

well you people are an easy group

>>Kathy Sheehan: Thank you so much. Um uh it was an interesting process to do virtually but um we really appreciate um work appreciated working with you. I enjoyed um discussing a number of issues with you and uh it was a very smooth process at least from my perspective. Um not so not so sure about the staff but I did not hear any complaints so I think they got through it. And um were able to navigate it even uh with the um you know having to do it virtually this year. But thank you so much um and I really appreciate that the documents and I think it's a lot of useful helpful information uh for all of us to have within our various uh municipalities and jurisdictions as we plan for transportation going forward. So thank you.

>>Maria Chau: Um and thank you yeah

>>Kathy Sheehan: Okay so um with that uh see no other questions. Um uh we are going to move on in our agenda, we do have uh two uh amendments that we have to consider. There in your packet um and the first is uh involving the Washington Western BRT phase four, CDTA. Um Mike do you want to walk us through these or do you want to have the um have CDTA do it?

>>Mike Franchini: Well I can start, but I mean I think Carm has something to talk about too here or CDTA. The first one is as Kathy said uh deals with the Washington Western BRT and the federal funding that came to our region. Therefore, I really do not need to say more than that Carm would you take it from there.

>>Carm Basile: Yeah and I hope everyone is up to speed on that. Basically, we have to program that money um this will be the third BRT line. Some of you may have noticed um I know the mayor was with us and a few others on our call to kick off the blue line corridor. Uh this North-South BRT connects Albany uh with Troy uh actually all the way up to Waterford it is a three-county service. The Washington Western is much more local service um downtown Albany through the you know the Washington Western neighborhoods, which are very densely populated. One of the heaviest travel corridors in the region and of note it is a region that is loaded with uh residential uh commercial and education um hot spots. In addition, I hate to use that word currently but these are super employment locations and super education locations. Therefore, we are optimistic uh for that uh quarter. That service, it will end at Cross Gates Mall.

Um what's unique about it is there's also a bus only lane which will be the first of its kind in our region uh that will go through Harriman campus state office campus into the university of Albany so a very unique corridor i found it interesting that Maria opened her comments with not a criticism but uh saying that the region could rather spread um spread its resources around here at the regional planning table. But then she highlighted how well we do in that area. I can tell you that the support for transit at the regional table here is not duplicated in New York State; uh this is a one-of-a-kind partnership between the region and the things that we are trying to do which is increased mobility in the region. So that's kind of a two minute hopefully highlight of bus rapid transit that'll bring our total miles of bus trans plus rapid transit up to 40. Uh when we are completed and that project should be done sometime mid late 2022.

>>Kathy Sheehan: Great thank you. Um Mike are we taking the amendments together or are we doing each one individually

>>Mike Franchini: Individually please

>>Kathy Sheehan: Okay great so are there any questions for Carm on the TIP Amendment. Do I have a motion?

>>Michael Stammel: I will make the motion

>>Patrick Jordan: I will second it

>>Kathy Sheehan: All in favor say AYE

AYE

>>Kathy Sheehan: Any opposed? Ok that carries thank you thank you the next two Amendment um involves various uh pavement maintenance uh set-aside issues and mike I'll kick that back to you

>>Mike Franchini: right this is a d.o.t amendment uh regarding several pavement projects on state roads uh Pat Barnes do you want to expand on that or please

>>Pat Barnes: uh how about Greg Wichser, he is a little more knowledgeable with individual sites

>>Greg Wichser: Yeah um so, this represents um nearly 13 million dollars in uh paving funds. We are really adding this to the existing pavement. I said its 13 million dollars across the CDTC area. Um eight and a half of it is federal and the rest of it is state funds, because uh one of the roots is not federally eligible. However, we are showing it here for information really, we are going to hit route 67 out near Washington County up in Rensselaer County. A piece of 9w down near the thruway uh section on route 423 near Saratoga Lake. Well all of it, it's a short state route um summer route 29 up from uh near Schuylerville out towards Saratoga Springs. Uh summer route 32 again out around the uh Saratoga battlefield and uh a piece of route 20 out in Schenectady County. All tall it will help us get after our pavement preservation program and hopefully keep our conditions uh steady uh that is the goal of all these paving programs so any questions?

>>Kathy Sheehan: Okay hearing none. Do I have a motion? Thanks and a second

Second

>>Kathy Sheehan: Great. Uh any further discussion all in favor of the tip amendment say AYE

AYE

>>Kathy Sheehan: Any opposed extensions okay great that carries. Um that brings us to the um DOT safety performance measures target approvals. Um and again um, we have materials that were sent to us in our packet. Mike uh you want to walk us through this please

>>Mike Franchini: Yes, we have two items they are both in your packet and I am trying to pull them up now. Both of those are our recommendations from the state and DOT. One is on safety and one is on admissions. We have done this before the safety is an annual requirement safety performance and we will talk more about the emissions uh after we deal with the first one the safety pat do you have anybody who can discuss the safety targets

>>Pat Barnes: Bob or Greg can you speak on this I am not for that familiar with it myself

>>Bob Rice: Well you know I will start if uh Greg wants to supplement it. I mean as Mike said essentially our main office traffic and safety division develop statewide performance goals that required by Federal Highway that we have performance standards in place. Rather than there is the opportunity for the individual metropolitan areas around the state to develop their own. However, these are put out and somewhat uh accepted as a benchmark used by all of the areas across the state, as opposed to the

individual area development of the reduction of fatalities and the number of serious injuries. So as Mike said we need to uh annually rather certify that uh that these goals are acceptable for the local area

>>Mike Franchini: Can everybody see what I what I am sharing this is the second page in your handout

>>Kathy Sheehan: Any questions

>>Mike Franchini: Okay

>>Kathy Sheehan: Um if no one else has a question I have a quick question and i may have asked this before but um are projects evaluated on how they impact these targets you know if there is a project that has as a goal um reducing accidents is that are these the numbers that are used for evaluating the effectiveness of that

>>Mike Franchini: In the, go ahead Bob

>>Bob Rice: Mayor yes, yeah they're sort of doable any project gets rated uh you know particularly depending on the fund source that you're going to use it needs to make an improvement to uh either the existing site has an above the statewide average and it and it helps you achieve the goal that's part of the requirement to be able to use safety funds for a particular project if it if it doesn't contribute to that then you can't use safety funds

>>Mike Franchini: So in addition to that during our TIP evaluation when uh project sponsors submit applications for new projects on the TIP they are evaluated in several ways when it comes to performance targets. Particularly for safety, there is a category in the on the merit score sheet which rates the project based on their impacts on safety. There is also a calculation in the benefit cost ratio for safety benefits.

Therefore, for safety we are really well covered when it comes to each project, in each project evaluation but that continues because our merit score sheet talks about all these projects. All these performance measures and facts we added a category just for performance targets and the project's impact on those performance targets. So short, answer yes

>>Kathy Sheehan: thank you do I have a motion to adopt the performance measures

>>Tom Werner: If I could ask a quick question uh Tom Werner here, uh now these uh statistics that we're looking at up on the screen those are statewide

>>Mike Franchini: correct

>>Tom Werner: All right is there a similar uh sheet for just the CDTC area region one would that be will that be generated so we would know what it looks like in just Region One I should say CDTC area

>>Mike Franchini: Yes, uh I actually have a copy of the presentation Sandy Misiewicz gave yesterday to the rose act committee which included these measurements for the CDTC planning area

>>Tom Werner: okay I saw those. Mike will those be published in some sort of a chart like this uh and I guess the question would be if every region or every MPO in the state will have uh-similar charts so we can rather do comparison if you will how we are doing that type of thing.

>>Mike Franchini: okay um I will work on that Tom I do not I honestly do not know if the other MPOs are have their local targets available but I could i could certainly find out about that so that we can compare what we showed yesterday to the other MPOs

>>Tom Warner: okay just a thought

>>Mike Franchini: Yep. Good idea I will work on it

>>Kathy Sheehan: Any other questions just speak up because I can't see everyone when we're in this mode so I apologize but or I think we're a small enough group that you can just chime in okay I have a motion to accept the performance target measures

I will make that motion

>>Kathy Sheehan: Second

>>Craig Warner: A second whatever

>>Kathy Sheehan: All in favor say AYE

AYE

>>Kathy Sheehan: Any opposed? Okay that carries, and now we have our emissions reductions

>>Mike Franchini: Okay this particular target uh is not due for an update and it has not done every year but the reason why D O T resubmitted this is that there was a change in the units. Not really a change in the targets themselves, but a change in the units. In addition, if you look at your screen, what I am showing here is uh the first time this committee approved the emissions targets. We used the uh just kilogram targets. The 2018 just for kilogram units, but to make it more consistent with other states in the rest of the country D O T changed this to kilograms per day. Therefore, it is not really a change in the targets themselves, just a change in the units. I do not know if the DOT has anything else to say about these targets

>>Bob Rice: No. I mean like you said Mike, and this is really just a change in to annual or a daily number as opposed to the total volume that was there before. In addition, uh I am not completely sure the methodology against across the board for all of uh all of these targeted missions that it shows. The reduction over the years and then in the quantity. However, like you said these were the same that were already approved by the policy committee.

>>Kathy Sheehan: Any questions? So can I have a motion to accept the resolution?

>>Carm Basile: Motion

>>Kathy Sheehan: Second?

>>Patrick Jordan: Second

>>Kathy Sheehan: All in favor say Aye

AYE

>>Kathy Sheehan: Any opposed okay um that brings us to the um-public participation plan update um for approval and release Mike

>>Mike Franchini: So yep so as part of our New Visions update, we updated our public participation plan. This is an important plan for every MPO it is required by federal law. But it really gives guidance as to how we're going to get public comments and reach out to the public and um give credit to our to the author and staff. uh on this plan, uh Jen Ceponis uh is going to give us a quick uh kind of highlight of what the plan includes and the next steps for the process

>>Jen Ceponis: Sure, thanks Mike so um this draft public participation plan is an update from our last uh 2015 plan and it really just lays out a continuous a process for continuous participation opportunities.

It lays out specific types of strategies that CDTC and our member agencies are encouraged to use. In the public participation process, some of the changes in this plan compared to previous plans is just kind of the emphasis on planning through an equity lens. And developing scopes through an equity lens and doing our environmental justice population scan and making sure that no matter what kind of project it is we are reaching as many people as possible. And that we do create regular opportunities for the public to interact with us whether it is virtual or in person. Obviously, with Covid 19, we have not been able to do as much in-person um-public engagement but we do hope to return to that um perhaps end of next year. As soon as we can so, it lays out ways that we will continuously evaluate our public participation strategy and plan how we will quantify it, keep track of that, and report on that.

Um and we included a toolkit which is aimed at staff but can also be used for member agencies if you are interested in public participation guidance. So the next steps is we're asking the Policy Board to approve this so that we can release it to the public for a 45 day public comment period and we'll be doing um two virtual forums on it to allow the public to ask us any questions. That is it, if anyone has any questions I would be happy to answer them.

>>Kathy Sheehan: Any questions? How has virtual public participation been um I know I have been invited to a number of different um opportunities to you know with the work that you are doing. But um how are you finding um our virtual outreach? I guess I throw that out there to you Mike and to anyone else on your staff who wants to comment on it

>>Mike Franchini: um I think it in my opinion, it you know we make a we make a strong effort to get people involved. However, you know it is hard to get everyone involved because some people do not have the technology and um and it is still the issue of making time for these meetings. But uh Jen what are some of your thoughts

>>Jen Ceponis: Yeah so I mean depending on the subject or when we are able to schedule virtual meetings for um you know varies in participation. But we did see with New Visions we had a series of meetings both in the afternoon and in the evenings and in some meetings we had really good participation and some a little bit less. We are getting people that we do not um oh that we do not generally see at a lot of our in-person public meetings. So that's been good to kind to see people who generally can't travel to us or maybe just can't you know um get to Colonie or Albany or you know wherever at the end of the day.

So that's been really good and even though you know we've been doing a lot of virtual we've been able to connect with the library systems and they've helped us reach out to people who may not have access to the internet or device and also the food pantries. So you know we've been we continue to do virtual meetings as much as we can and we are seeing a lot of new people and new faces participate, but we do think that in the long run it's um a better mix of in-person and virtual is good. But we do see there is a benefit in the virtual engagement for sure.

>>Kathy Sheehan: Thanks so do I have a motion to accept the draft participation plan

>>Carm Basile: Motion

>>Kathy Sheehan: And second? I think I saw Mike, um any further discussion. All in favor say AYE

AYE

>>Kathy Sheehan: Opposed that carries, thank you okay. Um we have one more um item, that requires our approval, and that is the Trail Feasibility Study Award. Um and you have that in your packets oh and Mike has it up on our screen as well so Mike take it away.

>>Mike Franchini: Okay thank you Kathy. Uh so this is the first time that we have tried uh tried this with one of our regional plans. This program, this task was meant specifically to implement our to try to implement parts of our Regional Trail Plan which was completed last year. So there are several, uh

recommendations in the trails plan and there are uh for new trails and new improvements. And we wanted to really you know try to focus on those recommendations and see what we could do to encourage those projects. So we put out the solicitation for Trails Feasibility Pro Studies and we received these five different applications. One from Troy, one from the City of Albany, uh one from the County of Saratoga, one from the City of Saratoga and one from Albany County.

As you can see from what I shared uh the table that I shared uh there were the actual, the actual average scores done by completed by the evaluation team. We are very close, uh the evaluation team was made up of regional representatives including CDRPC and DOT and a few others. All these projects are good projects but we really only had funding for one study. So in the end the evaluation team recommended the Patron Greenway Feasibility Study, if we had funding I think we would probably you know study all of these projects because they are all good connections and important trails for the region. However, that was not possible this year. What we will do is in the next UPWP continue this task and try to take on at least another study every couple of years. Um Jen you were the program manager do you have any comments or anything I missed.

>>Jen Ceponis: No, I think you covered everything pretty well

>>Mike Franchini: Like the Linkage program, because we kind of tailored this after our Linkage program uh we bring these to both the Planning Committee and the Policy Board for your approval. So we do need action on this, um the recommendation again is for the Patron Critic Greenway Study. Are there any questions about this program or this recommendation?

>>Kathy Sheehan: So can I have a motion to approve the recommendation?

>>Joe Seman-Gri'll make a motion

>>Kathy Sheehan: And a second, Thanks

>>Patrick Jordan: second

>>Kathy Sheehan: All in favor, Okay thanks, um so uh Mike I will now turn it back over to you to talk about the impact of Covid on transportation in our region

>>Mike Franchini: Okay uh obviously you know if you are driving the roads in Capital Region, you are seeing changes you know that occurred and have been occurring since March. Our transportation engineer Andrew Tracy has been monitoring several sources of data and what he has come up with is some interesting. The data that actually shows these changes so I asked him to spend just a few minutes, and uh Andrew I made you the host so if you would start

>>Andrew Tracy: Okay, thank you very much Mike. Can you see my screen?

>>Mike Frachini: yes

>>Andrew Tracy: Okay thank you very much Mike. Good afternoon, everybody um as Mike mentioned, Covid has had a profound impact on transportation in the Region nationwide. In addition, I have been monitoring all the data sources I can find that speak to local impacts of Covid on transportation. In addition, I am going to share many of that data with you now, if I can change my slide then I will. Here we go, the first data set I have is VMT. Vehicle miles travel data provided by streetlight data. Streetlight is a big data firm, they aggregate transportation data from smartphones, and gps connected vehicles and various other connected vehicle sources. In addition, they aggregated at the county level and through the end of July; streetlight actually provided this data to public agencies for free. So pictured here are the four counties in the CDTC planning area. The blue line at the top is the sum of the VMT in all four counties and what streetlight is suggesting is that there was a large initial decline in VMT in March following New York on pause.

But roughly mid-June VMT recovered back to its pre-Covid baseline and has remained at that level ever since. Um and this data is more or less corroborated by some other big data sources that I'll show you um in a minute here. But um this was pretty surprising to me and to some other folks to see anecdotally, it certainly feels that traffic is back to normal on certain roadways at certain times of day. But I would have expected that traffic uh would have remained lower than baseline due to increased work from home. For example, uh but Streetlight actually compiled many of their data for municipalities all across the country into a report they issued on November second called Covid Transportation Trends. In that, report they as I mentioned looked at many big cities across the country and concluded that while overall VMT has recovered there's been a big shift in the time of day of the VMT. And what Streetlight is suggesting is that the traditional am rush hour in many cities is gone or mostly gone and instead that travel has shifted to midday travel. Um as you can see here, so this slide that you're seeing this isn't Albany data it's national data. I couldn't find Albany data speaking to exactly this question, but Streetlight suggested this and certain other conclusions in their reports, which was entitled Surprising Changes to Traffic Congestion in urban areas.

Um Streetlight attributes the greater midday traffic to work from home folks choosing to run their errands midday rather than before or after work. And also a very large increase in deliveries food and good deliveries. Streetlight also suggested that the pm peak rush hour still remains in most cities. Streetlight also concluded that there was a shift in the geographic distribution of the traffic as well and they saw less VMT in traditional downtown urban cores and more VMT outside of those areas. So this was all very interesting data I pulled. Some data from some of the other big data providers that make their data freely available pictured here is the, Google maps mobility report for Albany County. Uh I pulled the reports for all four counties and they look very similar to Albany County here. But Google maps um obviously they anonymize and aggregate the data from all users of Google maps on their smartphones. And Google maps suggests that there's been a 31 decline in retail and recreational travel compared to the pre-Covid baseline and similarly large declines in trips to transit stations into workplaces due to work from home. We would expect but a slight increase in residential travel, as many individuals who work from home still need to leave the house to attend to work related duties.

Uh they may have more trip ends than usual at their homes. Um this uh the chart we saw from Streetlight a couple of slides ago, its corroborated by Apple's. Apple maps mobility trend report data as well pictured here again Albany County although the other three counties tell a very similar story Apple maps is suggesting a very large decline in VMT in March. But recovery around the same time that Streetlight was suggesting in June and VMT has been uh at that level or even a bit higher ever since. Um some other data sources I've been taking a look at for transit, we have excellent data provided by CDTA. There was a large decline in a number of riders on CDTA's services in March, it recovered to 1 million riders per day in July and then since then there's been a slight decline in ridership although you did see a similar decline last year going into the fall. So I think that was expected but overall transit ridership has not yet recovered to its pre Covid baseline.

Another transit data source is freely available published by the website Transit app. Transit app is a smartphone app that transit users can use to do scheduling and route planning. And they publish data by metro area and for the greater Albany metro area; they were showing a similar decline in March and April. And then some recovery but not to the to the pre-Covid baseline and then since late summer another slight decline again. So their charts of the usage of their app roughly follows the ridership numbers we saw on the previous slide from CDTA. One other source I've been keeping an eye on not transportation related but it's open tables data is a service that provides a reservation service for restaurants, and they have been publishing numbers uh aggregated by state. So pictured here is the uh usage of their service for New York State, this is their estimated number of seated diners from online phone and walk-in reservations. Very important to note, this does not include takeout service but open table is suggesting that there's been about a 70 percent decline statewide in seated diners making reservations at restaurants across the state.

Finally, I've also been keeping an eye on the permanent count station data that's provided by NY State by Region 1. There's a few permanent count stations in our region and the data is published every few months. So I took a look at a few of the roads in the region that had count data available. Pictured here is

Wolf Road and again we see a very large decline in daily traffic on Wolf Road. In March some recovery but at least as of the most recent data available from this count station, which was from mid-July it had not yet recovered to its pre-Covid baseline. Um due to the nature of the businesses on Wolf Road restaurants retail um offices where folks can work from home this is what we would expect. Uh however if we take a look at other roads in the region for example route 9, the permanent count station data suggests that this road has recovered almost to its pre-Covid baseline at least through the end of August. Which was the last data update again large decline following New York on pause but for us nine there's been almost complete recovery in traffic.

And finally there's another count station on i-87 this one is North of Saratoga Springs. But perhaps surprisingly this count station is reporting roughly the same number of um of daily vehicles. Today as it was pre-Covid, so i-87 at least in this area has recovered to its pre-Covid baseline. So um I'll continue to keep my eye on all these data sources but it it's being suggested by a lot of these big data firms and a lot of these analytics firms that Covid even if VMT has recovered there's nonetheless been a very big shift in the time of day of traffic. We're seeing a decline in the traditional am and pm rush hours more midday traffic than before and there's also been a very big change in the geographic distribution of traffic so we need to continue collecting as much data as we can to try to get as complete a narrative as we can on what's been happening with traffic and with the other modes of travel in the region. And I think it's also worthwhile to mention that we may need to go back and re-examine a lot of our prior planning assumptions a lot of the conventional wisdom we may have had about where traffic is occurring uh when it's occurring, what sort of mitigation efforts we might need or might not need as traffic is shifting around. We may need to re-examine a lot of these uh planning conclusions, we may have made in the past even things like safety you know crash hot spots may need to be re-examined. If we've seen a big shift in traffic then we may need to um uh consider that as well so that was that was all the data I had to share.

Um I will say one more thing, if anybody knows of any data sources that they feel would be worthwhile to keep an eye on I'd be thrilled if you would reach out to me and let me know uh any mode of transportation I'd be thrilled to take a look at it. So um, if anybody has any comments or questions uh be happy to uh field them and if not I'll turn things back over to Mike. Mike I believe you're muted but I made you the host again

>>Mike Franchini: I am muted thank you very much are there any questions or comments okay

>>Kathy Sheehan: Okay um thank you very much, um and uh interesting to see what's happening and it'll be more interesting to see how long it lasts. But um with that uh we are moving on to the um the schedules, everyone should have received uh in their packets the schedules for upcoming meetings in 2021. Are there any questions about that? Mike anything you wanted to highlight

>>Mike Franchini: No, this is a really normal year we don't have any meetings that are very close to a holiday that we had to shift out like we've done in the past for July 4th. So uh pretty consistent first Wednesday you know of the month for the Planning Committee and the first Thursday of the month for uh Policy Board. We are trying to get the package the meeting package out for the January meeting a little bit early because we've noticed lately the mail's been a little bit slow, that said we still send out emails to everybody so you can get the package on the website if you're waiting for it in the mail

>>Kathy Sheehan: okay and um based on the current guidelines um we should probably presume that at least the first meetings of the year will have to continue to be virtual but we'll keep everybody apprised of that

>>Mike Franchini: absolutely thank you

>>Kathy Sheehan: um and I'll note that I believe because this is our December meeting we would have been enjoying some punch, but we're not so you owe us Mike

>>Mike Franchini: yes

>>Kathy Sheehan:um all right so now uh the Technical Assistance Program

>>Mike Franchini: Um okay, so Sandy are you still on the line

>>Sandy Misiewicz: I am yes

>>Mike Franchini: could you summarize these please

>>Sandy Misiewicz: uh sure so in continuation with our partnership with the Capitalist Regional Planning Commission. Our uh-Technical Assistance Program was transformed into to having a rolling submission deadline. We received a couple of applications um back now in October, um our Planning Committee approved two projects for funding in November at their meeting. The two are listed here Town of Colonies enhanced development regulations project which will focus on two items, one is the integration and exploration of a green area ratio into their local zoning regulations as well as language for electric vehicle infrastructure. So that, we'll be working with them on that one and then in the City of Troy there's a regional growth and infrastructure capacity analysis project. Um in which we will be working with um the city as well as some of the surrounding communities to the City of Troy, to look at infrastructure capacity related to the sewer system as well as the transportation system.

Um CDRPC will be doing the bulk of the work on that project, um but that really gets to growth and development and capacity issues with some of some of our infrastructure. So the budgets are listed on the table we're looking for I don't think we're looking for action but these are the two projects that the Planning Committee supported. And the program is still accepting applications, we still have some resources available if any of the Policy Board members are interested in the program you can reach out to myself or Mark Castiglione from CDRPC and Mark feel free to jump in if you'd like to add anything more

>>Mark Castiglione: No we're super excited to get to work on these projects and look forward to helping communities in the region do what they want to do. Thanks for the summary sandy

>>Kathy Sheehan: Any questions? Okay so uh let's go through our um status of planning activities um did you have anything else Mike

>>Mike Franchini: No I would just refer everybody to the status of plenty activities table in the back of your package, that gives everyone an update of all the studies we are working on and you know their status. So thank you very much

>>Kathy Sheehan: great CDRPC

>>Craig Warner: okay um thank you very much. Um CDRPC was awarded a 1.7 million dollar grant to administer a new round of a NYSEDA clean energy communities program. The new program includes match free grant funding for municipal clean energy projects. Contact us if you have to have any info, CDRPC planning and zoning webinar series continues through December. Webinar recording are also available to workshops registrants, CDRPC is working to launch a Covid19 recovery economic dashboard, which will include timely and relevant indicators. And that's it thank you

>>Kathy Sheehan: thanks any questions for CDRPC all right we'll go on to you Carm at CDTA

>>Carm Basile: thanks mayor, just a couple things we talked about bus rapid transit aligned with that we have a significant renovation of our Troy facility ongoing. It was part of the grant that allowed that whole corridor to be redeveloped and that will be done um the next couple of weeks, actually um significant project it's the first renovation since the building was built in 1980. It expands and modernizes the maintenance area so we're proud of that. But I think really the presentation is really the planning activity for us that you just saw, vehicle miles of travel down well actually shifted but transit riders shipped down significantly. We're down about almost 40 percent um we had actually through the summer recovered but as soon as we turned our fare collection system on you might recall we

were free fair um rear door boarding only. As soon as we turned the fair collection system back on our ridership dipped and really as the economy has shifted the colleges and universities are significant part of our ridership. As our major employment centers a good deal of ridership in downtown Albany, State of New York. All that at least for now is I guess on pause, so we're likely to have to do some significant resource shifting aka aligning what we provide to what we have to spend. So that will mean probably not service eliminations but service shifting and service changing. I'm not sure we can afford to run the frequencies that we're running right now which are actually more than pre-Covid because we're adjusting for Covid crowding.

So a lot more detail to follow a lot of it will be dependent on funding both state and federal funding, but we'll be getting advance information out on that so communities know what to expect from us at least for now. No significant changes but we're probably talking February March if we are if we do make any changes. So that's the transit side, on the bike side ridership was through the roof that was certainly the Covid preferred method of mobility. Our bike share program we did more rides this year in less weeks than we did last year, so more to follow on that. Uh we're expecting uh that to become even more popular um it's on hiatus now for the winter it'll be back April 1. that's it for me

>>Kathy Sheehan: thanks Carm, um kudos to you people for getting the bikes out. I know it was a lot of uncertainty around you know what was safe what was not, but um I can speak for the City of Albany they were greatly appreciated so appreciate you people doing that. Any other questions for Carm, okay um Pat the department of transportation

>>Patrick Barnes: thanks Mayor. Um I guess we'll start off with the Route 378 PELZ Study. Uh we're going to be working with FHWA on training as relates to the study. And the one federal decision this will help us construct the scope of services to create the uh a product that's more useful if the project that progresses into the preliminary design. Um we're still working at about 25 staff in the office 100 in maintenance and construction. We're continuing to get our leading program out, um we just let route 2 over the post and Kill. Uh we had 10 bidders on that so we realized some savings on that, we just let the next Northway paving job from exits 13 to 15 so that will extend where we left off. That should start in the spring and um we should be opening up the um's uh bike ped connector from uh Menands over to the across 787 to the river. That should be opening soon so we're excited about that, that's all I really have here at uh DOT thank you

>>Kathy Sheehan: great thanks any questions let's kick it over to the thruway authority

>>: good afternoon uh just a kind of an update uh on the night of November 13th into the morning of November 14th we converted to all electronic tolling. Since that has happened we've removed a few of the uh toll barriers within the Albany corridor in particular exit 24 exit 25. Where the first two to come down the tentative schedule is uh from the contractor, they're going to look at exit 23 and exit 25 a within the month of December. Uh there'll be some other small work for the writing meaning of the winter period and then in the spring they're going to stick back up and try to get the rest of them down uh early fall of 2021 is the current estimate. Uh that's all I have at this point

>>Kathy Sheehan: okay thank you. Um do we have anybody from the Airport Authority

>>Mike Franchini: Steve Iachetta: was on the line

>>Kathy Sheehan: yeah I thought I saw him

>>Mike Franchini: all right

>>Kathy Sheehan: okay well I think we can all sum it up not as many people are flying

>>Mike Franchini: yes

>>Kathy Sheehan: So that brings us to the Port District Commission Mr. Jordan

>>Patrick Jordan: Last but not least um thanks Mayor. Um I think the last time I was on I was talking about our biggest construction project in the port and the terminal itself. We're getting ready next year to do a repavement and of the entire terminal which is a 20 acres right up to the river around all the warehouses. And right in the middle of that what we're doing right now is a brand new 60,000 square foot warehouse which will uh give us about 15 to 20 percent more storage capacity within the terminal itself and as far as I know that will be filled as soon as it's finished in January with a new timber product and pulp product. Um one of our biggest imports the last couple of years that really is booming right now um which that and some of our heavy lift cargo and steel imports and scrap exports has us right now at about 25 percent more vessel calls than last year. Which is great for the port great for the region, last year was a little bit of a downturn um vessel call wise mostly because of GE um kind of taking a hiatus on some of their electrification projects around the country and overseas. That's a big output for us barge wise so we're hoping to capture some new business that we did this year and continue it in addition to GE seeming to take an uptick that we think will come back to help us next year.

Um we just installed let's see something wanted to just installed six electric vehicle charging stations. Uh in our main office lot I know not everybody here comes down and parks and charges down at the port but I know our office is working with staff at um CDTC to add that to your mapping system I believe so that people that are in the port area or maybe even tenants that have workers there if they want to come closer to the administration building they can they can charge up. Kind of part of our green infrastructure push over the last few years, um and most importantly we talked the last probably two meetings um we were uh well we're going to be hopefully successful with the governors and NYSERDA offshore win solicitation. We're hoping to get an answer to that this month; we were part of three teams that were groups of European Canadian New York all over the country. Uh teams multi-billion dollar efforts and the port is on three of those teams trying to push to get this industry into the port terminal itself but most importantly into our newly acquired 80 acres just over the border into Bethlehem. I know many people on the call today wrote letters for us made phone calls were part of the package.

Together our local state and federal elected delegation really did a lot for us. CDTC CDRPC CEG BOCES, was a big push on this for us and we're teaming up with them. Um we've had direct conversations with BOCES and a couple of the potential clients that could enable BOCES and by using some of the housing authority buildings to have a direct pipeline from high school straight into some great paying jobs. If we can land this offshore wind business and the county executives team and especially uh Supervisor Van Leeuwen most importantly Mayor Sheehan, we know you and your team uh really did a lot of work on our behalf um Sarah Reginelli and everybody on her staff and the rest of your staff. We appreciate everybody on this call all the letters and phone calls that you made and we're really hoping that the governor and NYSERDA uh understand what this could do obviously for the port much more importantly from you know north of Saratoga Burnt County all the way down to the City of Hudson. This could be transformational and we just hope that they're listening and you know push us in the right direction so thank you

>>Kathy Sheehan: All right, I can tell you it is a big part of what is on my Christmas wish list. Therefore, we are hoping that it comes through and we have really been working on the environmental justice issues and with many people from the community to ensure that there is um support for this you know transformational industry. Um it is very exciting and I am glad that port has leaned into it so heavily. So it's great um all right uh any other um business Mike any or anyone

>>Mike Franchini: we do not have any Kat uh mayor

>>Kathy Sheehan: okay great. um so we have the upcoming events and meetings that are listed in our agenda and um I want to wish everybody the happiest of holiday seasons. In addition, uh look forward to seeing everyone in the New Year; um do I have a motion to adjourn. All right, we are adjourned and we will um see you all soon thank you

>>Mike Franchini: Thank you everybody

>>Patrick Jordan: Merry Christmas