PLANNING COMMITTEE MEETING
Draft Meeting Minutes
February 12, 2014

MEMBERS ATTENDING

Bradley Birge, City of Saratoga Springs
Frank Bonafide, NYS Department of Transportation-Region 1
Wayne Bonesteele, Rensselaer County
Darrell Duncan, Albany County
Ross Farrell, Capital District Transportation Authority
Stephen J. Feeney, Schenectady County, Vice Chair
Michael Franchini, Capital District Transportation Committee, Secretary
Rocky Ferraro, Capital District Regional Planning Commission
Stephen Iachetta, Albany County Airport Authority
Joseph LaCivita, Town of Colonie
Robert Leslie, Town of Bethlehem
Barbara McHugh, Town of Clifton Park
Randy Milano, City of Albany
Nelson Ronsvalle, Town of Halfmoon
Jeremy Smith, City of Watervliet
Tony Vasil, Albany Port Commission
Christopher Wallin, City of Schenectady

STAFF AND OTHERS

Bill Anslow, Albany County
Tom Baird, Barton & Loguidice
Anne Benware, Capital District Transportation Committee
Tom Cascino, AECOM
Jennifer Ceponis, Capital District Transportation Committee
Maria Chau, Federal Highway Administration
Robert Cherry, NYS Department of Transportation-Region 1
Christopher Desany, Capital District Transportation Authority
Lee Ecker, CHA
Leo Fioravanti, Bergmann Associates
Alex Gordon, Capital District Transportation Committee
Tom Johnson, TR Johnson Engineering
David P. Jukins, Capital District Transportation Committee
Sandy Misiewicz, Capital District Transportation Committee
Larry Mulvaney, NYS Department of Transportation-Region 1
Sree Nampoothiri, Capital District Transportation Committee
Jeff Pangburn, Creighton Manning
Glenn Posca, Capital District Transportation Committee
Jim Rivers, Greenman-Pedersen Inc.
Dan Rourke, Barton & Loguidice
Ron Shaffer, NYS Department of Transportation-Region 1
Ed Snyder, Greenman-Pedersen Inc.
Mike Stella, NYS Department of Transportation-Region 1
Brian Stewart, Capital District Transportation Committee
Doug Teator, Creighton Manning
Joe Teliska, Rensselaer County
Tom Traver, McFarland Johnson
Bill Trudeau, City of Albany
Michael Williams, Capital District Transportation Authority
Edward Wolk, Capital District Transportation Authority
Tom Traver, McFarland Johnson
Bill Trudeau, City of Albany
Michael Williams, Capital District Transportation Authority
Edward Wolk, Capital District Transportation Authority

VISITORS’ ISSUES

Steve Iachetta opened the meeting at approximately 9:34 AM. There were no visitors’ issues.

ADMINISTRATION

Previous Meeting Minutes – January 8, 2014

Members approved the January 8, 2014 minutes.

ACTION ITEMS

2013-18 TRANSPORTATION IMPROVEMENT PROGRAM PROPOSED CHANGES

Mike Franchini suggested that action on TIP amendments involving CMAQ funding be deferred until all of the TIP amendments have been presented. He distributed a handout that summarized six of the TIP amendments.

R280 (1758.05) ITS Improvements on Pawling Avenue

Jeff Fangburn explained that the project will implement time based coordination traffic signal hardware in order to increase coordination in the Pawling Avenue corridor. The cost of this project has increased due to cost increases for replacement of the overhead signal indications and wiring, increased traffic controller costs, and additional pedestrian signalization requirements.

A435 (1756.63): ITS Transit Signal Priority on Washington and Western Avenues

Bill Trudeau explained that this amendment is a request to add $2.3 M to include the full scope, including the 14 signals on Washington Avenue that are included in phase 2 of the project. He said that the project will be ready to advertise and award the additional intersections prior to the September 2014 deadline for CMAQ funding.

S188 (1758.00): Erie Boulevard Roundabout

Chris Wallin explained that a roundabout is the preferred alternative for this project but additional funding is needed. The roundabout addresses traffic flow, safety, and economic development. Tom Bairo explained that the roundabout works without an extra lane under the railroad bridge for ten years. The extra lane will be funded independently as mitigation for development. He said that the roundabout could be conservatively expected to reduce 16 personal
injury accidents in a three year period based on three years of accident history studied.

**A436/A466 (1808.01): Western Avenue Sidewalks**

Ron Shaffer distributed a handout. He explained that this amendment would shift NHPP funding from phase 2 to phase 1, with no impact on CMAQ. Since there was no impact to CMAQ, members approved the amendment.

**A464 (1757.32): Helderberg Hudson Rail Trail**

Bill Anslow explained that the preferred option is to remove the Rockefeller Road Bridge; the structure is deteriorating and there is concern about concrete dropping. For the Delaware Avenue Bridge, the recommended option is to rehab, remove the concrete, and repaint; this will remove liability from potential concrete deterioration. Rob Leslie explained that the Town of Bethlehem received Transportation Enhancement Program approval for decorative lighting, street trees, and street connections to the rail trail. The Delaware Bridge is the nexus between the two projects. The bridge is a gateway to the Delaware Hamlet. The Town is providing 60% of the TEP project funding (beyond the 20% required).

Frank Bonafide asked if money could be saved by replacing the Delaware Bridge with a light duty bridge. Bill Anslow said that this would not save much, and the rail banking requirement might require the County to be responsible for replacing the bridge with a structure equivalent to the existing structure in the future. Ed Snyder commented that the agenda should be corrected to show that this amendment involves the removal of one bridge and the replacement of the other.

**New Project: A545: Washington Avenue/Western Avenue Bus Rapid Transit (BRT) Small Starts Development Project**

Chris Desany explained that this project is part of the five year Transit Development Program (TDP) and it is part of CDTA’s plan for 40 miles of BRT. In response to questions, he explained that the ITS Transit Signal Priority on Washington and Western Avenues is a prerequisite to the BRT project and will be totally compatible. Steve Iachetta asked if our region is a national leader with respect to BRT. Chris Desany responded that based on a recent conversation with the president of APTA, CDTA is looked on favorably, for a region of its size, for BRT. He said that this was not just for CDTA, but for the region as a whole, since our region is supportive of BRT. Ross Farrell commented that BusPlus already puts us high among our peers, but two more BRTs will put us even higher. In response to a question, Ross said that strong support has been received for alternative 2. Members approved the TIP Amendment.
Mike Franchini handed out a letter from Russ Reeves of the City of Troy requesting that this project be removed from the TIP. Members approved the removal of this project from the TIP.

SA217 (1757.36) Crescent Road Bike and Pedestrian Improvements

Barb McHugh distributed a hand out describing the TIF amendment request. She explained that most of the increased cost for this project is due to unexpected right of way and mapping costs that were discovered in the design process. There is also a small cost increase for installing pedestrian signals at the crosswalks. The project is shovel ready and construction is expected this summer.

CMAQ PROJECT STATUS, FUND ACCOUNTING, AND PROPOSED AMENDMENTS

Mike Franchini referred to the table handed out that summarized the status of projects requesting CMAQ funding. He noted that A436 and A466 had already been approved without increasing CMAQ funding. He distributed a second handout that presented CMAQ balance programming options. Mike explained each of the options presented. He explained that we are in a unique situation because CMAQ funding will sunset on September 30. Discussion focused on Option 3, the "Advance Funding" option. There is $4.524M of NHPP funding programmed in FFY 2014-2015 in RG125, Pavement Preservation Set-Aside for Non-State Roads. Currently from the latest TIP solicitation, there is only one project eligible for this funding, i.e. Delasandro Boulevard between Albany Shaker Road and Watervliet Road, at a cost of $1.100M. This would leave a balance of $3.424M in NHPP funds that cannot be programmed. NYSDOT is willing to program this balance ($3.424M) "in advance" in the current federal fiscal year, if there are eligible projects. Three projects discussed at this meeting are eligible:

- ITS Signal Priority on Washington and Western Avenues
- Western Avenue Sidewalks
- Erie Boulevard/Jay Street/Nott Street/Front Street Roundabout

The total funding requested for these three projects is $4.382M. Under option 3, the "advanced" balance of $3.424M could be used to fund the balance needed to fund all of the projects ($3.214M).

Frank Bonafide commented that this option will put a heavy strain on staff, and it means that next year there will be some belt tightening. He explained that option 3 will not affect other solicitation projects because they are not eligible for NHPP. Mike Franchini said that there are few local roads that are eligible for NHPP. Frank said that 80% of local bridges are not eligible for NHPP funding, and this will be a future topic for this group to discuss. Mike Franchini suggested that if some of these projects receive additional funding from other sources, such as HSIP based on safety analysis, then the equivalent
amount of NHPP funding should be restored to the program. Glenn Posca noted that Policy Board approval will be needed for this amendment.

Members approved option 3 as discussed, with the two provisos that if additional funding such as HSIP is identified for any project, an equivalent amount of NHPP funding will be restored to 2015; and that if a project schedule slips past September 30, its NHPP funding will be restored to 2015.

TRANSPORTATION ENHANCEMENT PROGRAM (TEP) PROJECT SELECTION AND AMENDMENTS

Dave Jukins explained that the TEP is a statewide program administered by NYSDOT. In DOT Region 1, 20 applications were received and reviewed by Region 1, two MPOs (CDTC and A/GFTC) and two rural counties (Greene and Essex). In the final decisions, Region 1 fared well. In the CDTC area, the Delaware Hamlet Multi-Mcdal and Streetscape Enhancements (Town of Bethlehem) and the North Central Avenue Pedestrian Safety Project (City of Mechanicville) were awarded by NYSDOT. Members approved the two TEP projects for addition to the TIP.

2014-2015 LINKAGE PROGRAM APPLICATIONS AND RECOMMENDATIONS

Sandy Misiewicz reviewed the write up in the mail out. Six applications were received totaling $232,500 in federal planning funds. A review team consisting of staff from CDTC, CDRPC and CDTA evaluated each project and recommended that the Albary, Malta and Schodack projects should be funded for the 2015-2016 Linkage Program. Members approved the recommendation as presented.

APPROVAL OF THE DRAFT 2014-16 UNIFIED PLANNING WORK PROGRAM

Mike Franchini said that the staff deserves a lot of credit for developing the draft UPWP. Highlights include TDM, car sharing, bike sharing, the 787 Study, and the New Visions update. The UPWP includes funding for a consultant to develop a multimedia marketing and public participation program for New Visions. It also includes consultant funding for traffic engineering and data collection. Another major task is the Saratoga Regional Traffic Study. Dave Jukins commented that the key accomplishments reflect well not only on the staff but also on the members and collaboration with communities in our region. The draft document will be presented to the Policy Board for their approval at the March 6th meeting. Members approved the 2014-16 UPWP.

APPROVAL OF THE APRIL 1, 2013 TO SEPTEMBER 30, 2013 PROGRESS REPORT

Mike Franchini explained that this report is a federal requirement, and summarizes staff accomplishments in more detail. Members approved the April 1, 2013 to September 30, 2013 Progress Report.
DRAFT RESOLUTION REGARDING THE WASHINGTON WESTERN AVENUES TRANSIT
ALTERNATIVES ANALYSIS LOCALLY PREFERRED ALTERNATIVE

Sandy Misiewicz explained that CDTC will need to integrate the locally
preferred alternative (Alternative 2) from the Alternatives Analysis
into the Regional Transportation Plan in order to satisfy FTA
requirements. A resolution has been prepared to adopt Alternative 2
as the locally preferred alternative in the Regional Transportation
Plan. This project is very cost competitive. Ross Farrell said that
three major stakeholders—Pyramid, UAlbany and OGS—are moving forward
with support. Rocky Ferraro commented that he is advocating for the
Cleaner Greener program to support good planning projects such as this
one.

The resolution will be presented to the Policy Board for their
approval at the March 6th meeting. Members approved the resolution.

DISCUSSION ITEMS

SET-ASIDE PROJECT SOLICITATION RESULTS

Mike Franchini distributed a handout that listed all of the projects
received from the solicitation. He explained that project
applications will be screened and evaluated by the April 2 Planning
Committee Meeting. Dave Jukins explained that CDTC did not solicit
for bridge projects, so the two projects shown on the list will not be
considered in this evaluation.

NEW VISIONS UPDATE STATUS REPORT

Mike Franchini reported that the Quality Region Task Force meeting had
good attendance with several chief elected officials in attendance.
He said the Plan update will be completed in 2015.

LOCAL BRIDGE WORKING GROUP REPORT

Frank Bonafide said that the scope for evaluating bridge project
candidates is under review at NYSDOT and the review should be
completed in early March.

NYSDOT PROJECT DELIVERY SCHEDULE

Rob Cherry distributed a handout (attached) and explained that Region
1 will be meeting with sponsors and consultants in the next two weeks
to develop schedules for SFY 2014-15. Frank Bonafide said we need to
do better this year than last year. He emphasized that realistic
schedules are important.
STATUS OF PLANNING ACTIVITIES

CDTC

Mike Franchini distributed a hand out on the High Speed Rail program. He said there will be a public meeting on March 4th in our area. CDTC has partnered with RPI for an application to Transportation Research Board for a freight planning study.

CDRPC

Rocky Ferraro said that CDRPC hired Martin Daley in November. The Combined Sewer Overflow Plan received approval, and calls for $130 million worth of projects. The latest American Community Survey fact sheets have been updated for all 79 communities in the region. Employment projections are on hold until data is received from the Census Bureau.

CDTA

Ross Farrell reported that CDTA has started meeting with municipalities in the river corridor with respect to planned BRT service. CDTA has been working on conceptual ideas for an intermodal station in Albany.

NYSDOT

Rob Cherry reported that NYSDOT received $50 million in Transportation Alternatives Program funding. This program consolidates the previous TEP as well as the Safe Routes to School program and will fund projects to provide bicycle and pedestrian facilities and facilities to provide safe routes for non-drivers. There will be informational workshops for potential sponsors. The new TAP workshop is required for potential sponsors. Federal Aid 101 is also required unless it has been attended within the last two years. Dates include: May 7, screening; June 11, application deadline; September receive list from MPOs/Counties/Region 1 committee; October—project awards.

Rocky Ferraro commented that with such a fantastic MPO process, it would be better to let CDTC choose projects and respect the planning that has taken place at CDTC. Frank Bonafide said that the process has worked well. Mike Franchini commented that tight deadlines preclude needed input from CDTC committees.

Albany County Airport Authority

Steve Iachetta reported that the Albany International Airport has enplanements of 2.5 million per year, 5 million terminal passengers; and freight is very important. Senator Schumer has been encouraging Jet Blue to serve the Albany International Airport. Steve Iachetta noted that 88% of traffic on Francis Delasandro Boulevard is through traffic.
Albany Port District Commission

Tony Vasil reported that long shore hours were up 32% in 2013, and that there was a 100% increase in vessels in 2014, January to January. The General Electric Algerian mega-deal will increase tonnage by a factor of five. May 1st is Port Industry Day. The new crane is moving forward and delivery is expected in about one year.

Linkage

Mike Franchini referred the Committee to the mail out for a summary of Linkage progress.

Adjournment

The meeting was adjourned at approximately 11:57 PM. The next Policy Board meeting is scheduled for March 6, 2014. The next Planning Committee meeting is scheduled for April 2, 2014.

Respectfully submitted,

Michael Franchini
Secretary
## Projects Requesting CMAQ Funding

All amounts are in millions of dollars.

<table>
<thead>
<tr>
<th>Project</th>
<th>Design Report Status</th>
<th>Deliverability</th>
<th>Last Scope Change</th>
<th>First TIP Cost and FFY</th>
<th>TIP Cost Increases</th>
<th>Current TIP Cost</th>
<th>Requested Cost Increase</th>
<th>Other Stakeholders</th>
</tr>
</thead>
<tbody>
<tr>
<td>A435 – ITS Transit Signal Priority on Washington and Western Avenues</td>
<td>Approved</td>
<td>Is being built in phases</td>
<td>Decrease</td>
<td>$5.500 2005-06</td>
<td>$0.663, 2010</td>
<td>$5.670</td>
<td>$2.300</td>
<td>CDTA Bus Rapid Transit</td>
</tr>
<tr>
<td>A436 &amp; A466 – Western Avenue, Fuller Road to Albany City Line: Sidewalk Construction</td>
<td>Approved</td>
<td>Is being built in phases. Part 2 will not be CMAQ.</td>
<td>None</td>
<td>$1.248 2005-06</td>
<td>$0.061, 2010</td>
<td>$1.098</td>
<td>$0.520</td>
<td>Albany, Guilderland, NYS</td>
</tr>
<tr>
<td>A464 – Helderberg Hudson Rail Trail</td>
<td>Approved</td>
<td>Is being built in phases</td>
<td>Decrease</td>
<td>$2.960 2006-07</td>
<td>$0.618, 7/12</td>
<td>$2.728</td>
<td>$0.909</td>
<td>Bethlehem, New Scotland, Albany</td>
</tr>
<tr>
<td>R280 – ITS Signal Improvements on Pawling Avenue</td>
<td>P.E. not completed</td>
<td></td>
<td>None</td>
<td>$0.686 2007-08</td>
<td>$0.089, 2010</td>
<td>$0.775</td>
<td>$0.485</td>
<td></td>
</tr>
<tr>
<td>S188 – Erie Blvd. Roundabout</td>
<td>P.E. not completed</td>
<td>Must choose roundabout or signal</td>
<td>None</td>
<td>$2.227 2010-11</td>
<td>$0.371, 2010</td>
<td>$2.598</td>
<td>$1.562</td>
<td></td>
</tr>
<tr>
<td>SA217 – Crescent Road Bike and Pedestrian Improvements</td>
<td>Approved</td>
<td>Need ROW to proceed with PS&amp;E</td>
<td>None</td>
<td>$0.851 2007-08</td>
<td>$0.458, 7/13</td>
<td>$1.436</td>
<td>$0.282</td>
<td>Halfmoon</td>
</tr>
</tbody>
</table>
PIN 1758.00 Erie Boulevard / Jay Street / Nott Street / Front Streets Roundabout

Highlights of Project Safety, Operational and Air Quality Improvements

Existing and No Build Conditions

Accident Study – 5 years (August 2007 through July 2012)

Existing Intersection Erie Blvd. and Nott Street

- 68 Accidents – 0.92 accidents / million entering vehicles
- 22 (32.4%) resulting in Personal Injuries
- 5.4 Times Greater than the Statewide Average (0.17 acc/mev)

North and South Approaches to Intersection of Erie Blvd. and Nott Street

- 21 Accidents - 0.53 accidents per million vehicle miles (acc/MVM)
- 5.8 Times Lower than Statewide Average of 3.10 acc/MVM

Roundabout - Proposed Safety Improvements, Traffic Calming, Reduced Pedestrian Crossing Distance

Personal Injury Reduction 72 - 80 % (NYSDOT, Insurance Institute for Highway Safety).

22 Personal Injury Accidents – Reduction of 72% = **16 Less Personal Injury Accidents**

Crash Reduction Two Lane Roundabouts – 35 to 47%

68 Accidents - Reduction of 35% to 47% = **24 to 32 Less Accidents Overall**

Existing Operational Conditions - LOS C - Erie and Nott

Nott Street – LOS F – 82 seconds of Delay / Veh. ----> ETC+20 = 141 seconds / Vehicle


Roundabout Operational Conditions - ETC +20 (2035) Overall Intersection - **LOS B** (AM and PM)

Nott Street – Delay Reduction - 123 seconds in the PM and 45 seconds in the AM Period

Nott Street - Through / Right Approach Lane Delay Reduction of 218 seconds in the PM Design Year

112 to 232

Nott Street

Existing to ETC +20

112 down to 14

Nott Street

Erie Boulevard
Air Quality Improvements

Carbon Monoxide Emissions reduced by 29% and Nitrogen Oxide emissions by 21%. Volatile organic compounds reduced 199 KG (533 lbs) and nitrogen oxides by 108 KG (289 lbs) annually.

Traffic Impacts due to Alco Project

Alco Project 50% Build-Out (2020)
Nott Street Approach – Overall LOS D
Erie Boulevard / Nott Street - Overall Intersection LOS B

Alco Project 75% Build-Out (2023)
Nott Street Approach - Overall LOS F
Erie Boulevard / Nott Street - Overall Intersection LOS D

With Alco Mitigation - includes Additional Through Lane on Nott Street Approach

Alco Project 50% Build-Out (2020)
Nott Street Approach – Overall LOS B
Erie Boulevard / Nott Street Overall Intersection - LOS B

Alco Project 75% Build-Out (2023)
Nott Street Approach - Overall LOS B
Erie Boulevard / Nott Street Overall Intersection - LOS B

Alco Project 100% Build-Out (2025)
Nott Street Approach - Overall LOS C
Erie Boulevard / Nott Street Overall Intersection - LOS B

If Alco project is developed to 50% Without Roundabout or Bridge Widening

2020 – Nott Street Approach Right /Through Movement = 185 sec of delay in the first 5 years

The roundabout is the responsible alternative to be proactive to the economic development needs of the city and to best plan for the congestion and safety needs as the city revives this important downtown area. It is also an example of providing responsible long term planning and not to preclude adaptation to additional planned development.
## Westmore Corridor Pedestrian Improvements

### NYS DOT PIN: 1808.01/1809.97

<table>
<thead>
<tr>
<th>NYS DOT PIN</th>
<th>TIP #</th>
<th>PROJECT DESCRIPTION</th>
<th>CONST CI</th>
<th>COST</th>
<th>FUND</th>
</tr>
</thead>
<tbody>
<tr>
<td>1808.01</td>
<td>A436/A466</td>
<td>ADA COMPLIANCE PART 1, WESTMORE CORRIDOR PEDESTRIAN IMPROVEMENTS</td>
<td>0.120 1.00</td>
<td>CMAQ</td>
<td>1.00</td>
</tr>
<tr>
<td>1809.97</td>
<td>A436/A466</td>
<td>ADA COMPLIANCE PART 2 - ROUTE 20, GUILDERLAND, ALBANY COUNTY</td>
<td>0.120 1.50</td>
<td>NHPP</td>
<td>1.50</td>
</tr>
<tr>
<td>1808.01</td>
<td>A436/A466</td>
<td>ADA COMPLIANCE PART 1, WESTMORE CORRIDOR PEDESTRIAN IMPROVEMENTS</td>
<td>0.240 2.500</td>
<td>CMAQ</td>
<td>1.00</td>
</tr>
<tr>
<td>1809.97</td>
<td>A436/A466</td>
<td>ADA COMPLIANCE PART 2 - ROUTE 20, GUILDERLAND, ALBANY COUNTY</td>
<td>0.090 0.520</td>
<td>NHPP</td>
<td>0.980</td>
</tr>
</tbody>
</table>

**Current Projects**

**Proposed Projects**
January 29, 2014

Michael V. Franchini, Executive Director  
Capital District Transportation Committee  
One Park Place,  
Albany, NY 12205

Re: Crescent Road Multi-Use Path/Sidewalks, SA217, PIN#1757.36

Dear Mr Franchini:

The Town of Clifton Park is requesting an increase in total project funding in the amount of $0.282M. We are requesting that $0.021M of the increase be covered under the NHPP program, and $0.261M be covered under the CMAQ program.

Most of the proposed increase is related to unexpected right-of-way acquisition and mapping costs that were discovered in the design process. A small increase in construction costs related to the addition of pedestrian signalization and I-87 Exit 8 bridge work required by NYSDOT was also identified. These additional costs were mutually determined through the design process and documented on the Final Design Report for the project.

The current TIP shows $0.056M and $0.922M in CMAQ funds for right-of-way incidentals and construction, respectively, and $0.458M in NHPP funding for work on the Northway Bridge and adjacent ramps.

The scope of the original project has not changed. The final design report indicates that the total cost of the project, including construction and right-of-way costs total $1.718M. Construction funding for this project includes inspection.

<table>
<thead>
<tr>
<th>SA 217 CURRENT 2013-18 TIP</th>
<th>PROPOSED TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amount</td>
<td>Source</td>
</tr>
<tr>
<td>$ 0.056M</td>
<td>CMAQ</td>
</tr>
<tr>
<td>$ 0.922M</td>
<td>CMAQ</td>
</tr>
<tr>
<td>$ 0.458M</td>
<td>NHPP</td>
</tr>
<tr>
<td>$ 1.436M</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Construction is planned for 2014, with project letting in early 2014.

I appreciate your consideration of our request and encourage members or staff that may have questions to contact me at their earliest convenience at (518) 371-6651.

Sincerely,

Barbara McHugh  
Director, Community Development

PHILIP C. BARRETT  
 Supervisor

LYNDAM. WALOWIT  
 Councilwoman

JAMES M. WHALEN  
 Councilman

AMY J.H. STANDAERT  
 Councilwoman

JAMES J. ROMANO  
 Councilman
January 31, 2014

Mr. Michael Franchini
Executive Director
CDTC
1-Park Place
Albany, NY 12205-2676

RE: Project Withdrawl Request  
9th Street Gateway Project  
City of Troy, Rensselaer County, PIN 1756.96 (R248)

Dear Mike,

As you are aware, the City of Troy currently has two projects programmed for CMAQ funding. These projects include the Ninth Street Gateway Streetscape and the Pawling Avenue Signalization at nine intersections extending from Linden Avenue to Winter Street. Because the City of Troy is a walkable city, the CMAQ program is important to Troy residents who walk most of the City mainline corridors. It has been brought to our attention that a project has been recently completed which has eliminated the need for the Ninth Street Gateway Project under CMAQ funding. As a result, the City of Troy is respectfully requesting that the NYSDOT and CDTC remove this project from the Transportation Improvement Program. The City of Troy however, will be partnering with Rensselaer and other private partners on this Gateway as a restoration project that will serve the community as a whole.

Please accept this letter as official authorization to remove the Ninth Street Gateway Project from the CMAQ funding program.

If you should have any further questions, please feel free to contact me at your convenience.
Sincerely,

Russ Reeves, C.Eng., P.E.
City Engineer

cc: Honorable Mayor Lou Rosamilia
    Hon Deputy Mayor Pete Ryan
    Karen Hulihan, NYSDOT Region 1
    Creighton Manning Engineers
### RG28: Intelligent Transportation Systems (ITS)

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital District Transportation Authority</td>
<td>Off-board Fare Collection System (OFCS)</td>
</tr>
<tr>
<td>Towns of Clifton Park &amp; Halfmoon</td>
<td>Sitterly Road Corridor Improvements - Intelligent Traffic Systems</td>
</tr>
</tbody>
</table>

### RG39: ITS Set-Aside for Local Traffic Signals

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Albany</td>
<td>Madison Avenue Road Diet Implementation</td>
</tr>
<tr>
<td>City of Cohoes</td>
<td>Ontario Street &amp; Delaware Ave. Intersection Traffic Light Installation</td>
</tr>
<tr>
<td>City of Saratoga Springs</td>
<td>Geyser Road/ Spa State Park Traffic Signal Improvement</td>
</tr>
</tbody>
</table>

### RG102: Alternative Fuel Program for Non-CDTA Fleets

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albany County Airport Authority</td>
<td>Compressed Natural Gas Fueling Station Rehabilitation &amp; Expansion</td>
</tr>
<tr>
<td>City of Schenectady</td>
<td>Alternative Fuel Vehicle Upgrade &amp; Charging Station</td>
</tr>
</tbody>
</table>

### RG103: Bicycle/Pedestrian Network Set-Aside

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Albany</td>
<td>Madison Avenue Road Diet Implementation-Phase 1-Roadway Configuration &amp; Bike/Ped Improvements</td>
</tr>
<tr>
<td>Schenectady County</td>
<td>Helderberg Avenue Sidewalks</td>
</tr>
<tr>
<td>Schenectady County</td>
<td>Mohawk Hudson Bike Trail Bollard/Gate Retrofit</td>
</tr>
<tr>
<td>Town of Niskayuna</td>
<td>Flower Hill Multi-Use Path Connection</td>
</tr>
<tr>
<td>Town of Niskayuna</td>
<td>Niskayuna Soccer Fields Multi-Use Path Connection</td>
</tr>
<tr>
<td>Village of Green Island</td>
<td>Black Bridge Rail Trail Connection Project</td>
</tr>
<tr>
<td>Village of Green Island</td>
<td>Tibbits Avenue Pedestrian &amp; Bicycle Improvement Project</td>
</tr>
</tbody>
</table>

### RG116: Goods Movement Set-Aside

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albany County Airport Authority</td>
<td>Albany International Airport-Air Cargo Facility Pavement Rehabilitation</td>
</tr>
</tbody>
</table>

### RG119: Linkage Program Implementation

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Colonie</td>
<td>Maxwell Road Extension Project</td>
</tr>
<tr>
<td>Town of Malta</td>
<td>Malta &quot;Share the Road&quot; Signage Project</td>
</tr>
</tbody>
</table>
### RG124: Intersection Safety Improvements

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Schenectady</td>
<td>Eric Boulevard/ Nott Terrace Roundabout</td>
</tr>
</tbody>
</table>

### RG125: Pavement Preservation for Non-State Roads

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albany County</td>
<td>CR 151 (Albany-Shaker Rd./Dalessandro Boulevard) Resurfacing</td>
</tr>
<tr>
<td>City of Albany</td>
<td>Belvidere Avenue Roadway Rehabilitation</td>
</tr>
<tr>
<td>City of Albany</td>
<td>Bertha Street Rehabilitation Project</td>
</tr>
<tr>
<td>City of Albany</td>
<td>Cardinal Avenue Rehabilitation Project</td>
</tr>
<tr>
<td>City of Albany</td>
<td>Clinton Avenue Rehabilitation Project</td>
</tr>
<tr>
<td>City of Albany</td>
<td>Hudson Avenue Rehabilitation Project</td>
</tr>
<tr>
<td>City of Albany</td>
<td>New Scotland Avenue Rehabilitation Project</td>
</tr>
<tr>
<td>City of Albany</td>
<td>Ten Broeck Street Roadway Rehabilitation</td>
</tr>
<tr>
<td>City of Albany</td>
<td>Whitehall Road Rehabilitation Project</td>
</tr>
<tr>
<td>City of Rensselaer</td>
<td>3rd Avenue Pavement Preservation</td>
</tr>
<tr>
<td>City of Schenectady</td>
<td>Pavement Preservation-17 different road segments</td>
</tr>
<tr>
<td>Rensselaer County</td>
<td>CR 125 (Stillwater Bridge Road)-Pavement Preservation</td>
</tr>
<tr>
<td>Rensselaer County</td>
<td>CR 129 (Tamarac Road)-Pavement Preservation</td>
</tr>
<tr>
<td>Rensselaer County</td>
<td>CR 134 (Mchesney Avenue Extension)-Pavement Preservation</td>
</tr>
<tr>
<td>Rensselaer County</td>
<td>CR 5 (Brookview Road)-Pavement Preservation</td>
</tr>
<tr>
<td>Rensselaer County</td>
<td>CR 51 (Burden Lake Road)-Pavement Preservation</td>
</tr>
<tr>
<td>Rensselaer County</td>
<td>CR 55 (Best Road)-Pavement Preservation</td>
</tr>
<tr>
<td>Rensselaer County</td>
<td>CR 6 (Maple Hill Road)-Pavement Preservation</td>
</tr>
<tr>
<td>Schenectady County</td>
<td>Aqueduct Road (County Route #10) Paving Project</td>
</tr>
<tr>
<td>Schenectady County</td>
<td>Broadway (County Route #161) Paving Project</td>
</tr>
<tr>
<td>Schenectady County</td>
<td>Chrisler Avenue (County Route #69) Paving Project</td>
</tr>
<tr>
<td>Schenectady County</td>
<td>Consaul Road (County Route #9) Paving Project</td>
</tr>
<tr>
<td>Schenectady County</td>
<td>Maple Avenue (CR 29) &amp; Hetchettown Road (CR 31) Paving Project</td>
</tr>
<tr>
<td>Schenectady County</td>
<td>Union Street (County Route #159) Paving Project</td>
</tr>
<tr>
<td>Town of Halfmoon</td>
<td>Sitterly Road Pavement Preservation</td>
</tr>
</tbody>
</table>

### Bridge Projects

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Troy</td>
<td>Campbell Ave Bridge</td>
</tr>
<tr>
<td>City of Troy</td>
<td>First St Bridge</td>
</tr>
<tr>
<td>PIN</td>
<td>PROJ. TITLE TXT</td>
</tr>
<tr>
<td>-----</td>
<td>----------------</td>
</tr>
<tr>
<td>175801</td>
<td>SCHOOL ZONE DRIVER FEEDBACK, CITY OF ALBANY: SIGNS &amp; SIGNALS</td>
</tr>
<tr>
<td>175697</td>
<td>SPOT R3, FIRST ALLEY CONNECTOR SIDEWALK</td>
</tr>
<tr>
<td>175799</td>
<td>US 4/MANNIX ROAD INTERSECTION IMPROVEMENTS</td>
</tr>
<tr>
<td>175468</td>
<td>BIN 3303340, CR111 (PITTS-JOHNS RD) OVER HOOSICK RIVER</td>
</tr>
<tr>
<td>175710</td>
<td>BIN 2202960, CENTRAL AVE (US4) OVER ANTHONYKILL</td>
</tr>
<tr>
<td>175768</td>
<td>TEP: ERIE CANAL TOWPATH COMM. CONNECTOR PROJECT</td>
</tr>
<tr>
<td>175722</td>
<td>BIN 3303680, ELM ST OVER LITTLE HOOSIC</td>
</tr>
<tr>
<td>175735</td>
<td>RTE 20 CORRIDOR BIKE/PED IMPROVEMENTS</td>
</tr>
<tr>
<td>175905</td>
<td>BIN 2201620, WHITE CREEK ROAD BRIDGE OVER WHITE CREEK</td>
</tr>
<tr>
<td>175663</td>
<td>ITS TRAFFIC SIGNAL PRIORITY ON WASHINGTON &amp; WESTERN AVES.</td>
</tr>
<tr>
<td>175904</td>
<td>BIN 2201560, WHITE CHURCH ROAD OVER QUACKENKILL, BR REPLACE</td>
</tr>
<tr>
<td>175771</td>
<td>TEP: LUTHER RD.(NY151) PEDESTRIAN AND BICYCLE ACCESS IMPR.</td>
</tr>
<tr>
<td>175637</td>
<td>BIN 2202370, SPRING AVE OVER POESTEN KILL, BR REPL</td>
</tr>
</tbody>
</table>

* OK'd post-list

Updated January 8, 2014

Attachments to the 2/12/14 minutes
(Handouts from meeting)
Capital District Transportation Committee
CMAQ Balance Programming Options

Both the NYS DOT and CDTC have agreed that there is $2.844M in unprogrammed CMAQ funds available for programming in the current budget. As with all CMAQ funding, this funding must be obligated by September 30, 2014.

There are 3 criteria that the Planning Committee should consider when programming any additional CMAQ funding – costs, scope, and deliverability (i.e. the ability to obligate construction funding before September 30, 2014). For a project-by-project comparison of the above criteria, see the table titled “Projects Requesting CMAQ Funding” and handed out at this meeting.

The projects requesting funding and their funding amounts are:

<table>
<thead>
<tr>
<th>TIP #</th>
<th>Project</th>
<th>Sponsor</th>
<th>Funding Request ($M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A435</td>
<td>ITS Signal Priority on Washington &amp; Western Avenues</td>
<td>Albany City</td>
<td>$2.300</td>
</tr>
<tr>
<td>A436 &amp; A466</td>
<td>Western Avenue, Fuller Road to Albany City Line: Sidewalk Construction</td>
<td>Region 1</td>
<td>$0.520</td>
</tr>
<tr>
<td>A464</td>
<td>Helderberg Hudson Rail Trail</td>
<td>Albany County</td>
<td>$0.909</td>
</tr>
<tr>
<td>R280</td>
<td>ITS Signal Improvements on Pawling Ave.</td>
<td></td>
<td>$0.485</td>
</tr>
<tr>
<td>S188</td>
<td>Erie Blvd./Jay St/Nott St/Front St Roundabout</td>
<td>Schenectady City</td>
<td>$1.562</td>
</tr>
<tr>
<td>SA217</td>
<td>Crescent Rd Bike and Ped Improvements</td>
<td>Clifton Park</td>
<td>$0.282</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td></td>
<td>$6.058</td>
</tr>
<tr>
<td></td>
<td>Available Funding</td>
<td></td>
<td>$2.844</td>
</tr>
<tr>
<td></td>
<td>Balance Needed to Fund all projects</td>
<td></td>
<td>$3.214</td>
</tr>
</tbody>
</table>

At this point, CDTC staff, after consulting with the NYS DOT staff, believes there are the following 3 funding options:

1. **Funding a portion or percentage of each of the above projects.** This is feasible for projects which can be broken down into phases, but less feasible for projects like S188, Erie Blvd./Jay St/Nott St/Front St. Roundabout, where all of the requested funding is needed to build the requested project.
2. **Funding the total funding requested for a few projects up to and not exceeding the available funding ($2.844M).** This may be difficult if the Planning Committee cannot agree on broad distinctions between the above projects.

3. **“Advance Funding” option.** There is $4.524M of National Highway Performance Program (NHPP) funding programmed in FFY 2014-2015 in RG125, Pavement Preservation Set-Aside for Non-State Roads. Currently from the latest TIP solicitation, there is only 1 project eligible for this funding, i.e. Delasandro Blvd. between Albany Shaker Road and Watervliet Road, at a cost of $1.100M. This would leave a balance of $3.424M in NHPP funds that cannot be programmed.

NYS DOT is able and willing to program this balance ($3.424M) “in advance” in the current federal fiscal year, if there are eligible projects. Three of the above projects are eligible:

- ITS Signal Priority on Washington & Western Avenues
- Western Avenue, Fuller Road to Albany City Line: Sidewalk Construction
- Erie Blvd/Jay St/Nott St/Front St Roundabout

The total funding requested for these 3 projects is $4.382M. So the “advanced” balance of NHPP funding ($3.424M) could be used to fund the balance needed to fund all the projects ($3.214), and there are sufficient NHPP-eligible funding requests for which we could program this NHPP funding.