

CDTC September 3, 2020 Policy Board Meeting

>> Kathy Sheehan: Okay all in favor please say Aye or raise your hand. Um like I don't know if we have anyone from the public here um but if there's anyone that wants to comment I guess now would be the time for them to do that. Is there anyone looking to make any comments? Okay um hearing none. We're gonna move right into the business of the meeting. The first item in the Transportation Improvement Program Amendments is um Mike I don't know if you're ready to jump in here.

>>Mike Franchini: Sure okay sure, this is a D.O.T amendment so I think Bob Rice or Greg. Are you going to speak about the amendment?

>>Bob Rice: Yeah Mike, I think Greg is. I don't know if he's got on yet he was having trouble calling

>> Mike Franchini: He's on

>>Bob Rice: Oh

>> Greg Wichser: I'm on. Hey uh Bob so I can speak on this. Um this is combined uh so two ways at once. The uh there is a wrong way driving initiative to sign and put additional pavement markings on limited access highway ramps. To hopefully reduce the amount of wrong-way driving incidences that occur, as they are not very many they are severe when they happen. You know the consequences are pretty severe it was an initiative to reduce that. Uh the frequency of that um occurrence and on top of that the low clearance, you know there is a low clearance bridge initiative to address. There is uh 20 locations of a bridge over a state highway. With again additional signage and possibly pavement markings, could warn trucks of a low bridge. Um and since both initiatives require signs and pavement markings we are combining them into one regional set-aside. Uh it is all funded by the main office so it does not impact the fiscal constraint at this table. We're going to address about 250 locations for the wrong way driving and like I said about 20 low bridges that uh are below the minimum clearance. So if there's any questions on that feel free to let us know.

>> Kathy Sheehan: Thank you. Um can I have a motion to approve the amendment.

>> Sean Maguire: So move. Sean Colonie

>> Kathy Sheehan: Okay, and second Brad okay. Uh any other questions or further discussion, all in favor please signify by raising your hand or saying Aye

Aye

>> Kathy Sheehan: Any opposed? Okay that carries um now we are on to the uh-final New Visions 2050 approval

>> Mike Franchini: The um, this item is the final, is the final approval for our long-range Regional Transportation plan. It's taken several months, about a year and a half to get to this point. We want to just say thank you to all the people and all the input and all the effort that everyone has made. In this regard Jen Ceponis who has been the project manager uh program manager for this has a short presentation to give the members regarding the final draft, Jen.

>> Jen Ceponis: Sure um, can everyone see my screen?

Yes.

>> Jen Ceponis: Okay, um so today we're asking the Policy Board to adopt the final New Visions plan. As you know, we released the draft New Visions plan to public comment in March and shortly after New York State on pause was implemented. And we had to shift our public participation plan cancel all of our in-person meetings and events. Also, switch to a mostly virtual public involvement plan. Therefore, we

wanted to provide a variety of opportunities and strategies for people to engage with the plan so we did enhance the New Visions 2050 web page with a number of online surveys. We had a custom-built funding poll. We had meeting in a box materials, we did lots of social media but we also developed flyers and some other techniques like a virtual voicemail box that you could send text messages to in order to reach people who may not be online and engaging with us in that way. Then we had a series of virtual public workshops, throughout the month of July. So these are just some examples of some of the things we created. The webs page our flyer, which went out to some bike rescues and some non-profits that were doing food deliveries in the area.

We also did some social media; asking people to take photos of um you know how they were interacting with the transportation system and of course our funding poll. So in the virtual public involvement workshop series we had live polling so that people could provide feedback throughout the presentations. We asked people what they liked about living in the Capital Region. Then of course, what does quality region mean to them. There were a lot of themes that repeated. You know walkability, livability, proximity to nature and of course other major destinations in the region. Affordability this accessibility was all very important and as you can see we also polled people to see what how to what extent; they supported the major policy themes in New Visions.

And um there was a lot of support for the themes. For some of them we had 100% support from participants, of course the funding poll results definitely showed a mix of funding priorities. Then we did receive some comments from D.O.T members, of the public, and other local governments. All of these comments and a summary of the feedback we received can be found in a summary report on the New Visions webpage. So what's next, we do see New Visions as a living document. We plan to do some updates as we monitor the impacts and recovery from Covid19. We have some planning initiatives in the UPWP that will become you know adopted as part of the long-range plan. In the past, these have been efforts, like the Freight Plan or the Capital District Trails plan. We are going to continue to do public engagement and education related to New Visions topics. We are um we can schedule a Town Board City Council planning or Zoning Board presentation to start doing training and talk to local governments about what role they can play in implementing New Visions. In addition, we are launching a learning series where each month will focus on a topic in New Visions and we encourage you to participate. Of course, we implement New Visions through all of our planning initiatives and task. In the UPWP and of course the Tip, the Capital Investments, all Linkage studies and other CDTC sponsored planning tasks.

We anticipate the next big update in 2025, but like we said this is a living document and we do plan to do some updates. For example, the resiliency chapter in the environment and technology white paper and probably some updates to transit and potentially other topic areas. So anticipation of the final New Visions plan being adopted, we've created a web page where um the public and our members can go to learn about New Visions. And they can download each chapter, read the summary report and then as you can see on the right hand side where the arrow is pointing, local governments can request training. Which would just be a virtual presentation at this point and then we will list our webinar webinars as we schedule them and line up speakers. So if you have any questions you can let us know but if not that's it for me.

>> Kathy Sheehan: Thanks Jen, uh are there any questions. And I can't see everybody so if you do just, if you have a question just unmute yourself and go ahead and ask it. Okay uh there being none uh Mike is, this is I believe I have in my packet um a resolution adopting um the uh the plan. You're not, you're muted Mike.

>> Mike Franchini: Thanks uh yes there is a resolution. We do need approval for this item

>> Kathy Sheehan: So can I get a commission? Last time to ask any questions, all in favor indicate by saying aye.

Aye

>> Kathy Sheehan: Any opposed? Okay you have a new plan

>> Mike Franchini: Great

>> Kathy Sheehan: Um so for the next uh action that we need to take we have the um final Transportation Air Quality Conformity determination approval. Is someone presenting on that Mike?

>> Mike Franchini: Yes um whenever we update our Tip our long-range plan we're required to um update our Air Conformity analysis and that's really you know how the projects on the Tip impact future air quality in our area. It's a very technical exercise, it does involve a lot of modeling um we have a short I think we have a summary from Chris Bauer. Chris you're on there

>> Chris Bauer: yeah uh can hear me Mike

>> Mike Franchini: yes

>> Chris Bauer: Good. Okay as um as part of the adoption as Mike said of the uh-new long-range Transportation Plan we are also required to update. The uh-official title is the Albany's Connected Detroit 1997 Eight-hour Ozone Non-attainment Area Transportation Air Quality Conformity determination. Which was available online and I believe you have a copy of that too. It's a document that we developed cooperatively with the D.O.T Environmental Science Bureau. Who in turn consults with the ICG, which is the uh-interagency consultation group. Um and they are the group that determines um you know whether our document is conforming um and just a little bit of background. Even though we're attainment of the 2008 Air Quality standard as a result of the 2018 South Coast Air Quality management district versus EPA ruling we are now required to document attainment for the less stringent 1997 Air Quality standard.

So uh, you know the logical conclusion is that, if you were attainment of the 2008 standard clearly you would be attainment of the 1997 standard as it's less stringent. When we update um the Air Quality conforming determination for the long range plan as a matter of good practice we also reaffirm conformity of our Tip and likewise. When we do the GIP, we'll do New Visions again. We had an open comment period as well as D.O.T during June and July and so today, what we're asking as part of the division's resolution, we're asking the Policy Board to endorse the Air Quality conformity document. That's all I have. Any questions?

>> Kathy Sheehan: Okay thanks. So we um need a motion to uh approve the determination grab second harm okay all in favor aye

Aye

>> Kathy Sheehan: Any opposed? Okay uh so now we move on to the Congestion Management Process approval and uh Mike are we gonna have a presentation on this, I know we got a very lengthy document so

>> Mike Franchini: Yes you um we thought we'd give a short presentation on this because uh you really haven't seen this problem. This document probably since March so there hasn't been any changes but it is an important document for the region. It is something that FHWA and FTA spend a lot of time to you know review and make sure we meet all the requirements. So we have a short presentation and Andrew do you have um can you show your screen or

>> Andrew Tracy: uh yes. Let me give it a shot um

>> Mike Franchini: Our transportation engineer Andrew Tracy is to give a short presentation.

>> Andrew Tracy: I need to be made a presenter

>> Jen Ceponis: yeah Chris Bauer can you make um Andrew a host please

>> Mike Franchini: all right Chris are you still in line.

>> Andrew Tracy: Oh, it says I'm the host now

>> Mike Franchini: Yes all right you're it share your screen

>> Andrew Tracy: Just a moment, okay Mike can you see the uh slides here?

>> Mike Franchini: Yes, we can thanks

>> Andrew Tracy: okay well good afternoon everybody like Mike said my name is Andrew Tracy uh transportation engineer here at CDTC. I'm here to present the region's Congestion Management process. This is being updated in parallel with New Visions 2050. So what is a congestion management process? All MPOs with more than 200,000 individuals are required uh by the Federal Highway to maintain a congestion management process. So our CMP is designed to be systematic. We examine all major roadways in the region. It's a very regional approach, we take a broad screening process to examine all the major roadways, and it's also intended to be very performance driven. We've developed a number of performance measures that we can use to quantify the performance of individual corridors that we use for congestion screening and for identifying appropriate congestion management strategies for those corridors.

So our key performance measure is travel reliability. It's very important that drivers have an expectation that their trip will take a certain length of time and uh and that non-recurring delays are kept to a minimum as they can be very disruptive. Our congestion management process has been reworked to follow federal highways recommended eight-step process, which is pictured here. The first step, develop regional objectives. We borrow our regional objectives from New Visions 2050. We make sure that the congestion management process is consistent with New Visions. These objectives include things like travel reliability but also safety which is very important. We then conduct a broad region-wide screening on our CMP network, which includes all major regional roadways using a variety of data sources.

I'll show you a couple of them soon. However, we identify problem locations and identify strategies to address congestion at those locations. Importantly this is meant to be a cycle so we need to monitor and we need to follow up on past congestion management projects to evaluate their effectiveness. Then we're able to see what worked what didn't work and what's worth doing in the future. Also to know what we need to go back to the drawing board with. So it has a it's a cyclical process. Pictured here is our CMP network, which includes all of the region's expressways, interstates arterials, secondary alternate routes to those expressways and all of the bus rapid transit corridors. As well, it's worth noting that our congestion screening tools take a very broad look at congestion across the region and they cover even more roadways that are what are pictured here. Although these roadways highlighted on the map are generally the most congested, pictured here is the main screening tool that we use for measuring travel time reliability on the region's roadways. This is the avail tool developed by University of Albany for use uh by the whole state and the data source for this tool is the NPM RDS.

The national performance management research data set this. This data is provided by the feds for our use for congestion screening. They've purchased data sets that look at individual road segments and reports average travel time on those road segments. 24 hours a day for the entire year, that data is collected anonymously from smartphone apps and also from gps enabled vehicles, fleet vehicles, delivery vehicles things of that nature. All this data is aggregated under contract with federal highway and it's anonymized and made available for us for congestion screening purposes. So the avail tool developed by the University at Albany under contract of D.O.T has been made available to us. It's very powerful and extremely useful. Pictured here is travel time reliability on many of the roadways in the region for the year of 2019 and the links highlighted in red are those with more unreliable travel more congestion that occurs.

In addition to using that tool to do region-wide screening, we can use that same tool to drill down and look at individual roadways that are experiencing congestion. And we can quantify that congestion the reliability of the travel by creating charts like this. These charts show uh each day of the year and the

travel time on uh in this example, the North Way from exit 1 to exit 9. So the green bars show when the North Way is flowing at its typical travel speed and the orange and the red bars indicate days when travel time was much longer than usual, much longer than drivers expect. And this can be very disruptive, the chart on the top shows the Northbound traffic in the pm period which is the direction most commuters are traveling in the pm and you can see there are far more spikes in the Northbound direction than there are in the Southbound direction which is on the bottom half of the slide. Much of this congestion is due to non-recurring events such as crashes or special event traffic or severe weather storms things of that nature. Um so, to help us quantify travel time reliability one of the performance measures that we compute is peak hour excessive delay. Peak hour generally is the pm peak hour five to six pm and we can compute this measure for each roadway segment on our CMP network.

Pictured here, the roadways with the wider red lines are our roadway segments that have more peak hour excessive delay. So if you take a look I'm sure you can recognize a few roadways that you might drive on every day. Peak hour excessive delay is defined as the time spent by all the drivers on the roadway when they're stuck in heavy congestion. Which for our purposes is defined as when you're traveling at less than sixty percent of what the uh-posted speed limit is. This is heavy congestion. Uh finally, our congestion management process identifies a number of congestion management strategies that we can use to address congestion either at the regional level or on individual roadways and corridors. The Capital Region transportation management center in Latham is staffed by Nystatin by a number of first responder agencies. The transportation management center can coordinate responses to crashes severe weather events other special events that can lead to traffic congestion and to safety issues as well.

So funding this is a high priority for our CMP. CDTC also has a travel demand management program. Travel demand management refers to strategies such as carpools, vanpools promoting, transit promoting bicycle and pedestrian modes, car share programs, bike share programs things of that nature. Things that help shift travelers from single occupancy vehicle to alternate modes. CDTC is also very interested in deploying traffic signal technology and other intersection improvements. This is a great strategy to use on a signalized arterial roadways, congestion very often occurs at bottlenecked traffic signals and installing smarter signal technology and better vehicle sensing technology can help to address that kind of congestion. CDTC has also taken and undertaken a number of arterial managements and land use planning initiatives in the past. And we'd like to place emphasis on funding for operation improvements such as, traffic signal upgrades that I mentioned. Its improvements intelligent transportation systems improvements incident management systems these sort of operational improvements are often far more cost effective than large capital projects such as highway widening's.

So it's really the first thing we should take a look at before we resort to far more costly uh capital programs. So that was just my quick overview of our congestion management process. If you're interested there's far more detail in the operations white paper on the CMP um I believe that was my final slide thank you all very much for the opportunity to speak and if anybody has any questions, anything I'll be happy to help or you can reach out to me at any time at CDTC.

>> Kathy Sheehan: Thank you. okay Mike is there anything else that you wanted to add to this and um

>> Andrew Tracy: Mike, I believe he might be

>> Mike Franchini: I did. I keep muting it because of my air conditioner which is really loud so whatever. Um okay, yeah the only thing I like to add is that you know all these documents obviously take a lot of work from staff and from our members. I just want to recognize you know all the staff work, New York State D.O.T for all their help and their assistance and these documents and of course all the members that's all I have Kath

>>Kathy Sheehan: great thanks so can i have a motion to approve um the management process approval

>>Tom Werner: I'll make that motion

>>Kathy Sheehan: A second, got a second um any other questions, all in favor say aye

Aye

>>Kathy Sheehan: Any opposed? okay um yes thank you very much uh so now we are on to um CDTA uh who is giving us a safety plan presentation

>> Carm Basile: yeah uh thanks mayor. I don't know how much of a presentation, we're going to try to keep it brief. This is a relatively new requirement of the federal government and the federal transit administration. And what's new about it is uh they have updated the requirements of organizations like CDTA in the area of safety. And if I could encapsulate it um in one word its culture. They're extremely concerned about the culture and the organization that the culture be safety driven. I would like to think that we always were but um the plan puts into place things that help to measure you know culture. It's tough to measure but it helps us to measure uh how effective our safety program is.

Uh both in in terms of um accidents preventable accidents employee issues and sort of the non-hard stuff, like how many safety committee meetings have there been throughout the year, where have they been held, what kind of input have we received from employees and what have we done. With that input it's been about a year or two in the making uh Rich Cordero who is the author of the plan for our organization uh is is is on the call and I asked Rich to maybe elaborate on a couple of the things that I just mentioned so rich are you here

>>Rich Cordero: I am thank you

>>Carm Basile: great could you give us a few minutes on the plan

>>Rich Cordero: Absolutely so the plan basically has six points. And when we talk about culture it was a tone from the top approach under the FTA they wanted to just have an organized document in place and a requirement that set up performance targets that basically met the standards under the national transportation database reporting. And it we implemented a position that reported directly to our CEO for safety anything pertaining to safety. The other four points that needed to be met was, we just had to show that we had a safety management plan in place that just it was a message to the employees through a safety policy. It also wanted a risk mitigation process that just said, hey whenever you're going to implement something new here's a process that needed to be followed to basically give consistency in the organization when it came to safety. And a process also to follow up with that safety assurance to say, hey is what we're doing working. Um the SMS was submitted and it covers all parts of that process and then it also requires that we have a promotion and a line of communication to do so with safety. I believe Carm you know echoing what Carm said, a lot of these measures we were lucky we were already doing it and we were pretty much ahead when it came to the reporting structure.

As for approval, we recently submitted it to the board. The board reviewed it and approved the plan it has also been filed through the D.O.T and the public transportation safety board and we are now bringing the performance targets for CDTCs review. If there's any follow-up question or anything, I could do to assist please feel free to let me know

>> Carm Basile: So in a nutshell, there's a series of approvals that we need one of them obviously is the regional NPO this has been vetted. I should also mention this has been vetted at the at the planning committee, CDTC planning committee and I believe the thumbs up was had there

>> Kathy Sheehan: okay great. And we did all get a copy of this its agenda item eight so um uh can i have a motion to approve the plan, second thank you. um Mike's gonna have to re-watch this to catch all these any other any other questions comments? All in favor aye

Aye

>>Kathy Sheehan: opposed all right that's Carrie uh Mike I'm gonna turn it over to you now we've got uh I think we're up to item uh nine here section 5310 enhanced mobility of seniors and individuals with disabilities program yeah

>>Mike Franchini: yes thank you very much Kathy uh so the next item on the agenda is the 5310 program the program manager for this program is Carrie Ward and she'll just give a summary of the results of the solicitation this does not need approval but it is for your information Carrie would you take a come on please

>>Carrie Ward: sure um so this is just an informational item but at the august meeting the planning committee did add seven new um projects uh under the 5310 program to the tip these are the same projects that were approved that you all approved at the June meeting so it was just finalizing that process that's all I had on that

>>Mike Franchini: oh okay very good any questions about the 5310 program okay uh that without any questions there we will go on to item uh roman numeral 10 and just quickly the status of solicitations so the the first solicitation of the technical assistance program. Um the status of all the projects within that program are found in the last page of the packet in the table with status of linkage studies. Just you know that we are still accepting applications for that program if anyone is interested in the tech assist program you can find the information in the packet and on our website. Item b complete streets workshops we have selected two municipalities uh the village of Boston Spa and the county of Schenectady to do complete streets workshops.

.One is a basic complete streets training for Boston spa and a regional complete streets training for Schenectady county. Um item c ADA transition plans uh Saratoga the city of Saratoga Springs and the town of Glenville were selected to for their free assistance and we'll be working with them to develop their ADA transition plans. Next page the last item on the in that category is smart cities studies. Right now that is the only solicitation that we have out right now that's ongoing the applications for smart cities studies are due on October 2nd if you're interested there's information in the packet if you'd like more information you can contact Jen Ceponis of our staff and that's all we have about our solicitation.

>>Kathy Sheehan: okay great um so now we're on to status of planning activities Mike did you have anything else you wanted to add

>>Mike Franchini: I would just quickly give members a sense of what's you know what we're doing here um so, our trail feasibility studies uh the applications came in we received five applications we're reviewing the uh the evaluations now. And we should have the results for the trail feasibility studies out soon. The local bridge study, we received four applications for the consultant those are being evaluated and we should be able to seek or confirm the consultant for that study soon. Also uh new york seven freight and land use study uh right now the town of Princetown and Rotterdam are reviewing the scope of that study um that's a freight and truck study near exit 25a of the thruway Houston hillside linkage study we have a virtual public meeting that we taped and that will be on the website as of Monday.

Our CDTA our cooperative study with CDTA on the bus lane study is undergoing scoping right now that is a really I think a pretty exciting study. Something new and different for our region to see where we can improve where we have the opportunities to improve transit and the pro improved transit by including bus lanes. Uh and the last thing that I will talk about is the city of Albany bike master plan update. That's going well it's one of our linkage studies if you're interested there will be two demonstration projects for that. Uh coming up as part of the project um one on private or and I think the other one's on Morton demonstration projects but that's what we're doing right now and just give you know the committee a sense of you know what staff's doing so that's all I have thank you

>>Kathy Sheehan: great thanks um CDRPC

>>Mark Castiglione: All right, I think we have Craig Warner on the line there's Craig

>>Craig Warner: thank you mark yes as the northern border regional commission liaison CDRPC was pleased to help connect the city of troy to the program and congratulate them on securing a one million dollar grant for the re-development of monument square we're also preparing a two hundred thousand dollar sub grant program to support economic development organizations working on economic recovery details are coming over soon also we're also planning to let's see um to award for funding through Nysesda's clean energy unity's program. We have all helped communities qualify for more than 200 uh 2.5 million dollars in cost savings of clean energy upgrades and also stay tuned for our fall local government training webinar series thank you Kathy

>>Kathy Sheehan: Thank you, we always like to hear when you're giving out money so that's good good to hear

>>Craig Warner: um we give out plenty of it too so I wish I could get more

>>Kathy Sheehan: um so now uh Carm CDTA You know this has been such a quiet time. Nothing happening no impact from Covid you've just probably been you know kicking back and relaxing

>>Carm Basile: Absolutely nothing um it's been a rough go. Um like all of you were struggling had our seventh employee positive yesterday. Unfortunately, it's the way things go. So you have 725 employees seven positive I guess we're right in line. Um a couple things though just for for the policy board to note. After almost five or six months without collecting fares which for us is a about a 10 million dollar shortfall we turned the fare boxes back on a couple of weeks ago. That was tied closely to the installation of protective barriers um plexiglas barriers that separate the bus operator and customers. And it's in the best interest of both parties but we couldn't turn the fare box on and open the front door, we had been closed door boarding on a front rear door boarding only couldn't do that until all those things aligned. '

This while ridership had increased from about 25,000 boardings a day to almost 40,000 boardings a day. We normally at this time of year are around 50. so we went to the depths of lowness and are recovering to almost where we would be at this time normally. This is all being complicated now by the return to school. Um we are um our social distancing procedures and practices um call for no more than 20 to 25 people on board a bus at any one time. That's assuming that everyone's wearing a mask which is a whole nother issue. So the return to school is now making this kind of dicey. You may have noticed that colleges are returning in various formats some are here with the majority of classes being remote, but they're here. So if they're here they're traveling and we have contractual relationships with every college and university in the area. So that really hasn't hit yet to the point where I can report on how much of a surge we're seeing in ridership.

But we're going to see a surge so that's the Covid update. You know that's all balanced as my good friend Mayor Sheehan knows balance by budget and what is available financially. At the same time we're getting ready to unveil our second BRT line along the Hudson River between Albany and um Troy. And eventually up the Coho's in Waterford uh that is a long route the buses for that route are actually being delivered as we speak. And the stations which are distinctive blue and silver stations and markings that you will see along route 32 and then into Troy and upward route four, um are about two-thirds installed. So that will that will go sometime in early November as Mike said we're very pleased to be looking at bus only lane well it won't be bus only exclusive lanes. So buses emergency vehicles things of that nature. Right now our bus rapid transit lines share the right of way with all traffic which yields nice results but not great results.

If we could find a way in the region to start to move towards exclusive bus lanes and I know real estate is limited but we think there are areas for that. Um we're in the middle of a building extension on our garage in Troy five million dollar extension planning for a 12 million dollar extension to our Albany building so in the midst of trouble and turmoil uh lots of progress so thanks for bearing with me if anyone has uh either Covid suggestions or Covid war stories glad to swap them

>> Kathy Sheehan: thanks Carm um tough times but uh you guys are getting through it so yep um so uh D.O.T



>>Bob Rice: Great thanks mayor uh Bob Rice here. At first Pat Barnes sends his apologies for not being available today at a family uh situation to deal with. Uh in terms of D.O.T both the capital and program development keeps moving on and our operation uh construction operations, staff are still at 100 percent. A lot of logistics planning's and thought going into a first sort of Covid era, snow and ice program and how to make the operation side work in the winter time. The office staff about 25 are still reporting on any given day wolf road with 75 percent continue to work remotely. D.O.T is still involved in a lot of Covid operations, uh supporting test facilities around the state as well as the distribution of test kits and ppe equipment around the state. Some of the bigger projects the i-90N over Fuller and I and over Erie boulevard the deck work has started. Uh the Northway paving between exits 11 and 13 was awarded and that should get started at any time.

Our multi-site paving work continues the Troy Menands bridge or 378 our first area pell the planning environmental linkage uh planning study that that has been advertised. And we're seeing a good number of questions related to it so the healthy consultant interest in in that study. And uh with the mayor in the city of Albany along with federal highway a very collaborative effort. We have advertised the skyway pedestrian uh linear park the bridge has been advertised so. Uh the last element I want to bring up there's been an emphasis we have a number of locally administered projects that the construction has been completed yet the books aren't necessarily closed in which the project has been closed out. So uh in certainly in in tougher budget times uh we will we'll be reaching out to some sponsors that have not closed out their project and in an effort to you know recruit money and at least close the book on those projects. So unless there's questions that's all I have mayor thank you.

>>Kathy Sheehan: And thanks for all the cooperation on the skyway, it's um exciting to finally have that that out to bid so yes it is uh freeway

>>Joe Stahl: uh good afternoon. Uh right now we are full-fledged into our conversion to all electronic tolling. Uh there still is a goal by the end of fiscal by the end of 2020. Uh it's progressing right along most all of our gantries are up in the uh Albany area. In the capital district area uh the some work is starting to begin out in the Rotterdam Duanesburg uh exit 25 area. To deal with long tandems there's some additional work at the exit 24 for long tandem access through the edge of the current Northbound D-ramp coming into the I-90 87 Northway interchange. That seems to progressing be progressing fairly well we should uh everything should be in place by our go live date. Uh unfortunately at this time I don't have an official go live date, we're still kind of up in the air trying to get everything into position. Outside of that nothing else going on on a major impact on the thruway at this time.

>>Kathy Sheehan: Great. um my my 20 year old asked me whether those uh you know the new gantries that are up are going to be used to clock people's speed, to which I said of course they are um so we don't need to tell them anything different um

>>Joe Stahl: that works

>>Kathy Sheehan: that works um so I'm sorry let's see now we're going to uh the Airport Authority

>>Steve Iachetta: Thank you madam chairman mayor Sheehan. Um pleased to report that we're seeing a slight increase in air cargo but the passengers remain at about a thousand passengers per day. Uh where 4,500 would be the norm per day this time of year in this summer. Projections are perhaps looking to about a million where we usually see 1.5 million departing passengers maybe 2 million total passengers worth 3 million is the normal total for the calendar year 2020. There are active construction projects continuing now that we've completed the state supported access improvements great garage out our window state emblems the gateway signage noted and appreciated by all. So our projects ongoing are three and a half million in new passenger boarding bridges uh awarded last week. A 750,000 master plan uh Cliff harbor associates is advancing that. Uh staff are recording daily uh some of our concessions including but not limited to Chick-fil-A are seeing an increase in takeout business. Uh let's see what else can I report happy to answer any any questions. But we're uh on staff every day continuing our construction capital program and supporting uh very low fare and lowering fare.

We see a lot of specials with 39 and 49 dollar flights advertised but with the varying between 32 and 35 states of mandatory quarantine it definitely has been a damper on travel demand. We're continuing the capital program and uh with vaccines on the horizon at least early 21 we'll look forward to everyone's restored demand for travel. Happy to answer any questions thank you

>>Kathy Sheehan: Any questions no okay thank you uh and now we're at the port district there you are Patrick

>>PatrickJordan: Thank you mayor, last but not least. Um so the port is continuing to uh in a good way whether uh the pandemic just looking at my charts from last week. We're just over last year's to date numbers on uh longshoremen women hours. Vessel calls are actually up 25 percent um and it's not that we can't explain it it's just that our commodities that we're handling which are primarily the last couple years wood pulp uh paper products and a lot of uh scrap steel exports are still through the roof. Um primarily because Mohawk paper and a couple of our our throughputs um have been used for a lot of the devices um through ppes and just what people need at home depots and on the grocery stores. Um I'm hearing that the third quarter's probably gonna catch up to us a little bit. Um most ports of our size we're hearing are down uh 75 80 percent. The port of New York New Jersey is uh I think around a billion dollars that they're down right now. So compared to other ports we are um we're doing quite well.

Um our offshore wind um potential and business development is really going through the roof right now. Um people on staff are in weekly if not daily calls with uh Belgium Germany Norway and all over the United States. Um we're not putting all of our eggs in one basket. But this is a full on push that if we if we can land these businesses to be just a big deal for hopefully the entire area and more businesses coming into the port and the region, and how many jobs this create can create in Albany Rennslear and throughout the area. Um our only real downside right now, is on the heavy lift uh industry, GE is just kind of they're down and that's that's a big been a big deal for us the last few years so that's why I think our long shore person hours are going to be down probably next quarter. Um one small but good piece of news is that, we're holding on to a whole bunch of train cars that are due through Springfield that are starting here that'll end up being part of the renewed push for the MTA in Boston. And those finally left the terminal this morning so they're going to be going out next couple weeks they've been taking up a lot of space.

Uh unfortunately, for us they are built in China and about nine months ago when that whole wall went up we had to kind of hold on to them and weather that storm. Now they're moving out and that actually will help us with the hours and and work in the terminal. Um and let's see last thing on my list I talked about we had just awarded um the construction contract for a new 60,000 foot warehouse inside the Maritime terminal. This is the first new building there in probably uh 30 years. That foundation is complete and I think the building will be up by um November December we hope. And that will enable us to take on uh more wood pulp and other products. Um because we're kind of busting at the seams and the buildings right now and that that should be good for us for next year and moving forward so. Hope everybody else is well and thank you mayor

>>Kathy Sheehan: Thank you. And um you know I do want to take this opportunity to stress to all of you as leaders across the region how critically um game-changing the ports uh wind project could be. Um you know this is on order of magnitude with you know what we saw with global boundaries from the standpoint of job creation and spin-off jobs. And um you know we know that um you know anytime you talk about expansion and uh I know that there have been some uh very you know um uh spirited meetings with the town of Bethlehem. Um but this is a huge opportunity for our region to become part of the green economy. To create good paying low barrier to entry jobs and you know the the firms that the court is talking to are looking in other places. And so you know from the standpoint of letters to the editors to stories in the newspapers um you know the more positive that we can be about how welcome this would be here um I think the better. So to the extent that you think that there are any um you know uh sort of uh you know constitute constituencies out there that need to be engaged and maybe need to know more um so that they have a better understanding of what we're talking about. Please reach out to the port um and to Patrick, because they have some really great presentations.

And this is going to go far beyond helping you know Albany and the town of Bethlehem. These are jobs that um are really going to be available to people throughout the region. Um and so it's it's a really exciting opportunity and I know I'm doing all that I can to reach out to our environmental justice folks and and get them involved right now early on to build support for this.

>>Patrick Jordan: Thank you very much to that mayor we certainly appreciate all that you've done your support on moving this forward

>>Kathy Sheehan: Right um linkage local planning activities, Mike I think you touched on these did you have anything you wanted to add

>>Mike Franchini: no we've touched on them all thank you

>>Kathy Sheehan: great um well uh we have in our agenda upcoming meetings. Um are there any other issues that people anybody wanted to bring up. Hearing none, I will move to adjourn. I see a second I think from Linda. All right uh are you opposed we are adjourned thank you all

>>Mike Franchini: Thank you everybody thank you Kathy