PLANNING COMMITTEE MEETING
Meeting Minutes
August 7, 2013

MEMBERS ATTENDING

Melissa Ashline-Heil, City of Cohoes
Bradley Birge, City of Saratoga Springs
Frank Bonafide, NYS Department of Transportation-Region 1
Peter Comenzo, Town of Rotterdam
Darrell Duncan, Albany County
Michael Franchini, Capital District Transportation Committee
Bruce A. Hidley, City of Watervliet
Steve Iachetta, Albany County Airport Authority
Joseph LaCivita, Town of Colonie
Patrick McCarroll, representing Michael Loftus, NYS Thruway Authority
Randy Milano, City of Albany
Paul Reuss, Village of Menands
Tom Richardson, City of Mechanicville
Joe Teliska, representing Wayne Bonesteel, Rensselaer County
Barb Tozzi, representing Russ Reeves, City of Troy Engineering
Michael Valentine, Saratoga County
Christopher Wallin, City of Schenectady

STAFF AND OTHERS

Bill Anslow, Albany County
Mark Hugaboom, Greenman-Pedersen Inc.
Karen Hulihan, NYS Department of Transportation-Region 1
David P. Jukins, Capital District Transportation Committee
Eileen Krom, representing Mike Cooper, Bergmann Associates
Teresa LaSalle, Capital District Transportation Committee
Robert Leslie, Town of Bethlehem
Mike Lyons, Town of Colonie
Fred Mastroianni, Greenman-Pedersen Inc.
Sandy Misiewicz, Capital District Transportation Committee
Leah Mosall, Capital District Transportation Committee
Larry Mulvaney, NYS Department of Transportation-Region 1
Sree Namoothiri, Capital District Transportation Committee
Chris O’Neill, Capital District Transportation Committee
Pete Rea, NYS Department of Transportation-Region 1
Jim Rivers, Greenman-Pedersen Inc.
Ron Shaffer, NYS Department of Transportation-Region 1
Meghan Webster, Town of East Greenbush

VISITORS’ ISSUES

Steve Iachetta opened the meeting at approximately 9:35 AM. There were no visitors’ issues.

ADMINISTRATION

Previous Meeting Minutes – July 10, 2013

Members approved the July 10, 2013 minutes.
PRESENTATION ON THE RAILROAD AVENUE LINKAGE STUDY

Mike Lyons gave a presentation on the Railroad Avenue Area Linkage Study. The Towns of Colonie and Guilderland partnered with Albany County and the Capital District Transportation Committee to conduct this study. Recommendations included revitalizing the area through ongoing intermunicipal cooperation and coordination; preserving existing industrial zoning/maintain industrial uses as the predominant land use; and preserving and enhancing the multi-modal transportation infrastructure and making appropriate multi-modal connections to the regional transportation system. Extending Railroad Avenue to Central Avenue would address the issue of truck traffic traveling on residential streets. Better signing and wayfinding will also help. Pete Rea stated that there has been good cooperation from the railroad in moving forward with track removal.

ACTION ITEMS

2013-18 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

SA223 (1757.10) US 4 (Central Avenue) Bridge Over the Anthony Kill: Bridge Replacement or Repair

Mike Valentine explained that design approval was received in October 2012 and PS & E is expected in September 2013. Mark Hugaboom described the major components of the cost increase, including the need for a very complex wall system ($700,000); addressing contaminated soil ($150,000); and maintenance and protection of traffic ($100,000). The offset is not identified, but Karen Hulihan said the amendment is acceptable based on the STIP update. Members approved the amendment.

RG127 (SB0410) Lakes to Locks Passage, Champlain Canal Towpath Trail

Frank Bonafide explained that the Scenic Byways program is run out of the Main Office. The funds have been re-obligated, and the project needs to be reapproved by CDTC. Members approved the amendment.

A321 (1125.18) NY 85: Thruway to I-90
R184 (1130.60): NY 22 Bridge Over the Walloomsac River

Frank Bonafide explained that these two projects are being designed with SDF funds, which are not subject to CDTC approval and are in the TIP for information purposes. The projects are candidates for the "Beyond Preservation" funding. The Department is requesting this amendment to place construction in the post-TIP period as a placeholder. If funding becomes available, the Department will request a TIP amendment to advance the projects to the appropriate year. These projects are not competing for regular funding. Members approved the two amendments.

SA201 (1756.60): Ballston Avenue, from Lincoln Avenue to Hamilton Street: Safety Improvements

Brad Birge explained that this amendment reflects the HSIP funding that was received from NYSDOT. Members approved the amendment.
Oak Street Bridge Over CSX

Chris Wallin explained that since this project did not receive approval for Beyond Preservation funding, the City is proposing to downscope the project from a replacement project to a repair project. As such it is eligible to move from the post-TIP into FFY 14-15 under the bridge set-aside. The City understands that if the project is determined to be not feasible for repair during design, it would revert to the post-TIP for replacement. He asked whether design funds would have to be refunded in that event. Frank Bonafide explained that FHWA expects the project to be completed within ten years, so if replacement occurred within that time frame, design funding would not need to be refunded.

Frank Bonafide proposed a bridge working group for owners of bridges to sort out all of the issues. Mike Franchini commented that this could facilitate economies of scale by programming two or three bridges under one contract. Mike asked all who were interested in participating to let him know.

Members approved the amendment.

2013-14 Unified Planning Work Program (UPWP) Budget Amendment

Mike Franchini explained that this budget amendment is an administrative revision needed to reflect actual expenditures. Members approved the budget amendment.

2013-18 Transportation Improvement Program Amendment – TCSP

Sandy Misiewicz explained that the I-787 Livable Corridor Planning Initiative needs to be added to the CDTC TIP in order to receive TCSP (Transportation, Community, and System Preservation) funds. Members approved TIP amendment.

Adjusted Urban Area Boundary Resolution

Mike Franchini explained that the Planning Committee reviewed these revisions two months ago. No public comments have been received. Policy Board approval will be needed. Teresa LaSalle said that there have been no changes since the May approval of the draft. Members approved the final 2010 Adjusted Urban Area Boundary for approval by resolution at the September 5th Policy Board meeting.

Discussion Items

Heavy Truck Traffic Congestion Prevention and Mitigation Using Optimal Freight Routing

Mike Franchini explained that CDTC is ramping up work on freight planning, reflecting the emphasis on freight in MAP-21. The first meeting of the Freight Advisory Committee will be held on October 9. Leah Mosall gave a presentation about the subject NYSEERDA Study. CDTC staff is providing assistance to ARMA International. Increases in overweight/oversize vehicles (in part because of a shortage of drivers) are resulting in a big impact on smaller roads. Google Maps does not take into account truck routing needs. There is a need to avoid community streets inappropriate for large trucks; and a need to avoid congestion. Sreekumar Nampoothiri explained that the project will develop software to do appropriate routing. It will minimize
travel times and identify real time feasible alternate routes. Communities will be able to influence best truck routes. Leah commented that Senator Schumer is very concerned about this issue and would like to see appropriate federal requirements for GPS. Mike Franchini noted that local government input is very important.

**STATUS OF CMAQ PROJECTS**

Mike Franchini reviewed the status of CMAQ projects included in the mail out. Frank Bonafide noted that the Mannix Road Roundabout project has been let, and construction authorization was received for the First Alley Connector Sidewalk project.

**NYS DOT PROJECT DELIVERY SCHEDULE**

Karen Hulihan distributed a handout (attached) and explained that green circles indicated the project is within 30 days of schedule; red indicates greater than 30 days; and yellow indicates borderline. Frank Bonafide said that Sam Zhou got a report card for the State fiscal year and Region 1 did well, fourth in the State.

**STATUS OF PLANNING ACTIVITIES**

CDTC

Mike Franchini distributed a handout for the Appreciative Inquiry (AI) Infrastructure Forum scheduled for October 30th and 31st. He attended the planning session for this forum in which 300 to 350 people will participate from the public and private sector. The forum boundaries include eleven counties in the Capital Region. It will look for infrastructure investments and strategies to encourage business growth in the Tech Valley. Mike asked members to encourage their elected officials to attend the Policy Board meeting to discuss this important, new initiative.

**NYS DOT**

Frank Bonafide reported that project applications for the TEP (Transportation Enhancement Program) are due August 16. A committee including staff from NYS DOT, CDTC, A/GPTC, Greene County and Essex County will review, evaluate and rank the applications.

**NYS Thruway Authority**

Patrick McCarroll reported that construction is going well between Exits 23 and 24. Completion is expected by November.

**Albany County Airport Authority**

Steve Iachetta reported that the Albany International Airport is seeing growth for the first time in six years, in both passengers and cargo.

**Linkage**

Sandy Misiewicz reported that all Linkage MOUs except for one have been signed. There will be a Linkage Forum meeting on September 19.
Adjournment

The meeting was adjourned at approximately 11:33 PM. The next Planning Committee meeting is scheduled for October 2, 2013.

Respectfully submitted,

Michael Franchini
Secretary
A NYSERDA and ARMA International, LLC Project.  NYSERDA Contract # 30526

Issues related to an increase in the volume of freight and passenger traffic are especially prominent on state and municipal roads in rural and small communities across the nation. These roads often have infrastructure challenges, such as road geography or condition, which make them ill-equipped to handle the increased volume and overweight or oversized vehicles.

Industrial and economic development, ranging from retail distribution centers, new or expanded manufacturing operations, and heavy construction or drilling activities, often exacerbates this issue by dramatically increasing overweight and oversize freight traffic. Even when traffic does not exceed the roadway capacity, there are often still negative effects on the livability of communities and the sustainability of their local infrastructure assets. These include significant safety, environmental, and economic issues.

Currently available routing technologies, such as Google Maps, fail to address these problems as they notoriously direct oversize vehicles onto routes that are impassable (e.g., due to overpass height) or inappropriate (e.g., through residential areas). Alternative routing to avoid congestion, especially while in transit, is also often not a viable option for freight operators, as safe truck routes are not identified.

NYSERDA, in conjunction with ARMA International, LLC, is working to create a solution that mitigates this problem by developing new technology that is specifically designed to generate safe, energy-efficient optimal route mapping options for freight carriers, which will provide real cost benefits to freight operators as well as protect the livability of communities. In addition to developing a routing tool, the project and ARMA International, LLC will also offer the following significant services to municipalities, including planning and highway departments:

- Improved ability to set designated truck routes
- Information to improve the permitting process
- Potential for load balancing to reduce wear and tear on infrastructure
- Real-time congestion mitigation options for other related applications
- Training and technology development related to the project topics
- Improved accessibility to local roadway data, including local height and weight restrictions, road geometry, and condition assessments

A pilot study will be conducted to test out the new technology in an area, or areas, that have been identified as problematic. The CDTC MPO has been selected as a possible location for this pilot study.

Opportunities for Planning Committee to Provide Project Input:
- Suggestion of route(s) for the pilot
- Realistic route segment: point of origin and point of destination
- Identification of any issues or difficulties they experienced
- Verification of routes generated
- Any other observations and considerations of interest to municipalities

CDTC Contact: If you are interested in staying involved or providing input, please contact either:
Leah Mosall, lmosall@cdtcmpo.org , or Sree Nampoothiri, snampoothiri@cdtcmpo.org
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* OK'd post-list

Updated August 6, 2013
AI INFRASTRUCTURE FORUM TALKING POINTS 6-20-2013

The Situation:
We have seen explosive, transformational growth in the Capital Region with recent public and private sector investments such as CSNE, SEMATECH, Global 450 Consortium, GLOBALFOUNDRIES, GE, and Regeneron. The Governor has just announced his new Tax Free Zones and many excellent local initiatives have been launched as a result of the efforts of our Regional Council and the CFA process. All of these activities have provided the Capital Region with tremendous opportunities, and at the same time demanded that we move faster than ever before. Is our region poised to get the returns on those investments and realize the potential of the opportunities at our door? Are we equipped to move at the speed of business? Having the right infrastructure at the right place at the right time will be critical. Collective attention on the quiet crisis of infrastructure to meet the needs of our communities and our businesses today and tomorrow is needed.

Issues and Challenges:
1. How do we help communities plan and implement their growth strategies and communicate them on a regular basis with the regional, state and federal infrastructure planning and development entities (CDRPC, DEC, CDTA, Utilities, etc.)? And, how can we improve communications between and among infrastructure providers to benefit from our collective knowledge and maximize our resources?
2. We are a home rule state. Communities must decide or will ultimately determine what type of business development will happen and when and where it will take place and what they will and will not champion.
   a. Town may have a PDD, but may not have support for a particular type of project (RPI Tech Park and Samsung)
   b. Town may have the infrastructure for particular industry sector, but decide it is not for them (again, RPI Tech Park and Chip Fab)
   c. Town may not have the infrastructure, but have a site and a clear desire for a particular type of development (LFTC and Semiconductor industry- they had to bring in everything-roads, water, sewer, gas, electric)
   d. Town may have infrastructure that is under utilized and not have a plan for what might be its highest and best use or what might provide the most opportunity for the town.
3. Current regulations prevent proactive development of infrastructure on speculation-water, sewer, gas, electric. And, many times inhibit utilities from being installed at the speed of business (Article VII, etc.)
4. We have tremendous opportunities being presented to the region, but are we poised to take advantage of them? Or do we even have plans to be poised? Do we have the right product at the right place at the right time? Do we have adequate sites and buildings or access (roads, broadband) or infrastructure?

Suggested Goals:
1. Identify market ready communities and growth corridors and corresponding infrastructure challenges
2. Arrive at clarity for what communities want for development and what their level of engagement is. Use the Build Now NY site criteria for different industry sectors as a means to gather base line information from communities.
3. Develop a Regional Gant Chart of Development Projects/Opportunities/Commitments with stakeholders and timeframes and post it on the CREDC website so that everyone has access to the information and can begin to plan accordingly.
4. Convene, align and accelerate multiple efforts through the Regional Council (with the help of the Council’s Infrastructure Subcommittee, CEG Infrastructure Subcommittee, and Congressman Tonko’s efforts with Saratoga County)

5. Facilitate a better dialogue with regulatory bodies on meeting the infrastructure and investment challenges in the timelines required by business

Proposed Tool:
Appreciative Inquiry (AI)* is a high engagement; strengths based approach to strategic planning and transformation. The methodology was successfully used to help design the “economic engine of the future” for Cleveland’s Green City on a Blue Lake and for National Grid’s Green2Growth Summit to design a smarter grid in the city of Worcester. AI is a large group planning, designing, and implementation meeting that brings a whole system of 300 to 1,000 or more internal and external stakeholders together in a concentrated way to work on a task of strategic, and especially creative, value. It is a meeting where everyone is engaged as a designer, across all relevant and resource rich boundaries, to share leadership and take ownership for making the future of some big league opportunity successful. It is about combined strengths, configurations, and interface. Appreciative Inquiry (AI) is a whole-system, multi-stakeholder approach developed by David Cooperrider and Ron Fry at the Weatherhead School of Management, Case Western Reserve University. (http://appreciativeinquiry.case.edu)

Strategy:
1. Hold an AI forum on October 30 and 31 and convene stakeholders to align the efforts currently underway and invite communities to participate and share infrastructure issues/strategies so that we can begin addressing our infrastructure issues and form a strategy for the region.

2. In preparation for the event, using the Regional Council and associates, canvas/inventory the towns in the region regarding development plans/ initiatives given the backdrop of the CFA, Build Now NY industry sector criteria, Tax Free Zones, etc.

3. Develop a Steering Committee to frame up the main issues for the AI forum and indentify who we need to engage in the event to move those issues forward. (Diverse group of local, regional, state, public, private, union, non-union, young, old, etc.)

4. CEG Partner with National Grid and other sponsors to bring in key speakers, host and tape the event

*The success factors of the method include: a design phase to elicit the creative capacity and strengths of each individual; a focus on the future and on continuity; a process that is self-management and dialogue driven; and inclusion of rich and intergenerational narrative, and insistence on finding common ground and moving to inspired action; a multi-day, multi-stakeholder, large-group; an action driven approach toward a clear task.