

Capital District Transportation Committee  
Policy Board Meeting  
June 3<sup>rd</sup> 2021

>>Kathy Sheehan: Hi okay great um uh mike I do not know do we have anybody who is participating oh actually, do we introduce ourselves first and then go to the I am out of practice since we are not all in the same room again.

>>Mike Franchini: Right um, I think we have the attendance so uh we have been not introducing everybody.

>>Kathy Sheehan: Okay.

>>Mike Franchini: And we do not have any other people attending it.

>>Kathy Sheehan: Okay great. Well then, let us move right on to the presentation from the Albany Port District Commission

>>Mike Franchini: Okay. Patrick do you know do you know where the presenters are

>>Patrick Jordan: I did not see that even on the agenda did somebody reach out to our team

>>Mike Franchini: To Rich, to Rich Hendrick

>>Patrick Jordan: Okay

>>Mike Franchini: And he is not on the meeting right now

>>Patrick Jordan: No, it is always, it is always me um we actually have them presenting to a whole team from OGS, DEC and Department of

State as I am on this call. Um I am sorry that I did not see that when I got in the mail yesterday, um we can have that at the next or I can bring you up to speed at where we are

>>Mike Franchini: Let's hold off into the next meeting

>>Patrick Jordan: okay

>>Kathy Sheehan: Okay um you know there is a very large expansion going on at the Port District Commission and um CEG is hosting a series of webinars um about the Wind project. Therefore, I would encourage anyone and everyone to take advantage of opportunities to learn more because it is exciting and we look for, we will look forward to that presentation at our next meeting. Um so with that we're moving on to the Transportation Improvement Program amendments, there are a number of amendments and Mike I guess I'll kick it back to you to walk us through those so that we can take an action um on those amendments

>>Mike Franchini: Thank you uh the first one is a DOT uh amendment for Sitterly road over I-87 uh Bob or pat are you going to give us a brief summary

>>Bob Rice: yeah I will speak to that Mike thank you. Uh as most folks know an oversized vehicle an overhyped vehicle struck the Sitterly road bridge over the northwest several weeks ago and uh design has been scrambling to get a replacement the rehabilitation costs repair costs uh were prohibitively

expensive relative what a new structure would cost so the decision was made to go forward with design uh we're hoping it'll be let later this fall uh the temporary structure being in place right now and so this the essentially that we're adding looking to add about nine and a half million dollars of which is funded out of a statewide pot it doesn't affect anything else on the tip but we just need to get this added to the to the tip and step here so the project can be progressed don't know if pat wanted to talk a little bit more about it

>>Pat Barnes: No I don't have anything else to add I'm sure everyone was aware we had to hit we scrambled to get the bridge reopened  
Uh it is just a temporary situation so we're looking forward to getting this replaced raising the bridge so it never gets hit again

>>Bob Rice: So as if I said Mike it does not affect anything else on the program as it is coming from a statewide pot

>>Mike Franchini: okay thank you um so we will need to vote we will leave approval on each one of these items so

>>Kathy Sheehan: can i have a motion do you want to go through them all and then take motions or take motions as we

>>Mike Franchini: probably get take a motion for this one in the next seven or yeah next seven more related they are all CDTA so we could probably take it take them all together

>>Kathy Sheehan: okay

>>Chris Wallin: I will make a motion

>>Kathy Sheehan: do we have a second

Tom Werner: I'll second it any

>>Kathy Sheehan: further discussion all in favor please say aye

AYE

>>Kathy Sheehan: Any opposed, okay motion carries

>>Mike Franchini: Okay the next seven are adjustments to CDTA projects and these happen annually because when we do program these projects these are estimates and later on in the year CDTA receives the exact amount of their grants from the FTA so that we make these adjustments when the estimates come in usually at this meeting actually so it's all funding from FTA is all specific to CDTA projects but these are really kind of a formality or administrative change uh Carm did I summarize that sufficiently or would you like to say more

>>Carm Basile: you did um you know i can go through each one of these but they're relatively routine maybe i could summarize anything that's a little different the only thing that a couple of these may pop out at you facility improvements that's basically the enclosures that you see shelters along our route actually federal government requires that we do a minimum of those every single year a certain percentage of our federal money has to be spent either on new locations or renovations or excuse me or new locations

um Saratoga service may jump out at you too our Saratoga our federal allotment for Saratoga comes in separate from the rest of the region because of the way the urbanized area is defined that's why that is a separate line item that all goes into you know one big uh funding pot for us um bus replacement it says expansion but it's really our replacement program which is one twelfth of the fleet is replaced every year that allows for an even steady influx of new technology into the organization and then the really the only

one that is different this year is the disinfecting system for our buses we are actually out to bid right now for a disinfecting system on every bus which will obviate the need to go in literally by hand we are using a lot of labor a lot of time to disinfect every bus every day

so this will be a constant disinfecting system built into the overhead unit as with everything we do nothing is cheap the initial estimate for the fleet is about eight hundred and fifty thousand dollars to install these systems actually the initial look at the um at the proposals we may be able to cut that in half but it's still going to be about a half a million dollars to do that but in my mind that's money well spent um and will in the long run save us um pretty hard labor

you may have chuckled at the story last Friday where one of our star buses was hijacked robbed stolen quickly recovered thanks to our gaps system in the Albany police and the state troopers but that bus was carrying disinfecting supplies into downtown Albany where our buses are staged so that uh they could be disinfected so hopefully this will um this will this will result in no more buses being stolen

>>Kathy Sheehan: And it may be the secret sauce to eliminating cold and flu season forever

>>Carm Basile: So at least on our buses mayor

[Laughter]

>>Kathy Sheehan: Um okay can I have a motion I cannot see anyone so you will have to unmute yourself to make the motion

>>Chris Wallin: I will make a motion again

>>Kathy Sheehan: and Linda I think you are seconding um any further discussion or questions all in favor say Aye

AYE

>>Kathy Sheehan: Any opposed okay motion carries

>>Carm Basile: thanks everybody

>>Kathy Sheehan: Great uh so Mike uh I am going to turn it over to you for the TIP application and evaluation update

>>Mike Franchini: Okay a couple a few months ago we started the process of preparing for the next TIP update uh and in that process we were looking at our procedures internally to make these procedures a little easier more automated and smoother internally and for the Members so we looked at our applications we looked at our merit score sheet we looked at several others Sandy Misiewicz is going to go over uh the package the summary that's in your package and we'll go from there and answer any of your questions sandy

>>Sandy Misiewicz: Great thanks Mike, um so we are in the midst of updating several aspects of our Transportation Improvement Program evaluation process. The first part is developing a web-based project application at this point we have selected uh JotForm, which is a web-based uh form-building tool to create the new application. We are currently testing a draft form refining the questions and we will be providing the CDTC planning committee with a demonstration of the new form at its July meeting

In addition to the application, we have been in discussions with DOT and the planning committee on preservation and beyond preservation discussion paper. I will get into details on that following this summary but that draft paper, was shared, and discussed with the Planning Committee at its May meeting and we are accepting comments at this point through June. In addition, we will have a revised

version of that document at the July Planning Committee meeting. The other areas that we're working on updating is the merit evaluation score sheet

As you may remember, 50 percent of the score comes from a qualitative assessment of the projects using a variety of criteria. The language had to be updated with the adoption of New Visions and some other changes in the region, we shared a draft score sheet with the planning committee at its April meeting that too is currently being revised, and we anticipate sharing a final draft to the planning committee at its July meeting with a hopeful recommendation for policy board adoption in September and the final major piece is internal data management

Our staff is building a master database for all the TIP project data, which will be used to not only assist us in evaluating the projects but in creating reports to share with Planning Committee, Policy Board and the general public.

In terms of project fact sheets, summary data tables and sorted other materials, we are going to use Microsoft Access as the base tool to develop all of the materials within, and we have some staff working on updating and revising spreadsheets and other materials for internal project tracking as well. In addition, all of that will be presented to the Planning Committee over the summer. Therefore, our goal here in terms of schedule is, we're going to have two Planning Committee meetings between now and the next Policy Board meeting in September where we hope to share and get approval from the Planning Committee to accept all of the materials that we've created. Then we will be sharing them in brief with you in September for adoption for use in the next Transportation Improvement Program solicitation. Um as of now, as far as we know we are anticipating the solicitation to begin in fall of 2021.

Um that remains a bit uncertain, we have not heard that officially but we are moving forward with that assumption at this point. So that we're prepared no matter what happens whether that be a regular program update through the state or some announcement from the federal government in terms of new federal transportation funds being available for new projects. And that's all I had I'd be happy to take any questions

>>Kathy Sheehan: Okay um so do we want hearing no questions um we can move into the preservation um discussion

>>Sandy Misiewicz: Sure did you want me to start with that Mike

>>Mike Franchini: Yes please

>>Sandy Misiewicz: Sure um so as I mentioned uh the other uh component of this is, um our staff developed a draft discussion paper on this concept of Defining Preservation versus Beyond Preservation projects in our 2019, Transportation Improvement Program updates process. The DOT strategy of preservation first was utilized but we did not have an access to the Transit Transportation Asset Management Plan, which was developed after the TIP update, which rather outlined some of the treatment types and categories of projects that better define what a preservation project is and what a beyond preservation project is. What the purpose of the definitions is twofold one um it assists NYSDA in developing and meeting its own internal targets.

They do have internal targets for preservation that they try to hit in the program update process so better defining what a preservation project is will allow CDTC staff to evaluate the projects more fairly, if there's a universally accepted general definition for what preservation projects are. We went through an exercise to review not only the Transportation Asset Management Plan from NYSTAT, we also looked at some of the materials from the last TIP guidance update document and a few other materials and resources to develop a definition of terms for preservation and beyond preservation. We also wanted to define uh what we mean with respect to ADA accessibility standards. So as more of as a reminder, to sponsors about their responsibilities with respect to the Americans with Disabilities Act.

Um the big crux of this is really, I will go through one example, which would be the payment or the road uh, project category. Um one of the things that many sponsors have done in the past is as part of their road preservation proposal, simply repaving a roadway, they also incorporate the ADA treatments, and perhaps some amount of sidewalk replacement. And what was happening is that in some cases some of the sponsors were asking for a significant amount of sidewalk replacement, and when you start doing that it starts moving the project away from just a preservation as we're defining it, into a beyond preservation category. So one of the things that we tried to do is come up with a sort of a threshold for road projects. That a road preservation project shall not have more than a half-mile or 2,600 and linear feet of sidewalk replacement as part of the project, because it becomes a much bigger and more expensive project at that point.

Um and it is difficult to compare apples to oranges when some of our roadway projects do not have pedestrian facilities on them at all, such as the interstate system. So coming up with a with a with a fair threshold value for issues like that is sort of the underlying theme of what this document is trying to do with respect to bridges. We tried again to define what would be considered preservation versus beyond which, in this case would be rehabilitation or a replacement, and we did the same for all of the modal categories of projects. Um it is our hope that as we continue our discussions with the Planning Committee that we will reach some consensus on the definitions that will all be uh used to guide how we um categorize all of the TIP project proposals um in the next update. And we'll also help guide how you know the different evaluations and uh project prioritization steps um throughout the tip update um so that's a very brief overview um if you'd like more information I'd be happy to share more um I'll turn it back over to you Mike

>>Mike Franchini: Okay thank you Sandy is there any questions about our tip evaluation process application evaluation press

>>Linda von der Heide: Mike, I have this is Linda; I have a comment on the last thing, for the Beyond Preservation Project definitions. I realize it's smooth their supposed to be doing ADA but seeing everything else has the projects are subject to ADA standards, can that be added there so that people either the purists or people who are new don't they think that oh I don't have to do ADA in those

>>Sandy Misiewicz: Sure, we can add that in Linda thank you.

>>Mike Franchini: Okay any other comments or questions all right move on to the next item

>>Kathy Sheehan: um okay Complete Streets summer series

>>Mike Franchini: Okay so um this is a part of our efforts to um to really try to do some implementation around the long-range plan our New Visions 2050 plan. Um in the past or in many cases uh long-range plan uh kind of is put, is put aside for other projects uh during the five-year period that it's effective. In this case, here we are really trying to implement more of the plan itself and make sure that our members know uh about the plan, and what they can do to help us, implement some of the recommendations in the plan. So um, this project has been uh overseen or managed by Jen Ceponis, so she's going to talk a little bit about the summer series Jen

>>Jen Ceponis: Thanks Mike, um there should be a handout that went out with the packet of materials for today's meeting about the Complete Street summer series. As if Mike said this is part of the New Visions virtual learning series um an effort to provide local planners and transportation agencies and organizations with the tools and information they need to implement our New Visions 2050 plan. Therefore, Complete Streets is a major strategy in New Visions and it has been a popular topic with our local government. Therefore, we had some capacity in our existing Complete Streets workshop contract to fit in three hour and a half webinars they will be Tuesday June 15, Tuesday July 13, and Tuesday August 17. Each webinar will focus on a um we will highlight kind of a different uh element of complete streets first with obstacles to implement incomplete streets um and examples of complete streets demonstration projects both locally and other projects that have been done elsewhere in New York state or outside of New York state.

The end of the summer we will end the series with a webinar on open street. Some examples of success stories how they went these were mostly done in response to Covid but looking at long-term trends and what communities need to know about them so the workshops will be moderated by CDTC staff and the materials will mostly be presented by planning for places with Sam Schwartz engineering there is information on the CDTC new visions virtual learning series webpage for how to register also there's um the link to the to that webpage is there in the handout but you can find it right on our web page um you do need to register beforehand but it is free and for AICP planners there's one and a half credits available if anyone has any questions please let me know and of course as always we're continuing to schedule virtual new visions trainings for planning board zoning boards town or cities town boards or city council. Therefore, if you have any questions please feel free to reach out

>>Kathy Sheehan: Jen I have a question if you just mentioned you know zoning boards um like who should we be um making sure has this information and who should we be encouraging to um you know to participate

>>Jen Ceponis: um so for the complete street series um you know similar to how we do workshops we touch base with you know all the different departments within local governments from planning engineering DGS um safety so really the complete street series is relevant to many different local government departments so but then our other virtual um workshops and webinars depending upon the topic we're mostly trying to gear these towards local planners engineers some of them are you know safety law enforcement focused so but those are definitely planning and engineering um sometimes law enforcement and other public safety departments

>>Kathy Sheehan: Thank you, any other questions okay um so Mike I think the next thing that we have on the agenda is to go through the status of planning activities so I will kick it to you first

>>Mike Franchini: All right thank you um so in your packet uh what we usually provide is the table with our planning activities and I'm going to share that right now just to review it briefly so we have um six ongoing linkage studies right now um three from last year and three that were just approved a few months ago by this committee so uh linkage studies in the boss in the village actually last year they were all in the village all in the village Ballston Spa managed and scotia that all three lynch sites last year were in villages this year we have linkage studies in the town of east Greenbush uh in city Rensselaer and city of Troy if you'll notice they're all in Rensselaer county just by coincidence

we have several planning and technical assistance programs going on that solicitation is ongoing right now so if you're interested in technical assistance from either the CDRPC or CDTC staff please contact us contact Mark Castiglione from CDRPC or Sandy Misiewicz from CDTC to talk about technical assistance program the last thing in the table is other planning activities and this is a little unusual for us and we usually don't have as many as we have right now going on at this point we talked a little bit about new visions and the fact that we're trying to implement that over the entire period but we have a lot of other things going on we have that link local bridge preservation report which on the table that date needs to be updated that's actually going to be completed finalized uh next month but which it's about 90 percent complete but that's a look at all the local bridges

Looking at all the inspection reports coming up with estimates for preservation projects for the New York bridge program and for our tip update uh for local sponsors we have two ADA self-evaluation projects going on right now one in Saratoga Springs and one in the town of Glenville the Patroon Creek Greenway study has started that is looking at the feasibility of actually implementing the patron grid greenway which is an it's been the idea has been around for a long time but it really needed a little bit of a push like a lot of other projects in our trails plan we're trying to implement that trails plan so we thought this feasibility study would help do that bus lane feasibility study is a joint project between us and CDTA to look at bus lane feasibilities we're also working this is a dot study the 378 bridge Powell bridge study is really managed by DOT but we are I've been invited and we are participating in that

We are assisting Albany county with their loot trail feasibility study and the last thing we're doing there is our regional truck parking study right

now the rei is out for advertisement and consultant uh responses are due uh on June 23rd of this month so this month June 23rd but that's going to be looking at the regional truck issue truck parking issue and um there's never enough truck parking when it comes to commercial trucking and we're going to be looking at where that occurs and how it can be improved so those are all the planning activities for CDTC thank you any questions

>>Kathy Sheehan: Okay thank you great um and again I apologize I can't see everyone because I have a smaller screen today but uh CDRPC

>>Mark Castiglione: Thanks mayor uh we are wrapping up our spring webinar series um-final webinar I believe is next week so contact all of your planning and zoning board members they're uh so those sessions are eligible for credit uh in March we launched a Covid recovery economic dashboard on our website one of the interesting data sets was in migration as evidenced by a change of address data from the us postal service that data is available on CDRPC's website in addition I wanted to give all the elected officials and others a heads up that with the latest recovery bill the economic development administration of which CDRPC is uh is the economic development district is scheduled to receive three times more money than they did under the cares act so we've been hearing some indicators that um they are going to be looking for higher awards for infrastructure grants focused on resiliency and sustainability and green energy and technology in those areas

So we'll be communicating all those available funding opportunities as they as they get announced at the federal level there's still some negotiation that's happening so hopefully that will be resolved in the near term we'll get some more information about that um we fully launched our the new iteration of the clean energy communities program leadership round in the past couple months and we've been doing some outreach um to continue that uh assistance program to help municipalities lower their carbon footprint and save money that is the basic update thank you

>>Kathy Sheehan: And we always like to hear about more money so um okay Carm I believe you're on here I know you were momentarily or just a moment ago

>>Carm Basile: Yep thanks mayor um a couple things um we've been in expansion mode since before um Covid and it continued through covet and continues now I think we can say we're almost past covet or post covered ridership it grows month over month uh it's slow um we have a long way to go but we're getting there we anticipate a big jump in ridership when colleges come back in September with a more normal lifestyle colleges were back but most of the students did not travel much off campus very limited so we are looking forward to that

Finishing up an expansion of our garage in Troy and just starting a major expansion of our garage here in Albany um both of those are tied to our bus rapid transit line so all of that money that we receive for bus rapid transit projects funds the corridor and the necessary infrastructure improvements that go along with that you may have followed our new mobility initiatives

We recently expanded our bike share program into Warren county uh bikes are now in Glens Falls and in the village of Lake George the reception has been I would say beyond phenomenal to see that level of excitement um for bikes or buses or pretty much anything we do uh was really refreshing to see not that all of you on the call don't get excited when we do something but this was really very something brand new for them so we have high hopes for that in warren county you may have seen or been teased on social media we've got 85 scooters electric scooters that we're going to pilot through the summer and see how the region responds to those

They'll be very tightly geocoded or geofenced so that we can control them and make sure that we can manage it we're calling it a pilot we have a lot of high hopes because there is a segment of the population that very much would like to see scooters um our research believe it or not shows that just like bikes it is a very purposeful tool these trips are unlike what most people think it is not just lets you know take a scooter through the streets of uh Cohoes it's a very purposeful trip perhaps to CVS perhaps to a market uh perhaps even to a doctor's appointment so we're going to pilot them small scale see how we do. You may also know that some of you may know that I guess in the private sector we've acquired the rights to capital car share um we have capital car share right now uh we're going to pilot that um we're working with a with an operating partner right now to outline how that would work we have a grant in for 10 electric vehicles but we hope that by fall to have an operating uh structure in place where we can pilot it we'll stay in Albany right now where it is currently based but if it works and if it's successful um we would very much like to expand that as well I think it's a program that is very valuable and for whatever reason was under you underused um we'd like to change that so if you follow buses bikes scooters cars eventually one common you know payment platform entry into the system I think that is what the future of mobility uh will look like in the capital region

Finally yet importantly with the help of many people on this call um we have been assisting and moving people you know for the last 15 months um now that has sort of shifted we're not moving people to vaccination sites or testing sites we're moving uh medical professionals uh to different parts of the four county region uh we have a mobile vaccination trolley we have a mobile vaccination bus soon in Rensselaer county we have moved healthcare professionals to senior set senior centers. So if there's anything that you know of that we need to be there to help with um reach out to us we've made it a mission to answer just about every one of those positively so if you see something that we ought to be involved in you see a need for people to be moved uh you see a way that we can get to people who need a vaccine please let us know that's pretty much it for me mayor

>>Kathy Sheehan: thanks Carmen on behalf of the residents of the city of Albany I want to thank you for um you know the work that you have done to allow us to get vaccinations to keep people um in our hard to reach um communities it is not just about people being out in you know the countryside you know it's uh really neighborhood by neighborhood and every request that we've made um even when it has been on short notice um you people have been there so really appreciate it

>>Carm Basile: That is what we are here for

>>Kathy Sheehan: um okay Patrick

>>Patrick Barnes: This could be a hard act to follow mayor but I'll do my best to keep it as exciting as Carm did um I guess the good news on the DOT front is you know it's construction season we're out there we're working we're seeing a lot of uh bidders on our project which means the prices are coming in good the trend has been uh the products are being let lower than our engineering estimate we'll see how long that continues as we see building materials go up but right now things are looking good some of the projects you guys will be seeing in the area we're going to be doing a superstructure replacement on fuller road over the next couple of weekends uh where we're going to be hammering out the deck and putting in precast uh units we're also going to be doing or we have been doing some joints on i-90 over uh Erie uh that will continue we'll pick up again after uh we're done on fuller road uh we'll be working uh on the twin bridges we're going to be doing a painting project underneath the bridge we're also going to be painting uh the areas of the arch that we call the high splash zone where the salt tends to get on the structure it is an important structures and we are going to try to keep those up and running

um one other thing I guess I'll just get on my soap box here I've been preaching it to all our folks and I'm going to ask you the members of this group to join in on spreading the word that people pay attention when they drive through our work zones we had two of our employees seriously hurt a couple of weeks ago so I'm asking everybody to lead by example uh don't speed through the work zones pay attention

unless you can get people to slow down that's all i have bob do you have anything else that I am missing

>>Bob Rice: Thanks pat I think we just want to touch base we've got some newer information on the bridge new york program and I know that's been some interest to the municipalities as you recall it the budget include 150 million dollars with 90.6 of it going upstate to the upstate mou area and so, far even though applications can still come into next week there have been 197 applications requesting just over 400 million dollars so you know at least four to one in terms of the need versus the size of the program and on the the culvert side the application we're already due last week or the other day and for 50 million dollars statewide there's about 376 million that's been requested so those applications i said they're mostly in the review teams will do their work and hopefully we'll see those awards in short order but that's it Pat thanks

>>Kathy Sheehan: Great thank you um if there are not any questions I will kick it over to the thruway

>>Mike Franchini: mayor we do not have anybody representing the thruway today at the meeting

>>Kathy Sheehan: okay uh we do have someone representing the Albany county airport authority

>>Steve Iachetta: thank you mayor um pleasure to represent my chief executive Phil Calderon and thank you for this opportunity we had a good news day today launching the first aeronautical technology institute here at the airport both county executives rensselaer county exec Stephen McLaughlin Dan McCoy, company, and most of the board of trustees of Hudson valley community college we are here for a nice media event launching a new initiative it's the first aviation maintenance technician school these are mechanics good decent salaries that will be trained here to help address a national and statewide deficiency in aircraft mechanics

so this new institute base that our hangar won I can't quite see it out the window but um it's right next to the terminal just south of the terminal we'll offer a degree and certificate programs taught by college faculty here at Albany airport so it's the ATI at ALB or Albany international airport our capital program is going strong but before I get into that briefly passengers are coming back as you may have heard surpassing we've been holding at about 50 of pre-pandemic levels for about a month but with the onset of school's out and I guess vacation season we are seeing a very strong passenger resurgence uh approaching two-thirds of pre-pandemic levels so we used to say we are missing half now we are only missing um a quarter to a third of the passenger traffic and most flights are full and the carriers are responding with increased flights so we're doing well on the passenger side

cargo of course has continued throughout with 10 to 15 growth even during the pandemic with increased uh just-in-time demand uh air shipping throughout so there's additional air freight in all modes that we're seeing here on the capital side we did bid and we're seeing very competitive asphalt bids about five and a half million uh bid for full length 8500 feet by 75 our taxiway alpha primary taxiway will be completely reconstructed this summer good strong bidding on that bidding of fleet we have large fleet snow removal equipment is important therefore, we are advancing that this year also so we have 10 open grants we are pursuing grant initiatives for terminal security checkpoint expansion a new commercial hangar and uh also um other expanded uh opportunities in the airfield so I'll close with that any questions I'd be happy to answer thanks for flying Albany

>>Kathy Sheehan: Well that is great news any questions all right we will move to Patrick and the port authority

>>Patrick Jordan: thank you mayor uh probably see from my face that I am not usually called on first at this meeting I am called on last Mike that's why I had a little pause at the beginning um our newest warehouse just received its uh temporary co so we already have product coming into a brand new 60 000 square foot warehouse um sort of been kicking off our tour to uh city development folk uh county people from Bethlehem have been coming through we start with that brand new warehouse kind of show what we're going to do in the terminal show them our brand new southern wharf and then take them over to the expansion site um it's really been just gangbusters if not daily certainly every other day uh meetings with staff engineers everybody in the community

um this morning we had a kickoff to um the mayor already kind of discussed our big job for us that's going to be coming out of this expansion site so the developers of what's going to be out in the ocean is equinor and our port user for once we finish building the project is a team that is Marvin and welcome that is going to build the towers inside of our facility so we introduced them this morning to a rather large array of stakeholders we had city of Albany development um and workforce development economic and workforce development housing authority the wage center um boxes Albany school district the superintendent was on Hudson valley community college had some representation on it the capitol district trade unions council really everybody that we think in the county that we can we can try to facilitate to bring to the table because while the port is not going to be the end um job producer we are the ones that are going to try to funnel the people that we know need jobs you know specifically aimed at the south end

um building on warren street that the housing authority has control and a building on i think broad street that the trade union has control on of where we are going to be pushing as much as we can to have um residents go there to take classes um and see what the job market is Hudson valley and boxes are really perking up they understand that these are going to be good high-paying jobs working hundreds of feet above the ocean um you know out on that product but here at the port will be um very experienced welders our friends in this from Canada kind of explained that even the most experienced welder in the area will have to go through months' worth of training because this is not like a normal uh or a traditional welding that you'd see in the area mechanical engineers hr. staff clerical staff you know soup to nuts that we're going to try to be pushing into you know Albany county but the city uh in particular

and then this afternoon I was i was a little late getting on this we met sort of with the alphabet soup pat Barnes was on for a while with the d-o-t d-e-c-o-g-s everybody from the state kind of trying to explain to them how big this is and the process that we're not up against but we are sort of up against this is bigger than anybody's used to so we were fielding questions of what can the bridge over the norms can be can it be smaller can you not have a bridge and our engineer had to explain that this bridge is going to be right now 10 times the capacity of a traditional d.o.t highway bridge it's just unheard of so we're hoping we won't get pushed back from you know the agencies but we probably will be leaning on everybody here for support supportive letters or feedback to our um reviewing agencies to show just exactly how important this expansion is we submitted last week to the town of Bethlehem the Bethlehem planning board our preliminary site plans for the 600 000 square feet of plant factory buildings and the bridge infrastructure and the new wharf all of which are work in progress

the engineering is not done we want to get in front of the planning board because we have an extremely aggressive schedule for this plant to be up and working at the end of third quarter hopefully 2024. it's an it's a year and a half build out and uh probably as six months to nine month review process so it's kind of all hands on deck and just um totally suffer from that but a small note i want to say because we're talking about Covid um I was fortunate enough to help um lead onboard vaccination clinic that we did in the ship just a couple weeks ago with the uh maritime ministry and a pharmacy up in Cohoes that was able we were I was i was already vaccinated a few other people were vaccinated and we went right on the ship and vaccinated the entire crew from the ship's captain down people from the Philippines Russia Estonia

and Vietnam so we're going to continue to do that throughout the summer to try to kind of these guys go up and down the east coast and make sure they're as safe as they can be going into other ports just kind of do our small part at this point so thank you mayor

>>Kathy Sheehan: Very exciting um I think you know uh this is a huge project this is really big and um you know spreading that word in the community is going to be really important so um thank you uh okay uh Mike you had um you've done the linkage and planning activities right

>>Mike Franchini: Yeah there's a there's also an opportunity if any of the members have any local planning activities that they like to talk about

>>Chris Wallin: Mayor and Mike I had a couple of questions if you do not mind

>>Kathy Sheehan: Sure

>>Chris Wallin: Uh the first is for uh as for Pat we were notified about the new york state touring route funding about a week maybe two weeks ago and what I was just curious about do you have any inclination on whether this is a one-time funding source or is this something that the state may look to keep as a supplement to chips

>>Pat Barnes: This is Chris asking

>>Chris Wallin: This is Chris

>>Pat Barnes: Okay Bob are you going to jump in

>>Bob Rice: yeah Chris I mean right now it stands as a one-time thing the le the actual wording in the legislation is relatively short so i mean certainly uh more deliberation will happen and but it you know like chips I mean it doesn't have its own revenue stream so i you know it's always subject to you know what the legislature decides to do but you know it's been asked for years to get at some of those routes and be another method but as it stands right now it is it is just a standalone legislation in this year's budget for peace in this year's budget

>>Chris Wallin: Okay and uh a second question I had Mike was with regards to you know still kind of learning I guess what is the reason behind I was just looking at a map during uh Patrick is uh talk about the court commission um you know the port of Coeyman's I drove Past that on 87 or 90 as you have it and it seems like it's growing exponentially and it's in the MPO district but it's not part of this is it because it's not a commission it's not a port district commission because it seems to be just as um you know as large and it seems like it's growing you know where we have when we and it's not part of these discussions when we talk about uh this group and is it just because it's not an authority or a commission

>>Mike Franchini: Well not necessarily authority or commission but it's privately owned and operated so because it's a of private business it's not a member now we have tried to make some contact with them in the past especially with our freight advisory committee they've been down there a few times to talk to them and they've actually had tours but um they it's kind of a struggle to get their attention and get them to get them involved in our planning because the federal fund sources they would not be eligible for federal fund sources

>>Chris Wallin: Okay so that is the reason okay thank you

>>Kathy Sheehan: Thanks Chris um with respect to uh we'll move on to other and I have an update um as we all know uh we're conducting uh against our will a search to replace mike um and uh we received a number of applications and we're going to be proceeding um with uh interviews um and that process uh is moving along um I don't know if you had anything you wanted to add to that uh CDTA has been really

helpful um in allowing us to utilize their human resource department to facilitate um to facilitate the process did you have anything you wanted to add Carm

>>Carm Basile: I don't think so unless someone you know wants details or some of the we would hope you know we'd kind of hope to be done by now but with schedules and everything like that it's moved a little slower than we had thought you know right I'm sure no one's surprised about that but I guess I'm going to I'm going to give the mayor the credit here we I think she kind of just politely uh twisted mike's arm he will stay for a little bit um to get us through this transition um I mean it may take us to mid-summer to get this done

>>Kathy Sheehan: right um you know and um again we'll um you know we'll keep this this group uh appraised and you know if we have to you know if people have questions don't hesitate to contact uh myself or Carm or you know any of us on the executive committee um so with that um you know one of the things that I wanted to acknowledge though is that in his role because he does have a retirement date so he may come back and consult with us for a while but this is the last uh policy board meeting that Mike will be attending as the executive director um

And I just want to thank him for uh his nine plus years of service to um to CDTC um you know he's uh also held a number of positions in public service um and has had a very distinguished career um and you know during that career I think he's always been a person who's tried to do outreach you know bring people together uh focus on policy um you know he's a native of my city so uh you know I have known mike for a really long time um you know graduated from vi 12 years serving our country in the coast guard and he doesn't know it but I'm actually going to get up and walk into his office and hand something to him right now

>>Mike Franchini: No, I did not know that

>>Carm Basile: Hey, by the way why could the mayor come to CDTC but we cannot

>>Mike Franchini: I had no idea that she was here uh I knew something was kind of going on because they shut my door but

>>Kathy Sheehan: So uh, I am here all right so maybe you can hear me but uh I am here with Mike's family uh his children uh the six grandchildren aren't here are they no okay so uh Gregory, Marisa and Robert um and uh i said all those nice things about him and i am uh proclaiming uh today Thursday June 3rd 2021 Michael Franchini day in the city of Albany and I'm going to be asking our residents to join me in uh really thanking Michael for his dedicated service to the city of Albany to the greater capital region and wish you the best in your retirement so

>>Mike Franchini: Wow uh that was a surprise I really did not expect the family uh to be here um did you get did you get did you get uh approval from your boss to be here I just want to know that and the state police are doing okay I mean they're without you for now okay and I know emergency services is probably thank you all very much uh yeah, it's been a great nine years and uh thank you very much mayor for making it Michael Franchini day but uh you know like many things it takes many people many good people to do what we do here and I just want to thank the staff you know for everything that they have done I've talked about this before I think we have one of the best staff you know of any MPOs certainly in New York state and maybe the country

But uh I want to really thank the staff for all their hard work uh and the other you know I also like to thank the members I've said this before our members are always active and always willing to participate and I really appreciate you know their willingness to cooperate and to reach consensus which is all which is what we're all about here so a lot of credit goes to the members the last people I like to thank are the officers of CDTC the mayor for her job putting up with CDTC and being the chair for all this long this period of time and of course the vice chair who's also you know our host uh CDTA and Carm Basile we really appreciate CDTC CDTA MPOs all have hosts and we have one of

the best hosts going uh that really support us here and uh thank you Carm for all your help and your staff  
and that is all I have  
thank you very much the meeting is adjourned the chair has adjourned the meeting  
thank you all