

Meeting Minutes - A/GFTC Planning Committee

October 8, 2025 10:30

Zoom only meeting

1. **Welcome / Acknowledgment of Attendees** – Aaron called the meeting to order at 10:31 and noted the following attendees:

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| • Bolton | Chris Belden |
| • CDTA | Melissa Shanley |
| • FHWA | Nicole McGrath |
| • Moreau | Joshua Westfall |
| • Canal Corp | Michael Cesare |
| • DOT | Greg Wichser |
| • Queensbury | Stu Baker |
| • Saratoga County Planning | Kim Lambert |
| • Warren County DPW | Ed Doughney, Kevin Hajos, Maiken Holmes |
| • Warren County Planning | Ethan Gaddy |
| • Washington County DPW | Deb Donohue, Tim Zinn |
| | |
| • A/GFTC | Aaron Frankenfeld, Jack Mance |
| | |
| • Other participants: | Norabelle Greenberger, Wendy Holsberger, Shelly Johnston, Juvena Ng, Dan Rourke, Laura Sanda, Ed Snyder, Lisa Wallin |

2. **Visitors' Issues** – none present

3. **Administration**

- A. **Approval of August 2025 meeting minutes** – Aaron reported that the draft minutes were sent out with meeting materials last week.

A motion was made to approve the August 2025 minutes as final.

Moved by: Stu Baker

Seconded by: Kevin Hajos

Minutes approved

- B. **2026 Safety Targets** – Aaron reported that NYS has updated its Safety Performance Targets for 2026. The fact sheet was previously distributed to this committee. The proposed targets represent 0.5% decreases in the five year rolling averages for:

- Number of fatalities
- Fatality rates
- Number of serious injuries
- Serious injury rates
- Number of non - motorized serious injuries and fatalities

MPOs have the option of endorsing these statewide targets and agreeing to support their attainment through its plans and programs or developing MPO-specific targets. Staff, as in past practice, continues to recommend endorsement of the statewide targets.

A motion was made to endorse the NYSDOT's Safety Performance Targets.

Moved by: Deb Donohue

Seconded by: Stu Baker

Motion carried.

4. **CDTA update** – Melissa Shanley reported that Route #713, connecting Glens Falls to Saratoga Springs, has now been in an operation for a little over a month. CDTA has noticed that the #713 is running into some on-time performance issues. This is typical for new routes as we have to use estimated running times throughout the day. We are planning to make some schedule tweaks to the #713 for late November to resolve these on-time issues. CDTA will release full details and public schedules within the next week or 2. We are also preparing to begin planning for schedule and routing updates to the other existing bus routes inherited from GGFT, to be implemented at some point in mid-2026. To date, we have not yet changed any of these existing routes but have now amassed enough data to plan and make improvements throughout the region. This will include substantial public outreach and coordination with involved communities and stakeholders.

5. **UPWP**

A. Updates on planning projects

- 1) Conditional acceptance as final – Warrensburg / Main Street Corridor Plan – Jack Mance reported on the completion of the US Route 9 / Main Street corridor plan for the Town of Warrensburg, including incorporation of several public comments received following the public presentation.

A motion was made to accept the plan as complete.

Moved by: Maiken Holmes

Seconded by: Ed Doughney

Motion carried.

- 2) Other projects – Jack Provided status updates on the following projects:

Ongoing:

- Queensbury bike / ped connections
- South Glens Falls / Route 9 corridor study
- Bolton / Lake Shore Drive pedestrian connection study
- South Glens Falls / Harrison-Main intersection
- Glens Falls elementary schools access study

Upcoming:

- CRTC household travel survey
- TIP viewer
- FTA 5310 solicitation

Pending:

- Queensbury zoning – traffic impacts
- Rush Pond accessibility
- Broad Street corridor reassessment

- B. Upcoming SFY planning project solicitation** – Aaron reported that a draft program solicitation has been updated for SFY 26-27. Staff is requesting more background information from prospective sponsors to support the program requests, and those requests must be received from the municipality's chief elected official. The due date for program requests is 12/08/25.

6. **Transportation Improvement Program – developments since last meeting**

A. Local project sponsor updates

- 1) Warren County – Maiken Holmes reported on status updates for the Corinth Road over Clendon Brook, Smith Road over 13th Brook bridge projects.
 - 2) Washington County – Tim Zinn reported on status updates for the Batten - Dugan bridge, CR 37 pavement rehabilitation, Gray Lane bridge, joint replacement project for bridges in Granville and Greenwich, Lock 8 Way bridge, Safford Hill over Fly Creek bridge, CR 3 bridge, and Goodman Road bridge projects.
 - 3) Saratoga County – Kim Lambert reported that the CR 24 I culvert is under construction.
 - 4) City of Glens Falls – No report
 - 5) Town of Lake George – No report
- B. NYSDOT updates** – Greg Wichser reported that the Route 4 bridge over the Hudson River in Northumberland was moving towards design approval. Recently, a project in the Capital Region received no bids. Alex Poland has returned to the local projects bureau and staff responsibilities will be reorganized. NYS has adjusted its DBE goals to 0% pending additional federal guidance. Discussion indicated that local municipalities are encouraged to follow suit in the near-term. Greg also clarified A/GFTC – area county coverage from local projects staff.
- C. TIP amendment request - Project 176220 – Call Street / Corinth Road** – Aaron summarized the TIP amendment request from Warren County seeking an additional \$9.288 million to address changes in the scope of the project. Amendment requests over \$2.0M require Policy Committee consideration following public comment availability. Kevin Hajos explained that the consulting engineers were asked to review the project and identify long-term corrections that would preclude the need for additional work in the near-term. Ed Doughney provided additional detail for the request. Costs have increased by 30% in some cases since the original programming date. The recommended pavement treatment, originally a rehabilitation, is now a more intensive reclamation project for the Call Street section. Moving rock cuts farther from the edge of pavement is a priority. Drainage improvements are needed, including the rehabilitation and lining of deep, aging reinforced concrete pipes. Embankment stabilization near Hartman Hill is also needed to address safety and maintenance concerns. Other cost increases include labor and materials, work zone traffic control, and incidentals. Other drainage issues have been discovered under Corinth Road. The County has prioritized federal fund utilization towards these larger, more capitally intensive projects that it cannot execute within the locally funded program. This project is an opportunity to finally address a number of longstanding issues. Warren County acknowledges the size of the request as significant and does not wish to cause programming challenges for other local project sponsors. Warren County is willing to reassess if external project deferrals would result from this request.

Deb Donohue asked about the need for fiscal constraint, year-by-year balances, and impacts on other projects. Aaron answered that year-to-year fiscal constraint is a goal in formulating the initial program, having an understanding of sponsor project needs and the amount of funding capacity available given distribution formulas. This time of year can be challenging, as several projects (including this one) that were anticipated to be let in the last federal fiscal year have rolled in to the new TIP window and thus impacted the balance. It is reasonable to conclude that this will impact our carrying capacity for future projects. A/GFTC and NYSDOT aim to limit programmatic impacts to other project sponsors, similar to what was just stated by Warren County. There does not appear to be an immediate need to restructure the contents of the program to accommodate this increase. Greg Wichser added that in past years a direct offset may have been needed to balance the program in such cases. In immediately prior TIP cycles, Regions have not been required to balance their programs within the TIP period. Overdelivering projects helps balance the

program statewide in cases where other areas are not fully delivering their respective programs. Greg added that the state budget includes an additional \$800M (added after draft TIPs were developed) to address capital program inflation. An amendment request of this size, while significant in context of the A/GFTC TIP, is readily absorbed statewide under current conditions. Aaron reminded the committee that at no time in past has A/GFTC not prioritized the needs associated with projects that are actively advancing. Ethan Gaddy noted that this project is included as a Priority Bicycle Route on A/GFTC's Complete Streets Map and asked if this project was developed within that context. Deb Donohue asked if that would further increase the cost. Maiken Holmes noted that pedestrian demand was not considered given the setting and that enhanced bicycling accommodations were not given high priority. Ed Doughney added that Call Street and Corinth Road have different characteristics; shoulder widths will be maintained and possibly expanded on Corinth Road. If the amendment request is approved, Complete Streets analysis could be included in the draft design. Aaron asked if an HSIP offset was a possibility; Ed responded that he did not believe that crash data would position the County to apply for that offset.

A motion was made to release this amendment request for a public comment period prior to Policy Committee consideration.

Moved by: Deb Donohue Seconded by: Greg Wichser Motion carried.

D. Status of new STIP – Aaron reported that there was some uncertainty at staff on what version of the STIP needs to be edited to reflect project changes. NYSDOT guidance was to work with the current STIP until its replacement is approved.

7. Other Items of Interest – Jack noted that A/GFTC will be seeking technical assistance to update its website and asked the committee to communicate any requested changes and new features.

8. Next meeting and adjourn

Next Planning Committee – December 10, 2025 – 10:30 AM

A motion was made to adjourn the meeting at 11:35 AM.

Moved by: Maiken Holmes Seconded by: Stu Baker Meeting adjourned.