webinar that we produce regarding a particular section of New Visions, it's part of our effort to implement New Visions to make sure our members and municipalities are aware of New Visions and the requirements there. Uh basically do a little marketing of the project of the plan itself that started this during this period uh third bullet 22 of tip amendments.

Again this is the planning committee's work for the most part and a lot of hard work and a lot of tip amendments that went through. We approved a congestion management plan and we went through our certification review process our four year every four year process which is usually in person, we did that

virtually it was the first virtual certification review in New York State. We came through very well with you know several commendations notable actions and no act no corrective actions we also are going through the process of the public participation strategy. We uh approved and uh revised our continuing operations plan and there are several more actually three pages of key accomplishments but I don't want to bore you i think a lot of the committee knows this because we try to keep you informed of what we're doing so um it was a good six months and we really appreciate all your assistance and help and your involvement your comments and we ask for your approval

>> Steve lachetta: okay any discussion or questions for Michael on UPWP update it's a challenging period. Kudos to Mike and the staff for keeping us on course for continued preservation enhancement of our infrastructure any questions before we vote we can accept the motion

>>Steve Feeney: I'll move it Steve

>>Steve lachetta: who is that?

>>Steve Feeney: Steve Feeney

>>Bradley Birge: second by Bradley

>>Steve lachetta: thank you was it Ross

>>Mike Franchini: Bradley

>>Steve lachetta: who was the mover

>>Mike Franchini: it was by first by Steve second by Brad

>>Steve lachetta: thank you, all in favor please say aye raise your hand

AYE

>>Steve lachetta: unmute. Okay any abstaining or opposed to UPWP adoption item six. I didn't hear any Ayes did we vote?

>>Mike Franchini: we did there were there were Ayes

>>Steve lachetta: There were Ayes. Any abstaining or opposed? Hearing none going once going twice consensus carries we can move forward to item seven on the agenda, which is our technical assistance program CDTC regional planning commission and Mark Castiglione is online Mark are you ready for uh overview hello mark

>>Mark Castiglione: yes can you hear me now

>>Mike Franchini: Mark or Sandy Mark and Sandy

thank you thank you

>>Mark Castiglione: so uh this is uh we converted our technical assistance program to a rolling application process in recognition of challenges that some communities are facing as a result of the pandemic. We are in the process of and in the midst of completing the initial round of this year's first wave of projects and these two that are presented here for your consideration are uh two applications that we received in the new rolling uh application format. So the first one is for the town of Colonie. They're really looking for some technical assistance related to things that they can do to their um land use codes to support adding what's called a green area ratio calculus. And also to support uh requirements related to clean electric vehicles and requiring charging stations be installed depending

on the development type. The second project is an interesting one as it relates to inter-municipal communication and other issues related to growth and capacity for growth. So the summary is there that application is advanced by the city of Troy and will involve a number of stakeholder communities as we work with them to figure out a pathway to make the development review process and coordination between the city of Troy and its surrounding communities more sensible. Any questions or Sandy have anything else to add?

>>Sandy Misiewicz: Nope that covers it Mark thanks

>>Steve lachetta: great thanks for the overview Mark. What's the number of technical assistance participants to date just a big picture overview high level

>>Mark Castiglione: uh this year we had four projects so this will bring it to a total of six. Last year I believe we had five projects and I believe in the initial year the pilot year I believe we had four projects. But Sandy can correct me so my rough math is that we're over a baker's dozen at this point

>>Steve lachetta: Congratulations, that is a good report uh this is a voting item to adopt this as item seven I believe um motion I'll move as chair all right second by Mark Castiglione all in favor please say aye

AYE

>>Steve lachetta: thank you, any abstain or opposed? Going once, going twice hearing none we carry forward item seven's adopted. Now we are into the discussion items sorry for jumping the gun discussion item eight is CDTC project delivery with Jacob you have an overview for us select projects great agenda item eight is Jacob Beeman

>>Sandy Misiewicz: Jacob your volume is not working

>>Steve lachetta: it's a not hearing

>>Bradley Birge: you're not muted but we're getting no sound

>>Jacob Beeman: how about now

>>Steve lachetta: got it can hear you now all systems go

>>Jacob Beeman: perfect um okay so we have a few uh project milestones to note through October uh city of Troy Campbell Avenue over when ants kill bridge uh PSNE was submitted in October. Saratoga county project Ashdown road bridge replacement PSNE was submitted in October another Saratoga county project the Barkersville Fayetteville road bridge replacement. Um over Cadman Creek was uh construction was completed in October and the Village of Green Island project Hudson avenue preservation uh construction was also finished in October.

Another note on the project tracking sheet that's on our meeting materials website on the on the planning committee page was updated to include all projects all local projects that are beginning preliminary design in 2021. So if you're referencing that sheet take a look there because it will be updated compared to the ones that have been posted over the past few months. For the January 2021 planning committee meeting I will be reaching out to the town of Bethlehem town of Charlton and town of Hadley for project updates. And I have a quick update from Brad Birge on the **Geyster Balton** Avenue intersection uh bike ped intersection improvement project. I think Brad had a couple notes and uh might try to spark a little discussion on Covid impacts afterwards so brad if you want to say a few words.

>>Bradley Birge: sure Jacob thanks very much. Um I just updated uh Jacob and now all of you on the Gaza road project. Many of you are familiar with this, is a very long project like many of them are. It began in planning over a decade ago and has moved glacially at times towards completion as right-of-way

acquisition occurs in the struggles therein very pleased to announce that construction has been very robust this year. The trail itself is essentially completed from the town of Milton line down to Boston Ave route 50. The project has grown over the years to include not only the bike pedestrian path but intersection improvements a turn lane to make the um-vehicular movement much more successful much more safe uh pedestrian crossings. Their connections to the Spa State Park who has uh who has expanded their trail system to connect as well as working with CDTA.

And inclusion of two new bus stops there, so it's been a wonderfully coordinated project for a long time. I do want to express my great gratitude for all the support through all the members through the many years, these projects are very difficult to time, and to find funding for as you all know. And your support all of your support um really was crucial to making sure that all of these various components occur and occur in a coordinated manner. Um Jacob wanted to know if there is any Covid issues, the one thing that has not yet been completed uh is the uh interception improvements. Basically the mast arms at the route 50 intersections there's been a delay a supply chain delay with those large masses. Four of them those large mast arms so we are anticipating those to arrive anytime now um and our contractor is working very hard to try and complete the project in its entirety this fall.

So that we don't have to breach into the spring, so we'll keep our fingers crossed. But uh either very soon or shortly you'll be able to enjoy the entire uh movement from town of Wilton into the Spa State Park connections to the railroad run trail and even to downtown. So we're very pleased uh to be able to uh to announce that thank you all

>>Jacob Beeman: thanks Brad I appreciate the update. And so for everyone else on the call of our other sponsors I know at the office you know we often have the question on what's everyone's experience with Covid. And you know our projects getting delayed and when Brad mentioned their issue getting the mast arms it kind of just wanted to make me try to spark the conversation and let anybody else on the call kind of maybe highlight any issues that they've had with construction or getting materials uh directly related to Covid. So if anybody else wants to chime in uh feel free

>>Steve Iachetta: thanks Jacob and Brad um hearing no other comments we can move forward to agenda item nine is the DOT project delivery schedule um is it Bob or Greg do you have any uh material for us

>>Bob Rice: I think Greg's going to share his screen again now right

>>Greg Wichser: yeah either I can share my screen or if Mike or Jen you want to share that file i emailed you but either one works let's see

>>Mike Franchini: okay I'll get I'll get the file up on the screen hold on a second

>>Greg Wichser: yeah either one works um it to the Covid point on projects. Uh we actually didn't see any days um we, you know back in the earlier months when traffic was way down we gave contractors actually some latitude to uh work longer hours on the road. Because the traffic was low that we gave them a longer window to you know be in have lane closures and stuff. And uh you know one thorny area was the Northway right by the Twin Bridges that needed to get done and that was a god we repaired it once oh eight ten years ago. And uh traffic was backed up to the thruway and unfortunately and now we fixed it this year with very little impact. Uh and I think we're done fixing it so knock on wood it's right there at Riverview road, so to that degree the lower traffic helped us in construction you know

>>Bob Rice: into Brad's comment about the mast arms, I don't know if our friends at the thruway are on the call. But cashless tolling has taken just about every available mast arm in the state. The entryways you see so there's been some lag for anybody trying to get signal poles this year

>>Bradley Birge: so it's not Covid its DOT see you got to go back to layers

>>Bob Rice: I don't I don't want to throw our friends at the throughway under the bus

>>Greg Wichser: yeah we uh we want to get after some overhead signs but we don't dare try to let that right now um so any anyway with uh other things in our capital program uh you know here's our letting program and i have some notes about where projects have moved um the Albany skyway was wet but uh the bids were a little too high so we're working to repackage that right now and we let it we don't have an exact anticipated let date yet uh there's actually another call this afternoon to discuss where that's at the next project the route 2 over the post and kill finally saw some serious bidding interest we had 10 bidders which we haven't seen 10 bidders on a project in I don't know how long.

We were we got used to two bidders all too frequently um so it was a competitive bid we saved or some bid savings with the competition uh all good news there uh next month we're letting the subsequent Northway paving project um our speaking of overhead sign structures our overhead sign structure project has been delayed a little bit from uh combination of internal research and things uh and Carmen road was set for a February letting but the project for that magnitude with the with the second roundabout up at the throughway access and right away issues and things it's still moving along but uh slight delay there so we're looking at a May letting for that and uh you know we anticipate most construction next season but there will probably be some construction into the following season to wrap that project up besides that um that's all we have on our capital program side for now any questions on any of that

>>Steve lachetta: looking good and that's good news on competitive bids supply chain is still pretty good for all roadway products any issues in that regard Greg or Bob on supply chain for these bids

>>Greg Wichser: no the you know I mean the traffic signals the same challenges as brad faced but uh you know uh oil's still cheap so asphalt's still cheap

>>Steve lachetta: right

>>Greg Wichser: um you know the commercial work seemingly dried up a little bit so I think we're seeing still some competition on the highway side, which is always welcome um

>>Bob Rice: to be honest Steve, I think you know we had a call with the consultant association yesterday and I think the biggest challenge is the people side both operators i know we're having a hard time finding operators or mechanics and i know all the contractors are having a hard time and working with the Boces in school programs to try to get a swell of them but every that as opposed to material it seems the labor side is where the shortage is at

>>Steve lachetta: interesting good intel thanks for sharing guys any other questions we can move forward

>>Greg Wichser: can't pave a road from a remote location

>>Steve lachetta: a good point all right uh that note item 10 is CDTC planning activities the staff 10 a is the who's Killside site study is Rima, ready Rima

>>Mike Franchini: Rima had some issues some child care issues so I will fill in for Rima today um who's the killside study is progressing very well the final draft is going to the study advisory committee they're scheduling a meeting with for the study advisory committee right now so um you know we're we already do have it all right Andrew thank you had the meeting last week

>>Andrew Kreshik: yeah

>>Mike Franchini: all right so uh then the final Andrew you know because you were totally involved in this were there any comments of study advisory committee or

>>Andrew Kreshik: very minor uh items that are being incorporated by Creighton manning for the final

>>Mike Franchini: great so we should have a final in a couple weeks then

>>Andrew Kreshik: should be and then we're hoping to have it in front of the city council in January for their recommendation to accept or however you want to couch it uh take it from there

>>Mike Franchini: great been a great study city of Troy and neighborhood associations have been really involved in that study so thank you Andrew. Okay um next item on that list is the Menands land use regulations update. Um we are drafting a scope uh Rima's drafting a scope with staff. The scope has gone to the all the stakeholders including the village of Menands. Uh it was approved yesterday and it will be advertised this week, this is the um scope for the consultant contract so that's progressing really well also. And that's all I have for the Menands study uh Sandy you know a little bit about that study do you have anything else to mention about Menands

>>Sandy Misiewicz: well I think you covered it we're at the point of advertising for a consultant

>>Mike Franchini: okay thank you that's all I have Steve we can move to the next one

>>Steve lachetta: yes thank you Michael Scotia downtown connections plan

>>Mike Franchini: Andrew are you in line

>>Andrew Tracy: uh yes i apologize i was muted. Uh regarding Scotia Downtown connections. We issued the uh RFQ and proposals, are due on the 17<sup>th</sup>. We received a few requests for copies of the full RFQ documents from I believe four firms, last I heard so proposals are due on the 17th we formed a scoring committee as well so I'll keep everyone in the loop.

>>Steve lachetta: questions for Andrew, thank you Andrew. Item D is the CDTC regional planning commission technical assistant program project. Sandy do you have more to add um top

>>Sandy Misiewicz: yeah um just the four active ones um they're in the table. But uh basically we're progressing on working with the town of Glenville on their route 50 analysis. We expect there to be a committee presentation um of the draft code language and other uh items um to their code review committee in November. We've completed uh CDRPC largely completed work with Westerlo on their comments of plan um assistance project in East Greenbush. Um the target day for completion is in December um the consultant uh is being selected by the town on that one. And then in Clifton Park uh John Scavos team has been putting together the draft document, which they recently submitted some information to us for review for additional discussion regarding some of the transportation concepts so we expect that to wrap up later this month.

>>Steve lachetta: thank you sandy any questions on the tap update item E echo next is bus lane feasibility study Sandy again

>>Sandy Misiewicz: yeah this one's kind of been delayed a little bit as the BRT project has taken priority at CDTA but we hope to get a RFP out later this month if not early December.

>>Steve lachetta: very good and the last of our CDTC plan reports is the American with Disabilities Act transition plans is Carrie available

>>Mike Franchini: Carrie is a little under the weather today, so uh once again I'm filling in for staff. So the ADA transition plans are progressing the town of Glenville and the city of Saratoga Springs are both in the data collection phase. So that's you know progressing well, we are still accepting applications on a ruling basis so if anyone is interested in developing an ADA transition plan please contact Carrie or staff here for email by email or by phone so that's all I have there

>>Steve lachetta: any questions on uh ADA or any of these um uh six items reported item 10.

>>Jacob Beeman: Steve this is uh Jacob. The Ballston Spa uh-pedestrian bicycle master plan linkage study must have got left off there so if I've got a quick update on that if you don't

>>Steve lachetta: Jacob yeah sure

>>Jacob Beeman: um so uh just getting started on this project with the village of Ballston Spa. We held an initial consultant selection meeting on October 9<sup>th</sup> the review committee uh discussed our eight proposals that we've received from consultants. And narrowed it down to a final two and decided to take a week of follow-up phone calls to try to get a little uh better perspective from previous clients. So after reaching out with some phone calls we met again on October 20<sup>th</sup> and decided on a final selection of the VHB and Planning for Places consultant team. Uh to lead the study so we've moved forward and are currently working on getting a contract executed with that team and look forward to kicking off the project in probably early December.

>>Steve lachetta: pretty good thank you Jacob good update

>>Jacob Beeman: thanks

>>Steve lachetta: anything further on status of uh planning at CDTC next is round table go ahead who's that that's

>>Mike Valentine: uh Mike here Steve, I have a question for Jacob. Go back when you first started before we went through these you had mentioned something for Hadley for next month

>>Jacob Beeman: yeah

>>Mike Valentine: I'm trying to wonder what you have for Hadley

>>Jacob Beeman: um so I've got a project a local bridge project from the town of Hadley. Um all right let me see, so I'm just going to be reaching out to them for their project update on that. It's the Parker Road over **green brook culvert** project okay I think it may be a bridge New York but it's on my list of local **whitby** bridge New York then

>>Mike Valentine: okay thanks. oh Jacob one other thing you had sent me an email requesting an update on or on **zim smith**. Do you want me to present that next month it's not on the agenda here

>>Jacob Beeman: um no well so I had asked that would have been during the project delivery update but we usually just do one, so I didn't hear back so I had uh brad do that. But I mean if there was something uh in particular that you wanted to present on but if not that's all right

>>Mike Valentine: all right you want to do it next month I can put on that

>>Jacob Beeman: um well let me, I typically I'm going to be reaching out to another three sponsors for the January meeting but potentially i may not have uh a response or a good project. So I'll follow up with you if uh if we want to do that

>>Mike Valentine: right

>>Jacob Beeman: thanks mike

>>Steve lachetta: okay now we can move forward to our status of planning activities around the Member organizations item 11 first up is the regional planning commission is Mark still on

>>Mark Castiglione: still here

>>Steve lachetta: thanks Mark

>>Mark Castiglione: um we are continuing with our fall webinar series. Um we have a webinar this afternoon everything you ever wanted to know about MS4 but were afraid to ask. We continue with the webinar series through December making sure our planning and zoning board members have the training that they need before your end continuing with our technical assistance projects which you heard about. And just to flag it for you we are waiting with baited breath for Nasserta to announce the funding portion of our, the next phase of the clean energy communities program. So once they announce that we'll be reaching out to communities again to help tee them up for uh grant funding to support uh-clean energy technology improvements at the municipal level. And the census is completed Steve

>>Steve lachetta: thank you Mark I appreciate that um next up is CDTA is Ross Farrell still on

>>Ross Farrell: thanks Steve uh as I said we're buttoning up the uh last pieces of the river BRT which will roll out uh this Sunday. Hats off to obviously everyone involved from CDTA especially our facilities department. Um but also all the municipalities that we've worked with throughout the years and really many years. If you go back to when the planning of this um started a lot of work collectively done by many people on this call, um and so we're looking forward to it. Obviously it's uh an odd time to to roll out a BRT line in the middle of a pandemic, which has made our overall ridership, go down um but you know better now than uh better now than never. No time like the present.

Um so we're looking forward to it we will have a press announcement that actually got pushed out uh because the head of the FTA uh may be joining us uh which is which is great. So we will have a press announcement uh coming up roughly two weeks from now. Um and people will be getting once we confirm the time and the date, uh we'll be sending out more information to this to this group. Um so thanks again to everyone who's been involved and uh hopefully we'll see on the blue line this Sunday

>>Steve lachetta: Any questions for Ross? Thank you Ross, item 11c is the DOT planning activities Bob or Greg

>>Bob Rice: hey thanks Steve uh the with uh we've seen snowflakes flying so yeah it's uh DOTs emphasis has sort of shifted from the Covid response with some of the partner agencies. Having taking up some of the things that DOT was doing and sort of weather dependent providing some support. But uh we are we're in the snow and ice season. We talked about uh Menands a little bit, I said you know our the bike ped connection project it should be complete by the end of the month. And uh it's open I know some folks are out there. Ross send us a nice note about the use of it and it's good, it's a good connection right there. We mentioned before about the Pell study for the Troy Menands the bridge

And uh in conjunction we talked about repackaging that for re-advertising the study. Sometime after the first of the year, we're working with federal highway on a training that they're putting together. And sort of a template for what a Pell study should look like. For a bridge replacement on new or existing alignment a major bridge. So they have some interest in this and then hopefully helping some others as well as helping us through the process. So continue to work there the last thing I just I want to mention that with the sponsors will likely be hearing from us. We still have a number of projects that haven't been closed out and there's really an emphasis on any unobligated balances that remain out there. Just to ensure you know upcoming projects to meet the financial commitment is to make sure we're uh checking all the sofa cushions and making sure we're getting all the change back at the end of these projects. So uh you may definitely hear about us if there's projects that haven't been finalized out that's all I got today

>>Steve lachetta: are you any questions on the d.o.t front thank you bob uh is anyone on from thruway authority at this time

>>Tim Wainwright: uh Tim Wainwright is on

>>Steve lachetta: thank you Tim please provide an update

>>Tim Wainwright: Hey good morning everybody. Um just an update on the cashless towing you mentioned it earlier uh hopefully that will be uh going online soon so that'll hopefully free up some of the equipment we've been using for everybody else. Another project we're just finishing up is the Old State Road bridge replacement, earlier everybody was talking about the Covid and how that affected us. We also took advantage of the reduced traffic uh was able to get more work done on both the contractor and the maintenance side. Uh naturally for us it's a little bit of a double-edged sword is that's also where we get our funding from. And as DOT mentioned uh we're also transitioning into our snow and ice season. We've already moved on to shifts and we even had a chance to get some lake effect snow over this past week to kind of get back into the swing of things. And that's about it

>>Steve lachetta: very good thank you Tim. Any questions on thruway authority? Great very good who's next, Albany County Airport Authority, yours truly. All right thank you, um we're still fairly flat on the passenger front about a thousand a day, where 4,500 passengers per day would be the norm. So we're still seeing a very uh-flat passenger but on the good news side cargo is up 23 for the year at least 11 this month compared to the same month and prior year. So cargo continues to be very strong passengers are now dealing with revised statewide travel guidelines. The governor and State Department of Health websites are best source for that. Department of Health staff is still here assisted by National Guard, greeting air travelers. Who are requested to get tested within three days prior to landing in New York. Quarantined for at least three days upon arrival and get a test on their fourth day.

If they get a negative test on day four they may exit quarantine. So this is an improvement on the prior 14 quarantine from 46 states which was the case last week. So this has been dynamic, changing states that are contiguous to New York continue to be exempted from quarantine protocol, and essential workers of course are also continued to be exempted. So the contiguous states are exempt from any of these uh testing requirements, so it's been a big shift from the mandatory quarantine with follow-up by Department of Health to now this testing protocol. Uh requiring testing three days prior and on the fourth day after arrival in New York so some improvement I suppose there. Um travelers who are out of state less than 24 hours do not need to meet these testing or are not yet less than 24 hours do not need a quarantine but must get a test on day four of arrival back. Still all travelers covered by the advisory must continue to fill out the traveler health forum upon arrival and there are state health workers assisted by the guard assisting with that. So air travel I believe the train stations are complying with this highway travel is probably a different story.

So this is uh quite a quite a new approach to interstate travel affecting passenger employments on the capital side uh we're proceeding with the replacement of four passenger boarding bridges about a million each the four military hangars are completed at this time they're also about a million each four million total um and we did pave all of our surface lots uh a positive note on the charge ready New York the electric vehicle charging station program we are proceeding with 10 new stations to supplement six existing stations and 10 new stations in the new garage next to the terminal um that's funded through a combination of Nysesda charge ready new york program and also a national grid incentive uh covering the infrastructure cable cost installation cost so that is a quick overview of airport ops here any questions on the airport happy to entertain is anyone from the port district commission

>>Mike Franchini: Steve yeah Tony Vasil called and said he had a conflict so he could not make the meeting

>>Steve lachetta: okay thank you mike um are there any local planning initiatives worthy of uh committee review feel free to speak up thank you for your support upcoming meetings events we'll meet again um let's see its policy board is the December meeting so this might be our final meeting of the year right Michael

>>Mike Franchini: correct

>>Steve lachetta: planning committee we'll see you next year November 10<sup>th</sup> let's see November 18th freight advisory also webinar nighttime street safety discussion on women's mobility. Let's see

December 2nd is a regional operations and safety advisory committee so stay tuned for all these. Thank you for your good excellent support um and please stay safe and be well. Any closing remarks are welcome anything Michael

>>Mike Franchini: no thank you very much Steve for your efforts says chair

>>Steve lachetta: thank you very much rolling with it uh motion to adjourn moved thank you everyone please stay safe and be well thanks everybody

>>Mike Franchini: thank you bye-bye

>>thanks all