



Adirondack / Glens Falls Transportation Council

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Attendees

Agency

Members and Participants

Brian Abare	South Glens Falls DPW
Stu Baker	Town of Queensbury
Edward Bartholomew	City of Glens Falls
Frank Bonafide	NYS DOT
Robert Cherry	NYS DOT
Karen Hulihan	NYS DOT
Edward Doughney	Warren County DPW
Kevin Hajos	Warren County DPW
Scott Sopczyk	GGFT
Scott Tracy	Washington County DPW
Michael Breault	Washington County DPW
Michael Valentine	Saratoga County Planning
Steve Sweeney	NYS Canal Corporation

Staff

Aaron Frankenfeld	A/GFTC
Kate Mance	A/GFTC

Minutes of the Meeting

- 1. Welcome and Introductions:** Aaron Frankenfeld called the meeting to order at 1:31.
- 2. Visitor Issues:** None present
- 3. NYSDOT Forward Four Initiative**
 - A. Introduction:** Aaron noted that all members of the Technical Advisory Committee and the Policy Committee should have received letters from the DOT Commissioner outlining the "Forward Four" policy, and that DOT staff would go into greater detail concerning the contents of the letter. Frank Bonafide explained that the idea is to emphasize transportation programming in a way that emphasizes preservation. This new Forward Four policy includes four criteria: preserving the existing infrastructure, prioritizing systems over facilities, maximizing of investment, and sustainability. Safety is still a key concept, and the MPO and DOT need to work together to decide what the priorities for the system are. He introduced Rick Bennett and Tom Hoffman to explain the pavement preservation and bridge preservation strategies.
 - B. Pavement Preservation Strategy:** Rick Bennett presented a PowerPoint show about the pavement preservation system. He explained that the goal is preservation first, not preservation only. This system is based on pavement scoring, and DOT will be reaching out to MPOs to implement a statewide system. This pavement score data can be simply collected and does not require expensive "e-score" equipment. The goal of the program

is to enable preventative maintenance to prolong the life of pavement using mainly non-structural means. A key criteria is to select a treatment based on the "window of opportunity", which is determined by the pavement score and the length of time a facility has been in that condition. The DOT system is designed to keep pavements at pavement score 7 or higher. Once a pavement degrades below that condition, the cost of repair rises exponentially. Using this strategy, a system can be maintained for the same length of time with better than average condition at a much lower cost than versus a "worst first" strategy. In addition, projects will be prioritized based on cost effectiveness in terms of \$/VMT. In the last round of prioritization, DOT Main Office did not always have enough information for local system conditions. In future rounds, Rick stressed that the BP (Beyond Preservation) forms should address pavement condition and maintenance history, project timing, cost effectiveness, and any other program justification, such as safety. Kevin Hajos noted that Warren County already has a similar pavement strategy in place. Scott Tracy noted that Washington County has pavement condition data which can be transmitted to DOT. Aaron noted that A/GFTC collects pavement condition data, although it will take a few years to get enough data to compile historic trends.

- C. Bridge Preservation Strategy: Tom Hoffman presented a PowerPoint show about the DOT strategy concerning bridges, which is a "maintenance first" strategy. The goal is to avoid deferring maintenance, and then to do reconstruction projects at the end of the bridge's life. This is geared towards bridges with condition ratings of 4.4 or less. An important component is to focus projects only on the elements which need to be addressed, and not including things such as lights or decorative elements if possible. In the long run, it will be cheaper to maintain a bridge properly than to reconstruct a bridge prematurely. The DOT is pursuing "5-7" projects, which are element-specific improvements designed to bring a deficient bridge to a condition rating between 5 - 7. Other project types include painting, concrete repair, joint repair, cleaning, and wearing surface maintenance. Investigation is an important part of this strategy. Tom showed several examples of bridge projects from the Region which successfully implemented the bridge maintenance strategy. Frank noted that another important consideration is to try to prevent the scope of projects from increasing. Kevin stated that Warren County already uses its own budget and labor to complete projects that fulfill the Forward Four principles, and that federal funds have historically been used to complete projects which cannot be completed in-house. Frank encouraged the County to find ways to shift some of the preservation-type projects to the TIP, which will make it easier to qualify for Marchiselli funds while simultaneously freeing up some of the local funding for larger projects. To keep preservation projects financially feasible when using federal funding, Frank recommends bundling smaller projects on a county-wide basis. Aaron noted that the challenge has historically been to explain to the local residents the reasoning behind using resources on bridges which are functionally obsolete, but are not yet at the end of the facility life.

4. MPO Administrative Items

- A. Federal legislation update: Aaron stated that there is not much to report; the House and Senate named conferees in April to negotiate a compromise with their respective transportation bills. Discussions appear to have stalled, with talks of another extension circulating; the current extension expires at the end of June. This lack of availability of funding

estimates will undoubtedly make the TIP programming more challenging. Funding is most likely to be flat-lined at best.

- B. Host Agency agreement: Aaron stated that the Host Agency contracts have not been approved by NYSDOT. This is not unique to A/GFTC; all but one MPO in NYS are experiencing the same delay. Despite having been transmitted to NYSDOT approximately 4 months ahead of the expiration of **the existing** contract, the new contracts have still not been moved out of NYSDOT and review from the Attorney General and OSC is still pending. These layers of review are required before reimbursement can take place. What is unique to A/GFTC is that our March reimbursements were mishandled and our host has not been paid for our expenses. The host agency is not in a position to float payments in the long term. Delayed vendor payments have resulted and are likely to continue.

5. Annual Work Program

- A. Completed / Ongoing Activities
 - 1) Queensbury commercial / industrial access road: Aaron reported that the study has been transmitted to the Warren County Board of Supervisors as a final document.
 - 2) Warren County Bicycling Master Plan: Kate Mance noted that, since the last TAC meeting, all comments had been addressed, and the Board of Supervisors approved the plan in April. The plan is available online. The companion effort to the plan is revisions to the A/GFTC bike map. The regional map side has been expanded to include Granville and Lake Luzerne to encompass trails and designated bicycle routes which were not included on the existing map.
 - 3) Traffic engineering services
 - 1. Signal warrant analysis – Bay / Cronin: Aaron noted that the study is complete. Kevin reported that there were three alternatives identified by Creighton Manning Engineering. The first is to change striping along Bay Road to provide shared through-right lanes and separate left turn lanes, the second would be to restrict left turns from Cronin with a raised median, and the third step will be to signalize the intersection. The County will start with the first scenario, then wait a year to see if conditions improve. If not, the second and possibly third options will be deployed. Aaron noted that the signal option, as well as a conceptual roundabout, were less cost effective than the recommended alternative.
 - 2. GFSD circulation issues - Aaron reported that a draft of the Glens Falls School Circulation study has been completed by Resource Systems Group, reviewed by District staff, and presented to the Glens Falls School Board for review. The report includes an estimate of anticipated traffic resulting from the alignment of high school and middle school start times, and recommended strategies to deal with the increase in peak traffic. It is not anticipated that the School Board review will result in significant changes to the document. Some of the recommendations include expanding the drop-off area, changing the location of on-street parking along Sherman, encouraging counter-clockwise circulation, and adding incentives to bike, walk, or ride the bus to school.

3. Dix / Sagamore intersection evaluation: Aaron reported that, similar to the Bay/Cronin project, A/GFTC initiated an intersection evaluation at the request of the City of Glens Falls. The City had requested a signal warrant analysis but staff added an evaluation of the adjacent bikeway intersection as part of the scope. This may help to address some of the undesirable traffic operations at the bikeway crossing. The Chazen Companies has initiated data collection and Aaron will discuss with City officials at the Common Council meeting of June 12 what they would like by way of public involvement. The project should take about 3 months, and will include a signal warrant and timing plan, conceptual costs, and potential re-alignment of the bikeway at the intersection.
- 4) Long Range Plan 2035 update - Aaron noted that staff will soon be engaged with public outreach as part of the 2035 Long Range Plan update. We will be reconsidering our advertising and surveying methods as well as looking to use of online community forums. The content of the survey could also stand for some revision. Kate is working on exploring digital survey methods to facilitate greater involvement. We would appreciate any assistance from interested committee members. Staff is also exploring creating an online interactive forum or social media outlet for this outreach effort.
- 5) Coordinated Human Services Transportation Plan update - Kate noted that, since the last TAC meeting, targeted stakeholder outreach was conducted through an online survey and two open houses. The feedback received was very helpful. The draft was circulated to stakeholders, the TAC, and DOT, and comments were received and incorporated. The final draft went through a public review process as well and was noticed in the paper and posted online. Staff received many comments which were outside of the scope of the update; however, these comments will create a strong basis for the mobility management plan in the UPWP. Aaron noted that he and Scott Sopczyk attended a Tompkins County Coordinated Public Transportation Committee meeting and met with Dwight Mengel and Fernando deAragon. They have had some success in the Ithaca area in implementing service coordination, including pre-soliciting for FTA-eligible projects. A/GFTC will focus on restarting the Coordinated Services committee and build on some of the ideas that were shared, with the goal of drafting a mobility management plan with either Washington or Warren County, depending upon interest. Scott noted that public participation in the Coordinated Services committee has been a challenge. Jocelyn Blanchard, representing the Long Term Care Council of Warren, Washington, and Hamilton Counties, expressed appreciation for the work which was done on the CHSTP and stated that she is looking forward to working with A/GFTC on future mobility management efforts.
- 6) Model Highway Design Standards – The CHPLWP and Chazen have engaged a number of local communities with the goal of having those communities develop Complete Streets policies. Staff has decided to supplement that effort by offering professional services through the on-call contract. Chazen Companies and staff will review existing municipal street and subdivision standards and propose revisions to those in accordance with Complete Streets

principles; the cost of this effort is \$4500. The first "pilot" of this will most likely be the Town of Warrensburg, since they are already engaged in related planning efforts. The goal is to develop policy revisions that are readily adapted by other communities. Kate noted that there is a companion Complete Streets effort underway in Washington County, and that a similar presentation will be made in Kingsbury on June 13th.

6. **Transit Update:** Scott Sopczyk noted that GGFT is gearing up for summer. There are two new vehicles ordered, which should arrive in early July. There are some possible operational changes in the works for the fall. GGFT updated their website to be mobile-phone friendly, and added QR codes to route maps.

7. **TIP**

A. Amendments and Modifications

- 1) GGFT facility improvement: Scott Sopczyk reported that the GGFT building, originally built in 1989, now needs a roof replacement. As such, he is requesting a TIP amendment for a capital project, using FTA 5307 funds, to enable repairs. The cost estimate from the architect came in at \$6/s.f. This amendment will not require the movement or transfer of funds from other sources, it simply places the project on the TIP. Aaron called for a motion to approve the requested amendment.

MOTION - BONAFIDE SECOND - VALENTINE APPROVED

- 2) NYSDOT Bridge Projects - North Creek and Fort Edward: Aaron reported that DOT had forwarded two requests to downscope the Route 28N in North Creek and Route 197 West Branch in Fort Edward bridge projects to rehabilitations rather than replacements. These projects may be somewhat controversial, especially the Route 197 bridge, given past public opposition to a similar project on the East Branch. In addition, the Town and Village are working on Brownfield Opportunity Area planning studies, which recommend replacement of the Route 197 bridges to allow greater access. Since there was no representation of affected parties at the meeting, and given that the requests were received so close to the meeting, Aaron recommended that the TAC not take up these issues until the DOT reaches out to the communities. These amendments will also require Policy Committee approval.

B. Project updates

- 1) Warren County. Ed Doughney reported the following project updates:
- i. Beach Road: Kubricky construction won the bid and will begin construction on the east segment this year, and the west next year. Scott Sopczyk asked whether West Brook Road will become a two way street; Kevin Hajos said that it would, as soon as National Grid moves utility poles, probably by the end of this month.
 - ii. Hicks Road: The Draft Design Report (DDR) was submitted, and the consultant is currently responding to comments and addressing SHPO concerns.
 - iii. Lanfear Road: This project is an element-specific bridge project with several components. PS&E has been submitted, with letting anticipated in the next few months.
 - iv. Crane Mountain Road: Comments have been received on the DDR. Public outreach was completed through mailers to

all affected residents. The Final Design Report (FDR) is anticipated to be complete in 2-4 weeks.

- v. Palisades Road: This is another element-specific bridge project. Recent issues have been identified with one of the wingwalls. The project is on hold until these issues can be resolved.
 - vi. Make the Connection (2011): County is finalizing agreements with DOT, and anticipates construction of the project in summer/fall.
 - vii. Valley Road: The County has finalized the consultant agreement with CME.
 - viii. Blair Road: This is scoped for a replacement, which may change. The RFP is anticipated to go out this summer.
 - ix. Middletton Bridge: This project is still in flux, as discussions with DEC are ongoing.
- 2) Washington County: Scott Tracy reported on the following projects:
- i. County Route 16 over Halfway Brook: Federal authorization has been received.
 - ii. County Route 12 over the Mettowiee: PS&E is anticipated by the end of July, with a bid letting in September.
 - iii. County Route 61 over Battenkill: Right of Way purchase is anticipated by end of June. Utility work is being scheduled, with bid letting anticipated at end of August.
 - iv. Dewey's Bridge: Design Approval has been submitted, and bid letting is slated for the end of September.
 - v. Karen Hulihan asked about the status of the County Route 21 safety assessment project. Scott noted that he has no information, as he needs to talk to the Town Supervisor.
- 3) City of Glens Falls: No report available.
- 4) Town of Queensbury: Aaron noted that the Town is procuring design services for the Aviation/Dixon Road intersection.
- 5) Saratoga County / Moreau / South Glens Falls: Mike Valentine noted that they are still waiting for updates on the Route 9 safety project.
- 6) NYSDOT Frank reported that the Route 29 over Black Creek bridge is due for letting in June, with anticipated completion date in 2013. The Route 9/Feeder Dam project is set for a letting date of March 2013, and there may be a public meeting scheduled for this project next week. Aaron noted that there has been no word from DOT on the meeting and requested clarification. [Note: the public meeting has not been scheduled]. The Route 4 project is in PS&E, with an October letting. This is the only road reconstruction project in Region 1.
- C. Capital programming issues
- 1) Project delivery: Frank stated that everyone should have received a letter from the Region 1 Director. This specified that the entire Region 1 program would be carried out on time and within budget. DOT wants to make sure that everyone understands that going outside of the schedule/budget which is submitted to DOT is not acceptable. DOT staff went through the schedules with all project sponsors to try to get everything as accurate as possible. Frank would like to propose that all consultants get project sponsor sign-off on schedules and project updates before submitting them to DOT.

- 2) Next TIP update: Aaron reported that without federal legislation, there is no way to know for sure how much funding will be in the next TIP. It is anticipated that tentative suballocation estimates will be available by July 1.

8. Other Items

9. **Next meeting and adjourn:** Aaron noted that the next meeting will be in the first or second week in August, and asked for a motion to adjourn.

MOTION: STEVE SWEENEY
ADJOURNED

SECOND: FRANK BONAFIDE

MEETING