

Capital District Transportation Committee  
Planning Committee May 5<sup>th</sup> 2021 meeting

>>John Scavo: Morning Mike

>>Mike Franchini: Good morning John how you guys doing, Saratoga County is well represented

>>John Scavo: Thanks

>>Mike Franchini: Two-thirds of the meeting is from Saratoga county wow

>>John Scavo: Yes, sir it is amazing

>>Mike Valentine: Yeah but John and I commiserate on the history the night before the meets and each time we come back

>>Mike Franchini: Well you guys

>>Mike Valentine: They actually won last night they were rained out

>>Mike Franchini: Nice they won some crazy games lately

>>John Scavo: I turned it off when I thought it was a home run and did not realize they overturned the call

>>Mike Franchini: yeah the home run that wasn't a home run and the running outside the bases that

>>Mike Valentine: Yeah on a straight line

>>Mike Franchini: That was called but was not running out of basis it is like what is going on here

>>Mike Valentine: And then call him, uh call him out close yeah calling him out at first base he was safe right after that

>>Mike Franchini: Yeah I know I know the true baseball fan or the traditional baseball fan does not want to go does not want to have computers making the call but you know what yeah i think they could do a better job

>>John Scavo: True

>>Mike Franchini: And even some of these you know striking ball uh con you know calls um yeah

>>Steve Iachetta: Thank you Michael and thank you all members and participants for joining our May 5 meeting of the Capital District Transportation Committee, Planning Committee. Hope you are all well; it is an honor and privilege to serve as your chair so thank you for taking time out of your busy schedule. Michael has the quorum and our affiliations first order of business is to open the floor for any visitor issues at this time following our tradition governing by consensus for the four counties. Are there any visitors wishing to address the CDTC committee at this time, once going twice turning off my air radio and we can move to the adoption of our prior meeting minutes of April 7<sup>th</sup> uh the minutes were uh distributed both paper and electronically and uh going to entertain a motion to adopt our April 7th minutes please

>>Mike Valentine: I have one thing first

>>Mike Franchini: Please mute your microphone if you're not speaking

>>Mike Valentine: Okay um I just had one note and it is a clarification if somebody is picking up the minutes and I have a question on page four. Steve under uh DOT's project delivery schedule uh it says Greg shared the final project list for this year can you just throw on a clarifier and say for this state of the school year.

>>Steve Iachetta: Clarification Michael is to clarify

>>Mike Valentine: Well we do not want people thinking that um within the calendar year or something that you know for great projects. So I just put a clip I had the thing the other day I was on the phone with Greg and with Glenn and uh one of our guys in DPW just went bonkers over what year are we in you know so

>>Steve Iachetta: I believe a state fiscal year right Bob

>>Bob Rice: All right all right, yeah it would be the state fiscal year

>>Steve Iachetta: Yeah it says 21 22 students well you're at the top for Region One

>>Mike Valentine: Right I am just, it just if you could throw two words in that first sentence in there that is all

>>Steve Iachetta: The state fiscal year is clarified thank you Michael. Any other corrections before we vote to uh memorialize these minutes to go on the website and uh recorded this permanent any other comments

>>Mike Valentine: Move for their approval

>>Steve Iachetta: Thank you Michael second bye, is that Andrew? thank you, all fair please say aye raise your hand

AYE

>>Steve Iachetta: Any abstaining or opposed, the minutes are hereby adopted and we can move forward to item three the presentation portion. Uh so we are grateful to have uh vice president of Club Harbor Associates, CHA consulting that is Paul McDonnell joining us this morning. Uh topic uh near and dear to our heart here at the airport is Albany County Airport Authority and International Airport going places, we have a new airport master plan. This is our development update and we will be brief with a slide show that our consultant expert team has prepared for us. It is an exciting time here at the airport we're seeing good regional economic indicators with restoration of our pre-pandemic economy, we are still at about two-thirds of the 2019 numbers.

Scheduled flight operations used to be in the order of 80-100, it is highly dynamic as you know um and carriers are coming back. We have ultra-low fare carrier services so it is very competitive, it is very dynamic working in the passenger scheduled travel mode. Cargo has been consistently higher than all prior years over 10 to 12 percent over prior years but uh we are going to give you a brief overview of our master plan update, it has been over 20 years since our last airport master plan it is a challenging time in light of the very unusual or unprecedented 2020 circumstances. But we are seeing good strong passenger recovery at this time and uh can we share the screen with Paul McDonnell who's joined us this morning, do you have your um

>>Paul McDonnell: Yeah this is Paul McDonnell thank you I am going to request control to share the screen

>>Steve Iachetta: We have a few slides to go over thank you Paul, a few points of background where we normally had between 4,500 and 5,000 passengers departing every day as an average in 2019. We're still up in the range of uh 2,800 to 300 today our airport authority offices are now moved into the terminal so we're right here on the third floor if you are passing through feel free to stop and say hello. Um but it is a very busy time we are always managing several dozen capital improvement projects ongoing. The master plan will help guide us for the next 20 years similar to our New Visions program, but this is airport specific on aeronautical infrastructure supporting time critical aircraft movements both passenger scheduled service and cargo. We are the sole scheduled service airport in the upper Hudson Valley and lower Champlain Valley closest nearby scheduled service airports to the west would be Syracuse to the east would be Bradley to the north would be Plattsburgh into the south possibly Stuart and the metro airports of New York City, so Paul's ready to run through our master plan study overview take it away

>>Paul McDonnell: So you see the master plan cover slide right now

>>Steve Iachetta: Yeah looks good

>>Paul McDonnell: Okay very good okay so the master plan got underway in 2020 under contract and uh it is pretty large study overall covering a 20-year period. CHA was hired by the airport authority as their consultant to compile the master plan on their behalf and we also have some other firms um working with us one is Jacobson and Daniels, who is a specialty airport planning firm a small firm that is all they do. Then we also have an architect a large firm national firm Gensler who is the architect on our planning team, so those are the people behind the scenes. The airport is rebranding, as many of you may already know and we are going to be incorporating their rebranding into all our materials for the master plan as we move forward.

Community outreach is a big part of this overall study and it was very important to the authority to get input from throughout the community users and non-users alike. We have two committees set up just for the planning study so they are AD HOC committees during the master plan effort. One committee is regional; it includes a lot of the elected officials the professionals in the technical departments in the town of Colonie and county of Albany and also the original planning organization such as this. We have a second committee which is very technical it's the tenants of the airport for the most part, FAA air traffic control airlines you name it they are invited to participate in the study.

We're also going to having uh periodic public meetings uh they may be virtual they may not be virtual as the hopefully as the study goes on and we also set up a study website, so the airport has their own airport website. However, we also have one set up just to share documents and communications and collect comments for the master plan itself. Here is the home page uh with the link to the master plan study, if any Google search will find it if you search Albany Airport Master Plan you will find the website to the study. In addition, uh the key point here is that if you are interested in materials draft reports and diagrams they're all be contained here on the website for public access under the Study Materials tab and also for general public or committee members there's a way you can, just a contact form where you can submit comments electronically which is, we always prefer that of course because then we will never lose it because it will be part of our record.

Okay what's a master plan um you know it's basically a long-term facility plan just like for college campus or any transportation system it's a physical planning study behind the scenes there are substantial FA guidance and standards that that Steve and the airport are required to meet, we hope to make that as invisible as possible to the general public. What is more of an outreach for the community is looking at forecasting future aviation demand and extra tough uh during Covid, but that's a key component of the study that needs to be approved by the FAA then other very traditional planning items are included throughout our scope. We are looking to guide the development at the airport including its modernization the airport is always looking to promote customer convenience we're doing this on a short term basis midterm and long term and it's FAA policy they try they want to get all commercial airports to try and update their master plans every 10 years or as significant things change we always like to recognize Albany as a regional asset folks don't often know how important it is to the community as a whole.

The data on this slide is now old it is DOT data they are updating their analysis statewide we are hoping to have that before the end of the master plan but just very briefly there's over a hundred public airports in the state 18 of those are commercial service and Albany is one of the biggest after the New York City airports and buffalo the state has estimated a billion dollars of economic activity to the capital region from Albany airport and all the spin-offs uh including over 9,000 jobs so we are always touting that um to for folks in the community to know how big of a complex and how important it is to the capital district. we do have focus areas for the master plan being a smart airport for the future the airport authority is very interested in modernizing with technology and new safety protocols and making it a very easy airport for people to use.

One of the key components that the airport continues to work on is the TSA security checkpoint the airport's been improving that checkpoint for some time already and that's going to be a continuing focus of the airport moving forward separately from the airline service the master plan is also looking to improve cargo facilities corporate aviation facilities and do a lot of land use planning surrounding the airport one of the things that the airport struggles with is it's we call it land core it's surrounded by development on all sides so there's very little new property for new facilities we'll be doing a lot of infill planning maximizing the best use of the air force property energy efficiency and state sustainability is also a component of the master plan the biggest generator of energy at the airport is the terminal complex that's the focus for this mastermind, we do have a schedule uh getting through the FA process uh you know it was 18 to 24 months typically.

We just starting we're uh we're doing the forecast now working with the FA on that process so we have don't have any reports just yet but the first report we release is going to be the inventory of the forecast chapter looking at aviation activity not just next year but 20 years down the road the elephant in the room of course is covered when we started the master plan covert has was already raging the airline industry is expecting a slow recovery but for our forecast period we're not only looking at airline industry projections we're also working very closely with the FAA on their projections nationally and locally at Albany airport and we also look at other forecasters bond rating agencies in addition, other economic development companies and orthopedic nations that are all interested on how long it will take to get over Covid. Now the bad part is no one really knows, we have to admit that up front but the general thinking is two to four years for full recovery and of course that's you know highly dependent on our herd immunity concept or reaching the vaccine levels that people start traveling again.

There's two general types of travel coming out of Alden the leisure travel that's coming back first we believe people are interested in getting out and traveling again and going places and then business travel is its projected

that business travel will take longer some of its we've learned how to do business virtually and that that is really going to suppress the demand even with the vaccine in hand.

So that's a general idea of what we're expecting after four years after five years we're going to be projecting some growth but it's going to be modest all of the activity growth restoration and projections beyond will really have an effect on the terminal planning considerations and when we started scoping the project this is the first master plan where passenger safety became an issue and part of the focus of the study.

Okay just very briefly um looking at the facility itself, most people may not even know the airport has two runways the north-south runway is the main runway parallels the Northway, for interest it is uh eight thousand five hundred feet long and then there is the east west runway again as I said all the runways taxi is in aprons. We hope to make the improvements of that completely invisible to the general public that's what the pilots see and the air traffic controllers are involved in but uh not generally the flying pump. The buildings you see the blue squares the airport authority owns and operates over 40 buildings in all four quadrants of the airport, the planning study will cover existing facilities and development in all of those locations throughout the airport property. The biggest face of the airport is the terminal complex, there are three concourses two parking garages now lots of surface parking a terminal curbside and a roadway system all owned and operated by the airport authority making this a very convenient facility to get in and out of.

This is a key for the master plan we would argue it already is convenient and the master plan is interested in even improving upon that forecast this is preliminary now we haven't released anything yet and we're still working with the FAA but um for general purposes these numbers here are total passengers, yeah I'm getting a lot of feedback I do not know if someone, okay that is better. We generally left measure activity in total employments total passengers boarding an aircraft that is in one employment the airports had about 1.5 million employments in the last few years as you can see on the purple line on this graph 1.5 million these years are fiscal years and Covid happened in the middle of the fiscal year. So it kind of hides the real drop off but activity went down to almost nothing a year ago when Covid would first hit and as Steve explained, year over year it's been down for 2020 in 2021 been down about half but we are expecting a recovery.

Uh that is about five years out and then potential growth beyond that you see the growth slow and steady is really the highest level of growth we would expect nothing I am crazy or substantial a steady growing airport is what we envision

as we get further into the master plan we'll be looking at all sorts of concepts and development options for the passenger terminal even though we're struggling currently in the short term it's a 20-year plan we need to look at long-term needs for the airport's modernization and as aircraft change and get larger is what we're observing now. We need to have facilities that can accommodate that in the short term one of the focus areas is the main entrance to the airport we're looking at expanding upon that even to accommodate 2019 numbers we have peaking congestion problems in the terminal checkpoint area the area where the where the bridge over the roadway is with cueing areas there's little concessions not much space for meters and greeters.

So that's an initial focus area even if we are at 2019 levels again we still want to see some expansion and improvements in that one location so you'll see that as a concept in the master plan going beyond the terminal area we talk about four quadrants at the airport this is the north south runway the terminal is in the southwest quadrant but we'll be doing planning for all areas of the airport the red line shows the airport property as it exists today concepts we've been looking at early in the process just to sort of a highlight this is on the northwest quadrant you can see there's already a lot of development in this in this quadrant area we're looking at infill we're looking at how to maximize space so the rendering on the right is just one potential idea of gauging the existing facilities to accommodate airline service aircraft potential cargo activities and the like moving over to now we're on the southeast quadrant this is one of one of the few locations of open space on the airport about 10 acres and the rendering on the right is just one potential concept of maximizing corporate aviation development in that area

Just one potential option, we will be refining these and making alternatives and considering all the local issues including environmental land use planning. We are also incorporating that into the airport as I said the property of the airport is very tight not a lot of open space, there is wetlands there is private property there is town and other public property surrounding the airport and we will be looking at planning that out in the future. There parcels that the airport authorities should be acquiring how should they redevelop their existing property on the airport so all that's part of the master plan in addition to the airline service and the parking activity that we're all familiar with at the airport land use planning and other types of development help with revenue diversification that is one of the components of the master plan.

So last but not least um that's kind of our overview but uh I want to highlight that the overall study question

is what does Albany International Airport look like in 10 and 20 years down the line and that's to be determined over the next 12 months

>>Steve Iachetta: Great overview Paul thanks you very much. we will open it to Q&A, thanks for keeping a nice short executive summary overview of our current vision visioning efforts looking forward to the next 20 years we do believe we will continue to see economic restoration of employments. Our departing passengers so the 1.5 end payments equals 3 million ticketed passengers in 2019 we think we'll be back there within the two years as Paul indicated this is 21 that would be 23, 24 and the FAA is also taking a hard look at this 24, 25 but we do see restoration every day lines are back at the checkpoint there's a lot of demand for commercial aviation both scheduled and non-scheduled corporate with global foundry expansion and other GE and all the academic institutions in the area we're proud to be a technological leader we're only one of four airports in the world that have both Gab back and airport council international accreditation for uh excellent hygiene at this time

um so we're clean and green and it's still the safest mode of intra-regional mass transit as just a high point our area is about 46 largest metropolitan area and our airport's ranked about 80th now Paul in the national system of 4,000 airports in the us yeah that's about roughly yep so we are ahead of Syracuse and Rochester uh just slightly behind Buffalo, it's the largest airport upstate and larger than I-slip on Long Island. In addition, the only larger airports in New York are Buffalo with Toronto traffic and LaGuardia being a domestic hub and JFK for international service of course so we opened it to questions and answered I appreciate your input throughout our master plan process.

We saw some of you at our technical meetings in February and we'll be having another regional and technical series of public meetings this early July before the track starts up so that's our plan moving forward this year is to continue good public input through our master plan website and through the meetings both in-person meetings and combination of zoom the zoom went fairly well back in February but I think we are ready to resume public meetings with social distancing and masks uh so on but open any questions to the floor it is about 10 o'clock

>>Mike Franchini: Steve I think Ross Farrell has a question Ross

>>Ross Farrell: well thanks Steve and thanks Paul this is a great presentation and it's exciting to see that you know that you're starting to look at the long-term vision for the airport um two questions uh first is well I guess more of a comment so CDTA we'll be talking about this in the coming months is going to be doing a BRT expansion study um that's looking at all right moving beyond just the three lines the purple line red line and the blue line what would be the yellow line green line and orange line let's say um and part of that is going to be looking at you know what improvements we can make to major generators

And um whether you know we bring a BRT to the airport or not I don't know we'll figure that out and study but the connections to um the airport from our micro transit or regular route service to the BRTs are going to be critical so um I'm glad the two studies are kind of happening in conjunction at the same time because we'll be able to work off each other um one question I had is this study including an update to your origin destination of well we know the destination is obviously the airport um but where travelers to the airport are coming from because I'd imagine with the downturn and then sort of the bounce back the where people are coming from to the airport is going to change and so is this study going to try to look at that at least map out the best we can of where people are coming from when they are getting going to the airport

>>Paul McDonnell: Steve you want me to jump in it's a good vlog, it not that specifically in this study being mostly a physical plan for the FAA and for the airport's future development we are looking at overall activity and um the demands put on the facility it's such that's a slightly different question about an air service study in doing an o and d model and doing a delivery of airline type services and destinations the authority does their air service planning separately from the physical master plan but Steve, I don't know if you wanted to add anything because i know you do have efforts to expand service with many of your carriers and have been successful in bringing in some of the non-national players like JetBlue and others

>>Ross Farrell: Sorry I will jump in real quick and then origin destinations within the region so um the individuals when they leave their house in the Colonie or wherever that is what I meant not from flying in here

>>Paul McDonnell: Understood, understood we don't have that as part of the scope we are doing terminal curbside planning to make sure the total usage and capacity of the curbside is adequate um but once they go leave beyond the airport boundaries that's the study of o and d is not in our current plan

>>Ross Farrell: Okay understood um and the second question actually does maybe started to answer it which was and this is maybe a general question I apologize if it's not tied to the study itself but um we've been having a lot of

conversations recently with uh CBRE that's just more talking about in the sense of regional economic development i finally understood the importance of uh you know making more connections to the region from new destinations uh throughout honestly the north America what do we now this group the planning committee or the region do we provide anything that helps subsidize and encourage uh additional flights coming in from new destinations

that is definitely a huge factor in if companies would like to relocate or have part of their company relocate to a region is the how easy the air travel is so I just, I'm sorry general questions but I don't know if that's perceived do we subsidize anything now is it something we want to talk about in the future

>>Steve lachetta: Yeah correct me Paul if I sidestep this at all but the two points ross are very well taken back in the 90s I did a patron survey to get the specifics on where in our uh region the patrons were terminal patrons were coming from uh if ticketed passengers or three million a year in 2019 that would mean terminal patrons are double that meters and greeters um typically double the number and I did a survey with college students we had 10 students in addition, we got a handle at that time on the breakdown of origin in the region to the airport and also mode of transport to the airport and I would as airport planner support renewal of that patron survey it is separate from the MPO scope master plan scope now on your question of air service development.

I have to defer to matt cannon is our staff dedicated to air service development he's got some new initiatives we've got a new flight I just announced to Nashville direct it's highly dynamic as I mentioned in my introductory remarks on the carrier mix aircraft mix carriers come carriers, go I remember Braniff people's express and TWA and Northwest and so many other carriers were scheduled carriers here at Albany even going back to my youth here Mohawk In addition, Allegheny. Anyway I'm digressing but so that is an area for matt cannon to address and to answer your other question on financial subsidies there is a congressional uh separate program from what i work in airport improvement funding called the essential air service that does support all the north country airports service to small hubs like Albany and there are other economic incentive opportunities which Albany is actively participating in so I hope I answer your question on those three questions that were intermeshed for us anything further on that

>>Ross Farrell: No thank you Steve

>>Steve lachetta: Good okay yeah can I'll get back to you with specifics on that I'll send you his number anyone else like to hear any detailed responses on anything we showed um airports are like small cities and planner terms were edge city we're right in the centroid geographic center of our metropolitan area on population uh still got some wildlife issues there's still a herd of deer running up and down shaker creek or along the north way but the development pressure has been on for decades and we're right in the center the centroid of our geographic region um center of the town of Colonie and also the center of our Metropolitan uh consolidated area uh ranked is 46<sup>th</sup> in the country. Who had a question?

>>Chris Wallin: This is uh Chris, Schenectady

>>Steve lachetta: thanks Chris how you doing

>>Chris Wallin: have a I have a question for you I guess this is does the airport as an authority uh do they have any kind of guidelines or concerns when it comes to revenues you know if you're if you're talking about development and you're looking at that they had that slide where you're showing in field development for hangars and future growth does that does that look good on your report card if you have additional revenue to the airport or is that a goal or is it to or is it really you know a highly subsidized industry where it's okay but you know i don't know how does your balance sheet shape out when you're trying to decide who gets this valuable space inside your city

>>Steve lachetta: federally governed very strictly uh governed aviation is the most strictly regulated mode of travel I've learned over many decades here everything is pursuant to FAA there's no diversion of revenue allowed everything needs to be competitively bid um and everything's under a microscope but we live with single annual auditors, Chris uh the single annual audit goes through every line of our annual budget procurement and expenditure DOT I'm sure has similar audit controls on the highway side but on the aviation side federal aviation administration is very stringent in all aspects our mission is to preserve and enhance airport safety and capacity and expand competitive opportunities for the aviation industry in support of the air traveling public both passenger and cargo.

So development needs to be aeronautical we're not we're not here to promote non-aeronautical development we also want to keep things on an even playing field with in the town colony tax base for remote parcels in the runway approach areas for instance um those would need to be kept on the tax rolls and we work closely with our municipality town Colonie in that regard it's only aeronautical parcels that have the aeronautical exemption from a full value taxation assessment but we are an international port of entry we have u.s customs here as you know

therefore, that is our mission is to preserve and enhance the safety and capacity of international air traveling public.

We used to have air Canada hope to see them come back but many charter operations here going other points progress in that area all southwest staff are now passport holding and the indicators are that southwest will commence some form of international service probably starting with expanded and they have existing Caribbean destinations and possibly go to England. So that's hopeful long-range planner's view on development and expansion Chris did I hit your question adequately

>>Chris Wallin: Yeah that was that was good I just I just wanted to know how that worked

>>Steve lachetta: Yeah we are under a microscope thank you

>>Paul McDonnell: From a planning standpoint physical planning standpoint, what the Master Plan will do directly is we talked about forecasts but we're also forecasting not just airline service corporate service cargo activity even military activity and the master plan looks at all the available space does a forecast for the demands short term and long term and then our task is to reserve space to accommodate each of those potentially competing activities at the airport and make recommendations to the authority about how to plan and reserve that space for the development itself other than the terminal building most of the development is funded privately by a new corporation or here your cargo operator so we'll be mixing that within the planning study and laying it out over the long term

>>Steve lachetta: Our airport's relatively land poor I might mention I did a study of all airports in New York State and found 20 other airports have more land than Albany most of them are all smaller than all but we have about 1,200 acres in our jurisdiction at this time all right any one last question it's 10 we should probably move on with our other regional issues we have a full agenda one last question thank you for your uh

>>Bob Rice: Steve this is Bob a quick one I know uh with these the expansion considerations that uh your proximity to groundwater and sort of containing water used on the property is there I mean is that part of the facility expansion plans

>>Paul McDonnell: It's for Paul McDonnell chiming in yes but not from an engineering standpoint you know the airfield has over 100 acres of pavement just for the runways and taxiways and the airport's flat and Steve knows and many others it doesn't drain well the airport's been in trying to improve outfalls and surface water drainage and when we do the layout planning we'll be looking at if you develop this facility here where are you going to send the storm water so it'll stop short of hydrological modeling but it is a question that we will incorporate into the master plan the storm water groundwater

>>Steve lachetta: We did uh just this past year complete a 1.9 million dollar airfield drainage improvement both there was a drainage study prior to that and then this was uh almost 2 million in drainage improvements um to assure that we do not become a lake and when we see extreme weather come in during the hurricane Irene and lee back-to-back storms I believe we got 18 inches of rain if I remember correctly um all taxiways and runways and aeronautical movement surfaces remained above water and we kept our buildings dry but everything else turned into a lake uh is the way things worked here um can I answer your question bob or do you have questions

>>Bob Rice: Yeah I know from the tour you gave us I mean you've got some impress impressive reclamation efforts for your water use over there I just I'm certain that plays into any sort of future plans

>>Steve lachetta: Uh as well but that project of mine let me touch on that very briefly we've got the us EPA environmental quality award for our anaerobic fluidized bed treatment of de-icing storm water as you know aircraft need to be de-iced from October through May, we're still in de-icing season as warm as it's been and we have the award-winning best available technology still today I think that's referring to Bob for the acres of containment collection for on airport treatment and disposal and we're a world leader among airports for the most cost-effective means of treating de-icing storm water actually creating drinking water quality class a water going into a class c stream shaker creek going to Mohawk River which becomes drinking water so on water quality issues and on air quality issues we're very proud of our environmental record being the first in the state with uh clean American fuel vehicles and compressed natural gas station now we're promoting electric vehicle charging stations we just open another 10 stations we're up to 16 stations soon we'll have 26 electric vehicle stations we also have scheduled carriers with electric tugs and loaders so we're promoting clean air clean water an excellent leadership role in environmental management among the regional transit facilities so is that okay is the last question we answer you about adequately

>>Bob Rice: Oh yeah Steve thanks

>>Steve Iachetta: Thank you yeah tours welcome anytime thank you thank you for your interest and uh the offer for a tour stands please call me directly if we can host you or our group for tours of our facilities I would be grateful to support that all right thanks Paul great overview and thank you everyone for your interest in our master plan and thanks for your participation in that getting back to our planning committee agenda item four is the action item for fiscal constraint discussion this is a continuing running story on the tip summary table four has been updated again and we're showing a balanced five-year program I believe Michael are you going to start us on item four

>>Mike Franchini: Yes so currently uh this what's what I shared on the screen is the current thistle constraint table four you'll notice that uh in the second year in the third year we're over the five percent uh that fhwa uh recommends and prefers that we stay under that five percent total so uh to show you that are our well that is the issue that we're trying to deal with so uh what we'd like to do is make an adjustment to that so that um we are no longer over the five percent give me a chance to share my screen here um

>>Steve Iachetta: Is anyone from Federal Highway Administration our meeting

>>Mike Franchini: No not right now

>>Steve Iachetta: This is a key area of their interest and I always like to ask what is our latest correspondence or dialogue with federal highway administration

>>Mike Franchini: so what we have here is just in a in your package the proposal to some changes to our budget estimates these need to be approved by the planning committee we worked with the OT to come up with these estimates we've done these before but it's necessary this time just so that we could stay under the five percent uh so, we are looking to move uh NHPP funding um three million dollars from the current from the uh 2021 right from 2021 to the proposed budget estimate so it is from 2021 to 2022 to 2021 to 3 million dollars

>>Mike Valentine: Mike um can I throw out a question I just want to like you said we have done this before and it's probably questions are real projects affected in this change I mean are you working with sponsors when you do a decrease

>>Mike Franchini: well for the year well actually some of the real projects are the reason for the changes because we've had some deferrals where we've tried to move projects actually back into the current fiscal year uh by the request of the sponsor so you know we'd like to do those obviously and with the sponsors approval and DOT's approval we did that but that was in doing that we did affect the fiscal constraint so these changes really are really the result of being responsive to the sponsors needs at this point

>>Mike Valentine: All right if we look at the second chart which shows that um that change that goes we go from a 5.4 overage in 2021 and we go to a 1.6 percent overage now that's a lot in just aggregate dollars there uh significant decrease now we've got five months left to this fiscal year do we look at this as saying okay we will come back each month and uh adjust this as we go or are we going to get caught in a point where we're pinched

>>Mike Franchini: Mike is you referring to the new the new proposed table four that I just shared

>>Mike Valentine: Yeah

>>Mike Franchini: Okay so uh that's a difficult question to ask I don't think we're going to be in a in a situation where we're going to have to do this on a regular basis uh I think this is the second time this year that we've adjusted the budget estimates um

>>Mike Valentine: Well I'm assuming NHPP was that was chosen just because of the um the great percentage overage and the and the budget estimate available to move around is that correct

>>Greg Wichser: Yeah Mike this is Greg I guess I can help chime in here too um you know before the fiscal year started we moved we only asked everybody to please help move projects out that have a right any risk of not being delivered for the stiff performance thing and when we did that we moved a bunch of money with them so if sponsors are requesting phases or what not come back in we need to bring some money back with it and rather than bring out you can't do it project by project if someone wants 200,000 you can't just bring back 200,000 you got to kind of do a bunch of moves and then line your money up later we tried to bring in some excess money so that there's more room for more small changes to happen before we run into the five percent again okay and then you five months

>>Mike Valentine: yeah you hit on that because you did make you said okay making some small changes and that's what I'm saying okay we've got five months to go then really all we can afford to do particularly in that one category

is just maybe do you know small adjustments to take us into September um that was that's what I was looking at I just didn't know if that obviously that's a that's very popular category fun source I just didn't know if there was going to wind up being a constraint on that by knocking that one down so much in this move this time

>>Greg Wichser: The constraints on the total dollar so the year some sources vary a lot year by year it is impossible to keep those perfect so the total is what you look at really

>>Mike Valentine: okay thank you yeah

>>Mike Franchini: Just a comment though I mean this should never occur but you know we've had this uh kind of a conflicting requirements from the federal government where we have a performance measure that you know is that requires us to make sure that we program projects in the year that they're funded and that they actually get occurred during that program year so that's the performance measure we're dealing with and to do that we've had to move projects in and out of their proposed year but then on the other side we have this physical fiscal constraint requirement which keeps us under five percent so in the in the past we would never do this we would never make these changes uh probably would make the changes mostly during a tip update like every two or three years but we're in this situation now with these and I call them conflicting requirements from the federal government that we have to make these changes to comply with them I mean I think it's unfortunate it's kind of a paperwork exercise in my personal opinion but uh I'm speaking too much now that's just the way it is okay

>>Mike Valentine: All right thank you

>>Steve lachetta: Best efforts noted and federal guidance is always evolving

>>Mike Franchini: Yeah absolutely, so we need a motion Steve to approve the change in the budget estimates that I showed previous previously

>>Steve lachetta: Motion Please

>>Mike Valentine: I have moved to that

>>Steve lachetta: Thank you Michael  
second bye

>>Chris Wallin: I will second it

>>Steve lachetta: Thank you Chris Wallen all in favor please say aye raises your hand

AYE

>>Steve lachetta: anyone abstaining or opposed speak up now once twice motion carries item four thank you Michael and DOT's Greg an um next item five is the tip program amendments uh we've got a b c d e f g all the way up to uh j you want to combine these individually alpha is um Schenectady 264. state pin 1525.39 is interstate 890 over boulevard and Broadway element specific repairs and DOT will do an overview is it Bob

>>Greg Wichser: Yeah I think I'll take the TIP of amendments uh each three of these are going to go individually they're totally separate um in handling so it's just taken one at a time

>>Steve lachetta: Thank you

>>Greg Wichser: Um this project it's a the 890 essentially the viaduct over Broadway and Erie Boulevard leads into the big circle there is no more little circle it you know we've had this on the program for a while the bridge is one of the last bridges with the high rocker bearings that are outdated and need to be replaced with modern bearings and as the project designs nearing completion we realized we're the volume of repairs and the high you know the height of this bridge over the surfaces uh the jack and costs are going to be anticipated to be pretty high so in the end we came in about 2.8 million over our uh original estimate so we're requesting a TIP amendment to increase construction and ci accordingly to uh get this ready for wetting it's going to let this fall so this has to go to policy so we'd like to get this approved go to June policy ahead of a summer PSNE package we are providing a offset which I'll discuss in item c so in the interest of simplicity or just take this one at a time but we did manage to find an offset so um yeah because 2.8 million is a hefty task so we wanted to balance the program any questions for us on this

>>Steve lachetta: Is it 2.68 or 2.8

>>Greg Wichser: Uh I round numbers it I think it's a 2.68 increase

>>Steve Iachetta: That is in our agenda thank you, any other questions 21-change motion to approve item 5a motion

>>Steve Feeney: I will move it Steve Feeney

>>Steve Iachetta: Thank you Steve second by

>>Chris Wallin: I will second

>>Steve Iachetta: Thank you Chris all in favor please say AYE raises your hand

AYE

>>Steve Iachetta: Any abstaining or opposed please speak up now go once going twice 5a is hereby adopted thank you item five b is uh Saratoga 334 on the tip pin 1722.74 Sitterly Road over the northwest 87 bridge replacement this also goes to the policy board cost increase of about 9.45 1.03 is state um Greg you want to continue overview

>>Greg Wichser: Yeah absolutely um Mike I'm going to as the TIP amendment here we summarize nearly nine and a half million is uh to replace early road which as we all know made the news recently when it was struck by an over height vehicle which is uh essentially a man lift on a trailer that was not properly floated to clear up height uh that um that vehicle struck the bridge in the fashion that is essentially a very heavy multi-ton battering ram the way it's configured on the trailer um I'm going to request to share my screen and just show the magnitude

>>Mike Franchini: uh Greg I made you co-host you should be able to

>>Greg Wichser: all right so perfect fantastic um so this illustrates the damage from the ground like you see the pictures in the paper and you're like wow it really got that first beam this vehicle managed to damage four of the five beams carrying certainly road um first beam obviously was torn the second beam you see here was deflected in over 18 inches um slide show the third beam was deflected well over a foot and the fourth beam I don't have a great picture that once it's hard to see that if the fourth beam was deflected in about six inches so only one beam was undamaged um here's a view straight up of the torn beam which really just shows the magnitude of what happened here you know this is uh this is a very unique bridge hit usually bridges win and trucks lose in this case it was a high so we estimated the cost to fix this under the emergency would be nearly half the cost to replace the entire Silverley road the entire length so the replacement project will bring some of the road up to 16 feet, which is the new standard over interstates um so hopefully it will prevent any future hits.

And the other layer to this is we are getting this funded from the main office pot given the emergency nature we couldn't figure out how to reshuffle the regional target so main office is obliged and funding this uh to get it going Quickly we're targeting an August PSNE package I believe to let this in the fall so that the contractor can prepare steel and get going first thing in the spring the interim a temporary bridge is being installed now the temporary bridge is in place and they're building the ramps right now to get Silverley reopen until we close it again next year for the construction but we did not want to leave it closed for the entire 12 to 14 months to get to a new bridge.

So that's um that's the long and the short of the Silverley road uh bridge replacement are there any questions for us on this this is uh it's made for interesting times around our uh office um

>>Steve Iachetta: when was the detour in place a couple days was not it or more than a couple days

>>Greg Wichser: oh the north way was closed for I believe a day and a half until they got some support under it then it was open to two lanes because the supports were in the travel lane in the right travel lane and then they uh that weekend they pulled the span out to reopen the north way and uh considerably still remains closed right now but they're working feverishly to build the ramps up to the temporary structure that's sitting there now

>>Andrew Kreshik: Craig this is Andrew what's the um any kind of insurance on the part of the carrier that struck it that'll compensate the cause

>>Greg Wichser: I believe you would call that insurance now canceled no uh sorry uh we have uh obviously uh an accident claims recovery section that will be seeking reimbursement for at least the emergency repairs I would assume i do not know the magnitude that we will collect on this but you know obviously with any bridge hit we do recoup costs related to cleanup and traffic control and things so this one's uh this one is going to be interesting

>>Joe Cimino: This is Joe Cimino is it's a matter of interest does that also expand to economic loss development and all that stuff but maybe it's getting out of your league here with legal stuff but I wonder without the bridge closed and all the people having to detour there's those costs and then there's just economic costs of this incident and I'm just astounded that these things happen with all the technology now and if I'm driving that truck or on that company and I'm driving on the north way which is not a back road I you know how does did they claim that this um they thought they were under it or that they just did not know or it just kind of befuddles me uh

>>Greg Wichser: That vehicle I mean normal bridge height is considered 14 feet the interstate is 16 feet as a an old strategic military route so interstates are supposed to certain interstates are supposed to get to 16 feet you know from the concept that the interstate system is a military strategic facility even though it obviously not it is going to be needed but uh so it is put, he should have been below 14 feet and or even probably lower than that I believe so uh it was a clear non-measured load and you know that

>>Bob Rice: Yeah I mean Joe to your point though I mean that the damage is sought would be the more direct damages that cost but you know like Greg was saying what the repair costs would be I mean it's certainly going to be a multi-million dollar uh sought against uh the company and their insurer the indirect costs I mean that it's certainly not prohibitive that somebody could seek action against the company or their insurer but that's generally not our focus area

>>Joe Cimino: DOT area yea

>>Bob Rice: You know the other thing that's worth mentioning about this I mean we're going to take the opportunity when this temporary bridge is taken out there is going to be another couple month closure again as they start to construct a new one and we're going to take the opportunity and working with CDTC staff to get a bunch of traffic counts done it's not kind of a unique scenario that a major link in in the network is taken out and we'll hit it with some traffic counts to sort of do some uh assumption testing related to the trip distribution when you when you actually have a link closed as opposed to theoretically having one close and what it would do to the model so we are going to take that opportunity uh coming up here as well

>>Adam Yagelski: This is Adam Yagelski, I two questions one um was this a permitted uh the OSOW vehicle and then the second question um is what was the original uh life cycle you know when was this originally scheduled to be replaced uh this bridge how many years are we moving it up

>>Greg Wichser: well actually so to your first question this vehicle was supposed to be a standard height standard with vehicle i don't believe it was permitted as over either dimension uh you know it's a pretty standard piece of equipment that should normally be properly placed on the pillar uh the so ironically we had just let a contract a multi-site bridge contract it's our normal bridge preservation strategy and Silverley road was contained in that contract you do some repairs of joints and concrete and a couple little things to uh honestly extend the life of the bridge for another 20 years.

Uh that project is now not being awarded so we can pull the work out and re-let that multi-site contract without Cedarly road in it now so we had no near-term or even medium-term plan to replace this until it was hit this is it's a very unique bridge hit you know we it's rare that this much damage is done in my time we've even statewide I don't think we have seen something like this recent history.

>>Adam Yagelski: When some of those inner beams were deflected more than the initial hit, you know eyes yeah

>>Greg Wichser: yeah I mean it I mean the first beam was torn but then the other beams were deflected quite a bit so it was it was eye opening to see what was done.

>>Chris Wallin: Hey Greg getting back to your TIP amendment, um is this for just a new superstructure are you replacing everything I see that you're talking about clearances in here are we just replacing the superstructure

>>Greg Wechsler: we are it is going to be an entirely new bridge end to end over both north and Southbound uh because we want to get it up to the 16 feet if we're going to invest in this much money we need to meet the standard of 16 feet so it is going to be entirely new structures silly roads profile is going to change accordingly um you know so

>>Chris Wallin: Are we adding bike lanes and all that kind of stuff all that good stuff

>>Greg Wichser: We are definitely going to build a structure that meets the future comprehensive plan of

Clifton park and Halfmoon here uh

>>Chris Wallin: Okay

>>Steve Iachetta: Any other discussion

>>John Scavo: uh Steve just want to mention d.o.t has been excellent with communicating with the town of Clifton Park uh one of the things that they did initially was just to reach out and see what our comp plans contained so we did uh forward to the engineers copies of the route 470 corridor study done with the town of half moon and uh town center plan uh that we're both supportive with linkages studies from CDTC so we appreciate all the uh support that DOT and the communications that they've had with the local community through this

>>Steve Iachetta: Thank you for that John very good final thoughts before we vote everyone is comfortable, I will move it as chair may have a second please

>>John Scavo: I will second

>>Steve Iachetta: Oh, thank you all in favor please say AYE raise your hand

AYE

>>Steve Iachetta: Thank you, anyone abstaining or opposed please speak up now go once and twice item 5b is hereby adopted by the CDTC planning committee thank you everyone um very important project all right 5 charlie is s260 pin 111.41 is u.s 20 over the Schoharie creek element specific repairs again, d.o.t will provide the overview is it Greg again or Bob

>>Greg Wichser: yeah um this one's pretty straightforward basically we um through structures and main office asset management and balancing the program uh we were obviously with the cost increase on i890 we were shopping around for an offset and we managed to get this committed to a main office funding pot to help keep us balanced um and so we have to bring the planning committee to show that this was funded from our core program but is now funded off of New York State statewide uh no longer come against regional targets. So uh basically, this provides balance to fiscal constraint uh with the i890 tip amendment um very straightforward no other change in the project it's still moving forward as is so

>>Steve Iachetta: Very well good well presented any questions for Greg on this um deduct of 2.788 million um deduct changing the funding um in the interest of uh balancing any other questions before we vote motion to adopt please say

>>Steve Feeney: Yeah I will move it Steve

>>Steve Iachetta: Thank you Steve thank you very much, second bye

>>Adam Yagelski: I will second that

>>Steve Iachetta: that was Joe or Adam, ok Adam Yagelski seconded thank you, it's all in favor please say aye and raise your hand thank you

AYE

>>Steve Iachetta: Any abstaining or opposed going once and twice the 5c deduct is hereby adopted by the committee 5 d delta is project um t6b pin one eight two zero point three seven star bus replacement and expansion and Ross Farrell can guide us on the overview Ross are you ready and talk us through your uh what's the small deductive looks like right

>>Ross Farrell: I'll test these off but we might want to do them all as one uh one action we've done that in the past I'm going to pass this off to Melissa um but this is what we do every day after CDTA adopts its budget in April um all of these items are items that are subsidized or have federal money uh connected to them so we have to put them all on the TIP um and so this is just a standard practice that we do each year when CDTA adopts its budget then we bring these items to uh CDTC to have them on the ship so with that I will just pass it off to Melissa.

>>Melissa Shanley: Thanks Ross, um so basically just like Ross said each year we are appropriated formula

funds from 5339 and 5307 and the tip you know set up in advance kind of estimated how we're going to break that down between the projects and um when we receive our appropriation in I think it was late January this year um then we adjust our projects uh to correspond to the funding as it was allocated and so these are just um aligning the projects based on the funding this year.

Um one thing to note is we did not um there was no funding this year for um Saratoga in 53 39 so we had to make that adjustment um but in general this is basically just shifting funds between the different projects to um align them with the plan the only new project this year is um we are retrofitting our buses the existing fleet with a UV disinfecting system just as a Covid precaution to keep our riders safer and this is something going forward that will not should not need to be continue on the TIP because this will just be part of our standard bus field going forward this is just to get our existing fleet updated to include this technology. So any questions

>>Steve Iachetta: Thank you Melissa so we're reviewing how many multiple items now we're talking about the star buses is item 5d on our agenda also e facility improvements also f transit operation support for Saratoga service g golf is transit support vehicles h is transit bus replacement high is preventive maintenance and j Juliet is the disinfecting system you're closed with each of these

>>Mike Valentine: There are seven total

>>Steve Iachetta: Yeah what's the overall aggregate if we're doing these items one two

>>Mike Valentine: 1.879

>>Steve Iachetta: Five six seven so seven agenda items for a net add of

>>Mike Valentine: One point seven point three point four one six increase and a 1.537 decrease

>>Steve Iachetta: so that is

>>Mike Valentine: Is 1.879 Ross put me on his payroll for half an hour

>>Steve Iachetta: Good job thank you, learn something new every day other better questions thank you so we're doing all seven items together as a single action so we can discuss all seven items b through Algeria delta through Juliet is uncomfortable voting on the seven items together we could back it off and discuss anything individually committee's private privilege or committee's preference everyone comfortable on the seven items jointly

>>Mike Valentine: Yes

>>Steve Iachetta: Yes good if anyone's opposed to doing the seven jointly please speak up all right we're going to vote on all seven items item five d delta through five j Juliet uh it's time for discussion um yeah UV we use a lot of UV on our uh escalator handrails and all that there's other methods of UV disinfecting we're going to touch those buttons on our elevators anything else on the pandemic response relating to us how's ridership overall we can get a later status update if you want that

>>Ross Farrell: Let's yeah let's go through this but I'll give an update for everybody section

>>Steve Iachetta: All right so on the seven specific items is everyone comfortable moving forward with a motion and a vote at this time is there any further discussion

>>Mike Valentine: I have one question I do not that cover letter that you are showing on the screen I do not see it in the package unless I missed it

>>Steve Iachetta: It is the April 21 letter it follows the DOT Silverley Road

>>Mike Valentine: Yeah thank you

>>Steve Iachetta: Okay yeah it was sent out both on paper and online uh commend the staff again for excellent outreach and communications thank you so yeah our purpose is to review and discuss and to fully vet each of these fiscal items um it's pretty well presented by the CDTA staff Ross and Melissa

>>Adam Yagelski: So at the bottom, this Adam um at the bottom of that letter it says CDTA is required to submit federal grant applications in June um so we're requesting a TIP update so does that and forgive me any naivete or under lack of understanding here, I does that mean that um the is a precursor a requirement in order for

CDTA to get the funds to apply for the grant funds through FDA

>>Melissa Shanley: We um we need to include a copy of the TIP and step updated to align with the funds we're requesting in the grant application so this is just standard with FTA

>>Adam Yagelski: Okay thank you

>>Steve Iachetta: Mandatory prerequisite any other questions

>>Steve Feeney: I will move it Steve I will move the proposed fund source changes by c as presented by CDTA

>>Steve Iachetta: thank you Steve Thank you very much and a second to Steve's motion

>>Mike Valentine: I got it

>>Steve Iachetta: thank you Michael ready to vote all in favor please say aye raises your hand

AYE

>>Steve Iachetta: Any abstaining or opposed please speak up now and the seven items five d through five all relating to Mass Transit uh improvements and genetic response going once going twice these seven items five d through j are hereby-adopted thank you very much we move into Unified Work Program item six on our agenda Michael

>>Mike Franchini: Okay yep yeah I just unmuted thank you, uh so every six months uh we're required to submit a progress report to the federal uh our federal authorities the FHWA and FTA, this is our progress report as it shows on the screen for October of last year to March 31st of this year of course these are federal fiscal years so this is the second half of the previous federal fiscal year and um you've seen these before the what happens is we have to detail each progress on every one of our tasks but we focus on the summary of key accomplishments uh during the meeting here

So just a quick review we've done a few things that we wanted to mention in in the key accomplishments uh the second bullet there is something we're really proud of where we're not just you know sitting in our laurels when it comes to New Visions 2050 we're actually you know on a regular long-range plan we're actually have this virtual learning series where we're trying to educate our members about New Visions 2050 and making sure that they know as much as possible about the long-range plan so that they can help implement all the uh requirements recommendations and issues that are associated with that long-range plan so we're continuing this virtual learning series it's the first time we've done this for a long range plan and if you haven't I recommend you know picking a monthly learning series and listening in they're very interesting we have usually have not just staff but local governments and other agencies that are reporting on it so it's a really nice panel discussion about the issue that that is being discussed that month.

Um third bullet down there we talk about our public participation plan and policy this is really important is especially important during the pandemic year where we had to make some quick adjustments to uh make sure that the public was still able to participate in the process. Uh that's a federal requirement we take that seriously so staff did a great job of updating that plan during the long range plan update and coming up with really innovative ways to virtually meet and contact and get input and obtain input from our from the public and our members so we updated that plan it is interesting all the MPOs in New York State are working on this now. Uh some of them are struggling a little bit with ideas and how to do it.

We have already overcome those issues and reach that milestone here so we are really proud of staff and their effort to get this this new plan through um just a couple other ones there um talked about a couple new studies that are going on the last second last bullet there the smart communities toolbox we think that's going to be very helpful for our municipalities and members in our region to get them some ideas to give them some ideas about how to become a smart city or a smart town or a smart village um trying we're implementing our are also trying to implement our trails plan that's the last bullet there um something of highlight give Albany County a little shout out.

There is Albany county we have a contract with Albany county and we had had to contract Albany county for services for many years and as part of that services contract Albany county asked us to look at the feasibility of a loop trail that they want to develop on state route 155 so I'm really happy to help Albany county with that project and actually be paid for at the same time oh and the other things there I mean the bulletin middle is a freight study. I appreciate everybody's input on developing the scope for the new freight study that's starting out now we have a

we have a study Advisory Committee that's meeting soon and I think this will be really helpful for the region because truck parking is an issue everywhere and it's something that we'll be able to look at more detailed and come up with some really I think constructive recommendations there.

And the last couple bullets talk about uh linkage studies I think you're all very familiar with the Linkage studies program what was approved last month and then the last bullet there is our ambassador program which we call mini grants here but a really effective and we really get you know really reach a lot of great small agencies when it comes to helping them improve bicycle and pedestrian safety so that's a very quick summary of the full progress report we do need a motion to approve before we send this to our federal partners any questions

>>Steve Iachetta: Looks good thank you Mike, any final questions before you vote. Good report motion to adopt the updated unified planning work program item six Andrew moves and a second bye, who that seconds,

>>Steve Feeney: alright I will second it then

>>Steve Iachetta: all right Steve had a seconding and all in favor please say AYE

AYE

>>Steve Iachetta: Any abstaining or opposed speak now once going twice UPWP is here by adopted item 600 agenda no that let's see there's two number sixes on my agenda next up our discussion items I believe we've got TIP application and evaluation update and Sandy Misiewicz will give us a brief overview, Sandy is you ready

>>Sandy Misiewicz: Morning everybody um thanks Steve uh so this document in your um packet provides an update of the basically where staff is at in the application and evaluation update of our TIP procedures um for new projects so um web-based application you know we're at a point where we're in development of the new web-based application um we have decided to use JotForm uh for the web-based application we're in the midst of testing and we're hoping to bring to the planning committee in July basically an overview of where we're at with the application.

Our group is also the web-based uh application group has also been working on the preservation discussion paper which we'll get into um in a little bit um the mirror evaluation score sheet if you haven't submitted comments and you would like to comment on the merit score sheet presented at our last meeting please send in your comments we will be revising it and bringing it to you for approval um at the July meeting and we're still working internally on our evaluation data management which is somewhat hinged on how we develop the application and the output that comes from the web-based application and we'll be able to talk more about that at the July meeting so remaining schedule obviously we have a Policy Board meeting in June, we will be briefing the Policy Board on where we're at and gathering input.

In July again we will hope to finalize the merit score sheet get that approved um and recommend Policy Board approval for that we'll continue likely the discussion on the preservation uh discussion paper um and then we will start reviewing the project application and other data tools um continue that through august and then September we'll bring everything to Policy Board for final approval. Any questions about that

>>Steve Iachetta: Thank you Sandy, good overview our next Planning meeting is on the 7th of July after the Policy Board of June 3<sup>rd</sup> any questions of the overview we're following the schedule as previously established and thank you for the overview Sandy ready to move forward Mike um see this said definitions of preservation and beyond preservation projects do we cover that

>>Mike Franchini: Yeah we would like to cover that that's also part of the TIP application evaluation update and I shared uh the summary that is in your package this is kind of an important issue for us and you know we have worked with DOT and staff uh to come up with this uh new uh this new discussion paper um so I am going to let Sandy talk more about it in detail please

>>Sandy Misiewicz: Sure thanks Mike um so as has been discussed at previous uh planning committee meetings and as we saw in uh recent TIP updates um the definitions for what is considered a preservation versus a beyond preservation project is often unclear um and so what we've tried to do based on a couple of things one we have a new regional transportation plan that of course emphasizes uh maintenance and other types of projects as priorities in our long-range plan um NYSDOT has since adopted a transportation asset management plan that outlines sort of the department's view on how they are approaching asset management

And then a few other things that you know we have found as staff as we evaluate projects that we feel like needs to be clarified for our sponsors of transportation improvement program projects so this paper is again intended for discussion but it's trying to outline some definitions of what constitutes a preservation project in high in general terms what constitutes a beyond preservation project how ADA accessibility feeds into this because there's certain regulations and rules and requirements for ADA and then we try to outline generally speaking mode isn't really the right term but asset type.

So payment bridge sidewalks shared use trails complete streets and tried to give some parameters for what would be generally defined as a preservation project and what would generally be considered a beyond preservation project why is this important for CDTC's purposes when we evaluate projects in the tip we organize the projects in a way that you're trying to compare as best we can apples to apples so we're not comparing a bridge replacement project directly with an element specific bridge repair so it's important for us to define how each of those categories and what kind of projects fit into those categories um so for example I'll walk through the payment example.

Um for basic payment preservation projects what we're we'd like to discuss with the group is how we're going to define not only the payment treatment types selected but sort of the additional project elements that are often included in payment preservation projects such as work on sidewalks so one of the things that we recognize is that there's multiple ways you can preserve the payment there are preventative treatments there are corrective treatments that range you know from very basic single course overlays to more what we'll call thicker payment overlays within both of these you have to still do your ADA and meet your ADA compliance but the threshold at which something goes beyond that into a beyond preservation is one in which you would be completely reconstructing your payment and or exceeding um a sidewalk replacement of more than 2,600 linear feet or basically half a mile of sidewalk

So what we one of the reasons we opted to select this threshold value for sidewalk replacement as we saw in the last TIP update wide ranging values within a payment preservation project of how much sidewalk was being rebuilt in some cases it may be a thousand linear feet which would indicate to us um that individual slabs might need replacing or there might be some specific sections of sidewalk that need replacing but we also saw similar applications where the payment preservation the payment treatment type was a preservation treatment but the sidewalk piece was a full replacement of 14,000 linear feet of sidewalk and so you know to better categorize these projects those were the sort of things that we were trying to provide some definition on I can go through this in more detail, I hope you read it in advance of the meeting I know there's a lot here um we can take it you know asset class by asset class or take some general questions but that's the spirit of what we're trying to do with this with this document and ultimately we would make this information available to all project sponsors applying for TIP projects to use as a basic guideline for where your project might fit in.

And you know more and more things the definition of preservation is loose uh particularly for local government um sponsors i think dot has some additional requirements internally that um put more restrictions on the types of projects that are considered preservation or beyond but there's a little more flexibility there for local sponsors so that's a very high level overview if you'd like me to get into this in more detail I'm happy to do so but I'll pass it back to Mike for discussion

>>Mike Franchini: Yeah if you can remember, thank you very much Sandy. If you can remember two TIP updates ago we actually were asked by DOT to meet a goal of a certain percentage of preservation projects and in the last TIP update that was not the case despite the fact that state required their own uh had their own goals for a percentage of uh preservation projects that was not applied to local projects so we do have that flexibility to discern you know determine how many of our projects are preservation versus beyond preservation which I think is good and that's still that that's still maintained um as Sandy said we're really just trying to make sure you the members understand you know where your cat where your project is going to be in the in the category of projects now we're not looking for any action here we're just looking for discussion and recommendations

>>Mike Valentine: Mike can I throw a question for you and Sandy on this then

>>Mike Franchini: Absolutely

>>Mike Valentine: Sandy you had alluded to a local level having a different advantage as far as what a preservation is and then of course DOT is looking at this and now we're looking, are you looking to sort of or consolidate or create an amalgamation of all understanding so that as we go into the TIP update that they're are you looking to say okay there will not there should not be any questions then

>>Sandy Misiewicz: I think that's our objective I think that what we would like to do is have CDTC defined categories for preservation and beyond so that when we get into the TIP update we don't spend a lot of time debating the placement of a project in one category versus the other, um I don't know that we've done a great job of that in the

past and largely because this is new information it continues to evolve it may change again even as we enter this TIP update

So the other thing I would I would point out is even this draft document is subject to change based on new information coming from the federal government or even from the state dot um with different uh changes in policies um but with that that's really our goal is simply to make sure that as within the CDTC TIP update process we have some clear guidance in terms of how we're defining these project types

>>Mike Valentine: Is the department on board with where you are headed with whether where the committee is headed on this stage.

>>Bob Rice: You know, I can speak to that Mike. I you know I really appreciated both you know Mike and Sandy's reaching out about this I think it's important that we sort of set a framework what is a preservation project versus a beyond preservation project prior to when we're actually talking about individual projects you know it gets very specific and personal when we're looking at candidates and trying to compare I think that you know the setting of this framework to then let us go back to it when we have an actual proposed project to then say it's preservation or it's clearly beyond that sort of scope rather than make it so personalized when we get into the TIP discussion and no I mean we you know we certainly support that

I mean the projects that DOT proposes you know by our own mandates our preservation and nature uh you know the region doesn't have the discretion really to program stuff beyond that without uh even internal competitive selection processes for beyond preservation type work so I mean all the candidates that we're proposing are under that umbrella and I just from the experience last time around I think it's good to have this definition debate prior to it then when we're actually talking about the ownership that somebody feels towards a particular project and having the debate at that point so no I certainly appreciate these efforts uh and the conversation we had about this

>>Mike Valentine: So have we moved completely away from 83 for one time and then nothing the next time as far as programming amounts that we are going through

>>Greg Wichser: For the locals we believe so we believe it's going to be like the last TIP update where there was not a mandated target for locals the OT program is still we have internal mandates on the DLP program but not the local

>>Mike Valentine: Okay

>>Greg Wichser: We are trying to maintain flexibility in that realm for everyone else

>>Bob Rice: And we do think it's important that the body has you know the privy to with the scope of projects that they want to put there balanced against other needs but you know i think even you know from our long-term planning processes as well as department policies we're collectively understand we need to put a good chunk towards preservation of the higher functional class roads regardless of the ownership and but at the same time you want to balance that against other sort of critical investments that that the body want to make

So I think it helps to define these up front as opposed to you know well difficult well I've got one this these folks got two projects i only got one but that one caused double this one you know I if we have some sort of litmus test of what this the scope of these are prior to even going into the actual project discussion I you know I do think that's a useful resource

>>Chris Wallin: I'm going to go through the notes I guess a little bit more the only thing I would think is that we have our Broadway project it's not as extensive as what you're determining with a 14,000 feet of sidewalk but we have sidewalk replacement in our pavement preservation project uh where we have issues with certain sections of it so I would think that you know like anything else these preservation techniques and I'll turn my camera on to everyone say hi um would be that uh that you know the difference like always we have between urban and rural

You know when you come into the cities you have all the ADA requirements you have the sidewalks you have all these things that we want to get but then at the same point you go into the counties and you just open it up to all these different kind of treatments and you don't have the sidewalks so I mean, I personally I've been gravitating more towards the bridge preservation but now with bridge New York I've been using that program so maybe I'll have to come back to the pavement just because the requirements with a pavement preservation project are there they're so much higher I prefer to do it with chips but I just I'll go through it a little bit more but yeah to eliminate the sidewalks that I thought was a nice addition even though we didn't go in and do the whole road that would have been yeah that would have been a lot of money too where your pavement money and your sidewalk money or maybe even flipped so I can see how that would be a little odd

>>Sandy Misiewicz: Right and so you know we are definitely welcoming any feedback you folks have on the on the this on the on the discussion paper uh again we picked a half mile of sidewalk replacement as qualifying for preservation we thought that was a reasonable number to start with if there's you know discussion amongst the group that might not be the best figure we can talk about that.

Um and as I said earlier you know any feedback isn't is welcome and we'll be revising this and we'll also be reorganizing it so I think it'll be a little easier to read the next time you see it um such that uh we'll be taught you know kind of finalizing it for the July uh Planning Committee meeting

>>Steve lachetta: Okay the discussion any uh anything to point out on the table it's a nice table paperwork type categories last page of the discussion paper preventive and corrective maintenance rehab for reconstruction are all spelled out on the table so that's helpful as well thanks for the DOT um concurrence and guidance Bob and Greg um anything further on this planning tool to help us move forward uh we can move on the next agenda item anything else closing works there's the table

>>Sandy Misiewicz: Nope I will just say you know please submit your comments to Mike um and we look forward to hearing from you

>>Steve lachetta: Thank you Sandy excellent yeah this is a very positive step next item up is the CDTC regional project delivery update and Jacob Beeman is ready to give us a quick overview as a another planning tool status of activities as of May 1

>>Jacob Beeman: yep thanks Steve um so we only had one uh kind of project milestone hit based on our consultant updates that we received in the past month we've got the city of Schenectady Broadway Mill and Phil project uh PSNE was submitted back in March going over the updates I will be sending out next month I will be reaching out to the city of Albany town of sand lake town of Glenville and the town of North Greenbush to be asking for updates on their active TIP project. so for any of you from those municipalities on the call today keep an eye out for that email and I've got John Scavo on from Clifton Park and he's going to be given a brief update on their Pedestrian Safety Action Plan project that's looking to go out for construction this summer John

>>John Scavo: Yes thank you Jacob, um we have nine intersections uh five signalized for unsignalized that we uh did design drawings on its currently out to bid now uh bids are due may 18th we anticipate awarding the construction contract in June with construction to occur July august and wrap up hopefully in September I'll just give an example Clifton Park center and fisher ferry road we have four existing crosswalks at that signal the intersection's going to be upgraded to high visibility high intensity crosswalks the approach crosswalk is currently located away from the intersection to the north and will be relocated closer to the intersection in a location that makes most sense for pedestrians and drivers.

In addition to that, we are also putting rrfps in where possible uh to with uh mid-block crossings to enhance uh safety for pedestrians by the Shenandoah school district entrance on Clifton Park center road we have uh yellow beacons that constantly flash 24 seven. and what we have noticed is over the last 10 years drivers have become immune to those flashing beacons and the rrfbs are much more attention-grabbing for drivers and give a better sense of visibility of pedestrians and cyclists so we are upgrading that intersection uh we are basically on target with our timeline there was some cost overruns with some minor right-of-way acquisitions and a few months delay we're still on target though for construction this summer but any cost overruns were picked up locally by the municipality that's basically it.

>>Jacob Beeman: Thanks John I always appreciate the detailed updates uh just one final update I guess I always want to point out that our local project tracking spreadsheet is uploaded each month as part of the planning committee meeting materials so want to encourage everyone whether your project sponsor or consultant always go take a look at that and we're always happy to get updates from anyone working on projects you know each month we kind of reach out to our handful of project sponsors but uh we're always happy to get kind of uh intermittent updates from consultants and sponsors in between uh kind of our official outreach so that's all I've got Steve

>>Steve lachetta: thank you Jacob thank you planner's tool appreciate that next up is the dot project delivery schedule available at the meeting do we have anything Bob or Craig

>>Bob Rice: no Steve I think the last time at the meeting we passed out the 21-22 programs about the local and state in it there have not been any changes since last time so less folks have a question

>>Steve Iachetta: any questions for bob at this time do not know what is going twice that is a wrap next item 10 status of CDTC planning activities these are for staff reports first up item today is Sandy on the CDTC regional planning commission technical assistance program Sandy

>>Sandy Misiewicz: thanks Steve um so where's my camera um since we started the technical assistance program we have funded 18 projects so we've made a lot of progress and worked with a lot of different local governments in the 2020 year we funded eight projects four have been completed and four are still in process being wrapped up um I will go through the four that remain open.

The first is in the town of Colonie related to enhanced development regulations where the town was looking at reviewing electric vehicle zoning best practices and guidance for how to integrate that into their parking regulations also they were looking at storm water management landscaping and site design um concepts as well as a green area ratio white papers have been completed on most of those subjects and are currently under review uh by the town and we expect this project to be wrapped up uh probably by the end of the month of May um

The second project that's still uh in pro progress is the uh with the city of troy regional growth and infrastructure capacity analysis in which um the city of troy uh which has the sewer system for sort of a larger area than just the City of Troy itself it extends into Brunswick and some of the surrounding uh communities is reached capacity um so there's a the study is intended to look at growth scenarios um and see what pressure is going to be put on the public sewer system and the um the main sewer um treatment plant and what long-term plans need to be made to address those issues so that project is ongoing at the same time we're in the context of um the growth in that area we're also looking at the pressure on route 7 Hoosick street under the same growth scenarios is in the village of Ballston Spa, the village is um in the process of updating their comprehensive plan uh they requested it and are receiving assistance for some guidance on developing an rfp for consultant assistance on that project as well as developing an existing conditions report prior to moving forward on the comprehensive plan.

So getting some of the tasks done in advance of the broader comprehensive planning process and that project is expected to be completed by the end of well said end of April I'm guessing into the month of May here it should be finished and then the final project is Hoffman hill road safety analysis in the town of Glenville this is a rural road in the town in which a nearby road was closed due to flood impacts um the road is not really designed it was never intended for the kind of use it's seeing although traffic is low it has very steep grades it's had some safety problems so we provided some technical assistance developed a safety analysis technical memorandum um and worked with the town to complete and identify some recommendations for future implementation

There largely along the lines of signs um lane striping these sorts of things some low cost improvements so that is where we are at with the technical assistance program I will mention that the 2021 program is open for applications so if you would like to apply or be considered to apply feel free to reach out to me or to Mark at techassistance cdrpc.org and we will be happy to chat with you about that

>>Steve Iachetta: Okay thanks Sandy excellent overview any questions for sandy on the tap technical assistance program small but very important and similar linkage serves as a great launch pad for uh for other projects next up is the Patron Creek Greenway and Jen Ceponis can guide us on this Jen

>>Jen Ceponis: Sure so the Patron Creek Greenway feasibility study is part of the implementation of the capital district trails plan we are working with the city of Albany and have just contracted with the consultant team consisting of Berkman Associates with land art studios and the objective of this study is to identify a feasible alignment from the Albany sky skyway which is currently being constructed to the six mile water works at the western edge of the city so it would be an east west trail corridor that is adjacent to the i-90 corridor as you all probably know the Patron Creek Greenway has been a key trail project it's part of been part of um new vision since New Visions 2030 and as part of the capitalistic trails plan so we are about to kick that off and we will keep everyone updated as it progresses

>>Steve Iachetta: very exciting thank you Jen any questions for Jen on the greenway and the capitalist trails focus on between creek west next up is the bus lane feasibility study Sandy Misiewicz again, sandy

>>Sandy Misiewicz: very thanks Steve um so quick update uh we had a solicitation for um consultants to work on the bus lane feasibility study we received five proposals we interviewed three teams and we have made a selection we're in contract negotiations at the moment so I can't get into who we selected but we anticipate the announcement to come fairly soon and we hope to start work on this um and sometime in the month of June so for many uh members of the planning committee there'll be a lot of you who will likely be reaching out to be a part of the study advisory

committee and also we're very interested in a robust public participation process for this project so stay tuned for more information.

>>Steve Iachetta: Good heads up thanks Sandy and lastly item 10d is the new versions 2050 virtual learning series with virtual local government training and Jen's points will guide us. Jen

Jen Ceponis: Sure um so the New Visions virtual learning series is a monthly webinar um the third Tuesday of every month we have a webinar the next webinar is scheduled for Tuesday May 18th at 3:30 and because it's bike month we will be focusing on bike planning in the capital district we have um we'll have an overview of bike safety trends from presented by sandy the City of Troy will provide a brief overview of their ongoing activities

And then will talk about the Empire State trail and what's next for statewide trail planning um again that's Tuesday May 18<sup>th</sup> and then beginning in June we're going to start a three-part complete street webinar series that will span from obstacles to complete streets to how to implement a demonstration project um to open streets types of projects so all of the webinars have been recorded and shared on the CDTC YouTube channel which I did paste the link to in the chat um and upcoming webinars and information about them can be found on the CDTC website also just as a reminder if your local government would like um a virtual training and we can talk and tailor it to what you're looking for whether it's complete streets or land use or infrastructure planning board zoning board town board city council um definitely let me know and I'd be happy to schedule one we do have um an upcoming virtual um training with Saratoga later this month so please feel free to reach out.

>>Steve Iachetta: Excellent thanks Jen yes YouTube looks interesting will you send a um a brief email reminder just prior to these uh webinars to the members of the committee

>>Jen Ceponis: We can do that

>>Steve Iachetta: That would be helpful to me thank you and others I am sure okay thank you for that any questions uh we can move forward and status of member planning activities uh first up item 11a is the regional planning commission is mark on anyone from CDRPC I don't see him okay we can move to the next Mark

>>Mike Franchini: Yeah uh, Mark did have a conflict and he had to leave during the meeting

>>Steve Iachetta: Okay thank you Michael all right so no one from regional at this time um CDTA Ross

>>Ross Farrell: Uh thanks Steve uh you asked about ridership um so the roller coaster does continue uh but in a good direction uh now we are heading uh back up slow and steady on from January we were uh just below probably 27 to 28,000 per year uh but in that couple months since then uh in the last few weeks we've been uh just below 35 pounds so we're inching upward which is very good um obviously that's huge it's just a reopening of the region that's occurring so it's a very positive trend hope that continues the last piece I was discussing uh before with the airport presentation you know I'll speak with sandy and mike you know what is it that the region can do with all of the new legislation federal funding for transportation what can we do to think about how to encourage uh increase in to travel to the region

Um but how do we make the region better connected to northeast but also north America, is just something we should collectively uh speak about um but that is for another day and that is going to stay thank you

>>Steve Iachetta: Thank you Ross any questions on the CDTA front questions moving forward item 11 Charlie is d.o.t Bob

>>Bob Rice: Hey thanks Steve a few items we've had a couple lettings since we last got together the route 4 at i-90 in east Greenbush uh the estimate was 4.9 million the low bid came in at 4.1 million uh i 90 paving exit 10 to the thruway a little bit came in at 4.7 million versus 5.4 million estimate and also Greg mentioned the bridge the element specific project that was a little bit higher with the low bid at 7.2 versus a budget of 6.3 but we're still not sure about the award of that job because as he said some Sitterly road is one of the sites in there so uh we'll see what happens with that uh i did want to mention we had sort of an influx of payment requests that had come in the first quarter of this year uh between that and a conversion to the new the sfs the statewide financial system that there has been some growing pains with that and getting the processing of some payment requests.

So we're sort of assigning more resources to that and you know working with the sponsors as themselves have issues with dealing with the new system here and so folks know we're on that and uh getting folks paid is a priority and we're putting the resources in the team there to get in line with the new with the new financial system

last week was the work zone awareness week and I think it may be you know anecdotal at this point but I think folks became a little used to not a lot of traffic on the roads and the speeds seem to have increased utilizing the operation hard hat where state troopers are disguised in DOT hard hats and vest.

I mean hundreds of tickets were written last week across the state within the work zones including in here in the Capitol District we had an unfortunate incident where one of our Saratoga county employees was picking up cones and uh was hit where two vehicles collided sort of racing in the work zone and uh looking at broken vertebrae and back and leg issues and lengthy stay in the hospital. And I do not know if our friends in the throat are on i mean they had a horrific sort of incident Schenectady that certainly could have been fatal so I think to get that message out between our own staffs as well as the public uh temper the speed a little bit out there

>>Steve Iachetta: Great thank you Bob any uh questions on the DOT front

>>Bob Rice: No, I am not done yet Steve come on

[Laughter]

>>Steve Iachetta: Sorry bob

>>Bob Rice: Couple inquiries you know it's the 50<sup>th</sup> anniversary of Amtrak service and uh you know some immediate push about the expansion of service I reached out to our folks that deal with Amtrak and I at least wanted to give an update currently about half of the operation Amtrak operation in new york is subsidized by dot and currently coveted related still only about half of those uh trains are running and uh in particular related to the Ethan Allen the service to Rutland that it is going to be restored to full service starting July the 16th after it's sort of covered pause and there is some discussion related to the expansion of that service all the way up to Burlington Vermont and the Vermont d.o.t sort of have the lead on that piece and there's not an impact as it relates to Albany south to the city

but that would impact the schedules around the Fort Edward Saratoga Schenectady and Albany in terms of the timetables of when those arrivals would may happen but the restoration ad service is set for July and this expansion discussion is into 2022. currently the Adirondack service at the Montreal and the maple leaf to Toronto. Those currently remain suspended because of the border crossings and uh currently not impacting the service to new york between New York and Albany but it's sort of west and north of there so I thought it was important to bring out those up but we're finalizing the scope of services for the Troy Menands study of a few inquiries uh essentially it is under the Pel planting environmental Linkage umbrella it's going to be more of geared as a scoping study.

We're trying to pinpoint you know the public input the environmental and social considerations that would impact where the current crossing or future crossing and then sort of getting into the higher level regional network model of what the implications would be for a new crossing or improved current area crossing so we hope they have the they said we have worked with federal highway hope to have that scope out on the street by the end of the month-ish.

>>Andrew Kreshik: Bob this is Andrew yeah i would imagine that the environmental is going to be percentage-wise a much larger issue on that scoping than the impact to residential just due to the location and what's there can you speak a little bit more as far as what the focus might end up being that guides the ultimate decision on that

>>Bob Rice: Yeah you know I mean that's a good question I mean really this is just a first cut at those sort of things to identify exactly what you're talking about the things that may need uh subsequent studies going forward we're really just trying to get at things that have a shelf life that would not you know that the clock doesn't start ticking now a lot of time we get into the NEPA process and the environmental clock of any finding you had is has only got a shelf life of three years here we're trying to you know identify either a you know a native American species sort of other sort of within that entire corridor it's almost not even about the bridge it's really about the corridor uh study area and you know hot spots where there would be major impediments to a new alignment so

>>Andrew Kreshik: Understood I mean like you said the archaeological because from the south Troy roadway uh past scoping these considerations you know we ran into that whole issue with the Stockbridge Muncie that yeah really impacted things so I'm assuming that that being an area of potential effect is going to be back on the table

>>Bob Rice: And certainly, when you narrow down into a manageable series of alternatives that would be this subsequent you know more specific site specific whether we're looking at traffic at a particular intersection or like you said the environmental considerations around a particular location those would be subsequent studies but those then really begin the clock relative to uh your environmental determination being uh timely and applicable underneath

So we're trying to get sort of everything done prior to that, that would be helpful going into that kind of look just to when we finally uh you know the resources to undertake a design phase on something of this magnitude that that we've got input that still has shelf life uh the last thing I just you know worth mentioning we're still anticipating uh you know a federal transportation bill at some point but you know you see the news there's a wide gap between the house and the senate sort of versions here so that that plays certainly into uh the tap cmac solicitation or you know the tip update in the in a broader sense for upcoming but uh hopefully we'll keep that see that dialogue continue and get some movement there so that's it Steve that

>>Steve lachetta: thanks for the rail update bob that's uh some good input uh next up Tim Waynewright is with the Throughway Authority Tim can you give us a through a update

>>Tim Wainwright: sure good morning everybody on the capitol side uh no real updates from our last meeting um but i do want to kind of add on to what bob was talking about with just the dangers that our guys and men and women face on a daily basis out on the road you know we participated in the operation hard hat as well uh and as bob mentioned you know we did have an incident uh where we were actually doing a left-hand lane closure and we had a vehicle come down the left-hand side of our of our trucks between the uh on the shoulder between our trucks and the guide rail uh fortunately for us um you know we didn't have the same level of injuries that bob described uh so we were lucky there but um but yeah it is uh dangers that our folks face every day so thanks for bringing that up Um that was all I had

>>Steve lachetta: thank you Tim any questions on the thruway front all right next up is the open county airport authority we were well covered in the uh presentation today thanks for your interest in that so we're advancing environmental NEPA and seeker for some terminal front entrance and security checkpoint expansion also a 50,000 square foot hangar kind of scoping at this point but it's environmental studies we want to have a good pallet of shovel ready projects for development this year

We're really doing preservation type on our air side with a full 8,500 foot length new taxiway alpha primary taxiway and uh the master plan is another study we're wrapping up a few other air side lighting conversions we're almost all led now a nice energy efficiency project there I mentioned our new electric vehicle stations we're going touch less elevator buttons at all 19 elevator locations we've got about 55 buildings so we cover a lot of a lot of improvements that way with both energy efficiency and so any questions on the airport front I'd be happy to answer or call me offline anytime next up is Tony Vasil Port District Commission, Tony you still there

>>Tony Vasil: yes still here folks hanging in thank you Steven good morning all right uh well at the port of Albany and Rensselaer uh through April this year versus last year our ships and barges are about the same our tonnage is up to around 15 or 20 percent and one of our major measurements is the total number of hours our long shore and work in loading and discharging uh vessels and handling trucks and rail cars and last year the total was around twelve thousand this year twenty thousand hours increase of eight thousand sixty-six percent so uh that's a very positive sign also another thing you know which is blowing into wind which you probably see in the newspapers everything is offshore wind um we will be uh this year design of the facility in 2021 of the operations and also clearing the 83 acres in Bethlehem that uh the facility will stand on.

Then the construction will begin in 2022 and uh production probably in 2024 uh jumping onto the last topic uh we're not a container court but what's going on in their in a in the international and domestic scene uh logistically in supply chain you've probably seen their price increases uh that's primarily because a container used to cost fifteen hundred dollars to move from China and I was speaking to a manager who was happy to pay the 6,000 and get space on a ship so this impacts lumber this is going to impact all the products like toilet paper pampers and everything like that so uh that will definitely have an impact and what's going on is the supply chain is tight at the west coast there's 15 ships sitting outside waiting for this start on the east coast nothing like that still yet there are major problems or difficulties uh shortages of containers shortages of the chassis to put the containers on and also drivers so we anticipate this to continue the supply chain disruption through the third quarter of this year so give you an overview of what's going on at the port

>>Steve lachetta: Thank you very much Tony it's fascinating um that is very exciting about the new wind turbine development they're going to be manufacturing wind turbine

>>Tony Vasil: Actually towers

>>Steve lachetta: Yes

>>Tony Vasil: and those towers will be built building a dock that will like right now we have the dock is 1200 pounds of square foot load capacity it will be 6,000 pounds square foot and those towers will move down on a ship or a barge down to two facilities off of Long Island

>>Steve lachetta: excellent any other questions for Tony it is a great update. Thank you tony exciting times let's see local planning Activities are there any uh municipal reps that would like to chime in at this time and highlight a key planning develop many county city town good opportunity I know there's a lot going on a lot of recovery in progress well let's go twice our last item is the upcoming meetings on May 11<sup>th</sup> is the Bike Pad Advisory Committee, May 19<sup>th</sup> is the Freight Advisory, June 3<sup>rd</sup> is the full Policy Board and then our next meeting of this Planning Committee is July 7<sup>th</sup> and Michael will still be with us Mike on the seventh any uh

>>Mike Franchini: Yes I will still be there I was muted

>>Steve lachetta: We throwing a party for you

>>Tony Vasil: Well we wonder if you were ascending to heaven

>>Mike Franchini: yeah right don't know

>>Steve lachetta: Write a great book on transportation history in America all right motion to adjourn any new items or old item old business motion adjourned thank you for your participation everyone good meeting pushing it forward be healthy stay well thank you

>> Thank you

>>Mike Franchini: Thanks Steve bye all

>>Steve lachetta: 11:45 all right we did