Attachment 5:

Meeting Minutes with Stakeholders and Resources Agencies

December 2023

NYS Route 378 Troy-Menands Bridge over the Hudson River
Project Identification Number (PIN): 1045.18
Bridge Identification Number (BIN): 1062850
Rensselaer and Albany Counties



NEW YORK STATE OF OPPORTUNITY. Department of Transportation

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Introduction

The NYS Route 378 Troy-Menands Bridge Study relied on a robust public information involvement process to gather input and feedback from affected elected officials, stakeholders, and agencies, encourage discussion of study details and issues of concerns, and provide opportunities for public comments and questions related to the study. At the beginning of the study, an Agency Coordination Plan (ACP) was prepared to identify likely cooperating and participating agencies, and the roles and responsibilities of each agency in the study process consistent with 23 United States Code (U.S.C.) 139. The goal of the ACP was to provide a framework for facilitating agency involvement in the PEL process through engaging agencies in study activities, progress, and key decision points.

This attachment includes a compilation of meeting minutes from stakeholder meetings, public meetings, and agency meetings. In addition, included is the Public Involvement Plan and Agency Coordination Plan, which were created at the beginning of the study and used to guide the meeting coordination throughout the Study.

Each section begins with summary table of stakeholder, agency, or public meeting coordination.

Bernard “Bernie” Kalus, WSP Senior Vice President is the consultant Project Manager for the Troy-Menands Bridge New York State Route 378 PEL Study and commonly referred to as Bernard or Bernie Kalus throughout the attachment.

Gennadiy “Gene” Kosoy, NYSDOT Consultant Manager is commonly referred to as Gene throughout the attachment.

Robert “Bob” Rice, NYSDOT, Region 1, is the Program Planning Manager for the Troy-Menands Bridge New York State Route 378 PEL Study and commonly referred to as Robert or Bob Rice throughout the attachment.

Susan “Susie” Olsen, NYSDOT, Region 1, is the Project Manager for the Troy-Menands Bridge New York State Route 378 PEL Study and commonly referred to as Susan or Susie Olsen throughout the attachment.

Acronyms and Definitions

AADT – Average Annual Daily Traffic

ACP – Agency Coordination Plan

ACS – American Community Survey

ADA – Americans with Disabilities Act

CDRPC – Capital District Regional Planning Commission

CDTA – Capital District Transportation Authority

CDTC – Capital District Transportation Committee, former name, regional MPO

CLCPA – Climate Leadership and Community Protection Act

CP Rail – Canadian Pacific Railroad

CSX Rail – CSX Railroad

CRIS – Cultural Resource Information System

DAD – Design Approval Document

DEC - Department of Environmental Conservation, NY

Delaware Tribe – Tribal Nation with interest in the study area

DOS – Department of State

EJ Community – Environmental Justice Community

EPA – Environmental Protection Agency

ETC – Estimated time of completion

FEMA – Federal Emergency Management Agency

FHWA – Federal Highway Administration, NY Division

FWS – United States Fish and Wildlife Service

HVCC – Hudson Valley Community College

I-787 – Interstate 787

IIJA – Infrastructure Investment and Jobs Act

LOS – Level of Service

Mohawk Regis Tribe – Tribal Nation with interest in the study area

MPO – Metropolitan Planning Organization

NEPA – National Environmental Policy Act

NOAA – National Oceanic and Atmosphere Administration

NYS – New York State

NYSDEC – New York State Department of Environmental Conservation

NYSDOT – New York State Department of Transportation

NYSHPO – New York State Historic Preservation Office

NWI – National Wetlands Inventory

OOE – Office of Environment

PIP – Public Involvement Plan

PEL – Planning and Environmental Linkage

ROW – Right of Way

RPI – Rensselaer Polytechnic Institute

RT – Route

Section 106 – Pursuant to the National Historic Preservation Act of 1966, this review requires the avoidance and mitigation of actions on historic properties.

SPUI – Single-Point Urban Interchange

Stakeholders – Businesses, colleges, neighborhood organizations, interest groups

STC – Steering Committee

STEP Model – CDTC's Systematic Transportation Evaluation and Planning Model

Stockbridge Munsee Tribe – Tribal Nation with interest in the study area

THPO – Tribal Historic Preservation Officer

TMCs – Turning Movement Counts

TPC – Transportation Partnering Committee

Transportation Council – Capital Region Transportation Council (formerly CDTC)

USACE – United States Army Corps of Engineers

USCG – United States Coast Guard

U.S.C. – United States Code

USFWS – U.S. Fish and Wildlife Service

VISSIM – A dynamic traffic microsimulation modeling software

VISUM – A dynamic traffic macroscopic simulation software used for CDTC's STEP travel demand mode

STAKEHOLDER MEETING MINUTES

Stakeholder Meetings *The purpose of meetings with stakeholder and resource organizations was to understand their concerns and needs. These discussions helped determine the study concepts and ideas.*		
Activity	**Date Occurred/Tentative**	**Summary**
Meeting with Town of North Greenbush	11/10/22	The Town was concerned about traffic volumes and worries that a new bridge could increase commuter traffic, potentially lowering the quality of life for their residents.
Meeting with Town of Colonie	12/5/22	The Town suggested that pedestrian and bicycle access would be important for their residents.
Meetings with City of Troy	12/7/22 8/16/2023 9/18/23	The City specified, through examples, that the project team should focus on improving traffic conditions, access to the new South Troy industrial area, and expand trail connections.
Meeting with City of Watervliet	1/5/23	The Town noted that there are no upcoming large developments or projects that would increase the travel footprint of Watervliet.
Meeting with Village of Menands	1/5/23	The Village prioritized reducing the interchange footprint; improving motorist, pedestrian, and cyclist safety; and improving recreational area.
Meeting with RPI Tech Park	2/2/23	Tech park is nearing 100% occupancy of existing buildings and are discussing construction of new buildings with potential tenants. RPI would prefer not to have bridge access cross the Tech Park property for security reasons.
Meeting with Regeneron at RPI Tech Park	3/7/23	Due to their security concerns Regeneron would prefer no easements across their property. In addition, they are interested in the increase of recreational access.
Meeting with Hudson Valley Community College	3/21/23	Hudson Valley Community College provided an overview of their footprint, upcoming projects, and priorities. They recommend focusing on reducing traffic congestion, commuter access, and motorist safety.

Meeting with Town of North Greenbush
Route 378 Troy-Menands PEL Study Meeting Minutes

Date: November 10, 2022
Time: 1:00 PM
Location: Town of North Greenbush Offices

Participants

Mark Lacivita, Town of North Greenbush Planning Board, Susan Olsen, NYSDOT, Greg Wichser, NYSDOT, Bill Gorton, WSP, Barret LaGrave, WSP, Martin Hull, WSP

Discussion

- Introductions
- The project team is meeting with all the municipalities in the study area to introduce them to the project and to gain their input on changing travel patterns and new development that might impact the project.
- Traffic is an important issue for North Greenbush especially along Route 4. The town is concerned that a new bridge location would create additional pass through traffic to towns east of North Greenbush that would lower the quality of life of its residents.
- Several planned development district (PDD) projects have recently been initiated in the north part of town near the Troy boundary. Phase 1 of “The Meadows” was recently completed south of Glenmore Road and Phase II is planned in the near future. The Stacey Way condominiums are under construction just to the north of Glenmore Road. Other PDDs are under consideration near the Glenmore Road Armory.
- Regeneron is planning on building at the RPI Rensselaer Technology Park in the former Map Info building. Parking lots have already expanded to handle the expected demand. The lots were designed to be converted to parking garages if necessary. All administrative functions will be moving to this site, which will include a day care center, cafeteria, and shuttles between Regeneron sites.
- Route 4 is an area of high pedestrian accidents. The Town does not want to encourage pedestrians along Route 4 due to the high traffic volumes and associated safety issues.
- The Town currently has a moratorium on apartment construction.
- CDTA Route 224 serves Route 4 through the study area. Transit is not seen as a major component of the transportation system in the study area, although Shop Rite at the intersection of Route 43 has entered into an agreement with CDTA to provide free or discounted bus passes to their employees.
- The town feels that traffic has been diverted from Route 4 to Bloomingrove Drive after the recent round of traffic improvements on Route 4 at Route 136 & Route 4, Winter Street Extension & Route 4 and the South end of Bloomingrove Drive and Route 4 in addition to the Bloomingrove/Winter intersection and would like to correct this problem if possible.
- Exit 6 in Menands on I-787 lines up directly with the Rensselaer Technology Park and could be a potential site of a bridge concept.
- The team has not developed any concepts at the time of the meeting.

- The team should consider talking to the management of the Technology Park given its potential for further development and traffic generation.
- There is a radio and emergency services broadcasting tower near the Glenwood Road Armory.
- There is also a major sewer intercept near the Armory. Both would need to be taken into consideration for any concepts that pass near that area.
- Covid and remote learning have changed patterns at HVCC
- The town noted that a previous transportation corridor overlay district within the town has been at least partially used by development.

Meeting with Town of Colonie
Route 378 Troy-Menands PEL Study Meeting Minutes

Date: December 5, 2022
Time: 2:30 PM
Location: Town of Colonie Operations Center

Participants

Sean Maguire, Town of Colonie, Monique Wahba, Town of Colonie, Katelyn Reepmeyer, Town of Colonie, Matthew McGarry, Town of Colonie, Thomas Romano, Town of Colonie, Robert Rice, NYSDOT, Barret LaGrave, WSP, Martin Hull, WSP

Discussion

After a brief introduction to the project the group discussed the following topics:

- New light industrial development has been occurring at former D&H rail yard along Lincoln Avenue. Additional development in this area is expected in the near future. S. Maguire will send site plan.
- Possible future development at former steel works on Lincoln at 1st Street if brownfield issues are resolved.
- A new road connecting Lincoln Avenue with Route 32 via a more southerly route near the FedEx Ship Center is being considered to move truck traffic away from residential areas on 1st Street.
- The former Price Chopper on Route 32 is being renovated for new retail space.
- Little development is expected on Route 378 to the west of the study area. Most of the land here has already been developed.
- There may be some development of sites along Broadway for mainly light industrial uses.
- Pedestrian and bicycle access will likely be important for residents.
- No additional expansion is expected at the Schuyler Flatts Cultural Park.
- A diamond interchange could be considered at Route 378 and I-787.
- There is some interest in reconfiguring the Route 32 and 378 interchange.

Meeting with City of Troy
Route 378 Troy-Menands PEL Study Meeting Minutes

Date: December 7, 2022
Time: 11:00 PM
Location: City of Troy City Hall

Participants

Patrick Madden, Mayor, City of Troy, Chris Nolin, Deputy Mayor, City of Troy, Stephen Strichman, City of Troy, Susan Olsen, NYSDOT, Greg Wichser, NYSDOT, Barret LaGrave, WSP, Martin Hull, WSP

Discussion

After a brief introduction to the project the group discussed the following topics:

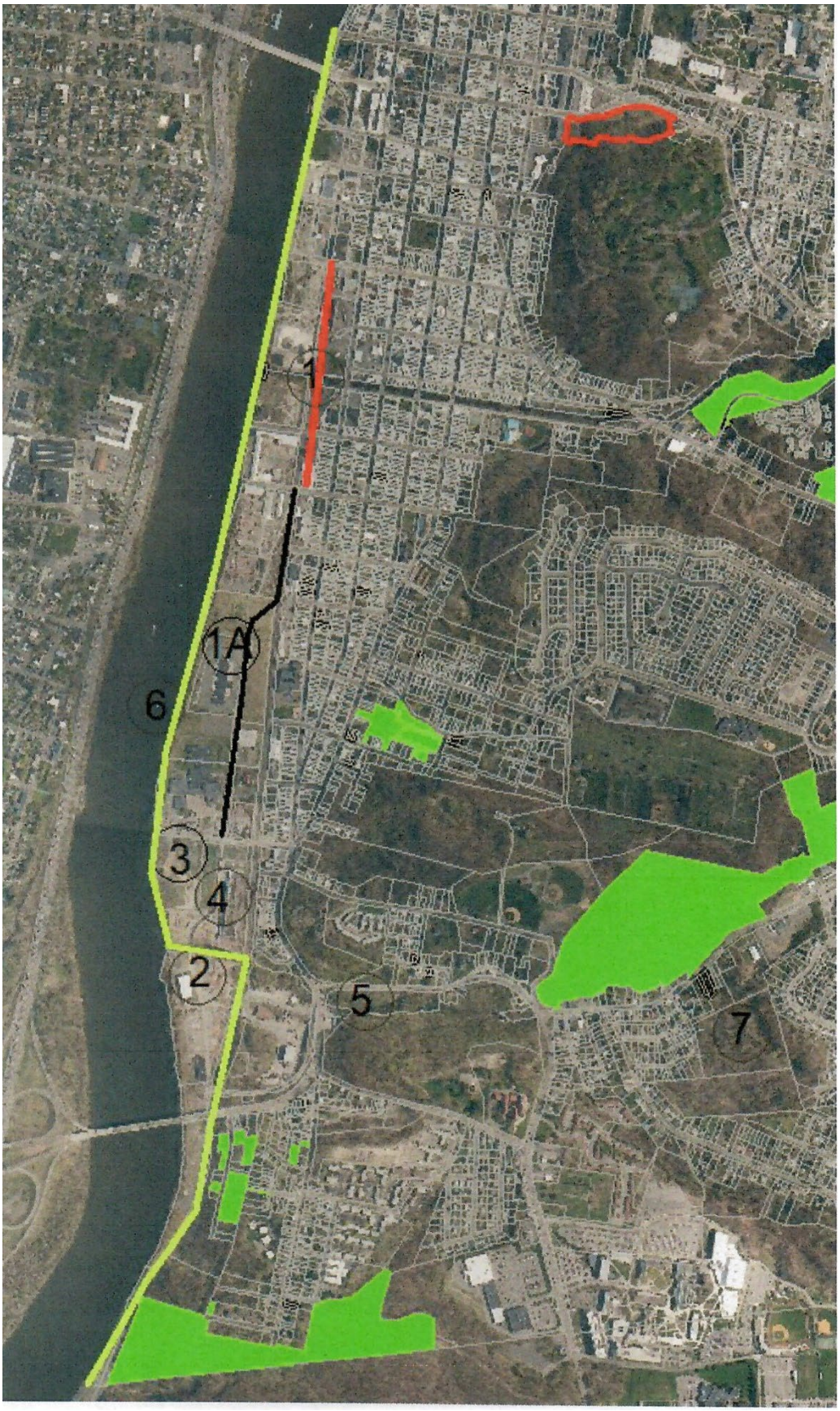
- There is an area of potential effect at the foot of Mill Street related to native American (Stockbridge Muncee Band of Mohicans) archeology findings. The site is potentially significant and one of the first locations where early Dutch settlers interacted with native Americans. The land is this area is currently made up most prominently by industrial fill from the various industrial uses it has been put to over the years. The city will provide a copy of the 106 report.
- The road salt business currently located just north of the Poestenkill is considering moving to the vicinity of the former King Fuels site. This would allow the existing rail siding to be cut back to Main Street and the right of way north of Main Street to be used for the new Industrial Parkway.
- Some residential development is occurring north of the Wynantskill but none to the south.
- The city would like to see connections to the Mickey Mahar trail which is proposed to extend north and south along the East side of the Hudson.
- The city owns part of conservation easement along south city boundary. See attached map.
- Any concepts should avoid diverting traffic to Campbell Avenue which is not designed to handle any increase. The right of way is very narrow in some spots and will not allow for expansion or improvements.
- Concepts will be considered that move the bridge to the south of its current location. There is a WRPI transmission tower to the south near the Glenmore Road Armory that would have to be considered for a south location.
- Locations farther north will also be considered. Main Street might be a good location that would integrate with the new Industrial Parkway.
- There are many issues in new locations so it may be best to build the new bridge parallel to the existing structure in the same location.
- A roundabout at Morrison may improve traffic operations and safety. The is a wide section of Route 378 just to the east of the existing bridge that might facilitate traffic improvements in that area.
- Will the Reimagine I-787 study consider the interchange at the west side of the bridge? Yes, it will.
- Traffic counts for route segments and intersections around the bridge will be available soon.
- The city expressed that this project should “Not create another Hoosick Street” and should not

encourage development in another municipality at expense of City residents.

- It would be ideal if the new bridge could provide better access to South Troy.
- Would it be possible to extend an elevated ramp from a new bridge to a point above High Street to bypass the congestion that currently happens at High and Morrison and High and Mill? This could be looked at in concept development.
- A report on the feasibility of making Morrison one way downhill was completed several years ago. The city will provide the report to the study team.
- An EA or EIS is needed to look at entire area around South Troy and North Greenbush.

City provided map and list of projects (attached). Projects included:

1. Completion of Industrial Road
2. Remediation and reuse of King Fuels site
3. Fane redevelopment
4. Demolition and reconstruction of Sperry Building
5. The Narrows Trail – should connect to River
6. Riverfront Trail
7. Campbell Avenue housing


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City of Troy Meeting
Route 378 Troy-Menands PEL Study Meeting Minutes

Date: August 18, 2023
Location: WSP Office, 433 River St, 7th FL, Troy, NH 12180

Participants

Susan Olsen, NYSDOT, Barret LaGrave, WSP, Dylan Turek, City of Troy

Discussion

This was an informal discussion about the progress of the project and an opportunity to share any additional items of note.

- City of Troy has preliminary plans for the development of South Industrial Road.
    - City of Troy will send plans to NYSDOT.
- City of Troy would like the transfer station to maintain some direct/semi direct access to Route 378.
- The King Fuel site will be redeveloped for alternative use potentially.

Meeting with City of Troy
Route 378 Troy-Menands PEL Study Meeting Minutes

Date: September 18, 2023
Time: 3:00 PM
Location: City of Troy City Hall

Participants
Dylan Turek, City of Troy, Andrew Kreshek, Susan Olsen, NYSDOT, Barret LaGrave, WSP, Martin Hull, WSP, Bernie Kalus, WSP

Discussion

The team met with the City of Troy for a third time to discuss project concepts and the City's thoughts on each. The team presented the concepts to the City to begin the conversation noting that Concept 4, which connects at Mill Street, was preferred by many stakeholders.

The City explained several new developments that were evolving along the waterfront between downtown and the study area. One included a large residential project being considered for the area just north of the northern most concept. This would require the relocation of the salt storage facility on 1st Street. The proposed location of the new storage facility is on King Road near the spot where concept 4 would cross the property. Any bridge design would have to take this into consideration and either move the concept to the north or south of the salt storage area or be designed to cross the area without disrupting its operation. Other new businesses might also be developed in this area and City is anxious to ensure that they will be successes from an economic development point of view.

The City also reiterated its concerns about the new bridge's location causing changes in traffic patterns that might redirect traffic through sensitive City neighborhoods. One specific concern is that additional traffic will use Mill and Campbell to access State Routes 2 and 66 in a way similar to the way Hoosac Street currently carries large volumes of traffic to suburban locations to the East of the City. There was also some concern about the roundabout at the intersection of Mill Street and Burden Avenue and its ability to handle large tractor trailer trucks which would be used to access the new industrial area.

The team confirmed that they would incorporate the City's comments into the final report.

Meeting with City of Watervliet
Route 378 Troy-Menands PEL Study Meeting Minutes

Date: January 5, 2023
Time: 1:30 PM
Location: City of Watervliet City Hall

ParticipantsJoseph LaCivita, General Manager, City of Watervliet, Susan Olsen, NYSDOT, Barret LaGrave, WSP, Bill Gorton, WSP, Rachel Mohabir, WSP

Discussion

After a brief introduction to the project the group discussed the following topics:

- Mr. LaCivita discussed that Watervliet does not have any large developments planned within the city limits and that Watervliet is considered almost 100% built out.
- Watervliet is looking into a possible tunnel connection under I-787 from 16th street to the Hudson Shores Park on the shores of the Hudson.
- Watervliet is in discussions with the owners of the Starbuck Island project to potentially add a pedestrian bridge from Starbuck Island to the Hudson Shores Park.
- Mr. LaCivita said that no other planned items would be a major driver of trips within the Watervliet footprint.
- Mr. LaCivita said that he would provide plans and updates on anything related to the tunnel connection or park as they progress.

Meeting with Village of Menands
Route 378 Troy-Menands PEL Study Meeting Minutes

Date: January 5, 2023
Time: 2:45 PM
Location: Village of Menands Village Hall

Participants

Megan Grenier, Mayor, Village of Menands, Brian Marsh, Village Trustee, Don Handerhan, Village Clerk, Ryan St. Gelais, Village Police Chief, David Ognan, Village Fire Chief, Barret LaGrave, WSP, Bill Gorton, WSP, Rachel Mohabir, WSP, Susan Olsen, NYSDOT

Discussion

After a brief introduction to the project the group discussed the following topics:

- The Village of Menands would prefer to reduce the I-787 to Route 378 interchange footprint to free of land for public use.
- The Village says that the existing clover leaf design is an issue for plowing and safety during weather events for emergency responders and the DPW.
- The Village would like to pursue access to the river behind the farmers marked for a potential kayak/non-powered boat area.
- Future plans in the Village include Broadway (Rt 32) streetscaping and possible boulevard transformation.
- The Village would like the Route 378 section leading down from the cemetery to Broadway considered in the study for a road diet to match current traffic patterns.
- Potential development opportunities within the Village include.
    - Veterans housing next to “The Lofts” which may include up to 68 beds.
        - Most likely to increase bus ridership
    - Daughters of charity looking to expand to include an assisted care area.
    - Price Chopper plaza at Route 32 interchange may convert to mixed use development.
    - Symens developing 2 to 3 possible larger warehouses next to I-787.
- The existing park and ride facility at 431 Broadway is heavily used and may be impacted by location of chosen crossing location.
- The Village says existing south safety walk on the bridge lacks proper pedestrian fencing to prevent unauthorized users and is a safety concern for Menands.

Meeting with RPI at Rensselaer Technology Park
Route 378 Troy-Menands PEL Study Meeting Minutes

Date: February 2, 2023, 11:00am
Location: RPI Service Building, Corner of Peoples Avenue and 11th Street in Troy

Participants: Paul Martin, RPI, Ernest Katzwinkel, RPI, Karl Lampson, RPI, Susie Olsen, NYSDOT, Greg Wicher, NYSDOT, Bill Gordon, WSP, Barrett LaGrave, WSP, Martin Hull, WSP

Discussion:

- The meeting started with Paul Martin introducing RPI staff.
- Susie Olsen then introduced the project to the group. The study is looking at potential new sites and possible constraints on those sites. The team is very interested in the viewpoints of stakeholders and other involved groups so many meetings are being scheduled, just like this one.
- RPI asked whether any decisions have been made on the replacement bridge.
- The bridge will need to be replaced at some point in the foreseeable future. This study asks the question, is there a better plan to locate bridge?
- It is important to meet with RPI to discuss whether we want to move the bridge farther south to the Tech Park.
- Bill Gordon described some of the issues including changes in traffic patterns that are resulting in traffic congestion. The team has met with local municipalities and is trying to balance all the needs in the study area.
- RPI owns property from Troy City line south to the I-90 bridge.
- As far as long-term development is concerned it is too early to say what is going to happen.
- The Tech Park is in the process of fixing up existing buildings.
- The new CHIPS and Science Act may lead to more demand for space at the Tech Park.
- Bill Gordon asked for vacancy rates in order to calibrate the demand model.
- The Tech Park currently has shovel ready parcels available.
- Traffic levels have not met initial forecasts, in some cases only 1/3 of longer term estimates.
- Security is a major issue for tenants who like being “off the main drag” from a transportation standpoint.
- Tenants would not want a bridge access road across the Tech Park property.
- New RPI administration is looking for development opportunities:
    - 1200 acres altogether
    - 350 developed – still have vacant parcels
- Responding to a question from RPI, Bill clarified that the bridge would remain working until its replacement is completed.
- The question, “would there be a major cloverleaf?” was asked. The team responded that the interchanges on both sides of the river would take up less land area that the existing ones.

Meeting with Regeneron
Route 378 Troy-Menands PEL Study Meeting Minutes

Date: March 7, 2023
Time: 9am
Location: Regeneron offices at RPI Tech Park

Participants
Sarah Bowman, Regeneron, Susan Olsen, NYSDOT, Greg Wichser, NYSDOT, Barret LaGrave, WSP, Martin Hull, WSP, Bill Gorton, WSP, Bernie Kalus, WSP

Discussion

After a brief introduction to the project the group discussed the following topics:

- The team presented the plan schedule and budget - funding is currently available from the IIJA and other programs so it makes sense to be ready if it becomes available for the Menands Bridge.
- Project would support economic development in the study area.
- Regeneron is looking at a site near the bridge at the former Two Guys department store site for a new manufacturing facility.
- The group discussed the potential for redesigned interchanges adding to land availability along Route 378.
- Reduction in the size of the interchanges would provide improved public access to river.
- The Reimagining 787 study may also reduce the footprint of 378 interchange.
- Taxable land in Menands is an important issue.
- Regeneron has security requirements and prefer that there not be any transportation or other easements across their property.
- A new bridge might go north to connect directly with Mill Street.
- What about flood plains? The Two Guys site is in the 100 year flood plain.
- What level of sea level rise did we assume? What mitigation is needed in terms of berms etc.?
- Glenmore Road in North Greenbush is heavily developed which reduces the potential for a new bridge ROW in that area.
- How much traffic would be created at Two Guys site if it is used by Regeneron?
- The site would be used for manufacturing so staggered shifts could be used to avoid traffic peaking issues.
- Traffic modeling will include the roundabout on Route 4.
- Should DOT meet with Regeneron on the Reimaging 787 study? – maybe.
- Regeneron might expand in the Tech Park as an alternative to Two Guys, the RPI Tech Park people mentioned security as an issued as well.
- If 378 is reconfigured access directly to 378 from Two Guys site might be possible.

Meeting with Hudson Valley Community College
Route 378 Troy-Menands PEL Study Meeting Minutes

Date: March 21, 2023
Time: 2:30pm
Location: Hudson Valley Community College at Lapan Physical Plant building at HVCC Campus

Participants

Fred A Aliberti, HVCC, Lawrence P Lavigne, HVCC, Stephen F Cowan, HVCC, Susan Olsen, NYSDOT, Greg Wichser, NYSDOT, Barret LaGrave, WSP, Martin Hull, WSP, Bill Gorton, WSP, Bernie Kalus, WSP

Discussion

After a brief introduction to the project the group discussed the following topics:

- NYSDOT is speaking with stakeholders and resource organizations to make sure we understand their issues and needs and future plans.
- The study team is Looking at a variety of alternative concepts.
- Money is not yet available for construction, but DOT would like to be ready with a preferred plan when it does come available.
- Having the PEL foundation set is very important and sets us up for grant funding in the future.
- HVCC offered ROW on Morrison to widen part of the road, but the plan did not work out. HVCC no longer owns that parcel.
- Mill Street should be the main route to the college.
- Troy came to HVCC for Morrison and High (Route 378) intersection, but that plan did not work out either.
- Morrison congestion is a significant traffic problem, both at the bottom and top of the hill.
- Data collection for the study indicates that congestion is worse eastbound from the bridge to Morrison in both the morning and afternoon.
- Rear end and merging crashes are the most significant types at the Route 378 and Morrison intersection.
- More could be done to encourage motorists to travel south on Route 4 to I-90 to avoid Route 378.
- HVCC supported the construction of Alternate Route 4 to I-90 but this is no longer an option due to development along the proposed route.
- Two new buildings are planned for development in the near future.
    - A 130,000 sq ft applied technology building housing trades such as plumbing is scheduled for completion in 2026.
    - Brahan Hall will be demolished to make room for a new Health Sciences building that will house the nursing program.
    - A traffic study will likely not be needed for the new buildings.
- About 75% of the campus is in Troy, and 25% in North Greenbush, which affects which fire department responds to incidents.
- The busiest times of day at HVCC are:
    - 10AM is the biggest peak inbound to the campus.
    - The busiest time leaving the campus is Noon.
    - Classes start on 8 am most days.
    - Mondays at 2 pm are very busy since classes end early that day.
    - 6 pm inbound is a busy time as night class students arrive.
- There are 1100 employees at HVCC many on 8 am – 5 pm schedules.

- HVCC currently has 6000 full time students and 3000 part time.
- Attendance peaked at 14,000 students in 2009.
- A new business building is being considered.
- There is an overflow parking lot across Route 4 from campus.
- Lots of people walk across Route 4, especially at the bus stop.
- HVCC is a major bus stop. HVCC will provide ridership numbers later.
- The baseball field generally has attendance of about 3000 a game. The team is part of the Frontier League, and the season runs from May through Labor Day. Most games are in the evening.
- Classes finish in mid-May. There will be some summer classes but fewer than usual.
- Some students currently located at the RFP Tech Park will move to new health sciences building.
- The new Route 4 roundabout generally works well but sometimes gets backed up in the evening.
- The project team should look at noon traffic along Morrison.
- Would it be possible to stagger classes more widely? Difficult due to union contracts.
- HVCC asked what concepts are being looked at for the bridge.
- We are looking at multiple locations for the bridge both north and south of the existing structure.
- There is currently a traffic split heading eastbound across the bridge with 40% of vehicles headed for Troy and 60% to HVCC and North Greenbush.
- The Reimagine 787 study will be taken into consideration in this study.
- The bridge is not up to modern standards such as lane width, geometry and other features.
- Is it currently possible to bike from the bridge to Broadway in Menands? Not directly, but the concepts could add this feature.
- HVCC requested that they be added to the mailing list for future public meetings and other notices.

AGENCY MEETING MINUTES

Agency Coordination *The purpose of these meetings was to review the study and solicit feedback.*		
Meeting	**Date Occurred/Tentative**	**Summary**
Steering Committee Meetings	8/18/22 9/21/22 12/21/22 1/18/23 3/15/23 5/17/23 6/23/23 7/26/23 8/30/23 10/11/23	As a reoccurring event, the purpose of these meetings is to provide the committee with key study updates and allow members to provide comments and ask questions.
Transportation Partnering Committee Meetings	Meeting #1 – 10/19/22 (Presentation is Attached) Meeting #2 – 2/15/23 Meeting #3 – 10/12/23	These meetings reinforce study concepts, provide study updates, and allow committee members to participate in an open discussion.
Capital Region Transportation Council Policy Board Presentation	6/1/23	Provided the Capital Region Transportation Council Board with an update on the progress of the Study including the results of the existing conditions assessment, Project Purpose and Need, and Concepts being evaluated.
Capital Region Transportation Council Freight Advisory Committee	8/16/23	Prioritize direct access to necessary routes with limited impacts to CSX Railroad operations.
Capital Region Transportation Council Active Transportation Planning Committee	8/29/23	Similar to feedback at the public workshops, the transportation community was concerned with traffic volumes, commuter access, safety for pedestrians and bicyclists, and the opportunity to improve recreational access.
Meeting with Capital District Transportation Authority (CDTA)	2/2/23 9/11/23	CDTA and the project team discussed potential concepts. CDTA does not currently have any service across the bridge but might consider it over the long term.
Capital District Regional Planning Commission	7/6/2023	CDRPC and the project team discussed the status of the study. CDRPC offered their population and demographic forecast data and emphasized freight traffic an as important element to be considered.
Large Resource Agency Meeting	10/26/22 10/18/23	The Project team presented the Study findings and received concerns and feedback regarding the potential environmental impacts of construction.

Agency	Contact Name(s)	Meeting Date(s)	Discussion Topics
Cooperating Agencies			
U.S. Army Corps of Engineers	Christine DeLorier, New York Division, Upstate Regulatory Field Office	Kick-off meeting; 6/13/23	Permitting; wetlands impacts
U.S. Fish and Wildlife Service (USFWS)	Sandra Doran, Wildlife Biologist, New York Field Office Arianna Ramirez, Fish and Wildlife Biologist - Ecological Services	Kick-off meeting; USFWS was contacted three times but NYSDOT was unable to schedule a meeting. An email with information was sent to USFWS for their review.	
U.S. Environmental Protection Agency	Arielle Benjamin, Environmental Engineer, Region 2 New York Supriya Rao Mark Austin	6/15/23 Follow up meeting 7/12/23	Environmental Justice; Air quality impacts and traffic; Water quality
National Oceanic and Atmosphere Administration (NOAA) National Marine Fisheries Service	Bill Barnhill, NOAA Federal Jessie Murray, NOAA Federal Edith Carson-Supino, ESA Section 7	Kick-off meeting; 7/26/23	Threatened and endangered species; Section 7 of Endangered Species Act
Participating Agencies: Federal Agencies			
Federal Emergency Management Agency, Region II	Michael Audin, Deputy Regional Environmental Officer	8/31/23 Follow up email 9/22/23	Floodplain mapping
U.S. Coast Guard	Donna Fisher, Commander, First Coast Guard District	7/12/23	Permitting; navigation channel; outreach to waterway users
Participating Agencies: Tribal Nations			
Delaware Tribe	Susan Bachor, M.A.	8/7/23 Follow up meeting 9/6/23	Potential impacts to resources of concern to tribe; archaeologically sensitive areas
Saint Regis Mohawk Tribe	Darren Bonaparte	8/16/23 Follow up meeting 9/6/23	Potential impacts to resources of concern to tribe; archaeologically sensitive areas

Agency	Contact Name(s)	Meeting Date(s)	Discussion Topics
Stockbridge-Munsee Community Band of Mohican Indians	Jeffrey Bendremer	6/21/23 Follow up meeting 9/6/23	Potential impacts to resources of concern to tribe; archaeologically sensitive areas
Participating Agencies: State, Regional, and Local Agencies			
New York State Parks, Recreation and Historic Preservation	Nancy Herter, Technical Preservation Bureau Jessica Schreyer, Chelsea Towers	6/6/23	Potential impacts to historic architectural or archaeological resources; Section 106 process
New York State Department of Environmental Conservation	Tony Luisi, Regional Director, Region 4: Albany/Rensselaer Counties Kate Kornak, Sean Reynolds	Kick-off meeting; 6/5/23	Threatened and endangered species; wetlands impacts; permitting
New York State Department of State	Tanna Legere, Coastal Resources Specialist	8/3/23	Landward coastal area impacts; Local Waterfront Revitalization Programs
New York State Office of Parks, Recreation and Historic Preservation	Empire State Trail – Chris Morris Section 6(f) – Diana Carter, Assistant Division Director, Division of Environmental Stewardship and Planning	Kick-off meeting	N/A

Steering Committee Meeting #1
Route 378 Troy-Menands PEL Study Meeting Minutes

DATE: AUGUST 18, 2022

INTRODUCTIONS AND OVERVIEW/GOALS

- Bill Gorton, Project Manager at WSP, reviewed the roles of each attendee through roll call, then began the project overview with a background of the Troy-Menands Bridge over the Hudson, that connects the Village of Menands to the City of Troy. A four-lane steel truss bridge constructed in the 1930s, there have been rising concerns regarding its stability due to its age. Part of this project will be evaluating reasonable and feasible replacement links connecting I-787 and the I-90 corridor.
- Next, Bill reviewed the Steering Committee responsibilities:
    - Steer and guide the study
    - Provide input towards the development of the project
    - Offer information and expertise about the project area
    - Provide a broad range of perspectives
    - Identify potential risks
    - Brainstorm with team on solutions
    - Review and comment on study recommendations
    - Represent and support the consensus of the group within your department

PEL PROCESS OVERVIEW

- Nicole Weymouth, Environmental Task Lead, introduced the Planning and Environment Linkage (PEL) process as alternatives analysis that directly incorporates the environmental and community goals early and has a more defined process to avoid duplication of effort during the subsequent environmental review process.
- PEL benefits are the streamlining of planning to NEPA, shorter timelines for NEPA and project delivery, stimulating the development of new tools, and helping to identify stakeholders early in the process. This fosters relationships among agencies and the public, engages non-transportation agencies, and creates better real-world outcomes for the community.
- In developing alternatives, the purpose and need is ideally defined during PEL so it can end up being used to inform the NEPA process. This positions agencies to begin the task of defining the purpose and need and reviewing alternatives before the beginning of the NEPA process. The PEL Process is as follows:
    - Data collection and analysis of existing conditions
    - Initiate public involvement plan and agency coordination
    - Alternative development
    - Assess social environmental, and economic impacts
    - Complete project scoping and PEL report
    - Seamless transition to NEPA review

PUBLIC INVOLVEMENT

- Stephanie Camay, Public Outreach Task Lead, provided an overview of WSP's role in creating the agency coordination and public involvement plans. The public engagement process includes:
    - Reviewing previous planning study coordination and outreach
    - Identifying new stakeholders to invite
    - Identifying underrepresented populations
    - Developing a project flowchart
    - Implementing a suite of outreach tools
    - Ensuring agency and key stakeholder coordination

ACTION ITEMS

- WSP to provide drafts of Public Involvement and Agency Coordination Plans

SCHEDULE

- Bill Gorton continued by outlining the schedule for outreach and planning activities. He stated that data collection and existing conditions is in progress, and will be followed by the start of outreach, developing needs, and finally alternatives.
- He stated that an important step is documentation for a PEL report as decisions are made. The draft report will be shared and then finalized following the comment period. If all requirements are reached, then the FHWA may accept the report.
- Meeting formats (remote versus in-person) were discussed, and it was decided to wait until the fall to gauge concerns of health and safety before deciding.
- Study Goals
    - Documentation on why concepts were dismissed
    - Have a concept that can be carried through to an EIS (or other environmental documentation)
    - PEL development strategy – set up a process that will have engagement from FHWA early on. Must also provide notice of options/alternatives screening pre-NEPA.
    - Want the public to understand that while this study and strategy sets us up for NEPA, it is not a replacement for the NEPA process.
    - Coordination & concurrence between agencies.

ACTION ITEMS

- WSP to add a 'we are here' arrow to future versions of the schedule

PLANNING STUDIES

- The meeting included a review of relevant, completed planning studies.
- Bill Gorton stated that data collection and planning will be broken down by discipline between appropriate staff from both WSP and NYSDOT.

- Each precedent study had a focus with themes to be incorporated in the PEL study (i.e., the South Troy Revitalization Plan looked at gateway improvements).
- Many of the studies have linked pedestrian and bike activity. These studies include City of Troy Bike Plan, Troy Comprehensive Plan, U.S. Route 4 Traffic and Pedestrian Improvement Project, Troy Waterfront Plan summary.
- When studying the Hudson River Corridor, relevant precedents include:
    - North Greenbush Comprehensive Plan
    - Route 32 Linkage Study
    - HVCC Student Housing Traffic Study
    - EA for South Troy Industrial Park Road
    - I-787/Hudson Waterfront Corridor Study
- The riverfront for Menands must also be considered through the process.

TRAFFIC DATA COLLECTION

- Katie Craig, Traffic Task Lead, outlined the data provided by the CDTC VISUM model with a 2020 baseline: trip generation, trip distribution, modal splits, and traffic assignments.
- Previous traffic studies will also be reviewed along with existing data to develop the existing conditions.
- NYSDOT short-count data includes traffic flow at different times of the day and commute patterns. The DOT will also supply crash data to identify any safety issues.
- Traffic data from 2020 will support a pre-COVID-19 analysis to establish existing conditions before and after the pandemic.
- Current data based on a PM peak hour model provides a sense of existing conditions for traffic, though more data is needed to inform a pre-COVID understanding of volume and flow.
- New data will be collected throughout the area, including a spot speed study to determine design speed, travel times, and counts at key intersections to be compared to pre-pandemic conditions for the operational analysis.

HIGHWAY AND BRIDGE EXISTING CONDITIONS

- The existing use for the highway is a connection to Hudson Valley Community College (HVCC) and South Troy.
- Barrett LaGrave, Highway Task Lead, reviewed Route 378 as the gateway connection for HVCC, the South Troy area, and mentioned its use as a connection from South Troy to the Mohawk Hudson bike trail. Route 378 connects I-787 to Route 4 in South Troy. It is a high-speed facility that connects to a local system with speed changes at intersections and curves, and in close proximity to existing residential use.
- The existing bridge consists of a four-steel arch pier supported system, four lanes of traffic, two in either direction, with no shoulders. There have been multiple rehabilitations of the bridge through the years to repair deficiencies. The bridge has had varying conditions and its future must be assessed now with considerations of replacement.

- There are two sidewalks with one open to public. The sidewalk leads to the state-wide Empire State Trail and region-wide Mohawk Hudson Bike/Hike Trail. The bike/ped connections are extremely important to both Troy and Menands. NYSDOT built a connection with culverts to provide bicycle and pedestrian access from Route 32 as well.
- The existing conditions assessment is ongoing and includes:
    - Roadway/Bridge typical sections
    - Transit and pedestrian facilities
    - Infrastructure identification
    - Collecting and mapping ROW/zoning
    - Identifying major drainage crossings
    - Identifying major utilities

ENVIRONMENTAL RESOURCES

- Nicole Weymouth, Environmental Task Lead, introduced an overview of the Environmental Resources Study.
- The study begins with existing conditions following the outline of the DAD Chapter 4. This will ensure that at all permits and affected resources are accounted for, then rule out those that do not apply to the study area.
- The Cultural Resources review identified NYSHPO sites, taken from CRIS, and includes historic buildings and districts, with large areas of potential archaeological sensitivity, including several cemeteries. Along the river there tends to be the most archaeological sensitivity.
- Natural resources have been identified using the NYSDEC environmental resource mapper and include State and NWI freshwater wetlands, significant natural communities, including rare plants and animals, (i.e., short-nose sturgeon, freshwater mussels, etc.), and 1% annual change floodplain.
- The Plan of Action includes the following:
    - Gather online data and create GIS database with existing reports
    - Consult resource agencies
    - Field visits to confirm findings
    - Develop environmental constraints maps
    - Screen air and noise once alternatives are developed
- Development of an environmental constraints map, which be overlayed with all the alternatives, provides a screening tool once alternatives are identified.
- Considerations include utility and drainage areas, cultural, and environmental resources, which will identify key factors for screening alternatives.
- Sub-consultants will help assess existing conditions.

DISCUSSION

- Agency outreach should include an introduction to the PEL process and understanding of how it fits into NEPA review.
- Public outreach should include clarity on removal of alternatives pre-NEPA. If alternatives are eliminated during PEL and not carried through to NEPA, we must ensure the notification to the public meets regulatory requirements (such as 30 days ahead of a meeting) and clearly state that alternatives (or concepts) may be eliminated if not feasible and, therefore, not carried through to NEPA.
- Terminology: OOE prefers “options” or “concepts” is preferred rather than “alternatives”
- Coordination with the I-787 project is important since the interchange with I-787 is the biggest question mark.
    - With sea level rise, a lot of the area will be within the floodplain in the future; therefore, an at-grade interchange may be an issue.

NEXT STEPS

- Data Collection – Ongoing
- Initiate Public Involvement
- Initiate TPC and Agency Contacts

NEXT MEETING

21 September 2022

Steering Committee Meeting #2
Route 378 Troy-Menands PEL Study Meeting Minutes

DATE: SEPTEMBER 21, 2022

INTRODUCTIONS/PROJECT OVERVIEW

- Bill Gorton, Project Manager at WSP, opened the meeting with a project overview. The Troy-Menands Bridge extends over the Hudson River and connects the Village of Menands to the City of Troy. The four-lane steel truss bridge was constructed in the 1930s and there have been rising concerns regarding its stability due to its age. Part of this project will be evaluating reasonable and feasible replacement links connecting I-787 and the I-90 corridor.

STEERING COMMITTEE RESPONSIBILITIES/MEETING AGENDA

- Next, Bill reviewed the Steering Committee responsibilities:
    - Steer and guide the study
    - Provide input towards the development of the project
    - Offer information and expertise about the project area
    - Provide a broad range of perspectives
    - Identify potential risks
    - Brainstorm with team on solutions
    - Review and comment on study recommendations
    - Represent and support the consensus of the group within your department
- Bill continued with an outline of the meeting:
    - Review progress on data collection by
    - Review Public Involvement and Agency Coordination plans to finalize and implement them soon.
    - Discuss the schedule quick and address any comments with recommendations for each issue.
    - Finally, the meeting opens to a Q&A.
- He then shared a graphic of the PEL strategy and approach as a reminder to attendees on the purpose of PELs to prepare for a future NEPA action.

PEL PROCESS OVERVIEW

- Nicole Weymouth, Environmental Task Lead, introduced the Planning and Environment Linkage (PEL) process as alternatives analysis that directly incorporates the environmental and community goals early and has a more defined process to avoid duplication of effort during the subsequent environmental review process.

- PEL benefits are the streamlining of planning to NEPA, shorter timelines for NEPA and project delivery, stimulating the development of new tools, and helping to identify stakeholders early in the process. This fosters relationships among agencies and the public, engages non-transportation agencies, and creates better real-world outcomes for the community.
- In developing alternatives, the purpose and need are ideally defined during PEL so it can end up being used to inform the NEPA process. This positions agencies to begin the task of defining the purpose and need and reviewing alternatives before the beginning of the NEPA process. The PEL Process is as follows:
    - Data collection and analysis of existing conditions
    - Initiate public involvement plan and agency coordination
    - Alternative development
    - Assess social environmental, and economic impacts
    - Complete project scoping and PEL report
    - Seamless transition to NEPA review

MEETING AGENDA AND DATA COLLECTION PROGRESS

- Bill Gorton stated that for updates on progress in data collection, each lead will go through the work which they have completed since the last meeting.
- Martin Hull, Planning Lead with WSP, reviewed relevant completed planning studies including comprehensive plans, transportation projects done by various municipalities, agencies, and the DOT.
- He continued by outlining the plan for producing and circulating the memorandum on the precedent studies review and the follow up with meetings with local municipalities to get the most updated understanding of each plan’s implementation.

PLANNING STUDIES

- Martin Hull, Planning Lead with WSP, reviewed relevant completed planning studies including comprehensive plans, transportation projects done by various municipalities, agencies, and the DOT.
- He continued by outlining the plan for producing and circulating the memorandum on the precedent studies review and the follow up with meetings with local municipalities to get the most updated understanding of each plan’s implementation.
- The studies reviewed are as follows:
    - South Troy Working Waterfront Revitalization Plan (2003)
    - Rensselaer County Trail from the Livingston Avenue Bridge to the Troy-Menands Bridge (2004)
    - Route 4 –I-90 Connector Study (2006)
    - Hudson River Crossing Study (2008)
    - North Greenbush Comprehensive Plan (2009)

- Route 32 Linkage Study (2011)
- HVCC Student Housing Traffic Study (2014)
- Environmental Assessment for South Troy Industrial Park Road (2016)
- I-787/Hudson Waterfront Corridor Study (2018)
- City of Troy Bike Plan (2018)
- Troy Comprehensive Plan (2018)
- U.S. Route 4 Traffic Pedestrian Improvement Project (2019)
- Troy Waterfront Plan Summary Report (2019)
- Town of Colonie Comprehensive Plan Update (2019)
- Village of Menands Comprehensive Plan (2020)
- Reimagining the I-787 Corridor Study (Upcoming)

ACTION ITEMS:

- Public outreach to be conducted by WSP to verify progress of precedent plans

TRAFFIC DATA COLLECTION

- Katie Craig, Traffic Task Lead at WSP, updated the committee on progress made in review of historic traffic volumes and patterns based mainly utilizing NYSDOT traffic data viewer and past reports. The peak hours for analysis were established.
- Next steps will be to perform the traffic data collection plan including turning movement counts (TMCs)cspot speed studies, and travel time runs which will occur in the next two weeks on either October 6 or the following week.
- Peak hours in the morning and evening were determined to be from 8 a.m. to 9 a.m. and 5 p.m. to 6 p.m. respectively, WSP anticipates to fly- a drone for some intersections to obtain TMCs,driver behaviors, and minimum and maximum queue lengths.
- The order of next steps in traffic data collection are as follows:
  - Collect TMCs at 10 study area intersections during the peak hours.
  - Traffic data collection will include spot speed studies at off peak hours, at about 10 a.m., with a radar gun to collect about 100 speeds in each direction, analyzing the 80th and 85th percentile speeds to determine the recommended design speed for eacthe bridge and Route 4.
  - Travel times will be collected throughout the study area to provide average travel speed and overall average travel times. Travel times will be used as a measure of effectiveness to calibrate the simulation model to real world conditions.
- Katie noted that holiday patterns, particularly regarding HVCC students, were taken into consideration.

- Chris Bauer continued with an update on progress with the CDTC VISUM model. A few different calibration runs have inspired confidence in the VISUM model.
    - One of the primary checks was figuring out a proximity to the volume on the bridge with a NSYDOT 2019 benchmark. Access has been granted to the replica dataset which shows 34,784 compared to 33,213 from AADT.
    - The following outreach to the municipalities will make sure current demographics in the area are accurately represented and look to the future.

ACTION ITEMS

- WSP to produce Data Collection Plan

HIGHWAY AND BRIDGE EXISTING CONDITIONS

- Barrett LeGrave, Highway Task Lead at WSP, provided an update on highway and bridge sections. The study area was mapped with GIS with Route 378 in greater detail and presented to attendees. The existing use is a gateway to the HVCC school and connects to the Mohawk Hudson bike trail.
- The bridge is a two-lane bridge in either direction with only one of two sidewalks open to the public. The bridge has undergone multiple repairs but is reaching the end of its serviceable life.
- Route 378 connects I-787 to Route 4. Data collection, inventory of transit and pedestrian facilities infrastructure ongoing, ROW and zoning are ongoing. Meanwhile, the very beginning phase has been initiated in creating an inventory of major draining, existing structures, and major utilities to identify. The elevation data collection will be commencing soon.

ACTION ITEMS

- WSP to collect elevation data

ENVIRONMENTAL RESOURCES

- Nicole Weymouth, Environmental Task Lead, reviewed progress on the Environmental Resources Study with a focus on Environmental Justice (EJ) communities identified in the study area.
- So far, Environmental Resources is developing a GIS database while planning to go into the field to check certain items, including historic buildings and parks once the environmental constraints map is fully developed.
- The environmental justice analysis is based on the ASC survey from 2020, identifying any of the census block groups intersecting the study area that meet set poverty and ethnic minority population thresholds.
    - A few block groups were included as EJ areas as they surpassed a 50% ethnic minority threshold derived from an estimate of the figure for New York State, which is about 44.8% in 2020.
    - Poverty by block group is compared to the 13.6% threshold, which if surpassed is a greater density of poverty than the state average according to 2020 ACS data from US Census Bureau.

  - A point to note is that the Menands area does not have much population, so it is mostly open space. It may appear as a greater concern based on first glance at its surface area. However, on the northern side both at the west and east banks of the Hudson there are residential areas to be aware of in outreach and alternatives analysis to avoid disproportionate effects on areas of poverty and high ethnic minority population.

- Nicole continued with review of the Agency Coordination Plan (ACP). NYSDOT has reviewed the ACP and provided comments.
- Agency outreach will begin with an invitation for each agency, a kickoff meeting, a wrap up meeting towards end, and in the middle, one-on-one meetings for a more productive discussion.
- Nicole reviewed the standard roles and responsible for cooperating and participating agencies, which will apply to likely cooperating and participating agencies through the PEL study.
- There was a response from Empire State Trail, but still no word on other protected park or recreation spaces in the study area so far.
- The counties and municipalities identified in the ACP will be on the TPC, and therefore, not included in the agency coordination to avoid redundancy.

ACTION ITEMS

- WSP to identify further environmental constraints through GIS mapping
- WSP to upload the revised ACP to Projectwise for review by NYSDOT and the Steering Committee

PUBLIC INVOLVEMENT

- Stephanie Camay began an outline on progress in Public Involvement. As mentioned, both public involvement and agency plans were submitted for NYSDOT review. WSP is addressing the comments, including adding the identification of EJ communities in the study area.
- The Public Involvement Plan (PIP) is in compliance with the FAST Act and is a living document. Revisions will be made throughout the PEL study as needed.
- Public Involvement will include a Transportation Partnering Committee (TPC), which will include members of the Steering Committee as well as representatives from the county and municipalities. NYSDOT also recommended including the local historic societies.
- The intent is for TPC to meet at major study milestones, about every few months, with a first tentative date of October 19 for the first meeting. The meetings will be virtual.

ACTION ITEMS

- TPC meetings to be organized and facilitated by WSP
- WSP to schedule first TPC meeting

- WSP to upload the revised PIP to Projectwise for review by NYSDOT and the Steering Committee

SCHEDULING AND DISCUSSION

- Bill Gorton continued with an outline of scheduling. To address the comment about avoiding summer public involvement, the schedule has been revised to reduce Step Two and finish the public engagement before the Summer of 2023.
- The October Interagency Meeting and TPC meetings every two to three months will keep momentum going. And the final report will be completed by the Summer of 2023. The suggestion was opened to the group for their feedback on the potential change.
- Susan Olsen, Project Manager for Region 1 of NYSDOT, suggested instead that a third public meeting in between the two in-person events should be held through zoom to maximize attendance as a summer comment period would limit participation among those traveling or returning home from spring semester at HVCC. She suggested October 2022 and September 2023 for the two in-person meetings and a third virtual meeting in the spring of 2023 (March/April).

ACTION ITEMS

- WSP will update the schedule to reflect comments
- WSP will schedule the TPC meeting and first public meeting
- NYSDOT will provide access to design materials through a shared database and collect contacts

NEXT STEPS

- Data Collection – ongoing
- Initiate TPC and Agency Contacts
    - Tentative date for TPC Meeting #1 October 19
- Plan for Public Involvement Meeting #1
    - Tentative date November 15

NEXT MEETING

19 October 2022

Attendance List

FHWA
Maria Hayford, NY Division, Senior Community Planner
Timothy O'Donoghue, Project Engineer, R1 Area Engineer

NYSDOT
Susan Olsen, Project Manager, R1 Planning
Greg Wichser, Consultant Manager, R1 Planning
James Fredericks, Design Manager, R1 Structures Engineer
Loretta McNamee, R1 Design/Environmental Andrea Becker, R1 Design /Environmental
Chris Sobik, R1 Cultural Resource Coordinator

CDTC
Chris Bauer
Andrew Tracy

WSP
Bill Gorton, Project Manager
Katie Craig, Traffic Task Lead
Barrett LaGrave, Highway Task Lead
Nicole Weymouth, Environmental Task Lead
Stephanie Camay, Public Outreach Lead
John Draksic, Planning Intern
Martin Hull, Planning Lead

Steering Committee Meeting #3
Route 378 Troy-Menands PEL Study Meeting Minutes

DATE: DECEMBER 21, 2022

INTRODUCTIONS

- Bill Gorton, WSP Project Manager, opened the meeting with roll call, overview of the meeting agenda, and introductions. The agenda included the introduction, public workshop summary, existing conditions summary, Step 2 Project Purpose and Need, review of the schedule, Next Steps, and an Open Discussion with Q&A.

PUBLIC WORKSHOP

- Rebecca Fleischer, WSP Outreach Specialist, provided a summary of the in-person public workshop that was held on November 16, 2022, at Hudson Valley Community College.
- The 56 workshop attendees included NYDSOT and WSP staff, local agency representatives, and members of the community.
- At the start of the meeting, attendees were asked to place dots where they reside on a project study area map before joining one the grouped tables.
- The workshop kicked off with a presentation about the PEL study and project details; An overview of the workshop part of the meeting was provided.
- Using a large map of the study area, participants discussed and provided notes about issue areas amongst their groups.
- Each group selected and presented their top 3 concerns, which were noted on large posters. After the workshop, participants were asked to place dots on the listed issues they deemed important.
- Summary of workshop feedback included:
    - Consider adjacent neighborhood
    - Local streets turning into regional routes
    - Bicycle lanes unavailable
    - Request for larger study area
    - Suggestion for better access from South Troy
- Bob Rice (NYSDOT) asked for further information about a request for a larger study area. Bill responded by saying that he heard participants were aware that the route to the east was already congested. They were concerned that people will start using a bypass route on Hoosick. Participants felt that if there were too good a connection at the bridge, drivers may bypass through rural roads to avoid traffic at the east bank.

- Susan Olsen (NYSDOT) provided more insight on the lack of bicycle infrastructure and recounted a workshop attendee whose only mode of transportation is cycling, which is challenging as Route 378 is not equipped with bicycle accommodations; Susan specified this should be part of the project. This will also necessitate traffic calming. She also noted that an attendee remarked that traffic at the bridge is very fast and there are sightline issues with an unpaved road right at the east touchdown of the bridge.
- Bill Gorton (WSP) summarized the main takeaway regarding the South Troy comment, which makes the point that residents are concerned that both industrial south Troy and residential traffic flows from development to the north will be well accommodated on arterial roads. These concerns will inform constraints in the future.

EXISTING CONDITIONS SUMMARY

Planning

- Martin Hull, WSP Planner, went over the 16 plans reviewed and additional studies the City of Troy has done. These included a few additional traffic studies done by Troy. Also, in the South Troy area near the river, there are more recent archaeological studies.
- Martin requested confirmation from the steering committee group that a meeting should be organized with RPI Tech Park and HVCC.
    - Greg Wichser (NYSDOT) said there is no sensitivity to reaching out and it's important to keep them engaged. There would not be any risk of RPI, for example, sharing sensitive information regarding plans for future expansion.
    - Bob Rice agreed there is no sensitivity and suggested the group reach out to the LaSalle Institute ; Bob mentioned that improvements to the Broadway and 378 interchange in Menands has been brought up and we might think of that interchange as part of the project (consideration of an at-grade intersection)
- Completed municipal meetings include:
    - Town of North Greenbush
    - Town of Colonie
    - City of Troy
- Municipal meetings planned for January include:
    - Village of Menands – January 5
    - City of Watervliet – January 5
    - RPI Tech Park – TBD
    - HVCC – TBD

Transit ridership

- Martin continued with transit ridership. Graphic representations of ridership showed orange southbound and blue northbound numbers and it showed how HVCC really dominated public

transit in the area. There are some BRT stops which is where people cluster on the west side of the river, but HVCC is a major destination for travelers.

Transit, Pedestrian, and Traffic Analysis

- Katie Craig, Traffic Task Lead with WSP, proceeded with DOT clear system 5-year crash data, including crash locations for 378 and study area intersections, calculated using the NYSDOT analysis toolbox. The calculated crash rates were compared with statewide data for similar facilities. Crash data analysis found that:
    - An overwhelming majority were rear end and overtaking crashes which equate with the queue lengths at the I-787 interchange and also the bridge touchdown on the east bank of the river.
    - Traffic volumes went down during COVID-19, while traffic crashes and severity of collisions have increased in certain locations. The five-year trends show that the COVID-19 trend does not hold beyond 2020.
    - The eastbound crash rate is twice the state average for similar facilities and slightly higher for westbound traffic.
    - Note the crash rate at the roundabout on Route 4 was taken before it was completed, so the roundabout suggests a 72% reduction, but the following are intersections with above statewide average for similar facilities.
- Katie continued with traffic flow and volumes. The team worked with 2016 data for pre-COVID numbers with the VISUM model.
    - The figures at the a.m. peak hour shows 1,800 vehicles going westbound and 1,700 eastbound, most turning right on Morrison Ave. which contributes to the queue lengths associated with the crashes in these intersections.
    - For the p.m. peak hour there are 1,500 westbound, but 2,500 eastbound, and most of those vehicles are going on Morrison Ave. This is apparently responsible for those queues which extend back along the corridor with the highest density of crashes in the area.
- Traffic model development is a work in progress. As well as the data collected, signal times, geometry, and spot speed studies are required to find an 85 percentile. Calibration travel runs and drone footage are needed for queuing observations at the bridge at study area intersections. The capacity analysis will be ready for review next meeting.

Highway and Bridge

- Barrett LaGrave, Highway Task Lead with WSP, introduced the study area as the gateway for South Troy and HVCC including pedestrian and bike facilities. This connection is also used to link South Troy to the Mohawk-Hudson Bike Trail.
- Data collection for the highway and bridge is in the existing conditions phase:
    - Roadway/bridge sections, transit and pedestrian facilities infrastructure identification, and identifying major utilizes are being finalized.

  - ROW/Zoning data collection and mapping, identifying major drainage crossings, and miscellaneous structures are ongoing.
  - Elevation data collection is in its beginning phase.

- The pedestrian or bicycle lane facilities are in varying states ranging from newly built to aging in disrepair. There is only a small section for bikes that has been paved in South Troy on Burden Avenue. There is very little besides the Empire State Trail on the west side of the river. Cyclists can only walk with their bike to get across the bridge, which does not succeed in accommodating cycling.
- He continued by explaining that cycling accessibility is very limited with the closest connections to Route 32 from the bridge being ¾ of a mile north in Watervliet and a mile and half south in Menands. Shoulders are narrow and, in some areas, quite hazardous.
- Barrett commented that they are still searching for information on utilities.

Environmental Resources

- Nicole Weymouth, Environmental Lead with WSP, updated attendees by explaining that the existing environmental resources draft is in-progress. Screening for noise and air impacts will occur alongside developing build concepts, but data for the remaining resources have been collected and the focus now is drafting the findings.
- For endangered species, she explained that other agencies have been providing information while GIS data has been mapped from USFWS including essential fish habitats and endangered species. The report on findings will go into more detail for state and federal regulated wetlands.
- For historic resources, the team has mapped CRIS data and noted historic districts in Troy, while archeological sensitivity is abundant in the area. Field work is ongoing, including verifying that there were no discrepancies between historic resource GIS data and actual conditions.
- Park resources within the study area have been identified which must be considered for assessing the impacts of alternatives.
- Nicole will distribute the revised Agency Coordination Plan, and would like to distribute it to the interagency working group. Follow on agency coordination was suggested, including another kick-off meeting with those agencies that did not attend the first kick-off.
  - Loretta McNamee (NYSDOT) agreed about coordinating with EPA and SHPO as a next step and noted that U.S. Fish and Wildlife Services might be adding the Monarch butterfly to the T&E species list; Loretta mentioned that Chris Sobik might have a contact at SHPO.
  - Tim O’Donoghue (FHWA) noted in the chat that the Northern Long-eared bat is expected to be changed from threatened to endangered in January 2023.
  - Nicole will send a revised version of the ACP for one more review and add to ProjectWise
  - Bill suggested to use distribution of the ACP to ask for a kickoff conversation with the listed agencies.
  - Add Town of Colonie and Watervliet to TPC list.

PROJECT PURPOSE & NEED

- Bill Gorton shared the PEL guidance for Purpose and Need statements that can be used in future projects for the environmental review process. The Purpose and Need should be the following:
    - Justification of why the improvement must be implemented.
    - As comprehensive and specific as possible; and,
    - Reexamined and updated as appropriate throughout the project development process.
- Bill reviewed the input from OOE for the Route 17 PEL:
    - A Purpose Statement must reflect the fundamental reason why the project is being perused because a concept that does not meet the purpose would be dismissed form future consideration. The statement must be phrased in terms of the desired transportation outcome rather than other potential benefits.
- Defining the Need includes the following items: project status, system linkage, capacity, transportation demand, legislation, social demands or economic development, modal interrelationships, safety, and roadway deficiencies.
- Bill reminded attendees that execution of the Purpose and Need Statement draft can be improved in this PEL study relative to the Route 17 study by beginning the process earlier.
- Nicole McGrath stated that in the past, Purpose and Need development has been more time consuming than expected due to public comment and discussion, , so more time for a buffer period would be helpful.
- Tim O'Donoghue (FHWA) and Nicole McGrath (FHWA) agree with the approach; Tim suggested that sending a draft paper out to steering committee or TPC attendees ahead of time would allow them to formulate ideas in advance.
- Gene Kosoy (NYSDOT) suggested considering future need for capacity
- Susan Olsen requested the Steering Committee presentation be added to ProjectWise

SCHEDULE

- Bill shared a quick update on the schedule, showing that this PEL study is in transition from Data Collection and Existing Conditions analysis (Step 1) to Project Purpose and Need/Development of Alternatives (Step 2).

NEXT STEPS

- Bill continued with the Next Steps, which include:
    - Document existing conditions (ongoing)
    - Initiate Purpose and Need
    - Initiate individual interagency working group meetings
    - Continue engaging with the TPC and the public in Winter and Spring 2023

Attendance List

FHWA
Nicole McGrath, Community Planner
Timothy O'Donoghue, Project Engineer, R1 Area Engineer

NYSDOT
Susan Olsen, Project Manager, R1 Planning
Greg Wichser, Consultant Manager, R1 Planning
James Fredericks, Design Manager, R1 Structures Engineer
Bob Rice, Planning Program Manager
Loretta McNamee, R1 Design/Environmental
Gennadiy Kosoy, Consultant Manager

CDTC
Chris Bauer, Director of Transportation Planning
Andrew Tracy, Senior Transportation Engineer

WSP
Bill Gorton, Project Manager
Katie Craig, Traffic Task Lead
Barrett LaGrave, Highway Task Lead
Nicole Weymouth, Environmental Task Lead
Rebecca Fleischer, Public Outreach Lead
John Draksic, Planning Intern
Martin Hull, Planning Lead

Steering Committee Meeting #4
Route 378 Troy-Menands PEL Study Meeting Minutes

DATE: JANUARY 18, 2023

INTRODUCTIONS

- Bill Gorton (WSP) asked each meeting attendee to introduce themselves by name, association, and project role.
- Bill went through the agenda as follows: existing conditions updates, purpose and need with workshop feedback, the February TPC meeting and Schedule, then next steps.

EXISTING CONDITIONS UPDATES

Planning

- Bill began with the feedback from recent meetings:
    - Municipal meetings completed include Watervliet and Menands. Menands had its mayor, village clerk, police chief, trustee, and DPW present. They were also at the public workshop giving feedback. The issues they brought up were focused on the interchanges with Routes 787 and 32: they are outdated and taking up too much real estate by the river with operation concerns from the perspective of the police. They felt it was too much infrastructure for what they are actually serving.
    - The police respond to many of the accidents on the Route 378 bridge that comes from the queuing at the ramp with I-787. They respond to suicides and potential jumpers on the bridge, so we should also think of measures to prevent that. The sidewalk side has a fence, but the maintenance catwalk does not and that is where people are looking to jump; that side of the bridge also needs safety measures for pedestrians.
    - Tight turns on the cloverleaf cause a lot of accidents and there is frequent slipping off the interstate due to harsh winter weather.
    - No major development plans, though they did bring up senior sites and veterans housing, but no major developments causing traffic. Improved river access from Menands would be ideal and should inform upcoming design concepts.
    - The general manager explained that Watervliet is mostly a bedroom community taking a large footprint of the municipality. He recognized that the bridge crossing is pretty far south from their city and the theme is, for all communities, to improve access to the Hudson River. They are especially concerned with recreation as the overbuilt infrastructure takes too much space, costing more than it serves the area.
- Susan Olsen (NYSDOT) elaborated further by saying that residents in Menands encounter extra traffic and accidents, which makes increased service difficult when Hudson Valley Community College is in session. They have to send help for accidents more often than Troy because they

are closer. The main takeaway was that locals really know exactly when classes start and stop as the traffic increases significantly at those times.

- Bill also added that residents of Menands lost their grocery store, so they have to cross the river to Troy to get to a supermarket as they have none of their own. Susan added that Menands is looking to redevelop vacant land that is not used well. They are planning to attract a new grocery store for the area so that they are not reliant on Troy.
- Susan mentioned that Menands will be implementing new zoning soon. They want streetscape amenities on Broadway and other major arterial roads. This is primarily a new form-based code, and they are focusing on improving land use by the cloverleaf area as it has a significant footprint.
- Susan asked whether transit, such as BRT, may be a factor in dealing with the long queues. Martin Hull (WSP) added that he spoke with CDTA about transit, and though they currently have no plans, they are open to discussing any ideas that come up during the study. One possibility might be linking BRT on the Menands side to connect with Hudson Valley Community College (HVCC) to help address increased traffic and accidents occurring when school is in session.
- Susan suggested a one-on-one with them to discuss this and continued by adding that the CDTA is planning a route restructure. Sandy Misiewicz mentioned CDTA will be creating a full next generation BRT study. Further coordination will be required as they are also planning for new garages.

Traffic

- Katie Craig (WSP) continued with traffic existing conditions. Using the VISSUM model calibration, she presented a traffic volume video simulation to compare peak hour flow maps.
- When calibrating traffic times in the corridor, Katie explained, one looks at initial traffic counts earlier in the project to find actual and model figures within a 15% margin of error from one another. This modelling will continue with queuing, which is most significant at the Morrison Avenue intersection as it spills back across the bridge.

Environmental Resources

- Nicole Weymouth (WSP) proceeded with updates on existing conditions, which are being drafted following the NYSDOT shell document including the appropriate GIS generated figures. The team is going to meet with the appropriate agencies for more information and confirmation on what has been developed so far, ruling out what language does not apply to this study area.
- NYSDOT will review the agency coordination plan posted on January 9, 2023. Once approved, WSP will send to the agencies as follow-up.
- Susan Olsen reminded the group that an acronym / vocabulary list would be helpful for future meetings.
- After scheduling a make-up kick off meeting (potentially the weeks of February 6 or 13), Greg Wichser (NYSDOT) agreed that an updated invitation letter can be prepared to be sent to the following: EPA, FEMA, Coast Guard, Department of State (DOS), and SHPO.

- Chris Sobik (NYDOT) has followed up with some tribal nations. He will document the responses for the record.
- Nicole added that the team must schedule one-on-one meetings with the following agencies: USACE, USFWS, NOAA, and NYSDEC.

Committee Oversight

- The next TPC meeting will be used to present and get feedback on the purpose and need.
    - The group considered hosting another Steering Committee meeting to finalize purpose and need before the next TPC; Will try to do without the need for another meeting.
    - Next TPC meeting date: February 15 during the originally scheduled Steering Committee meeting.

ACTION ITEMS

- Schedule meeting with CDTA (WSP)
- Provide comments on ACP (NYSDOT)
- Draft acronym/vocab list (WSP)
- Document communications with tribal nations (NYSDOT)

PROJECT PURPOSE & NEED WORKSHOP

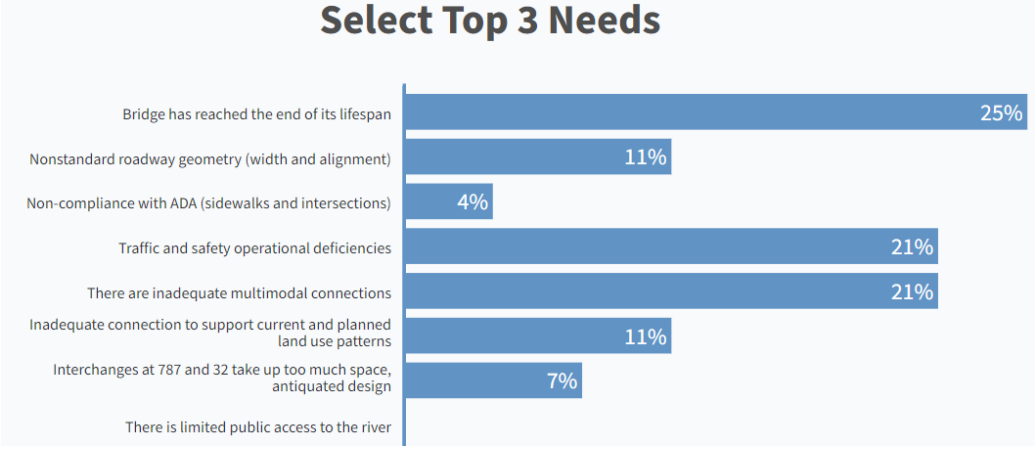
Needs Discussion

- Bill began a discussion of the project needs, which was workshopped by the consultant team last week. He presented a consolidation of all the input on what the needs are, including DOT infrastructure management and community needs, such as access to the riverfront. Focusing on the needs first, such as the bridge reaching the end of its lifespan, will inform the purpose and the screening of alternatives for the future project. The needs identified so far are as follows:
    - The bridge has reached its lifespan,
    - Has nonstandard roadways geometry, which is a problem for traffic flow,
    - Is noncompliant with ADA at the sidewalks and intersections,
    - Traffic and safety operational deficiencies include no shoulders on the bridge,
    - High crash rate significantly above state average,
    - And long queue lengths which are also a safety issue at the intersections as there are long delays.
- Rebecca Fleischer (WSP) continued with a poll on a list of additional needs anyone may have beyond what Bill mentioned.

Below are responses to the Needs activities.



Word Cloud Exercise



Each participant selected up to 3 top needs

- The top 3 needs suggested by participants included
    - Bridge has reached the end of its lifespan
    - Traffic and safety operation deficiencies
    - There are inadequate multimodal connections

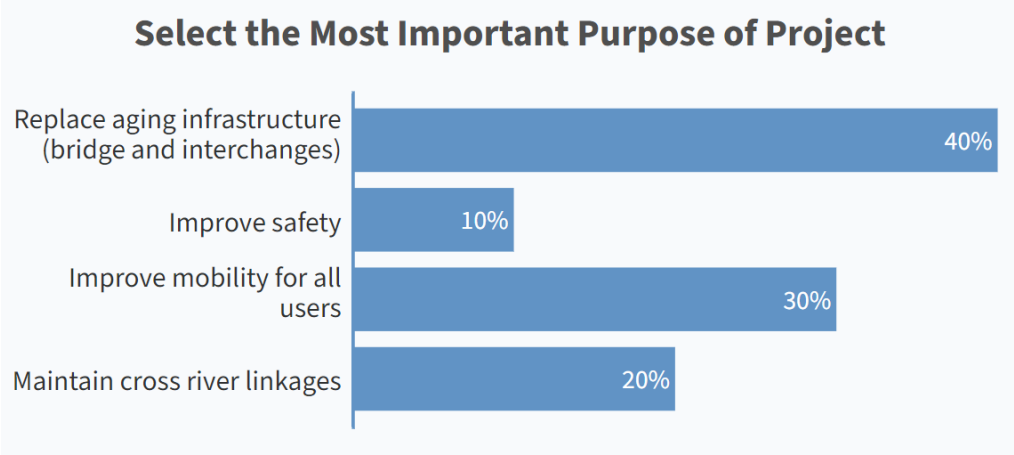
Purpose Discussion

- Bill provided the following initial purpose statements:
    - Replace aging infrastructure (bridge and interchanges)
    - Improve safety
    - Improve mobility for all users
    - Maintain cross river linkages

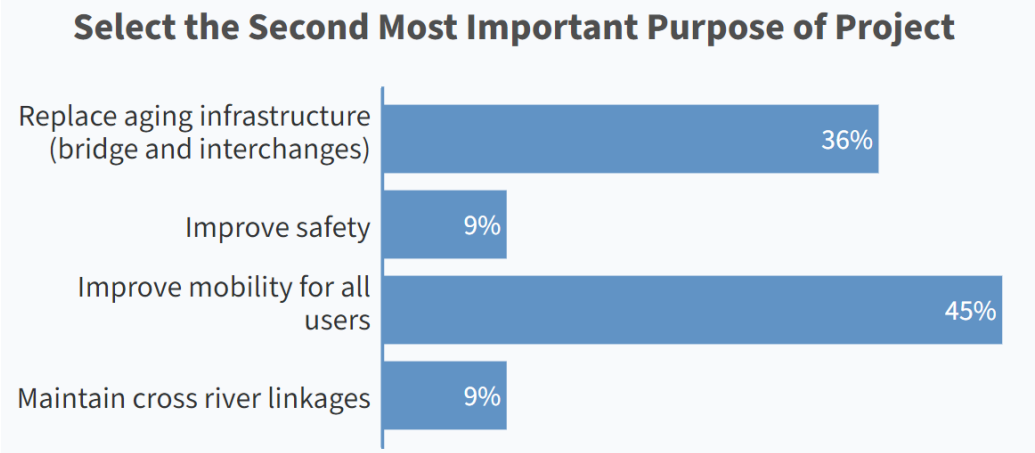
Rebecca continued with polls on the project purpose statements.



Word Cloud Exercise



Each participant selected the most important purpose



Each participant selected the second most important purpose

- The top 2 most important purposes selected by participants included:

  - Replacing aging infrastructure (bridge and interchanges)
  - Improve mobility for all users

- Bill mentioned the more direct the purpose statement, the easier it is to be applied to NEPA later. The goals and objectives can support the purpose and tie it all together, but we do want something concise that addresses the full scope of needs.
- The purpose statement as it is so far, for example, would line up well with the feedback from public outreach. This is what would inform screening criteria in the future and should directly address safety and mobility for all users. The solution must maintain a cross river linkage that the existing bridge is currently serving.
- Nicole McGrath (FHWA) noted that the needs and purpose presented seem to cover the issues well. More detail and clarification can be provided as the project continues and in the study report.
- Bill explained that for public outreach, the team will use similar surveying techniques. We would try to get input especially from the virtual public workshop but also maybe the TPC meeting. Next, he opened the discussion to Q&A.

PROJECT SCHEDULE

- Bill explained the team is now moving from Step 1: Data Collection/Existing Conditions Analysis to Step 2: Project Purpose & Need and Development
- Step 2 includes identifying the purpose and need, develop alternatives, including No-Build, based on various forecasted traffic, land use projections, and environmental conditions.

NEXT STEPS

- Martin added that there will be additional stakeholder meetings, including LaSalle private school. WSP has requested a meeting with HVCC and RPI and will set up a meeting with CDTA.
- Major stakeholder meetings will be summarized in the final document.

NEXT MEETING

March 15, 2023

Attendance List

FHWA
Nicole McGrath, Community Planner

NYSDOT
Susan Olsen, Project Manager, R1 Planning
Greg Wichser, Consultant Manager, R1 Planning
Andrea Becker.R1 Maintenance
Chris Sobik, R1 Cultural Resource Coordinator

CDTC
Chris Bauer, Director of Transportation Planning
Andrew Tracy, Senior Transportation Engineer
Sandy Misiewicz, Director
Mohammad Ibrahim, Intern

WSP
Bill Gorton, Project Manager
Katie Craig, Traffic Task Lead
Barrett LaGrave, Highway Task Lead
Nicole Weymouth, Environmental Task Lead
Rebecca Fleischer, Public Outreach Lead
John (Jack) Draksic, Planning Intern
Martin Hull, Planning Lead

Steering Committee Meeting #5
Route 378 Troy-Menands PEL Study Meeting Minutes

DATE: MARCH 15, 2023

INTRODUCTIONS

- Bernie Kalus, Project Lead with WSP, introduced himself as the new project lead. The previous lead, Bill Gorton, has moved to lead another PEL study. Bernie shared his experience with the attendees which includes work on DOT projects, EIS drafting, and work on the recent NYS Route 17 PEL study alongside Bill. The previous PEL study provided similar experience.
- Likewise, Bernie explained that Julia Trivers would be the new Area Engineer for FHWA Region 1. Nicole McGrath added that she would be on leave so another planner would be in her place temporarily.
- Following introductions, Bernie outlined the meeting as follows: updates by each group, review of Purpose and Need, introduction of high-level Build Concepts, review of the schedule, then open discussion with Q&A.

PROGRESS UPDATES

Planning

- Martin Hull, Planning Lead with WSP, proceeded with updates. Regarding meetings, the Planning Group has met with the CDTA, RPI, and Regeneron (an RPI tenant).
- At the CDTA meeting, Planning met with CDTA planning and facilitates staff. They found that CDTA was working on a route relief and restructuring plan. CDTA was considering new transit service across the Menands bridge as part of BRT plans. There was a bus to Albany in the 1990s but there has not been one since. Martin provided the total transport volume data to CDTA to help them consider if a new route is feasible.
- At the RPI tech park meeting, Planning met with their facilities department on issues regarding Route 378. RPI will be fully developing their thousand-acre property in the future. Short term plans are to develop the existing Jordan Road parcels with fully leased buildings before developing other parcels. The prevalence of security sensitive businesses at the RPI park suggest that accessibility is not as much of a concern, and they would prefer this limited to employees. The actual traffic on Route 4 is a third of what was projected in their plan and most moves south of the tech park toward the I-90.
- The meeting with Regeneron on March 7, included meeting with their facilities engineering department. They discussed bridge concepts and Regeneron is continuing their expansion in the region overall. The security at these facilities is a major issue for the company. Regeneron is looking at sites for a new manufacturing center within the Project Study Area.
- Next, Planning will meet HVCC on March 21, set up a meeting with the LaSalle Institute, and summarize municipal/major stakeholder meetings into one document.

Traffic

- Katie Craig, Traffic Lead with WSP, proceeded with an update on the existing conditions traffic analysis by showing a video clip of the PM peak hour VISSIM microsimulation model and stating that the AM and PM weekday peak hour capacity analysis has been completed. One of the key takeaways is that during the weekday pm peak hour there is more congestion and queuing that extends back onto the Troy-Menands Bridge than during the weekday am peak hour.
- Long queues develop onto the bridge due to the delay at the Morrison Avenue signalized intersection. Further along Morrison, long queue lengths and congestion stretch as far as the intersection with Route 4. This is traceable to slowed traffic moving from the bridge.
- Moving further towards the southern limits of the Study Area, along Route 4 at the intersection with Route 136, the newly constructed roundabout operates well and processes the demand with little delay.
- Next steps are to incorporate CDTC's VISUM travel demand model ouputs for 2025 and 2045 No Build Conditions. WSP will utilize the growth rate from the VISUM outputs to forecast the existing traffic volumes to ETC and ETC +20.

Environmental Resources

- Nicole Weymouth, Environmental Lead with WSP, shared progress on existing conditions in Environmental Resources. So far, the Existing Conditions is in the process of being drafted while the Team is working to set up the appropriate meetings.
- The Environmental Team had the make-up kickoff meeting with SHPO as their focus but also the US EPA, FEMA, US Coast Guard, and DOS on the week of March 27th.
- Next steps include working with USACE, USFGS, NOAA, and NYSDEC on groundwater, air, endangered species, and other factors which would be constraints informing screening process later in the PEL study.

PROJECT PURPOSE & NEED REVIEW

- Bernie Kalus continued with a review of Project Goals followed by the Needs which they address. Maintaining a cross river connection, replacing a bridge at the end of its useful life, and replacing the nonstandard geometry of an aged design are the needs informing the Replace Aging Infrastructure purpose.
- Addressing abnormally high Traffic Congestion and Delays is the need aligning with the purpose of Improving Traffic Operations. The Traffic Accidents and Collisions are well above the NYS average, hence the Project Purpose of Improving Safety. As Inadequate Intermodal Connects need to be addressed, the Project also seeks to improve Connectivity for All Modes of Transportation.
- These Purposes and Needs feed into the Goals and Objectives which serve as screening criteria for the Build Concepts. They are as follows:
    - Replace Troy-Menands bridge to support long-range plans of affected communities

- Improve Traffic Conditions for movement of people and goods
- Improve Safety for all modes of transportation
- Provide pedestrian and bicycle accommodations with enhanced waterfront access.
- Provide for future transit connections.
- Minimize environmental impacts through sustainable design
- Provide an equitable solution that provides the best value to the people of NYS

- Bernie explained that higher level concepts developed so far focus on river crossing and touchdown locations for the alignments to existing. The more developed configurations follow this initial screening.

DEVELOPMENT OF PRELIMINARY CONCEPT CORRIDORS

- Barret LaGrave, Highway and Transportation Lead with WSP, continued by introducing concepts for river crossing and touchdown locations. He further explained that these are high-level concepts and are focusing primarily on the alignment touchdown location moving west to east across the river.
  - This First Concept has a slightly reduced footprint in place of the existing cloverleaf interchange. This connection links with Morrison Avenue just north of the existing link. The homes along this road would be accessed through the old link as it becomes a side street. This concept would mostly maintain the existing intersection with the least impact to businesses.
  - The Second Concept involves shifting the interchange north to connect at Mill Street, reducing impacts to business and homes. The strength of this concept is that it will improve safety and traffic flow issues while maintaining existing connections with a roundabout four-way intersection.
  - An alternative Third Concept calls for shifting the interchange southward for a direct connection to HVCC's Hudson Drive entrance. As noted earlier, there is a 2:3 South Troy to HVCC ratio regarding traffic generation in the study area. While projections were higher, HVCC accounts for a 60% majority of traffic generation.
  - A Fourth Concept would entail a similar design though Route 378 would connect to the new roundabout near HVCC at a different access point.
  - The Fifth Concept would downgrade the cloverleaf on the west bank with a roundabout at the touchdown across the river. This would be a three-way intersection as it would connect back to the previous alignment as well as the Glenmore Road entrance to the roundabout south of HVCC.
  - The Sixth Concept is similar to the Fifth but moves the three-way roundabout to the west side of the river instead with two smaller bridges. One would connect at the original alignment while the other would connect to the roundabout by HVCC. These concepts

would split the HVCC and South Troy connections to accommodate their traffic separately.

- The Seventh Concept is the more “out-of-the-box” option informed by public comments. This would move the connection to the half cloverleaf interchange with Broadway in Menands and overlap with RPI Tech Park lands but connect back to Route 4.

- A reduced footprint is the common theme which addresses public comments for increased access to waterfront.
- The following characteristics of Build Concepts will inform their evaluation:
  - Replaces aging infrastructure with modern design
  - Mitigates existing traffic flow/safety issues
  - Improves pedestrian/bike facilities
  - Maintains/Improves connections to South Troy and Route 4
  - Improves waterfront access
  - Minimizes environmental impacts
  - Provides an equitable solution at best value

PUBLIC MEETING PLANNING

- Preference for April 19, consider HVCC’s schedule – take a look at their finals/midterm schedule
  Provide 15-days notification for public meeting
    - Advertise with a press release
    - Consider online or print news ads
    - Update website before advertising
- Capture folks in Troy near the river and consider other ways to reach out to folks in the area
    - Consider trucks and tractor trailers

QUESTIONS/OPEN DISCUSSION

- Bernie opened to Q&A and discussion of goals, objectives, concepts, and future meetings.

Future Meetings/Contacts

- Chris Bauer, Director of Transportation Planning with CDTC, asked whether the TPC would also review these build concepts before sharing them with the public. Bernie replied that interagency distribution of these concepts will be done sooner rather than later before seeking public input. He further explained that these are still the high-level concepts for crossing and touchdown rather than fully developed Build Alternatives. Public input from upcoming meetings will be a factor in the screening process.
- Andrea Becker, R1 Maintenance with NYSDOT, asked whether environmental constraints would be included when presenting Build Concepts to the public. It was added that this would help inform input by including environmental issues as well as commute and traffic. Bernie confirmed that those constraints would be shared with the public to help inform their input.
- Andrea Becker added that a location near Mill Street was an area of archaeological sensitivity that was overlooked in a previous project.

- The affected Indigenous tribes asked for recognition of the area of archaeological significance in accordance with USDOT Act of 1966 Section 4(f) (49 U.S.C. §303 and 23 U.S.C. §138). Consequently, the project could not move forward.
- There was also talk decades ago that there was a place of archaeological significance adjacent Glenmore Road that was also not available in some datasets. She suggested that the Team inquire further to avoid the oversight of past projects. Bernie made a note that this would be investigated further, and the appropriate contacts would be consulted.

- Sandy Misiewicz, CDTC Director, added that the CDTC Policy Board asked if the concepts could be presented to them then. Bernie made a note that this meeting is on the 1st of June at 3:00pm and it was added to the calendar.
- Susan Olsen, R1 Project Manager with Planning at NYSDOT, added that the Team may not have followed NEPA guidelines as much regarding the 30-day meeting acknowledgment and asked if that should be done with the upcoming public meeting as it includes Purpose and Need. A 15-day period to provide notice of the meeting would be appropriate as it is best to give as much notice as possible. It would be best to present concepts during the CDTC Policy Board's June 1st meeting.
- Nicole McGrath asked that Susan Olsen and Nicole Weymouth coordinate to meet to discuss the FHWA's comments on the Agency Coordination Plan and find someone to stand in while she is on leave.

Build Concepts

- Chris Bauer asked if there is an alternative where the Troy-Menands bridge is rebuilt in the current footprint of the river crossing but with improvements to the interchange at I-787 and intersections on the east bank as it may avoid intersection environmentally sensitive areas.
    - Barret replied that heading eastbound towards Morrison Avenue there is a deficient curve and 5-way intersection as it is now. The exact alignment as it is now leads to the backups on the bridge and accidents which are most often sideswipes or rearend collisions. He maintained that the First Concept would void sensitive areas to the south but an exact rebuilding along the same alignment would not beet traffic flow and safety goals. Also, it could only be rerouted so far north as the hillside and retaining wall on the east bank require more construction work at a higher cost, so there is a benefit to Concept One.
    - Andrea added that there is no guarantee that the Team would not find an environmentally sensitive area by trying alignments further to the north. It may be best to rely on research on the area as knowing the history will make any upcoming concerns easer to address. It will not be known for certain that there are other areas of concern until after the cultural resource survey and overlaying of early concepts is completed.
- Barret added that it is possible to fill in an area at the Route 378 and Route 4 intersection to avoid ground disturbance along the rest of the alignment. He added that this would still be considered an impact.

ACTION ITEMS

- WSP Planning will meet with HVCC March 21st
- WSP will meet with USACE, USFGS, NOAA, & NYSDEC
- WSP will reach out to HVCC to consider presenting concepts

Next Meeting

April 19, 2023

Attendance List

FHWA
Nicole McGrath, Community Planner

NYSDOT
Susan Olsen, Project Manager, R1 Planning
Greg Wichser, Consultant Manager, R1 Planning
Andrea Becker, R1 Maintenance
James Fredericks, R1 Structural Engineer
Robert Rice, R1 Planning and Program Manager
Loretta McNamee, R1 Environmental Contact
Chris Sobik, R1 Cultural Resource Coordinator

CDTC
Chris Bauer, Director of Transportation Planning
Andrew Tracy, Senior Transportation Engineer
Sandy Misiewicz, Director

WSP
Bernard Kalus, Project Manager
Katie Craig, Traffic Task Lead
Barrett LaGrave, Highway Task Lead
Nicole Weymouth, Environmental Task Lead
Martin Hull, Planning Lead
Rebecca Fleischer, Public Outreach Lead
John (Jack) Draksic, Planning Intern

Steering Committee Meeting #6
Route 378 Troy-Menands PEL Study Meeting Minutes

DATE: JUNE 21, 2023

I. April 26, 2023, Public Meeting Presentation
- Bernie Kalus and Susie Olsen discussed the public meeting presentation, noting it was now online. A supplemental Q&A doc will be posted online soon as well.
- The team agreed that once that was live, an email should be sent to the full project contact list. Zeeshan Ott will draft that email and share with SDOT for them to send, along with the latest contact database

II. Agency Coordination Meeting Updates
- Bernie Kalus, Nicole Weymouth, and Susie Olsen recapped recent agency coordination meetings:
- **NYSDEC** was held 6/5, and included discussion of Bald Eagle hits and Peregrine Falcon nests, potential sediment contamination in area, climate resiliency (CLCPA), Disadvantaged Communities (different definitions and boundaries than EJ areas), and agency coordination plan was provided
- **NYSHPO** was held 6/6, and included discussion of Skylar Flats - sensitive area, Native American burial artifacts, Concepts 1-4 could affect National Register Listed resources, Concepts 5-9 in archaeological sensitive areas, Concern with buried resources and more soil disturbance
- **USACE** was held 6/14, and included discussion of permitting being tied to USCG, USACE picks up items not covered by Section 9 permit, Section 404 permit and Section 408 approval will be required, Wetlands delineation can begin when zone of bridge crossing is defined, will need a follow-up meeting after the USGC meeting
- **UESPA** was held 6/15, and included discussion of Environmental Justice, Water Quality, Air Quality – tied to traffic analysis, follow-up meeting in mid-July w/ more targeted discussions, which has been set for 7/12
- **Stockbridge-Munsee Community** on 6/21, which included discussion of burial artifacts, potential for impacts of new roads parallel to river, especially Concepts 7/8/9 – a follow-up to be held in September
- **Coast Guard** scheduled for 7/12
- **Outstanding meetings**: US Fish & Wildlife, NOAA Fisheries, NYS Dept of State, Other Tribal Nations

III. Open Discussion
- Bernie Kalus invited each attendee to provide updates or ask questions – summaries included:
- Andrew Tracy asked if there'd be additional consideration of design within the PEL
    - Greg Wichser noted that design of the bridge was purposefully left out of this stage, but would be considered later on after the PEL

    - Gennadiy Kosoy noted that PELs focus on concepts, not designs
- Chris Bauer noted continued interest in tribal nation engagement, and a continued understanding of how to appropriately recognize tribal nation needs for the project
    - Bernie noted engagement would continue and initial conversations had been positive, particularly for being done early and meaningfully
- Julia Trivers reiterated importance of documentation from each of the agency coordination meetings; noted that FHWA should be invited to any meetings with Federal Agencies; also inquired about demographics collection from recent stakeholder meetings and suggested for digital meetings, asking organizational affiliation would be helpful to help identify any gaps in public outreach
    - Susie Olsen and Bernie Kalus agreed to share invites for all federal agency meetings and noted they had more in-depth notes from each of the agency coordination meetings; Zeeshan Ott confirmed the meeting registration included organizational identification and Bernie Kalus confirmed the team would use this information for future outreach efforts
- Susie Olsen noted other Transportation Council and other regional and civic association outreach, including Freight Committee, Active Transportation Committee, and the Regional Transportation Committee

Attendance List

FHWA
Benjamin Fischer
Julia Trivers

NYSDOT
Susan Olsen
Chris Sobik
Gennady Kosoy
Greg Wichser
John Franchini
Loretta McNamee
Mark Saunders

CDTC
Chris Bauer
Andrew Tracy

WSP
Bernard Kalus
Barrett LaGrave
Katherine Craig
Martin Hull
Nicole Weymouth
Zeeshan Ott

Unidentified Callers
518-331-6824
518-391-4565

Steering Committee Meeting #7
Route 378 Troy-Menands PEL Study Meeting Minutes

DATE: JULY 26, 2023

1) Welcome: Susie Olsen kicked off the meeting, along with Barnie Kalus

2) Agency Coordination Meeting Updates - Bernie Kalus, Nicole Weymouth, and Susie Olsen recapped recent agency coordination meetings:
   - **Coast Guard (July 12th 8:30-9:30 am):** If not changing clearances, may not require Nav Impact Study; encouraged to assess waterway traffic early
   - **EPA follow-up (July 12th 11am-noon)**: Send scoping comment letter
   - **NOAA Fisheries (July 26th 9-10am):** Section 7 of Endangered Species Act; Essential Fish Habitat
   - **Capital District Regional Planning Commission CDRPC (Thursday July 6th 12:30-1:30 pm):** Significant growth in certain municipalities within Study area; CDTC Model projections consider this growth as well as all other projected development in the study area; Induced demand from any additional capacity needs to be considered in the analysis
   - **Upcoming:** Delaware Tribe, 8/7/23; Stockbridge-Munsee follow-up, 9/6/23
   - **Other Potential Meetings**: USFWS; NYS DOS; Other Tribal Nations
3) Environmental Impacts of Bridge Concepts
   - Updated were provided on environmental impacts reviews, including parks/greenways, flood hazards, state wetlands, federal wetlands
4) Public Meeting Planning
   - Zeeshan Ott recapped recent planning efforts around the civic/neighborhood association meeting, as well as the October final public presentation, and noted that flyers for outreach would be available soon
   - Susie Olsen noted that other projects have sometimes translated flyers into Spanish, and asked if that was necessary here
   - Nicole Weymouth indicated the team would look into if translation thresholds were met and circle back
5) Traffic Modeling
   - Katie Craig provided an update on traffic modeling on Concept 3, 4, 6, and 7 and the Route 378 & I-787 Interchange SPUI and Peanut/Barbell Roundabout (see deck for specific content)
6) Open Discussion - Bernie Kalus invited each attendee to provide updates or ask questions – summaries included:
   - Chris Bauer reinforced ability to support public/community outreach as needed along with modeling
   - Ben Fischer noted coordination and outreach, including with agencies and tribal nations, was strong in the project so far
   - Julia noted in addition to sharing docs in project wise, email would also be helpful due to access challenges

- Susie asked Chris if project team should be meeting with the Capital Region Transportation Council – Chris noted multiple members of this group were also part of the Council, but said he would confer with them and circle back.

Attendance List

FHWA
Benjamin Fischer
Julia Trivers

NYSDOT
Susan Olsen
Gennady Kosoy
Greg Wichser
Kelly Kircher
Loretta McNamee

CDTC
Chris Bauer

WSP
Bernard Kalus
Katherine Craig
Nicole Weymouth
Zeeshan Ott

Steering Committee Meeting #8
Route 378 Troy-Menands PEL Study Meeting Minutes

DATE: OCTOBER 11, 2023

Purpose: The purpose of this meeting is to provide the Steering Committee with an update on the Troy Menands Bridge PEL Study and welcome feedback from members.

Welcome:

- Susan “Susie” Olsen, NYSDOT, opened the meeting by welcoming attendees and introduced Bernard “Bernie” Kalus, WSP.
- Susie Olsen highlighted the upcoming public information meeting on Thursday, October 26, and encouraged committee members to attend.
- After a brief welcome, Susie Olsen turned it over to Bernie Kalus.

Presentation:

- Bernie Kalus presented agenda items for the meeting which included an agency and public outreach meeting update, an evaluation of Corridor Concept results including an overview on traffic operations and an environmental impact evaluation, a comparison of Concepts, the recommendations for the NEPA Phase of the project, and an overview on next steps.
- Bernie Kalus provided an overview on recent coordination and outreach meetings which included a meeting with FEMA on August 31, 2023, Combined Tribal Nations on September 6, 2023, the City of Troy on September 18, 2023, and a Neighborhood Civic Association meeting on September 18, 2023.
- Bernie Kalus then introduced Katherine Craig, WSP, and Chris Bauer, CDTC.
- Katherine Craig and Chris Bauer presented the microsimulation models for Concepts 3, 4, 6, and 7. The location modeled in all Concepts included the interchange of NYS Route 378 and I-787.
- Chris Bauer then presented the traffic forecasts for each Concept (3, 4, 6, and 7), while Katherine Craig presented the traffic operations and played a microsimulation.
- Bernie Kalus introduced Nicole Weymouth, WSP.
- Nicole Weymouth presented an environmental impact summary exploring the impact that each Concept would have on surrounding resources.
- Following the environmental assessment summary, Bernie Kalus presented the comparison of Corridor Concepts.
- Bernie Kalus explained that the Goals Summary Table grouped the goals and objectives of the Study into five categories and paired the evaluation criteria to match each objective.
- Bernie Kalus then explained that the next table provides a side-by-side comparison of the 9 Corridor Concepts and whether they address each Project objective. The only Corridor Concepts which address all Project objectives are Concept 3 and Concept 4.
- Bernie Kalus concluded the comparison of Corridor Concepts by announcing that the Study team will be recommending Concept 1 (Concept 1 is essentially the “no build” condition), Concept 3, and Concept 4. However, all of the Corridor Concepts will be re-evaluated at the start of the NEPA Scoping and the team will assess practical and feasible alternatives at the end of the NEPA Scoping.

- Bernie Kalus concluded the meeting by announcing upcoming meetings, the completion of the Draft PSR/PEL, the timeline on the PEL process, and the post PEL activities which include cultural resources investigations, detailed development of concepts plans, continued meetings and workshops, and coordination with the 787 PEL team.
- Bernie Kalus turned it over to Susie Olsen for final remarks.
- Bernie Kalus then opened the meeting to questions and a discussion.

Questions/Discussion:

Loretta McNamee, NYSDOT asked Nicole Weymouth, WSP during the environmental assessment summary if they discussed the impact on environmental justice (EJ) communities and identified potential areas to discuss within the Study. Susie later followed-up to ask if she was talking about impacts to residents in the EJ communities. Loretta specified that she meant indirect and direct impacts which could include access to where they shop, work, and live. She referenced Nicole's graphic and looks forward to reviewing it. Nicole answered that they have graphics and plan to incorporate them in future presentations. The graphics show the Concepts and how they will impact the local EJ communities. Bernie Kalus, WSP recommended that the EJ Concept comparison be included in future presentations. Nicole agreed to follow up with Loretta and send her the graphics separately to review. Benjamin Fischer, FHWA, provided positive feedback, he stated that the information is clear and concise, creating a good summary of the findings and analysis, and of the recommended Concepts to move forward into NEPA.

Susie stated that the next step will be to conduct more meetings with the City of Troy and neighborhood groups, as well as conduct Cultural Resource surveying to better understand how the Project will affect everyone on a detailed scale.

Chris Sobik, NYSDOT emphasized that the team did a great job capturing cultural resource issues and the discussion with the tribal nations. He looks forward to the next steps in the process.

Loretta brought up that they are still waiting on something from DEC on aquatic vegetation and asked for a status update.

Nicole explained that they followed up with FEMA and have received responses from DEC folks for the Large Resource Agency meeting on Wednesday, October 18. Nicole said she will go through her notes and see if there are any updates.

Susie asked if anyone from the Department of Fish and Wildlife has RSVP for the Large Resource Agency meeting on Wednesday, October 18.

Nicole stated that the team will send a reminder with an agenda prior to the meeting.

Loretta added that a lot of the Department is swamped with projects and might not be able to attend.

Bernie Kalus called on remaining attendees to provide feedback.

Andrew Tracy, CDTC stated that all of his questions have been answered thoroughly and is pleased with the presentation.

Chris Bauer, CDTC echoed Andrew. He added that he appreciates the team and being a part of the process, specifically the traffic operations process.

Benjamin, FHWA thanked the team for their work and did not have any additional comments.
Bernie turned it back to Susie, thanked her for all of her hard work and persistence, and stated that this level of participation would have not happened on the agency or public outreach side without her.

Attendance List:
NYSDOT
Susan Olsen
Loretta McNamee
Chris Sobik

WSP
Bernard “Bernie” Kalus
Katherine Craig
Nicole Weymouth
Martin Hull
Sophia Schintzel

CDTC
Chris Bauer
Andrew Tracy

FHWA
Benjamin Fischer

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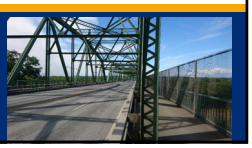


Route 378 PEL Study

NYSDOT TPC Meeting #1

October 19, 2022





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Agenda

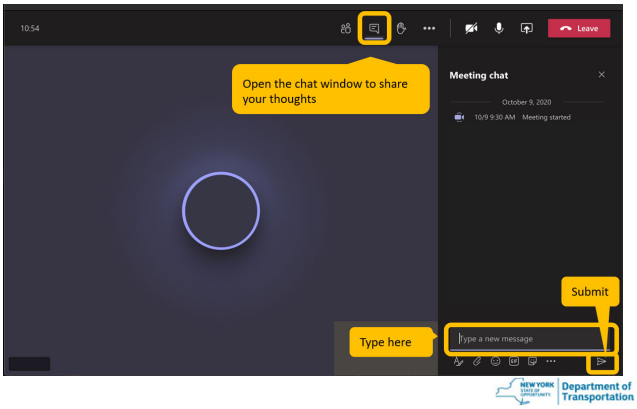
- Welcome and Introduction
- Study Background
- PEL Overview and Context
- TPC Roles and Responsibilities
- PEL Process and Schedule
  - Outline of Process/Schedule
  - Agency and Public Coordination
- Step 1 Existing Conditions Analysis
- Next Steps

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Teams Communication Tips

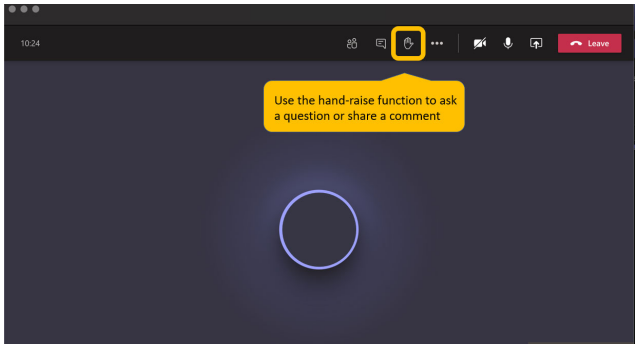


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Q & A



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STUDY BACKGROUND

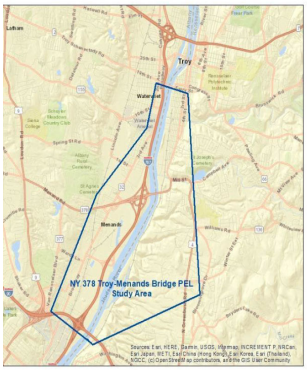
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Study Location and Roadway

- City of Troy and Village of Menands
- Rensselaer and Albany Counties
- NYS Route 378
- 4-lane Bridge built in 1932
- Concerns due to Bridge Condition and Level of Service



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PEL OVERVIEW AND CONTEXT

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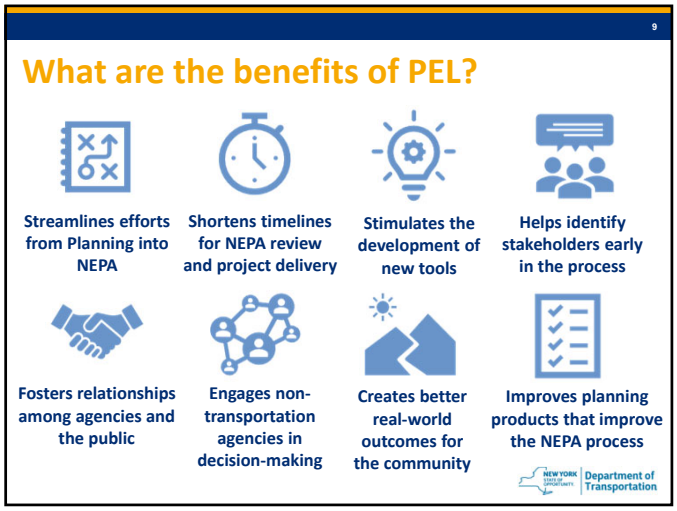
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What is PEL?

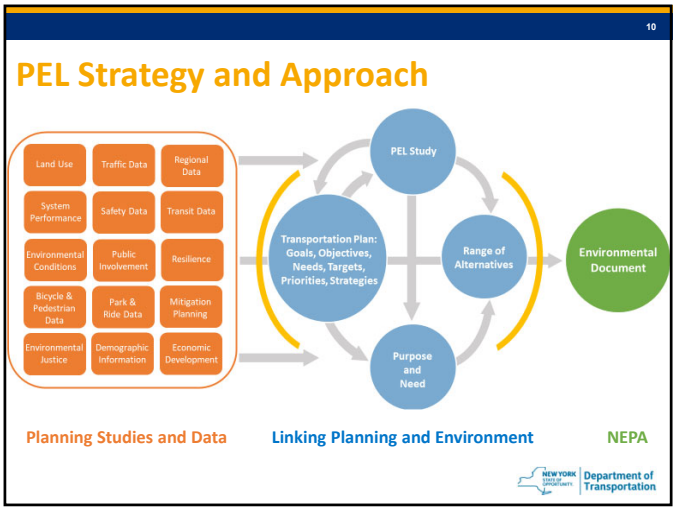
- Planning and Environment Linkages (PEL) is a **collaborative transportation decision-making approach** that:
  - Considers environmental, community, and economic goals early in the transportation planning process
  - Uses the information, analysis, and products developed during planning to inform the environmental review process
- **Ultimate goal of PEL** is to reduce duplication of effort and facilitate informed decisions to expedite project delivery

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What are the benefits of PEL?
Streamlines efforts from Planning into NEPA
Shortens timelines for NEPA review and project delivery
Stimulates the development of new tools
Helps identify stakeholders early in the process
Fosters relationships among agencies and the public
Engages non-transportation agencies in decision-making
Creates better real-world outcomes for the community
Improves planning products that improve the NEPA process
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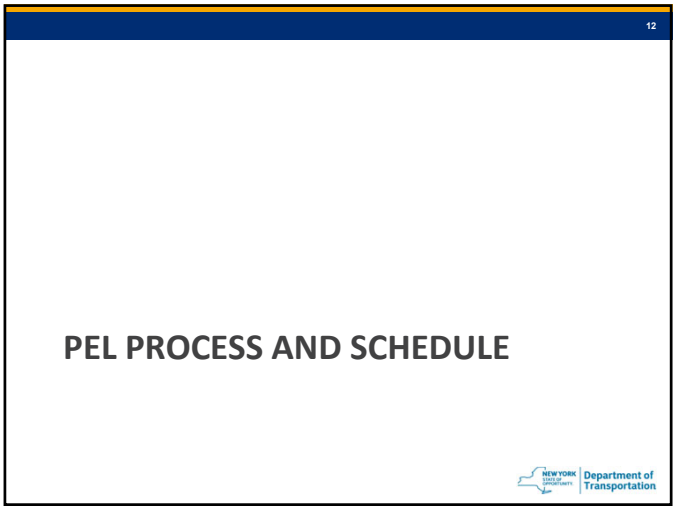
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PEL Strategy and Approach
Land Use
Traffic Data
Regional Data
System Performance
Safety Data
Transit Data
Environmental Conditions
Public Involvement
Resilience
Bicycle & Pedestrian Data
Park & Ride Data
Mitigation Planning
Environmental Justice
Demographic Information
Economic Development
PEL Study
Transportation Plan: Goals, Objectives, Needs, Targets, Priorities, Strategies
Range of Alternatives
Purpose and Need
Environmental Document
Planning Studies and Data
Linking Planning and Environment
NEPA
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Transportation Partnering Committee Roles and Responsibilities
• Guide the Study
• Provide input to the development of the project
• Offer information and expertise about Project Area
• Provide a broad range of perspectives
• Identify potential risks
• Brainstorm with project team on solutions
• Review and comment on study recommendations
• Support the consensus of this group within your Department or Agency.
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PEL PROCESS AND SCHEDULE
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PEL Process Outline

- Data collection and Analysis of Existing Conditions
- Initiate Public Involvement Plan and Agency Coordination
- Alternatives/Concepts Development
- Assess Social, Environmental, and Economic Impacts
- Complete Project Scoping/PEL Report
- Seamless transition to future NEPA Review

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Agency and Public Coordination

- Build on previous planning study coordination and outreach efforts
- Identify new stakeholders to invite
- Identify underrepresented populations
- Develop project flowchart
- Implement a suite of outreach tools
- Ensure agency and key stakeholder coordination

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Outreach Activities



- Agency Coordination
- Transportation Partnering Committee (TPC) Meetings
- Public Meetings/ Workshops

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Communication Tools

Project website (hosted by NYSDOT)	Project brochure	Newsletters/ Fact Sheets
Press releases	Social media plan/NYSDOT Twitter	Media log
Contact list	Comment log	Documentation

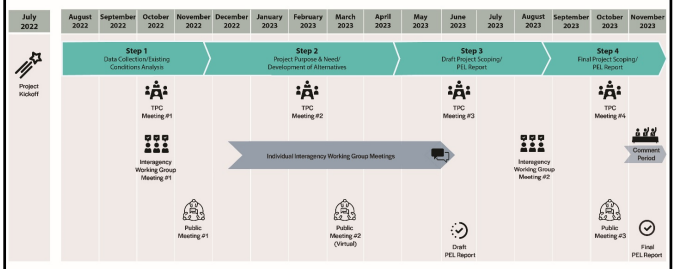
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Schedule

Troy-Menands Bridge Planning and Environment Linkages Study, Albany and Rensselaer Counties
Project Schedule / Public Involvement Activities



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STEP 1 – EXISTING CONDITIONS ANALYSIS

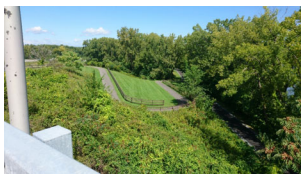
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Planning

- Reviewed Relevant Completed Planning Studies





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Planning Studies

Study Title	Study Date	Responsible Agency
South Troy Working Waterfront Revitalization Plan	2003	City of Troy
Rensselaer County Trail from the Livingston Avenue Bridge to the Troy-Menands Bridge	2004	Hudson River Valley Greenway
Route 4 – I-90 Connector Study	2006	Town of North Greenbush
Hudson River Crossing Study	2008	Capital District Transportation Committee & NYSDOT
North Greenbush Comprehensive Plan	2009	Town of North Greenbush
Route 32 Linkage Study	2011	Village of Menands; Town of Colonie; City of Watervliet
HVCC Student Housing Traffic Study	2014	Omni Housing Development, LLC
Environmental Assessment for South Troy Industrial Park Road	2016	City of Troy
I-787/Hudson Waterfront Corridor Study	2018	Capital District Transportation Committee
City of Troy Bike Plan	2018	City of Troy & Capital District Transportation Committee
Troy Comprehensive Plan	2018	City of Troy
U.S. Route 4 Traffic Pedestrian Improvement Project	2019	Town of North Greenbush
Troy Waterfront Plan Summary Report	2019	City of Troy
Town of Colonie Comprehensive Plan Update	2019	Town of Colonie
Village of Menands Comprehensive Plan	2020	Village of Menands
Reimagining the I-787 Corridor Study	Ongoing	New York State Department of Transportation

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Planning Studies

South Troy Working Waterfront Revitalization Plan
Streetscape, intersection, and gateway improvements to existing and proposed roadways in the waterfront area.

Rensselaer County Trail from the Livingston Avenue Bridge to the Troy-Menands Bridge
Implement proposed trail alignment to fill a gap in the existing trail system.

Northern Trail Access Point → Troy-Menands Bridge → River Road → Rensselaer County Sewage Treatment Plant → Patroon Island Bridge → Boat Launch → Livingston Avenue Bridge

Route 4 – I-90 Connector Study
Improvements and restructuring of the corridor to provide an alternative to Route 4

Hudson River Crossing Study
Address capacity and delay issues of Troy-Menands Bridge before any major capital work on the bridge is initiated.

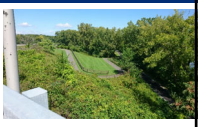
Link Troy-Menands Bridge sidewalks to the Hudson-Mohawk trail and the existing sidewalk network in South Troy.

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Planning Studies



City of Troy Bike Plan
Implement the proposed High Street/Troy-Menands Bridge project.

Troy Comprehensive Plan
Advance accessibility and transportation goals laid out in the Town Plan.

U.S. Route 4 Traffic and Pedestrian Improvement Project
Proposed various roadway improvements at several locations along U.S. Route 4.

Troy Waterfront Plan Summary Report
Implement proposed access road and public shared use paths.

Town of Colonie Comprehensive Plan Update
Investment in roadway projects to improve congestion and safety for all modes of transportation.

Village of Menands Comprehensive Plan
Advance Transportation and Mobility initiatives particularly those aimed at pedestrian network improvements, such as developing complementary connections to the Mohawk-Hudson Bike-Hike Trail.

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Planning Studies

North Greenbush Comprehensive Plan
Advance transportation and mobility goals laid out in the Town Plan.

Route 32 Linkage Study
Proposed various roadway improvements for the Route 32 corridor between the Town of Colonie and the Village of Menands.

HVCC Student Housing Traffic Study
Incorporation of pedestrian infrastructure as part of future projects.

Environmental Assessment for South Troy Industrial Park Road
NEPA Environmental Assessment for the South Troy Industrial Park Road project aiming to support revitalization of South Troy's working waterfront.

I-787/Hudson Waterfront Corridor Study
Roadway modifications/restructuring and interchange improvements to the I-787 corridor and adjacent local roads.

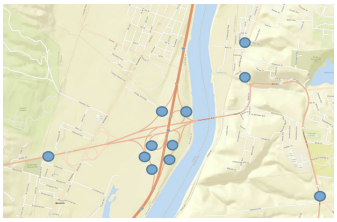
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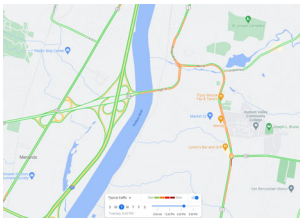
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Traffic

- Review Existing Data
  - NYSDOT Short Counts - TDV
  - Past Reports
  - Typical Traffic
  - Intersection Inventory
- Coordination with CDTC
  - Reviewed Study Area
  - Confirmed Peak Hours
  - Calibration Coordination
  - Project Schedule Discussion



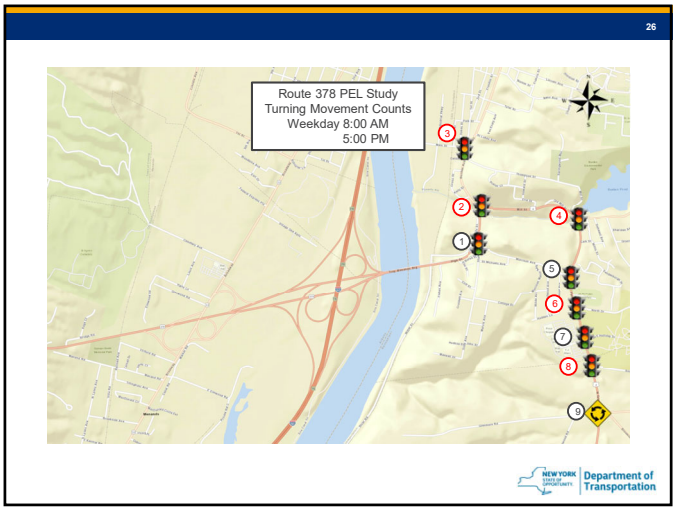


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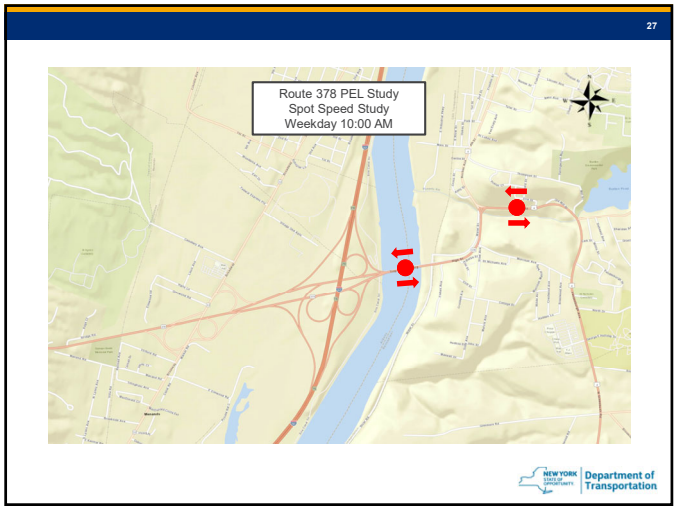
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Traffic Data Collection – Performed
TMCs, ATR on Bridge (by NYSDOT),Spot Speed Studies, Travel Time Runs

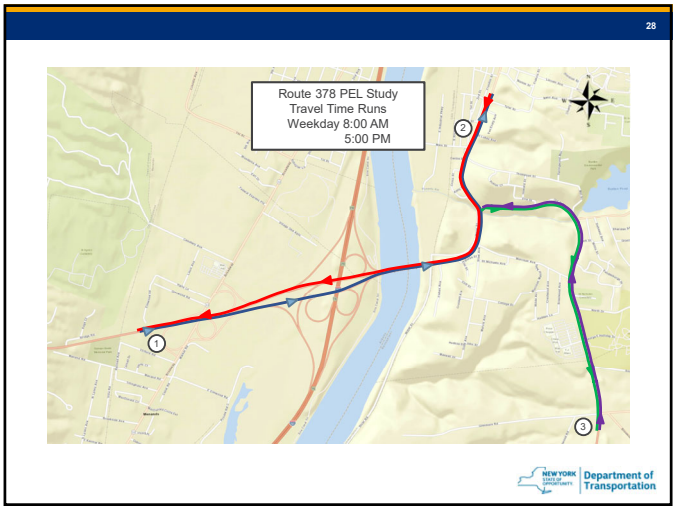
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Route 378 PEL Study
Turning Movement Counts
Weekday 8:00 AM
5:00 PM
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Route 378 PEL Study
Spot Speed Study
Weekday 10:00 AM
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Route 378 PEL Study
Travel Time Runs
Weekday 8:00 AM
5:00 PM
Department of Transportation

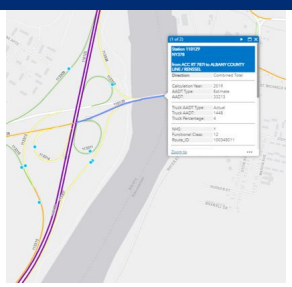
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Traffic

- CDTC VISUM Model – Pre Covid-Baseline
  - Trip Generation
  - Trip Distribution
  - Modal Splits
  - Traffic Assignments





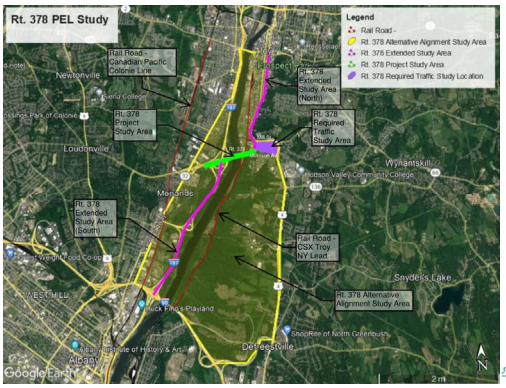
- Calibration Process
  - NYSDOT TDV as basis
  - AADT on Bridge
    - 33,213 - 2019 TDV
    - 34,784 – 2019 Replica Data

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Highway and Bridge



Existing Conditions Study Area

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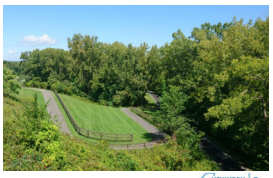
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Highway and Bridge

Highway Existing Facility Use

- Gateway connection to Hudson Valley Community College (HVCC) and South Troy (Home of Uncle Sam)
- Rt. 378 connects I-787 to Rt 4 (South Troy)
- Used as a connection from South Troy to the Mohawk Hudson Bike Trail





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Highway and Bridge

Bridge Existing Conditions

- Bridge consists of a four (4) steel arch pier supported system
  - 4 lanes of traffic, no shoulders, and one sidewalk

Existing Roadway Conditions

- Four lane (11ft+) roadway plus turning lanes at intersection
- Connects a high speed facility to a local system
- Close proximity to existing residential use







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Highway and Bridge





Data Collection

- Existing conditions assessment
  - Roadway/bridge typical sections *(on-going)*
  - Transit/Pedestrian infrastructure (on-going)
  - ROW/Zoning being collected/mapped *(on-going)*
  - Identifying Major Drainage Crossings (culverts, streams, etc.) (beginning)
  - Identify Misc. Structures (ex. stream crossing bridges) (beginning)
  - Identifying Major Utilities (transmission/truck lines) (beginning)
  - Elevation Data Collection (commencing soon)





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Environmental Resources

- Permits and certifications
- Socioeconomics
- Noise Screening
- Air Quality Study
- Endangered Species
- Surface Water Identification and Evaluation
- State and Federal Regulated Wetlands
- Stormwater Management, Erosion and Sediment Control
- Ground Water Quality
- Cultural Resources
- Section 4(f) and Section 6(f) screening
- Farmland Protection
- Visual Impact Screening

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Environmental Screening Process

- Gather online data
  - GIS database
  - Existing reports
- Consult with resource agencies
- Field visit to confirm findings
- Develop environmental constraints map(s)
- Screening of air and noise once alternatives developed

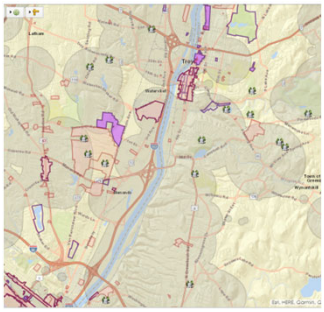
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Cultural Resources

- Review of NYSHPO site, CRIS
- Historic buildings and districts
- Large areas of potential archaeological sensitivity
- Several cemeteries



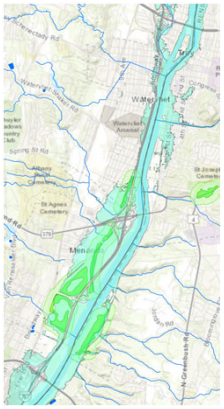
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Natural Resources

- Review of NYSDEC Environmental Resource Mapper
- State and NWI freshwater wetlands
- Significant natural communities, rare plants and animals
  - Shortnose Sturgeon, Freshwater Mussels
- 1% annual chance floodplain, with sea-level rise



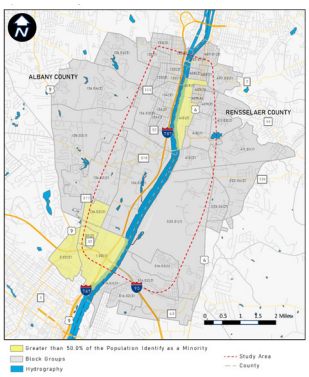
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Environmental Justice – Minority

- Threshold of 50% for each census block group
- Comparison:
  - New York State = 44.8%
  - Albany County = 31.6%
  - Rensselaer County = 10.8%
- Data from U.S. Census Bureau ACS 2020



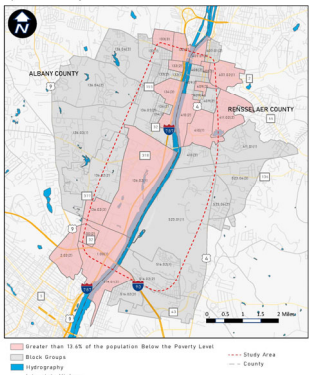
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Environmental Justice – Low Income

- Threshold of 13.6% of census block group
- Comparison
  - New York State = 13.6%
  - Albany County = 12.1%
  - Rensselaer County = 10.8%
- Data from ACS 2020; poverty threshold from U.S. Census Bureau

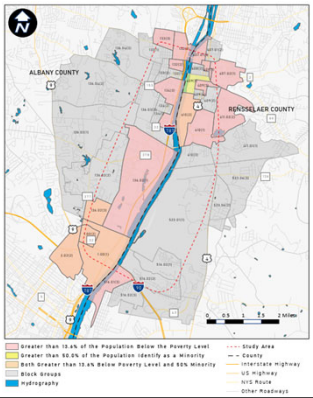


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Environmental Justice – Combined



Department of Transportation

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Transportation Partnering Committee

- **Ongoing Coordination**
  - Briefings at key milestones
  - Share outcomes of public workshops
- **Key Decision Points**
  - Purpose and Need
  - Concepts Alternatives
  - PEL Study results and recommendations

Department of Transportation

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Next Steps

CKTD

Data Collection – Ongoing, Reduction

Initiate Public Involvement: November 16

Engage TPC and Agency Involvement

Department of Transportation

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Questions

Susan Olsen
susan.olsen@dot.ny.gov
(518) 457-8197

Greg Wichser
greg.wichser@dot.ny.gov
(518) 485-7324



Department of Transportation

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Transportation Partnering Committee Meeting
Route 378 Troy-Menands PEL Study Meeting Minutes

DATE: FEBRUARY 15, 2023

INTRODUCTIONS

- Bill Gorton (WSP) greeted attendees for the TPC with a brief review of the PEL study for future NEPA review. The meeting began by introducing each attendee and their project role. Bill continued to outline the meeting as follows:
    - Refresh the attendees on the TPC member expectations
    - Provide updates on existing conditions
    - Need and purpose statement survey activity

COMMITTEE OVERSIGHT

- Bill mentioned that previous outreach confirmed that accessibility and operational traffic safety could be improved and the aging bridge requires replacement. During outreach, the team met with major stakeholders including each municipality. Martin Hull (WSP) continued with their feedback in the planning subsection of the existing conditions update.

PROJECT OVERVIEW

- Bill proceeded to define the project study area as including the bridge crossing at Troy, Menands, North Greenbush, and Watervliet. The bridge is reaching the end of its serviceable life, and the PEL study is seeking to develop alternative build concepts for connecting communities on either side of the Hudson.

EXISTING CONDITIONS UPDATE

Planning

- Martin Hull provided updates on planning as the team recently met with all the municipalities in the study area. There were common themes in their feedback, including:
    - Improved access to the river for recreation
    - Bike connections to the Mohawk Hudson trail
    - Traffic safety improvements and reconfiguration of existing facilities
    - Consideration of replacing the I-787 and Rt. 32 interchange for better use the land under the cloverleaf
    - Attendees were also concerned with addressing congestion which we have seen on the east side of the bridge

- After meeting with RPI Tech Park management, they shared comments on long term plans to fully develop their property but clarified that they are currently focusing on building out towards Jordan Road in the next couple of years. A majority of the existing tenants are security sensitive as far as access to the park and traffic. Traffic to the park is currently only one-third the volume expected in the Development Plan. A sizeable volume goes to the south toward I-90 and does not put much stress on the roadways north of the Tech Park, including 378.
- Martin proceeded with feedback from CDTA, spoke about long term plans for facilities and later build outs, learning that the agency is currently working on expanding routes, and there is possibility that the bridge will be included in the BRT expansion plan. The CDTA will assess ridership potential using the traffic data collected for the PEL Study.
- The next steps for planning include meeting with HVCC and the LaSalle Institute. The team will also summarize municipal and major stakeholder meetings in the report.

Traffic

- As Katherine Craig (WSP) was unable to attend, Bill proceeded with existing conditions for traffic analysis.
- The crash analysis was conducted using NYSDOT data, which included crash locations and rates in the corridor, historical counts on turns, roadway geometry, speeds, and queue lengths. This information was all added to the traffic model.
- Bill continued by reviewing crashing. The eastbound rate of 88 and westbound rate of 22 are at 2x and 1.3x the state average respectively, warranting a new engineering solution.
    - Intersection crash rates were analyzed at key intersection in the corridor and six of them had crash rates higher that the state average.
    - The majority are left turn crashes, and they are all at high volume intersections.
    - Data was taken before the completion of the roundabout in that area, so that is still a transitioning location. The team will gain more crash data as the study goes on and the new intersection will likely decrease these crash numbers.
- Bill shared the VISUM traffic model with attendees. He showed that running along Morrison Avenue there is long queuing. However, moving northbound towards Troy, traffic begins to clear up. There is a fair volume on Campbell Avenue, but Morrison seems to have the longest queue lengths. Campbell moves fairly freely though high volume, almost all cars coming out of HVCC in the morning run northbound.

Design Summary Update

- Barret LaGrave (WSP) continued with design updates. This included ROW and Zoning, and analysis of the main DOT corridor is complete. The team is currently obtaining private parcels and digitizing them.
- Barret continued with pedestrian and bike facilities collected by the previous meeting and all bus and transit locations data collected since. This includes stops, those with or without shelters, and

where they are on their route to show how reroutes may be affected by a new bridge. This allows the team to see how one might mitigate any undesirable changes.

- He explained that data on the utility infrastructure is being added. The surface utilities have been collected, but underground facilities must be added to the digital infrastructure. He requested that any attendees representing affected communities with access to this data reach out to share it.
    - Chris Wheland, Superintendent of Public Utilities for the City of Troy, offered to share this data and exchange contacts. The GIS technician will provide the water and sewer line data.

Environmental Resources

- Nicole Weymouth (WSP) reported on meeting with regulatory agencies to discuss air and noise impacts, though these factors are to be followed up with further. Nicole presented the environmental constraints map including historic and natural resources.
- These included the FEMA 1% Annual Floodplain, federal and state wetlands, historic building and districts, parks and open space. This will include existing and planned development, as all of these factors will inform the build concept screening process by providing constraints for river crossings and touchdown points.

Interagency Workgroup

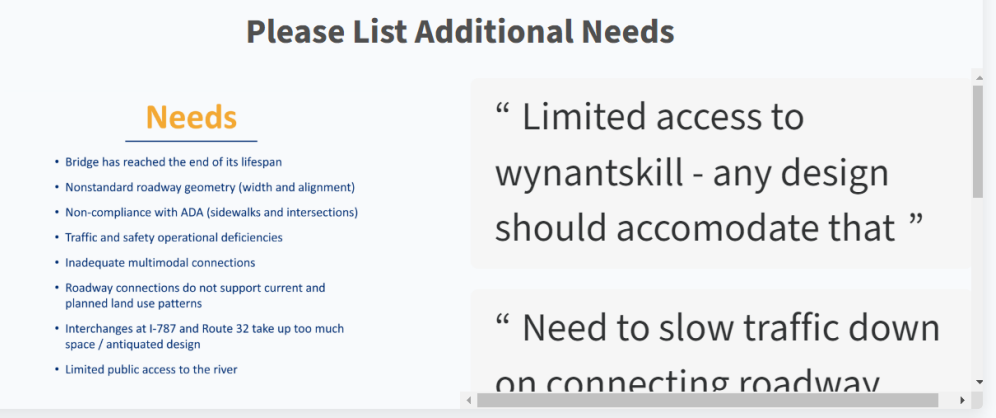
- Nicole continued with next steps for environmental research, which include responding to FHWA comments on the Agency Coordination Plan, scheduling kickoff meetings, and one-on-one meetings with each agency.

PROJECT PURPOSE & NEED SURVEY
Needs Discussion

- Bill Gorton explained the development of Purpose and Needs outlined in the PEL guidance. This will support future NEPA review as well as early screening out of any high-level concepts that do not feed purpose and needs. This will achieve the PEL study goal of streamlining work by addressing high-level issues in an expeditious manner.
- Regarding project needs, which are informed by public input, the following points have been listed to formalize the Needs development process:
    - Bridge has reached end of this lifespan,
    - Roadway geometry causing traffic problems,
    - Missing sidewalk integrations and pedestrian accommodations,
    - Lacking traffic and safety definitions,
    - Poor or lacking ADA compliance throughout study area intersections,
    - Traffic and operational deficiencies (e.g., no shoulder on the bridge),
    - High crash rate, long queue lengths, and long delays.
    - Multimodal connections do not support current or future land use patterns,
    - Intersections at I-1878 and Rt. 32 occupy too much space,
    - There is limited public access to Hudson River.

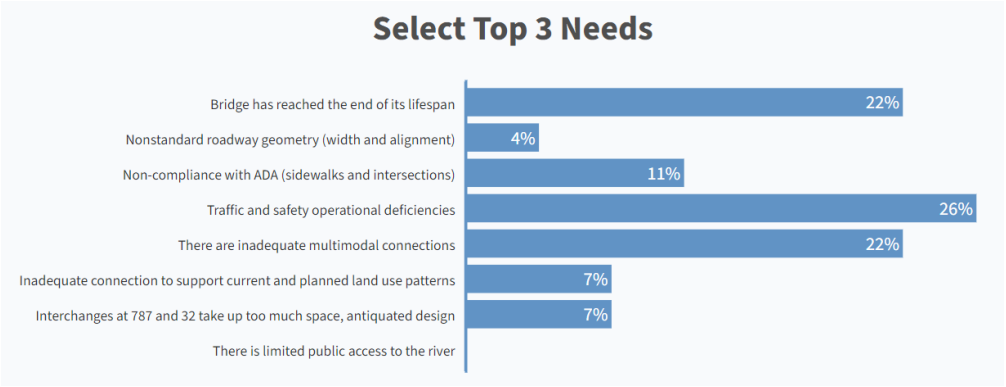
- Bill continued by explaining that the locals know high traffic volumes from HVCC make some roadways unusable and will avoid using at certain times all together.
- The current infrastructure supports Troy to Albany movement but there are now more destinations in between that are not well accommodated.
- An aging, overbuilt roadway infrastructure on I-787 and Route 32 are not context sensitive at their intersections. This infrastructure also blocks the river access that resident would have otherwise.
- Rebecca Fleischer (WSP) continued with a poll on a list of additional needs anyone may have beyond what Bill mentioned.

Below are responses to the Needs activities.



Open Ended Exercise

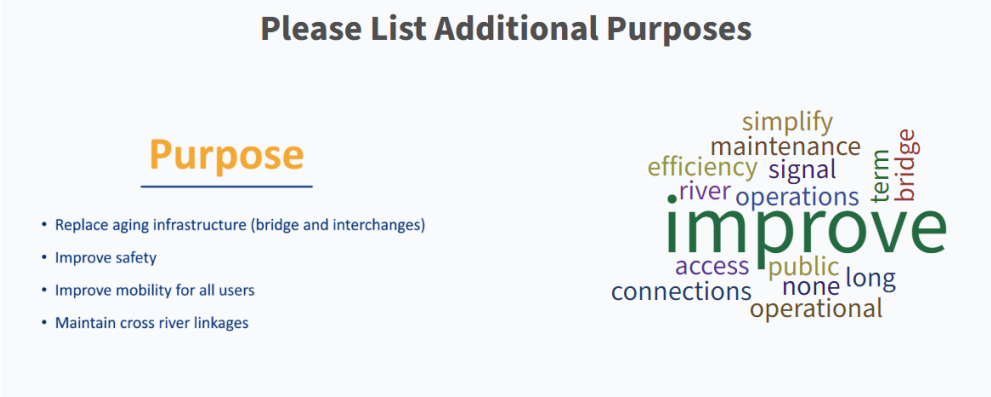
- *Limited access to wynantskill - any design should accommodate that*
- *Need to slow traffic down on connecting roadway from the west*
- *Troy's Salt Pile will most likely move south of the Wyantskill, furthering demand for commercial traffic on this bridge.*
- *Looks good*



Each participant selected up to 3 top needs

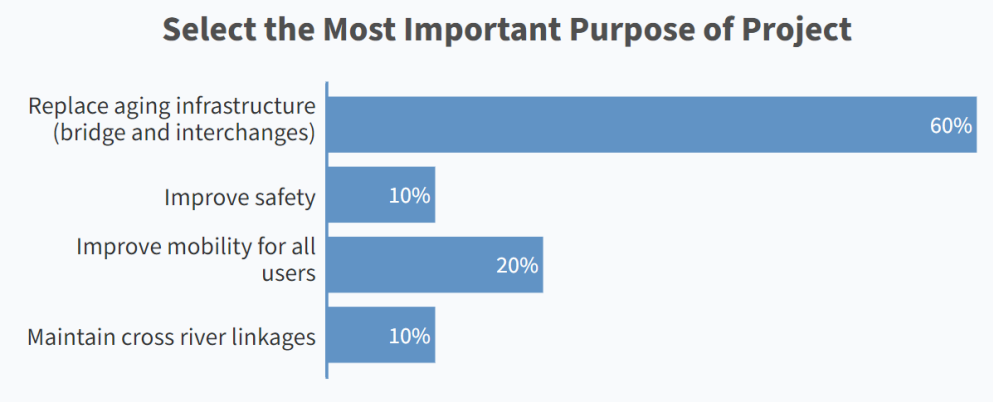
Purpose Discussion

- Rebecca continued with a survey allowing attendees to suggest an additional purpose which may not have been considered.
- Bill mentioned feedback from public outreach included that it should be mentioned that, of course, maintaining the cross-river linkage was crucial. This crossing was originally designed to serve as an Albany to Troy connection with less developed space in between. Following further development in adjacent municipalities, the specific needs for this crossing have changed, informing the purpose of the project.

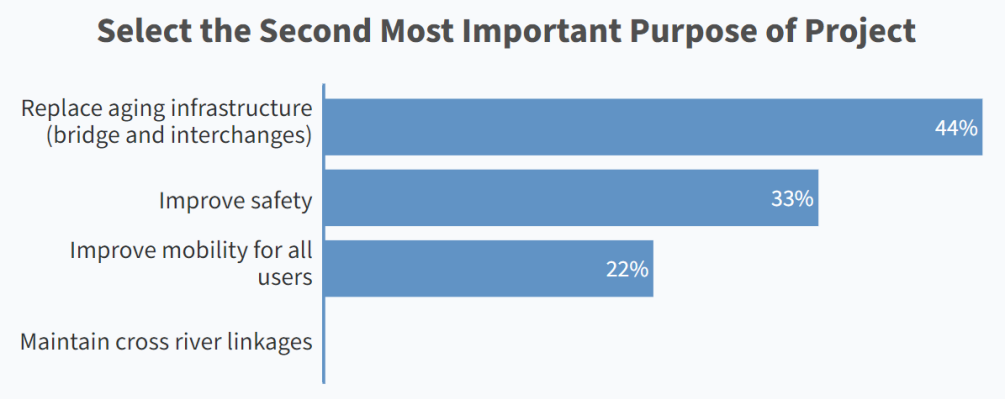


Word Cloud Exercise

- *Improve signal operations*
- *Improve public access to river*
- *None*
- *Simplify bridge and connections for long term operational and maintenance efficiency*



Each participant selected the most important purpose



Each participant selected the second most important purpose

Needs and Purpose Discussion

- The team develops a Purpose and Needs which will continue into late spring, followed by the next TPC meeting, wherein committee members will develop the evaluation matrix for the build concepts.

Project Schedule

- Bill provided attendees with the project schedule and explained the current phase, Step 2: Develop Purpose and Need, which includes TPC meeting #2.
- Bill continued by explaining that Step 3: Prepare the Draft Project Scoping and PEL Report, will begin in the summer of 2023. This report will further develop the concepts and constraints. Distribution to the public, final scoping, and drafting of the PEL report will support the development of solutions.
- For this phase it is crucial to summarize the needs that were developed, supporting the purpose of the project which satisfies them, then this can directly inform the build concepts.

Next Steps and Questions

- Susan Olsen (NYSDOT) reminded attendees that there was a possibility for transit over the bridge with the upcoming BRT plan which was added during the last Steering Committee meeting.
- Kathy Sheehan (Rensselaer County Historical Society) asked if there was consideration of rerouting the Menands bridge all the way to the RPI Tech Park. Kathy explained there were plans for a new exit crossing the river there years ago and asked the team if this had ever come up in any earlier discussions. Bill explained that higher-level build concepts would identify an appropriate location for the bridge crossing.
- Andrew Kreshik, Transportation Project Manager with the City of Troy, asked if there was any consideration of improving capacity beyond the existing cross-river linkage. He asked, though it would be more costly, whether construction of another bridge to the south of the existing connection would be a viable alternative.
    - Andrew elaborated further by saying, in reference to the Montgomery-Wards exit, that drivers could use a cross-river linkage there and wondered if a second connection may

satisfy the goals of having a low impact on existing routes will accommodating all travel needs.

  - Bill answered that this point came up in the public meetings and was not something originally considered but will be included in concept development.

- Linda von der Heide, Economic Development & Planning with Rensselaer County, raised two points regarding plans in Rensselaer County. There have been efforts to build a trail from Main Street to the Rensselaer boat launch under the bridge that should be included in this study. Also, in the I-90 connector, that hillside should be studied for its clay deposits when considering build concepts. Bill thanked her for her input, assuring attendees that this point was raised earlier and the PEL study will include consideration of the clay deposits on that hill.
- Kathy asked if the past traffic study found most eastbound traffic moving toward HVCC rather than South Troy.
  - Bill responded that yes, most eastbound traffic is moving toward HVCC but at about 53%. Originally, it was anticipated that the study would find a greater majority, maybe two thirds, of eastbound traffic headed to HVCC but it is much more evenly split.
  - Kathy stated that it would make sense for the bridge to be a bit further south considering what was planned in 1932 and offered historic photos from this construction period. Susan Olsen confirmed that the HVCC and South Troy eastbound traffic is split roughly 60%/40% rather than the expected 80%/20%, so it may not make sense to move the river crossing much further south.
- Bill closed Q&A to outline the Next Steps. Step 1: Existing Conditions is complete while Step 2: develop Purpose and Need is ongoing. Bill clarified that the No Build Alternative would also be included in the PEL study as it is preparation for NEPA review.

Attendance List
Rensselaer County
Kathryn Sheehan, Historical Society Contact
Linda von der Heide, Economic Development & Planning

City of Troy
Andrew Kreshik, Transportation Project Manager
Chris Wheland, Superintendent of Public Utilities
Steve Strichman, Commissioner of Planning and Economic Development

City of Watervliet
Joe LaCivita, General Manager

CDTA
Megan Quirk, Senior Planner for Capital Programs and Design

FHWA
Nicole McGrath, Community Planner

NYSDOT

Susan Olsen, Project Manager, R1 Planning
Chris Sobik, R1 Cultural Resource Coordinator
Greg Wichser, Consultant Manager, R1 Planning
James Fredericks, Region 1 Structural Engineer
Loretta McNamee, Environmental Contact
Bryan Viggiani, Region 1 Public Information Office
Patricia Grainer, Environmental Protection Specialist
Julia Trivers, Region 1 Area Engineer

CDTC
Chris Bauer, Director of Transportation Planning
Andrew Tracy, Senior Transportation Engineer

WSP
Bill Gorton, Project Manager, (stand-in for Traffic Lead)
Bernard Kalus, Director of Transportation
Barrett LaGrave, Highway Task Lead
Martin Hull, Planning Lead
Nicole Weymouth, Environmental Task Lead
Rebecca Fleischer, Public Outreach Lead
John (Jack) Draksic, Planning Intern

Transportation Partnering Committee Meeting
Route 378 Troy-Menands PEL Study Meeting Minutes

DATE: OCTOBER 12, 2023

Purpose: The purpose of this meeting is to provide the Transportation Partnering Committee (TPC) with an update on the Troy Menands Bridge PEL Study findings and welcome feedback from members. This is the fourth and final TPC meeting.

Welcome:

- Susan “Susie” Olsen, NYSDOT, opened the meeting by welcoming attendees, thanking them for their participation throughout the Study, and introduced Bernard “Bernie” Kalus, WSP.
- After a brief welcome, Susie Olsen turned it over to Bernie Kalus.

Presentation:

- Bernie Kalus presented agenda items for the meeting which included an agency and public outreach meeting update, an evaluation of Corridor Concept results including an overview on traffic operations and an environmental impact evaluation, a comparison of Corridor Concepts, the recommendations for the NEPA Phase of the project, and an overview on next steps.
- Bernie Kalus provided an overview on recent coordination and outreach meetings which included a meeting with FEMA on August 31, 2023, Combined Tribal Nations on September 6, 2023, the City of Troy on September 18, 2023, and a Neighborhood Civic Association meeting on September 18, 2023.
- Bernie Kalus then introduced Katherine Craig, WSP, and Chris Bauer, CDTC.
- Katherine Craig and Chris Bauer presented the microsimulation models for Corridor Concepts 3, 4, 6, and 7. The location modeled in all Corridor Concepts included the interchange of NYS Route 378 and I-787.
- Chris Bauer then presented the traffic forecasts for each Concept (3, 4, 6, and 7), while Katherine Craig presented the traffic operations and played the microsimulation.
- Following the microsimulation presentation by Chris Bauer and Katherine Craige, Bernie Kalus introduced Nicole Weymouth, WSP.
- Nicole Weymouth presented an environmental impact summary exploring the impact that each Concept would have on surrounding resources.
- Nicole Weymouth also presented two graphics to show how each Concept will affect nearby Environmental Justice (EJ) communities and Potential Environmental Justice Areas.
- Following the environmental assessment summary, Bernie Kalus presented the comparison of Corridor Concepts.
- Bernie Kalus explained that the Goals Summary Table grouped the goals and objectives of the Study into five categories and paired the evaluation criteria to match each objective.
- Bernie Kalus then explained that the next table provides a side-by-side comparison of the 9 Corridor Concepts and whether they address each Project objective. The only Corridor Concepts which address all Project objectives are Concept 3 and Concept 4.
- Bernie Kalus concluded the comparison of Corridor Concepts by announcing that the Study team will be recommending Concept 1 (Concept 1 is essentially the “no build” condition), Concept 3, and Concept 4. However, all of the Corridor Concepts will be re-evaluated at the start of the NEPA Scoping and the team will assess practical and feasible alternatives at the end of the NEPA Scoping.
- Bernie Kalus concluded the meeting by announcing upcoming meetings, the completion of the Draft PSR/PEL, the timeline on the PEL process, and the post PEL activities which include

cultural resources investigations, detailed development of concepts plans, continued meetings and workshops, and coordination with the 787 PEL team.
- Bernie Kalus turned it over to Susie Olsen for final remarks.
- Susie Olsen announced that there will be a 30-day public comment period after the Public Information Meeting on Thursday, October 26, and recommended members attend the public meeting.
- Bernie Kalus then opened the meeting to questions and a discussion.

Questions/Discussion:

Arielle Benjamin, EPA asked how many vehicles can be absorbed by 378 with significant increases in daily demand. Arielle added that she is worried about idling and the impact on traffic and air quality.

Katherine Craig, WSP responded that the additional demand was already added to the forecasted values and that the two-lane roundabout cannot handle more than 200+ vehicles per hour.

Andrew Kreshik, City of Troy reiterated that in previous meetings with the City of Troy, there have been concerns with moving the bridge north of its current location and connecting the bridge to Morrison or Mill Street. He stated that he would like Concepts 3 and 4 more fleshed out.

Bernie Kalus, WSP agreed. He stated that there will be further development on Concept 3 and Concept 4. He added that the Project team will continue to work with the City of Troy and neighborhood groups between the PEL and the start of NEPA.

Susie then responded to Andrew's comment regarding the location of Concept 3. She stated that the purpose of this macro study is to identify items for further study. She added that she is aware of the City's planning endeavors within the Industrial area along the river and that micro level planning, and conversations with the City and residents have just begun.
Andrew thanked Susie for her additional comment and shed more light on the issues regarding Mill vs. Morrison Street.

Susie agreed with Andrew and reiterated that discussions have just begun.

Arielle stated that she was impressed by the microsimulation videos and inquired if they will be available online for the public to view.

Bernie responded that yes, the videos will be available online. He added that the plan is to create a YouTube video of the presentation so that everything is available to the public.

Susie Olsen, NYSDOT agreed with Bernie. She added that the video will also incorporate the hybrid public meeting on Thursday, October 26.

Karl Lampson, Rensselaer Polytechnical Institute asked about the Concept that would connect to the roundabout at HVCC and if it was taken off the table.

Susie Olsen stated that no concepts have been eliminated. The Project team is recommending some concepts be further studied and not recommending some concepts which don't meet the purpose and need. However, elimination of concepts/alternatives won't occur until the next step, which is the NEPA process.

Attendance List:
NYSDOT
Susan Olsen

WSP
Bernard “Bernie” Kalus
Katherine Craig
Nicole Weymouth
Martin Hull
Sophia Schintzel
Andrea Wong

CDTC
Chris Bauer
Andrew Tracy
Sandy M
Ethan Warren

City of Troy
Andrew Kreshik
Angelina Apindem
Dylan Turek

HVCC
Fed Ailberti

CDRPC
Mark Castiglione

EPA
Arielle Benjamin

FHWA
Julia Trivers

Rensselaer Polytechnic Institute
Karl Lampson
Paul Martin

Regeneron
Sarah Bowman

Rensselaer County
Mark Lacivita
Linda Von Der Heide

Capital Region Transportation Council Policy Board Presentation
Route 378 Troy-Menands PEL Study Meeting Minutes

DATE: Thursday, June 1, 2023
TIME: 3:00 PM to 4:30 PM

Purpose: Update the Policy Board on the progress of the NYS Route 378 PEL Project.

Agenda

- Opening remarks by Kathy Sheenan, City of Albany (Chair)
- Review and approval of March 2, 2023, Meeting Minutes by Linda von der Heide, Rensselaer County Executive
- CDTC 2022-2023 Performance & Expenditure Report by Sandra Misiewicz, Capital District Transportation Committee
- Presentation of NYS Route 378 Troy-Menands Bridge PEL Study – Initial Concepts by Susan Olsen, WSP NYSDOT and Bernie Kalus, WSP
- 2022-2027 Transportation Improvement Program Amendments
- 2023-2024 Unified Planning Work Program (UPWP) Amendments
- 2023 Performance Measures Target Updates
- Renaming CDTC the Capital Region Transportation Council
- Status of Planning Activities
    - CDTC
    - CDRPC
    - CDTA
    - NYSDOT
    - NYSTA
    - Albany County Airport Authority
    - Albany Port District Commission
    - Regional/Local Planning Activities
- Upcoming Meetings/Events
- Adjournment

Presentation: The attached presentation was provided to the members of the Policy Board and the general public that was attending the meeting virtually.

Questions & Discussion: A general discussion was held on the studies completed and the next steps.

Attendees
Capital Region Transportation Council Policy Board Members
Michael Butler, City of Mechanicville
Rory Fluman, Schenectady County
Connor Haskin, Albany County Airport Authority (representing Philip Calderone)
Ron Kim, City of Saratoga Springs
Andrew Kreshik, City of Troy (representing Mayor Patrick Madden)
Bob Rice, NYSDOT
Lawrence Schillinger, Capital District Regional Planning Commission
Joe Seman-Graves, City of Cohoes (representing Mayor William Keeler)
Phil Serafino, New York State Thruway Authority
Kathy Sheehan, City of Albany (Chair)

Michael Stammel, City of Rensselaer
Linda von der Heide, Rensselaer County Executive (representing Steven McLaughlin)
Chris Wallin, City of Schenectady (representing Mayor Gary McCarthy)
Tom Werner, Saratoga County

Capital District Transportation Committee (Renamed the Capital Region Transportation Council)
Chris Bauer, Capital District Transportation Committee
Jacob Beeman, Capital District Transportation Committee
Jen Ceponis, Capital District Transportation Committee
Teresa LaSalle, Capital District Transportation Committee
Stephen Maples, Capital District Transportation Committee
Sandra Misiewicz, Capital District Transportation Committee
Rebecca Odell, Capital District Transportation Committee
Chaim Simon, Capital District Transportation Committee
Andrew Tracy, Capital District Transportation Committee
Carrie Ward, Capital District Transportation Committee

NYSDOT
Cairenn Miller, NYSDOT – Region 1
Susan Olsen, NYSDOT – Region 1
Greg Wichser, NYSDOT – Region 1

Other
Mark Castiglione, Capital District Regional Planning Commission
Jennifer Dunn, City of Saratoga Springs
Dan Lara, Saratoga Technologies
Bernie Kalus, WSP

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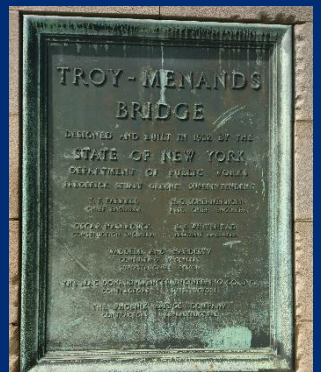


Route 378 PEL Study

CDTC Policy Board Meeting

June 1, 2023





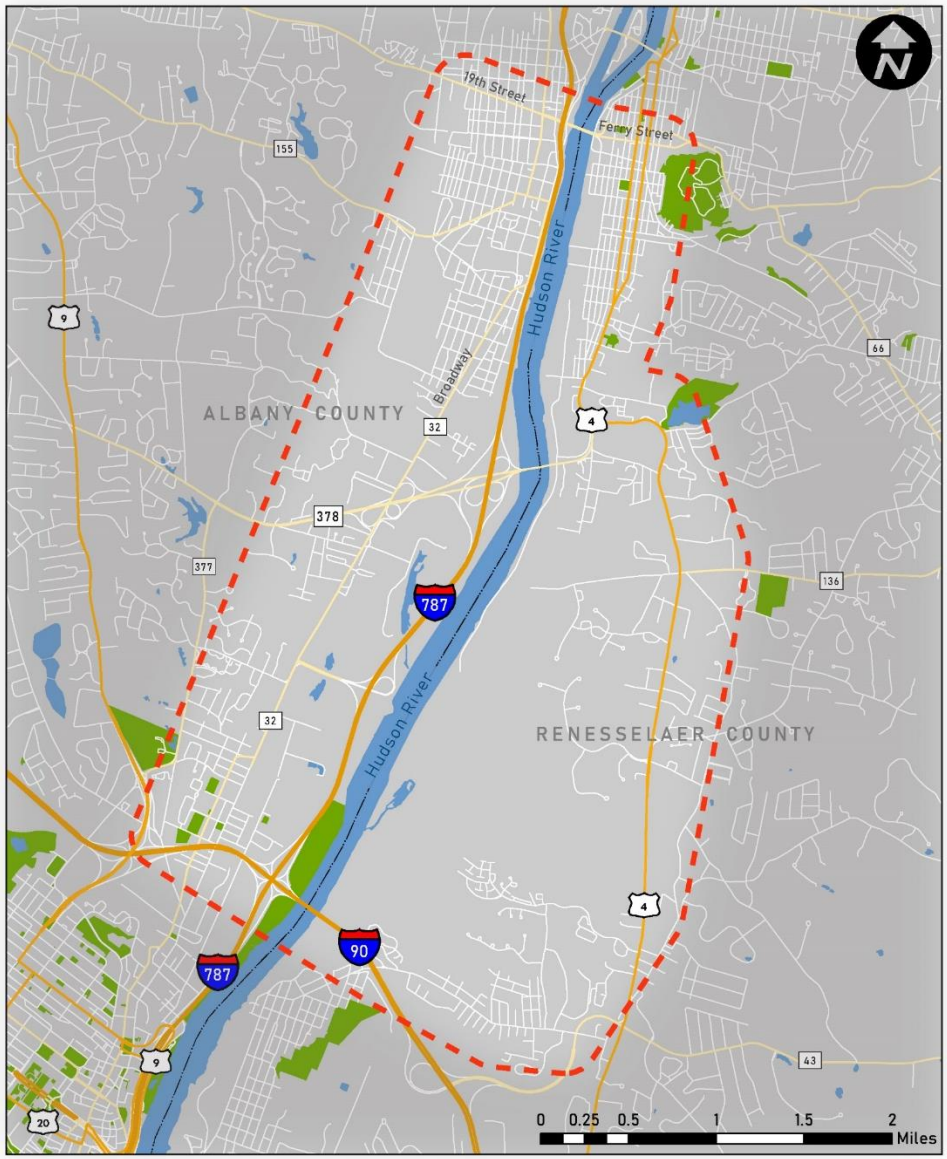


Agenda

- Overview of Project
- Review of Corridor Concepts
- Public Feedback and Comments
- Next Steps
- Questions / Discussion

Study Locations

- City of Troy and Village of Menands
- Rensselaer and Albany Counties
- NYS Route 378
- 4-lane Bridge built in 1932
- Concerns due to Bridge Condition and Level of Service



What is PEL?

- Planning and Environment Linkages (PEL) is a **collaborative transportation decision-making approach** that:
  - Considers environmental, community, and economic goals early in the transportation planning process
  - Uses the information, analysis, and products developed during planning to inform the environmental review process
- **Ultimate goal of PEL** is to reduce duplication of effort and facilitate informed decisions to expedite project delivery

Project Overview

- Existing Conditions
  - Structures
  - Traffic and Safety
  - Environmental
  - Stakeholder Outreach
- Purpose and Need
  - Maintain crossing b/w Troy and Menands
  - Congestion and accidents
  - Gaps in bike/ped network
  - Improve connections to transit
  - Enhance connectivity to waterfront and trails

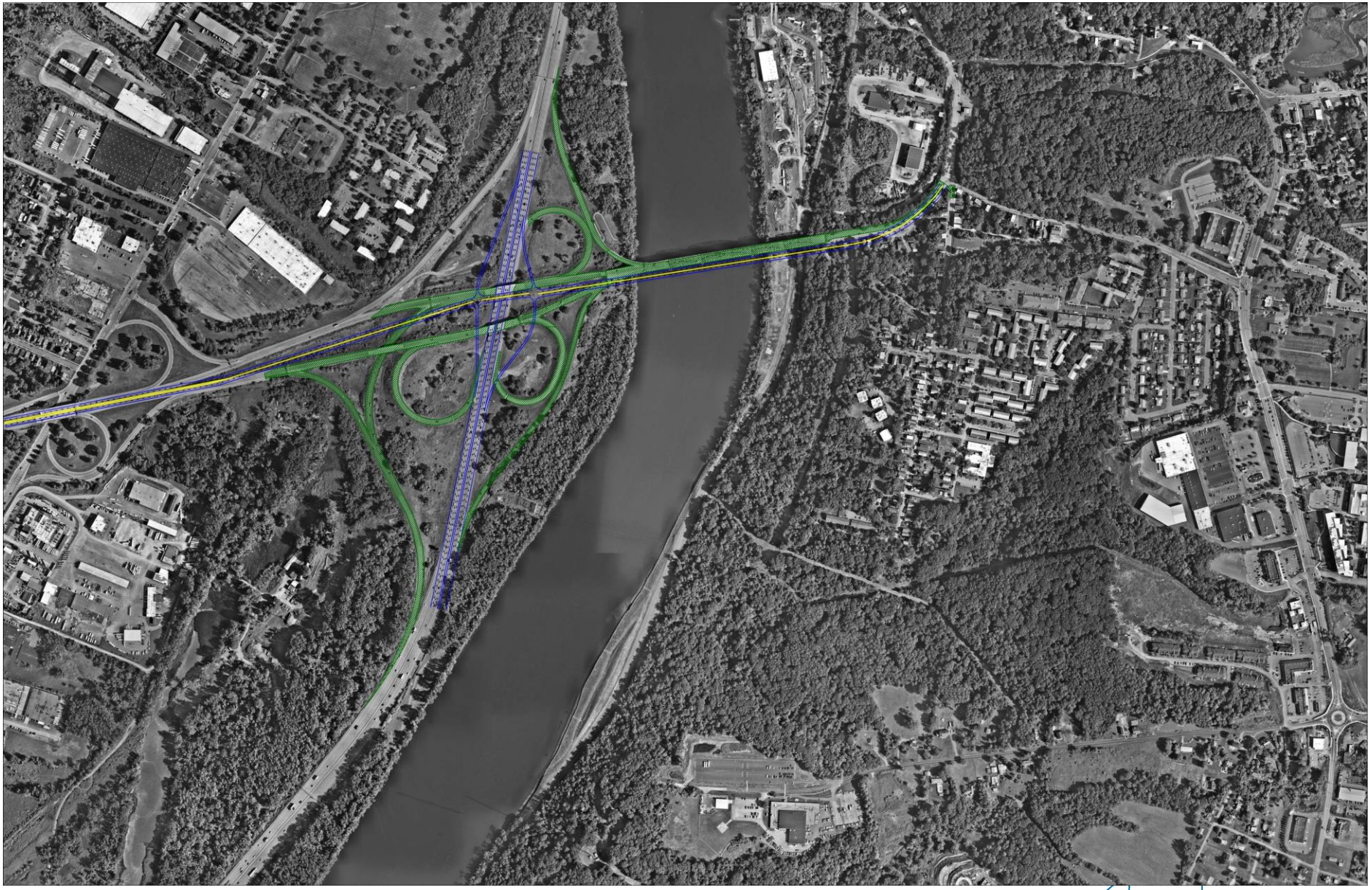




Preliminary Concept Corridor 1 –Rehabilitation of Existing Bridge

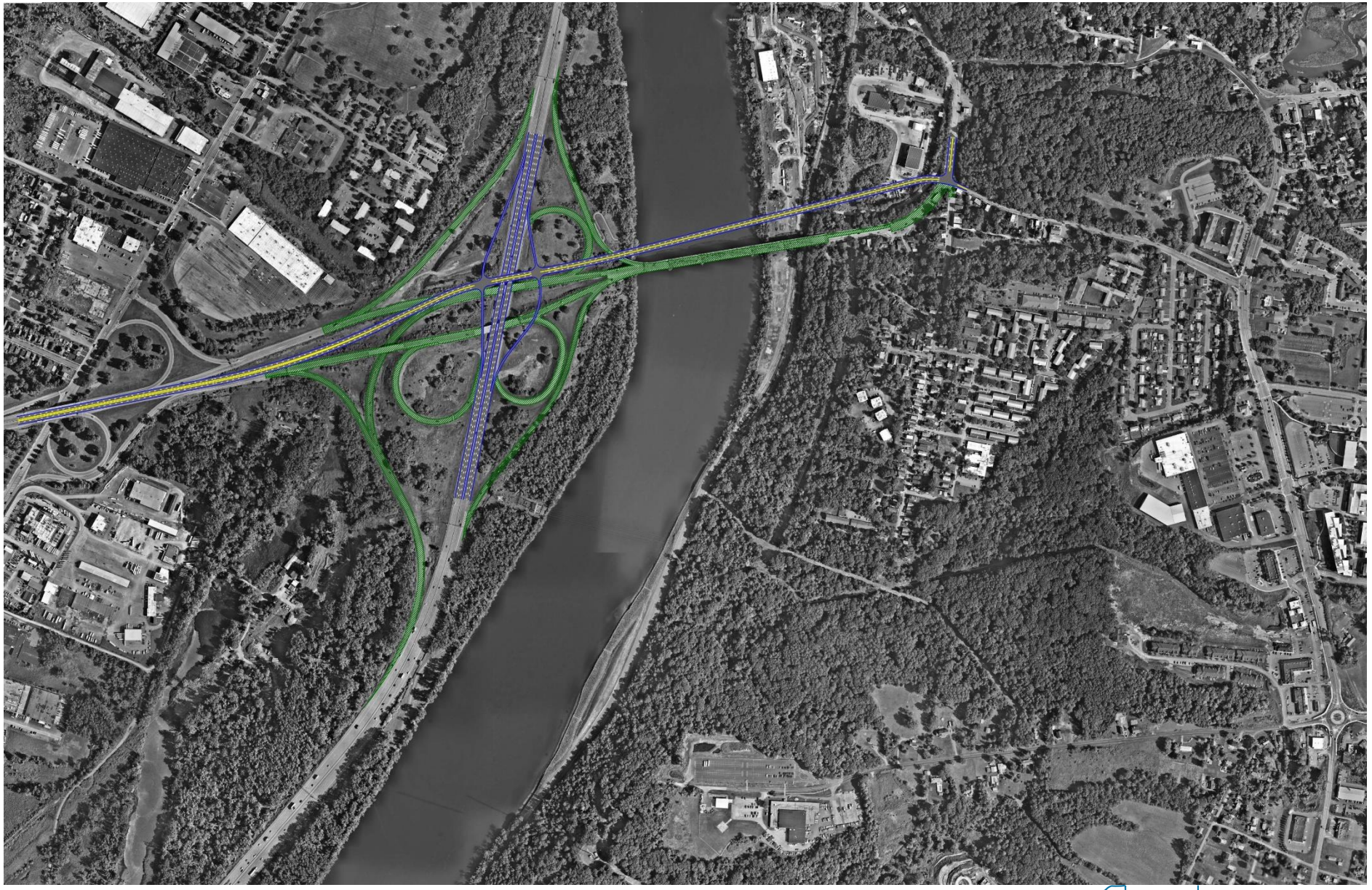


Preliminary Concept Corridor 2 – Reconstruction Adjacent to Existing Bridge

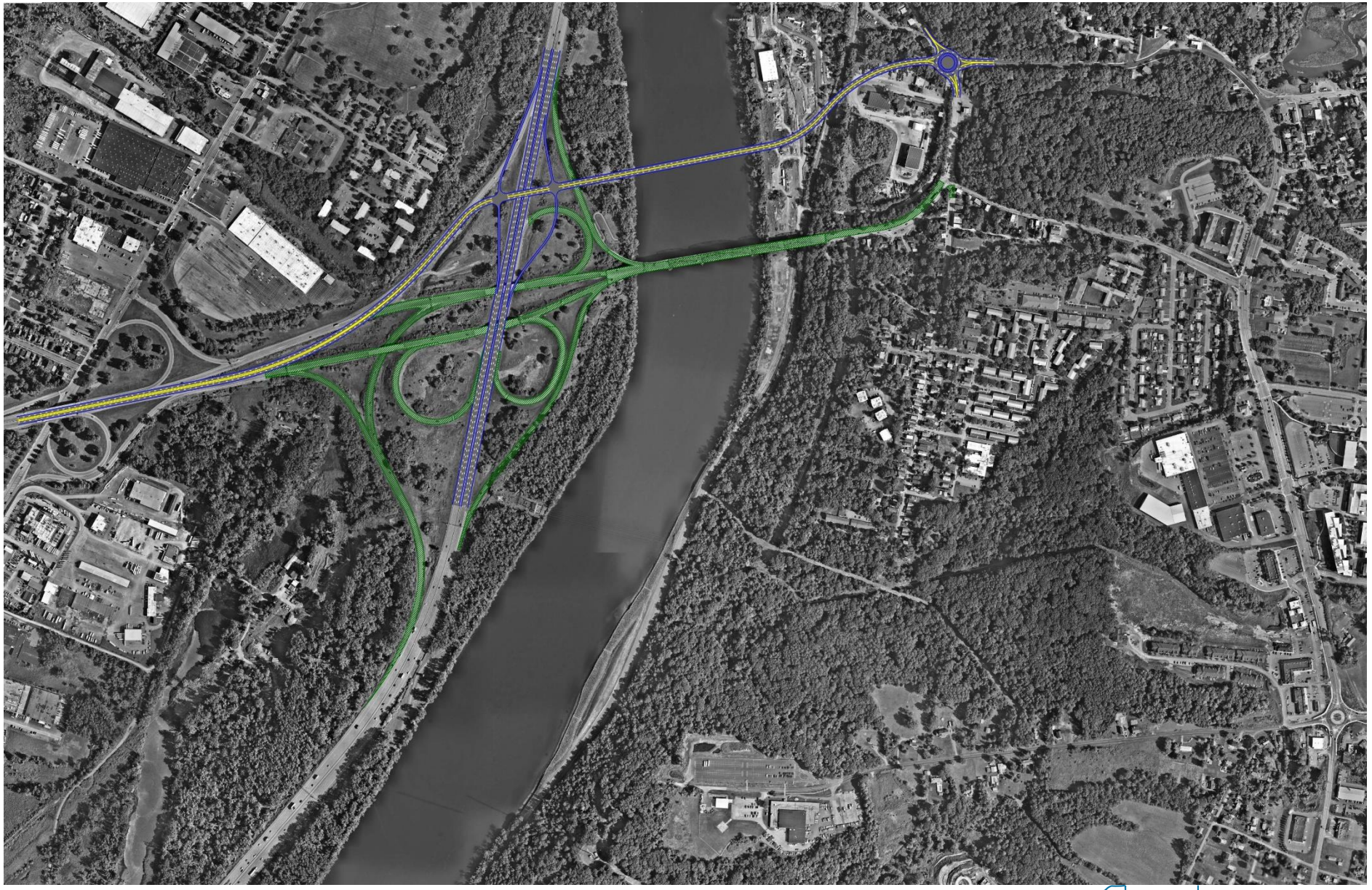


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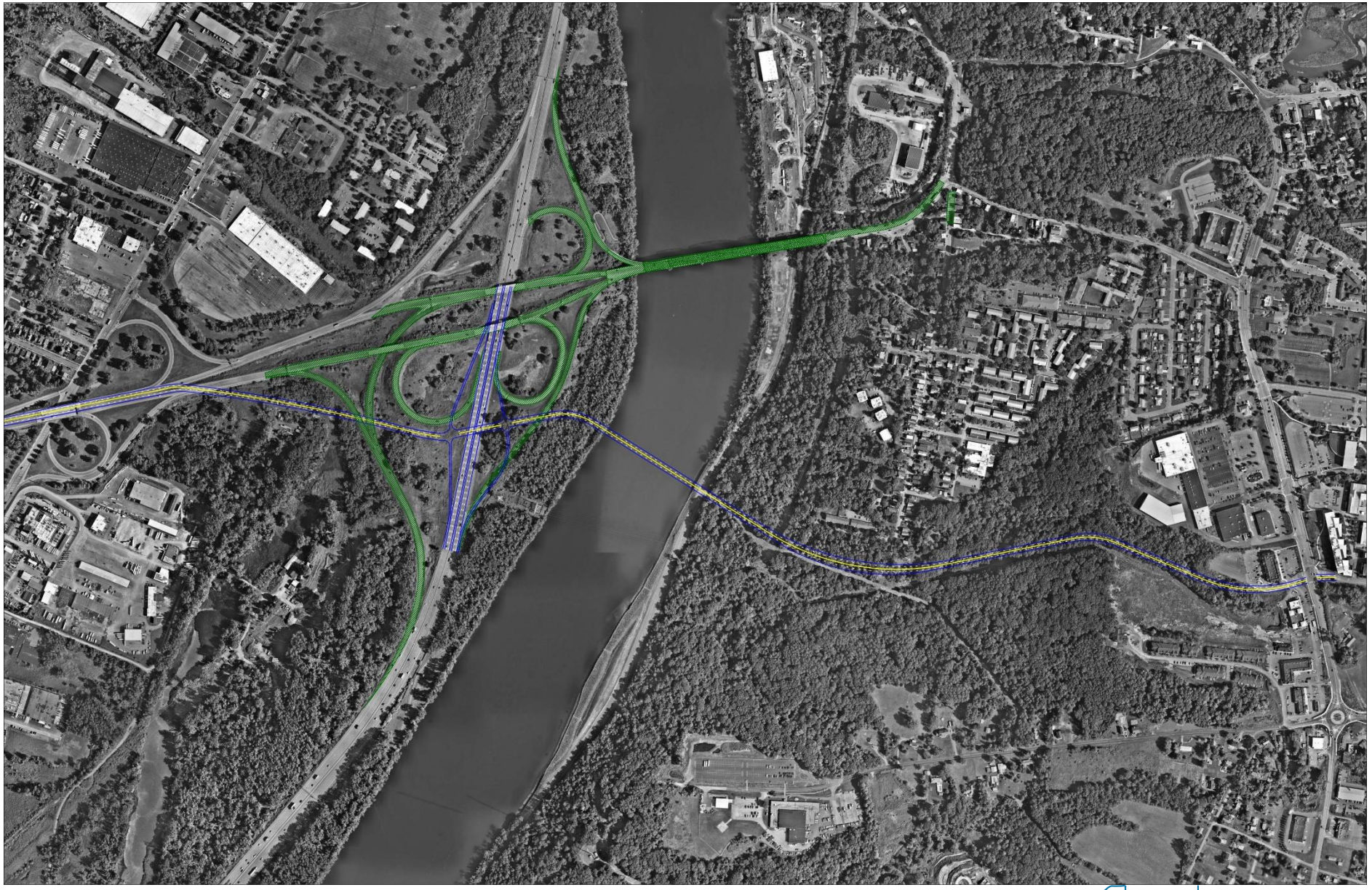
Preliminary Concept Corridor 3 – Reconstruction and Relocation to Morrison Ave



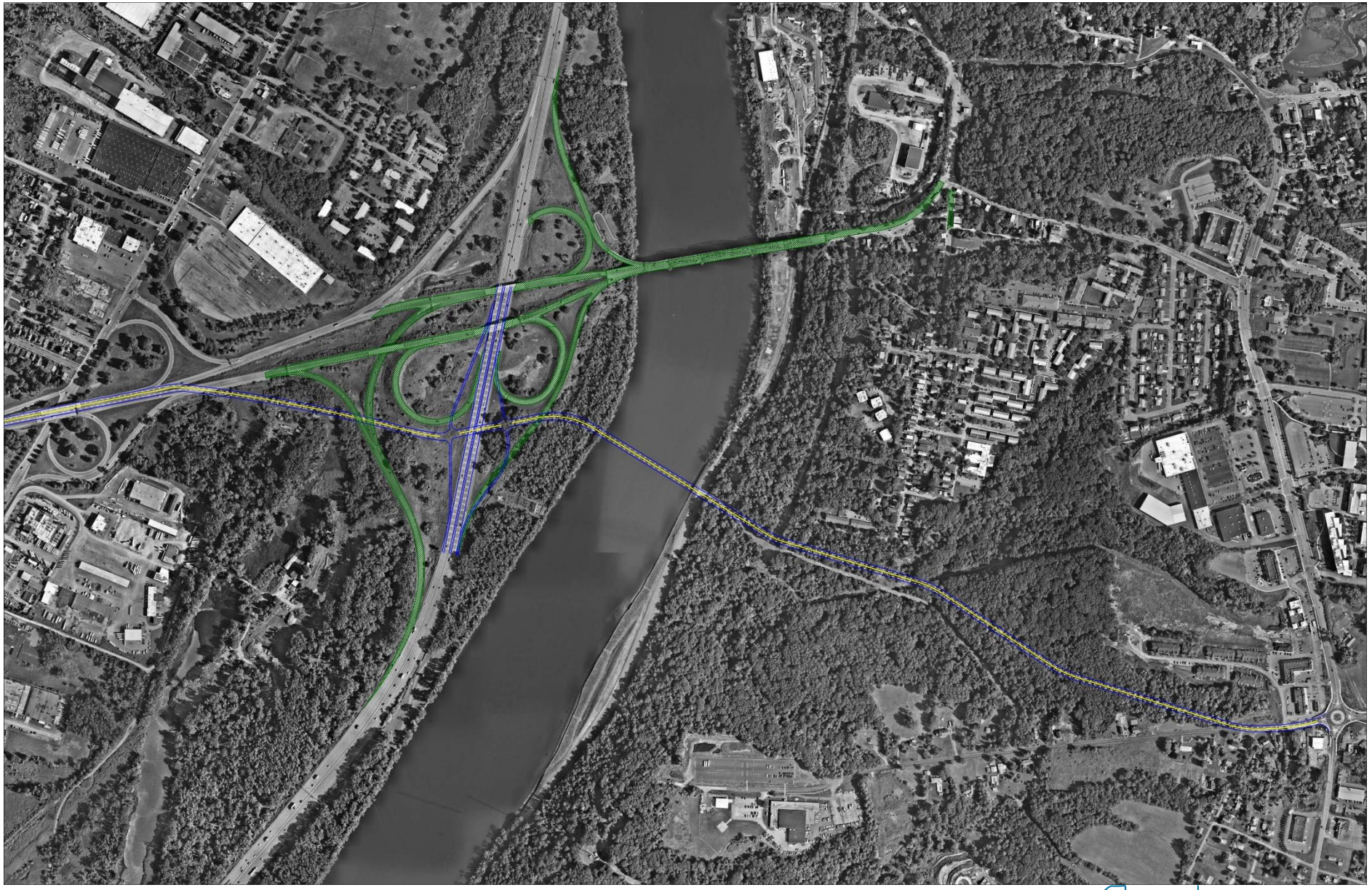
Preliminary Concept Corridor 4 – Reconstruction and Relocation to Mill Street



Preliminary Concept Corridor 5 – Reconstruction and Relocation to South Drive

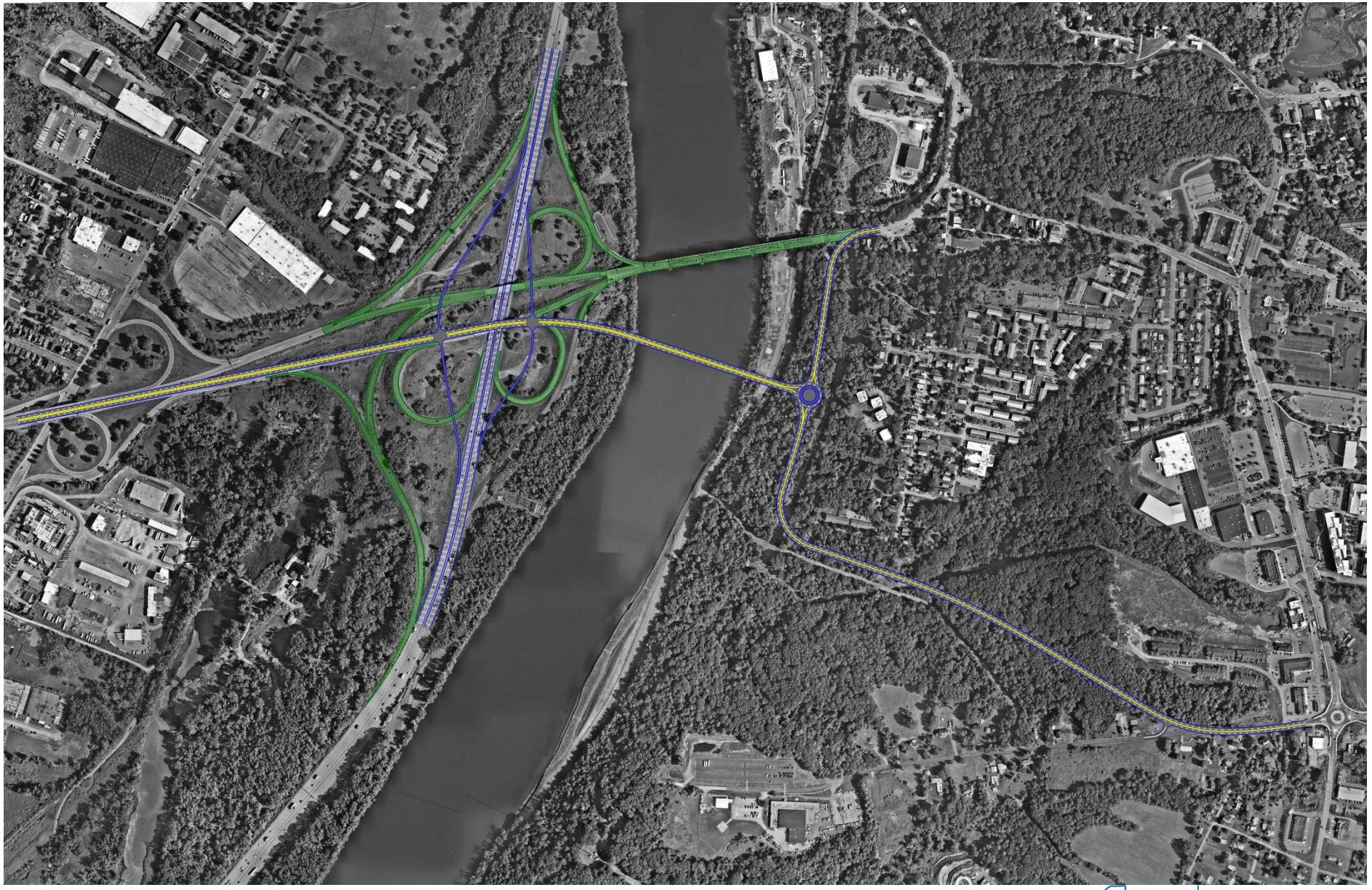


Preliminary Concept Corridor 6 – Reconstruction and Relocation to Route 136



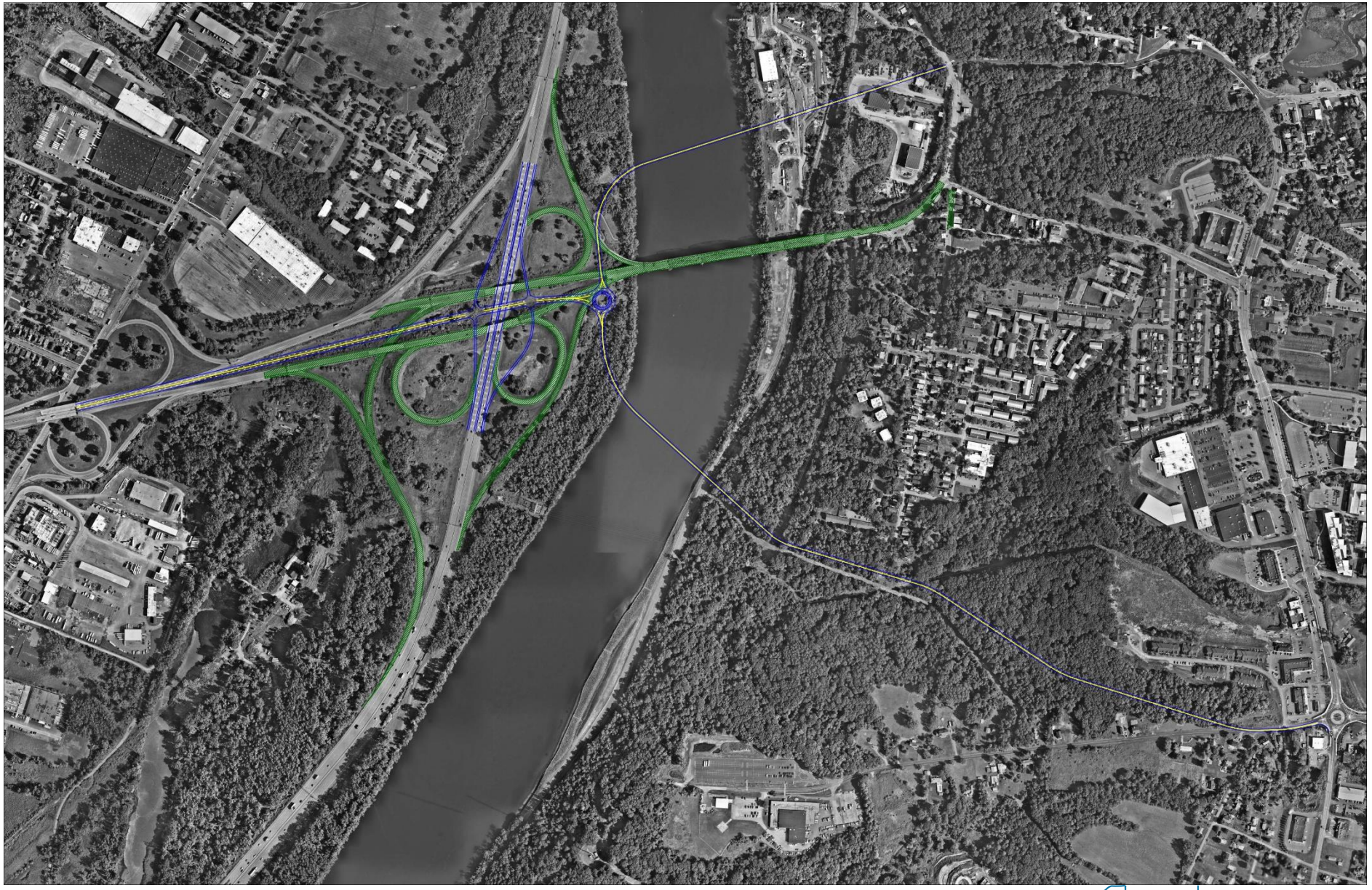
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Preliminary Concept Corridor 7 – Reconstruction and Split Traffic East Side



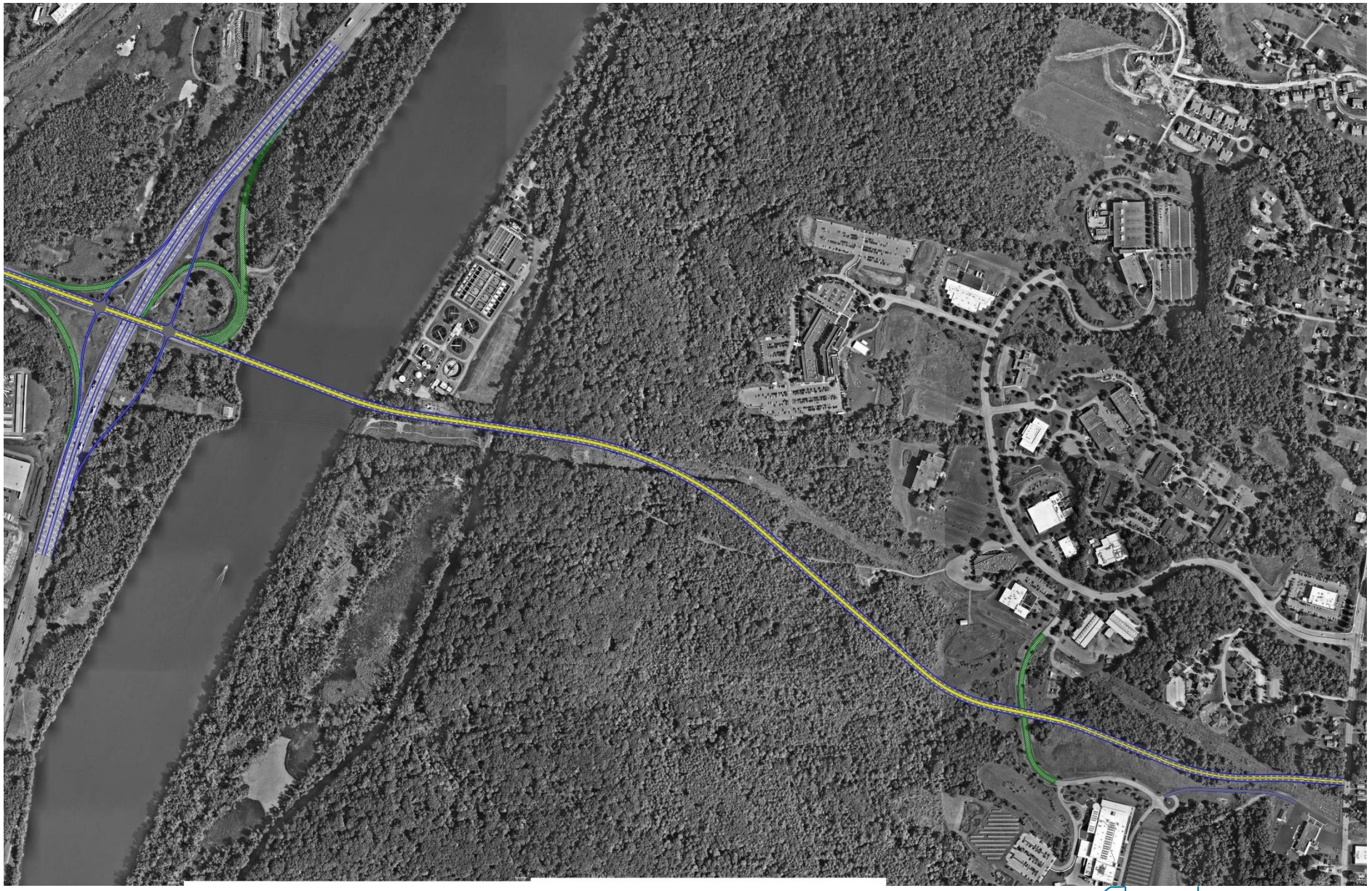
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Preliminary Concept Corridor 8 – Reconstruction and Split Traffic West Side



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Preliminary Concept Corridor 9 – Reconstruction at Exit 6 with Route 4 Connection



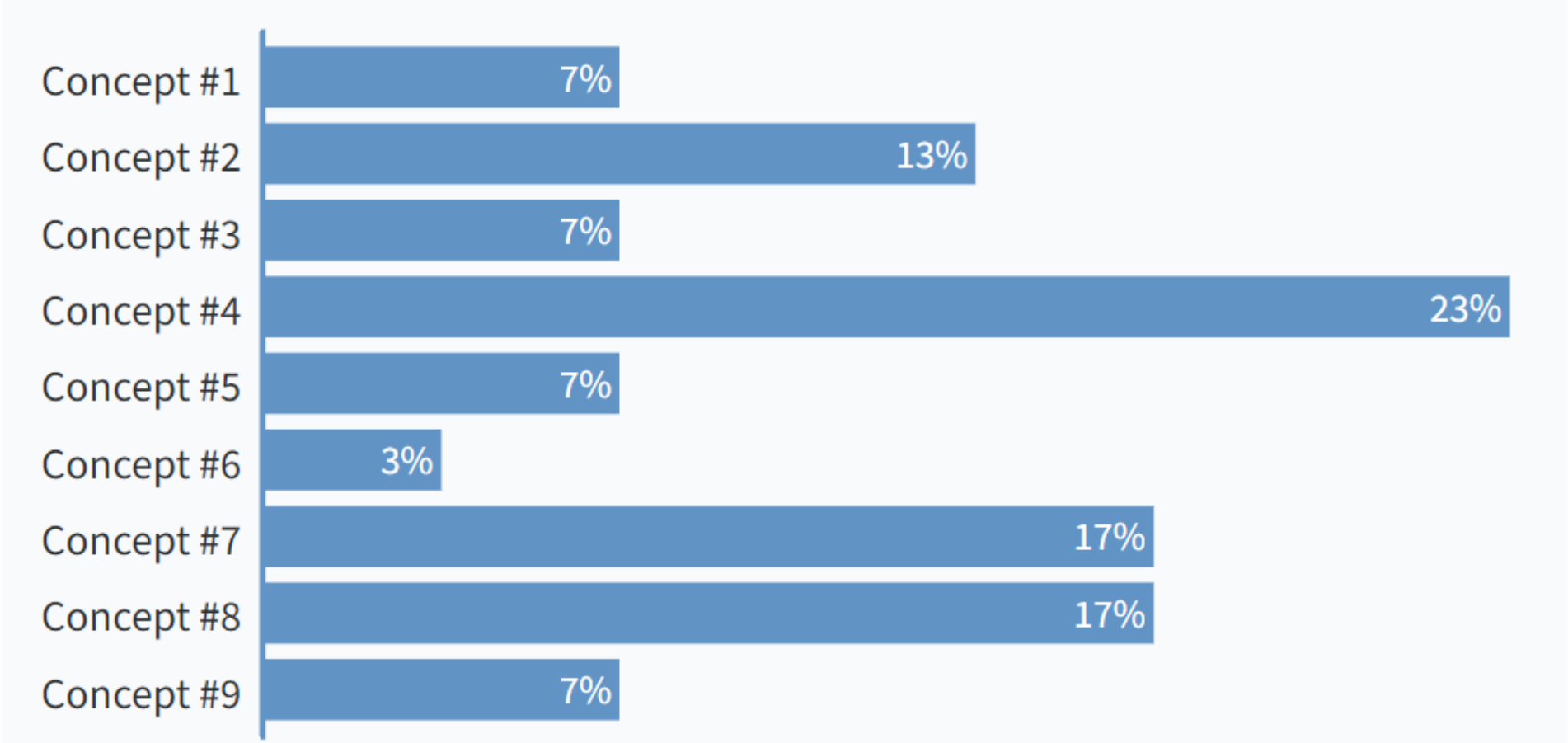
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Input from Public

- Poll Question 1 – Please provide us with feedback on the progress update or share issues you'd like to be considered (24 responses)
  - Bike/ped and trail access – 10 responses
    - Waterfront references – 3/10 responses
  - Access and consideration for Troy residents –9 responses
  - Traffic congestion and alternative concepts - 3 responses
  - Meetings with residents – 2 responses

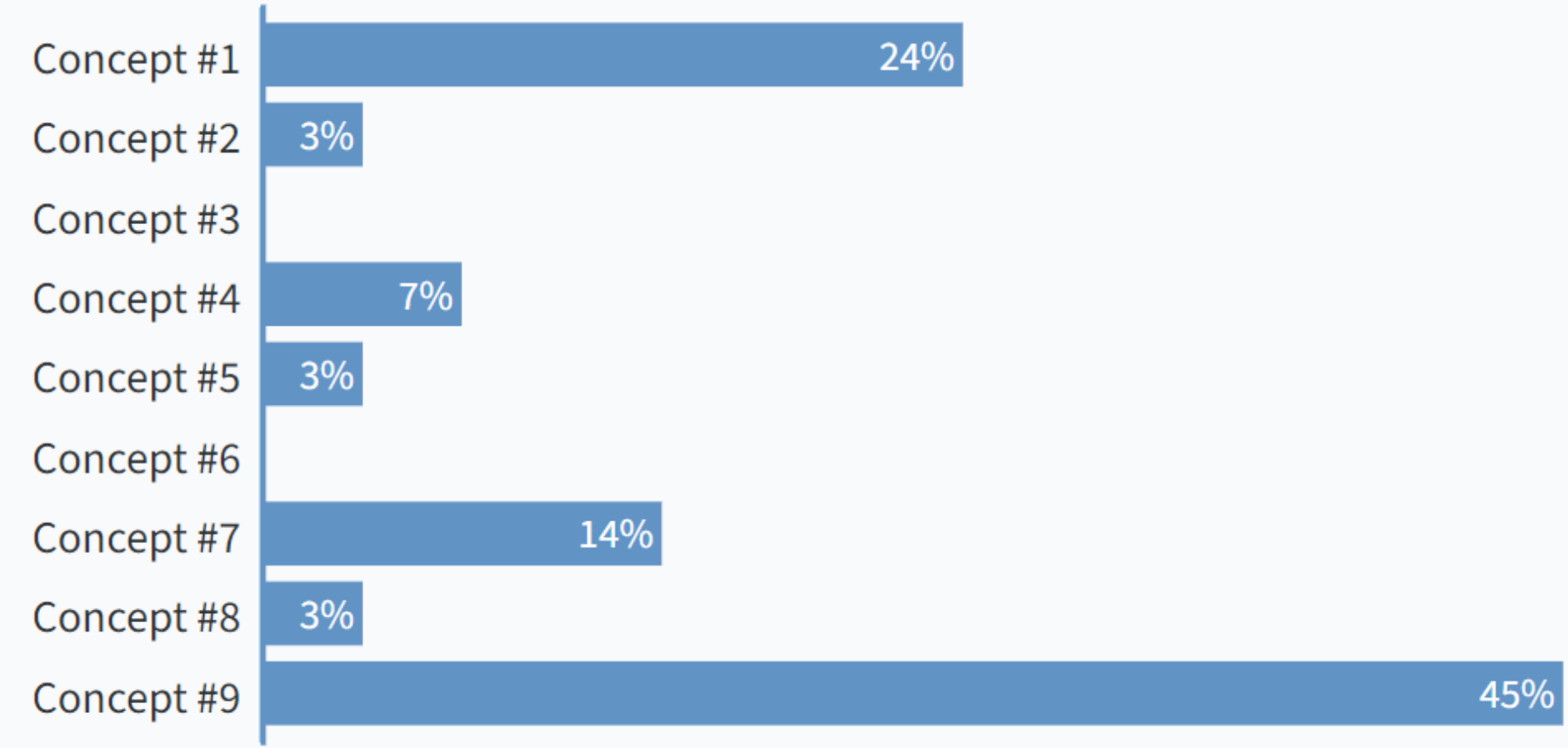
Input from Public

- Poll Question 2 – Favorite Concept and Why?



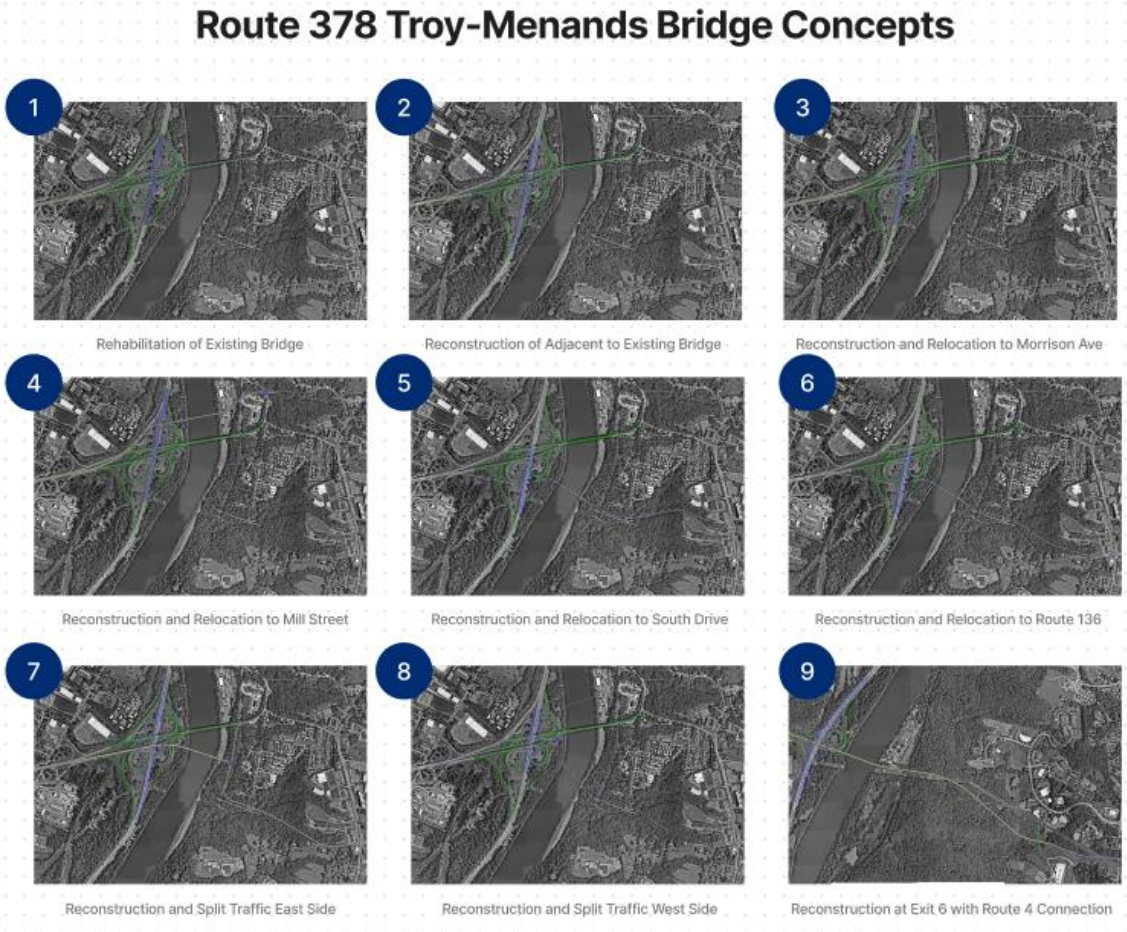
Input from Public

- Poll Question 3 – Least Favorite Concept and Why?



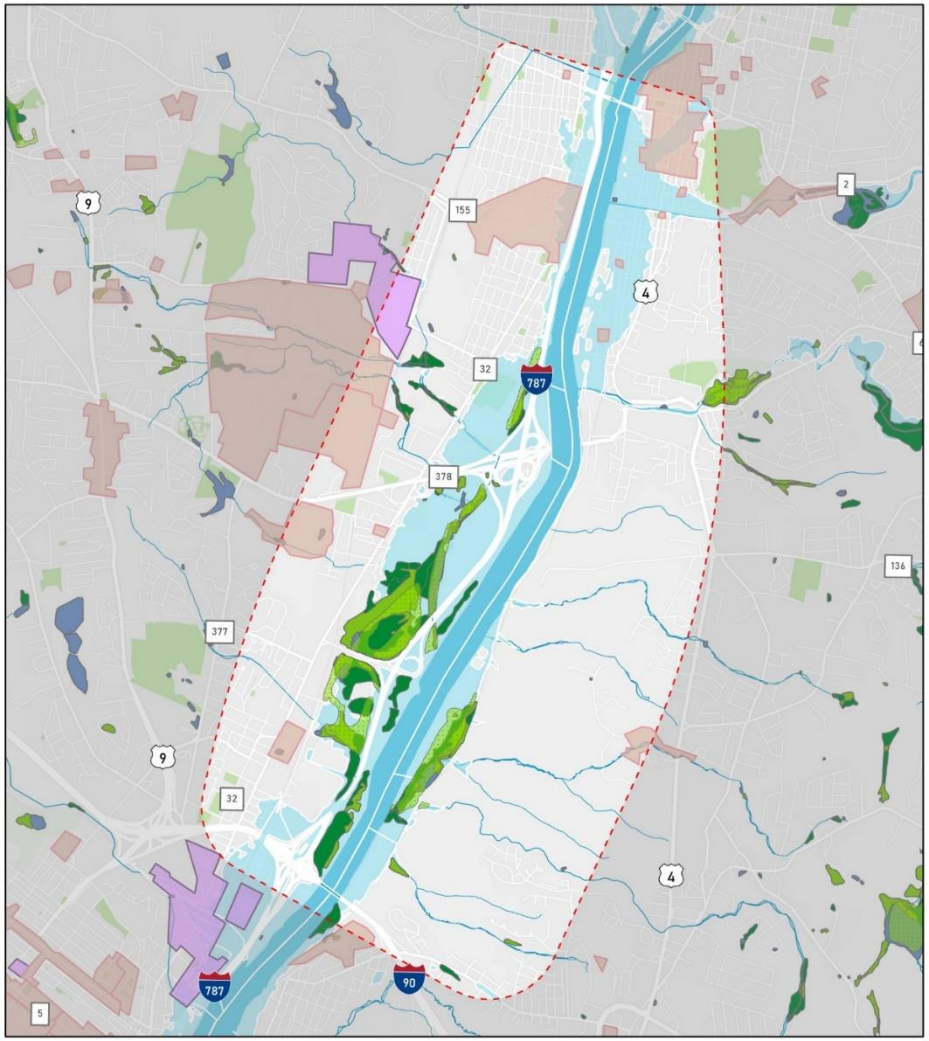
Next Steps - Traffic

- Grouping for analysis
  - Same Location (1,2,**3**)
  - Northern Corridor (4)
  - Southern Corridor (5,6)
  - Split Traffic (7,8)
  - No detailed analysis (9)
  - Additional analysis?
- CDTC Demand Model
- VISSIM Microsimulation



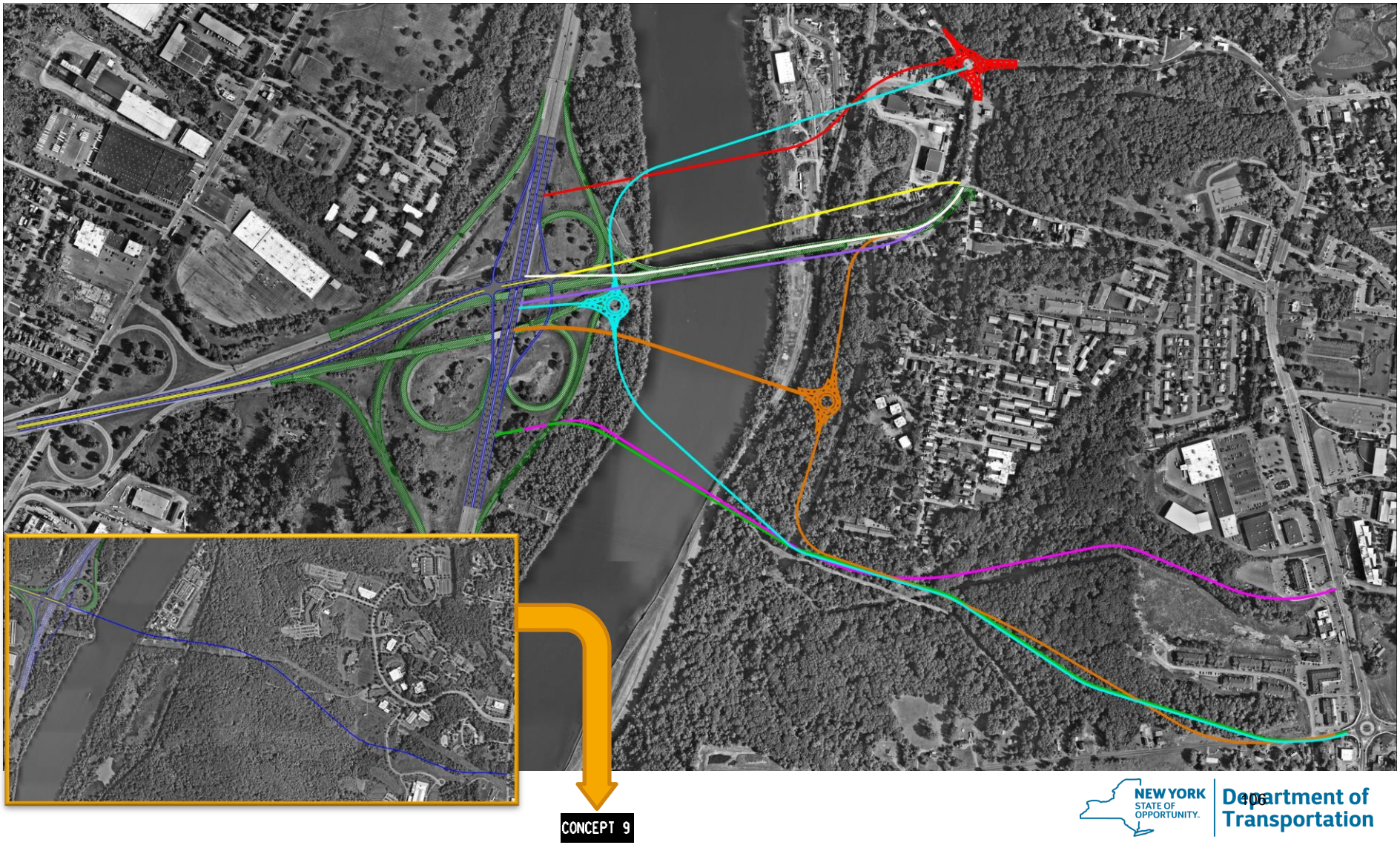
Next Steps - Environmental

- Overlay Concepts on Environmental resources
  - Evaluate impacts
  - Identify critical issues
  - Screening
    - Project Objectives
- Agency Coordination
  - Revised ACP
  - Scheduling one-on-one meetings



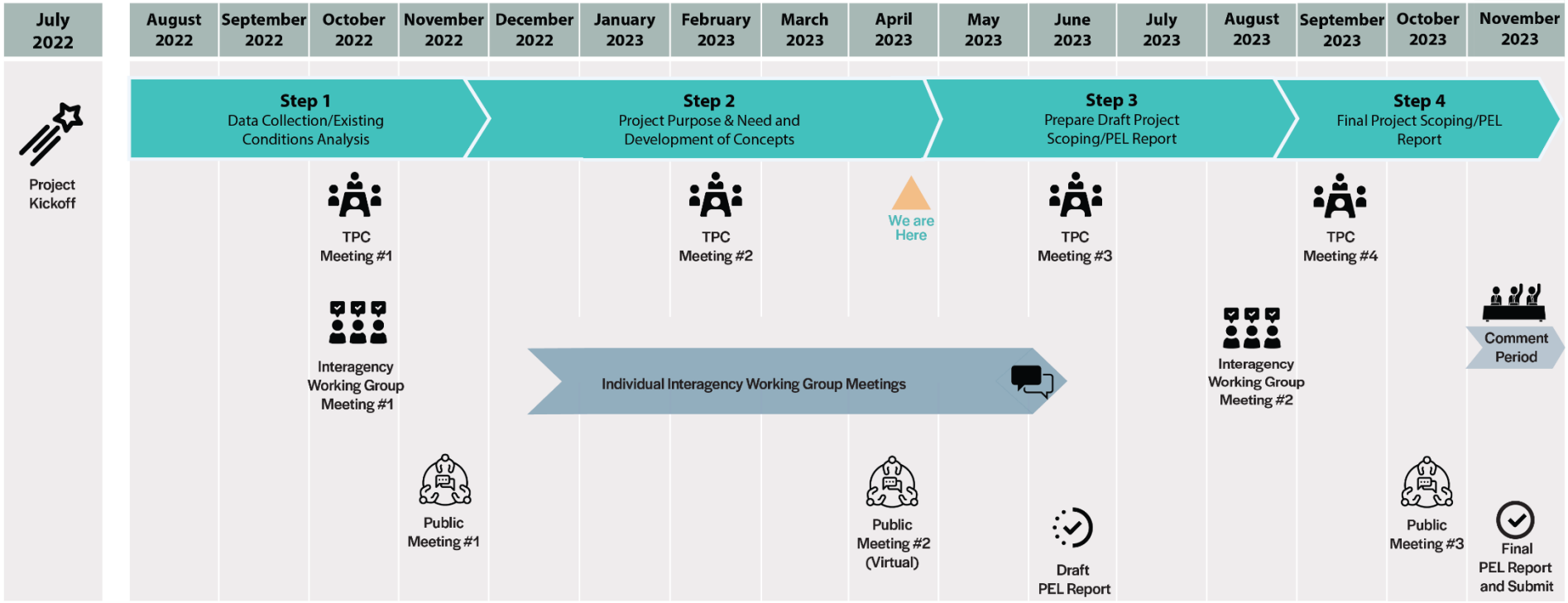
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Next Steps – Roadway Design



Project Schedule

Troy-Menands Bridge Planning and Environment Linkages Study, Albany and Rensselaer Counties
Project Schedule / Public Involvement Activities



Questions/Open Discussion



Capital Region Transportation Council Freight Advisory Committee
Route 378 Troy-Menands PEL Study Meeting Minutes

Wednesday August 16, 2023; 9:00 AM - 10:00 AM

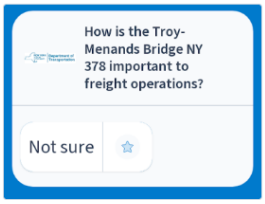
Welcome:

- Chris Bauer of the Capital Region Transportation Council introduced Susie Olsen and Barrett LaGrave from the PEL study team

Presentation:

- Susan "Susie" Olsen presented an overview of the project, the purpose and need, as well as a high-level recap of outreach efforts to date.
- Zeeshan Ott then led participants through a short polling exercise, the results of which are included below:
- Barret LaGrave provided an overview of the project's concepts

How is the Troy-Menands Bridge NY 378 important to freight operations?



Responses
We are wrapping up a truck route in south troy that pushes trucks from many of our smaller roads over to the bridge. We're also working on developing a large percentage of the riverfront in South Troy for advanced manufacturing/flex space along with concentrating existing uses further south. Plus our transfer station at the base of the bridge uses it to transport the entire City's waste to its final landfill destination.
Mostly local truck traffic
No impacts to CSX operations
Not sure
Not sure
Important for local trips
Important regional corridor for freight
Movement of goods between Troy/HVCC/RPI Tech Park and points West
Not sure

100%
Engagement

9
Responses

- Chris Bauer presented an overview of the project's traffic analysis
- Susan Olsen provided updates on next steps, and then closed out the presentation, highlighting the opportunity for participants to share feedback on a SurveyMonkey survey (please see pages 6 and 7 for results)

Questions & Discussion:

- One attendee inquired if the City of Troy was represented at this meeting/in planning
  - Dylan Turek was in attendance from the City
  - Susie Olsen outlined the various engagements that have occurred with the City (including Dylan's predecessor), and also offered to have additional conversations with Dylan
  - Susie also highlighted the upcoming 9/18 Neighborhood/Community Group meeting
- Another attendee asked about North Greenbush and coordination with various development plans

- Susie Olsen discussed the various elements of North Greenbush engagement so far, and noted that contact had been made to some of the trails-oriented community groups, with an upcoming meeting focused on that
- Barret LaGrave also outlined how some of that early engagement with North Greenbush and trails groups played into concept development
- Dylan Turek noted the importance of concepts allowing the Riverwalk Trail plan to proceed, which could be accomplished by having the bridge connect to the trails

Attendees

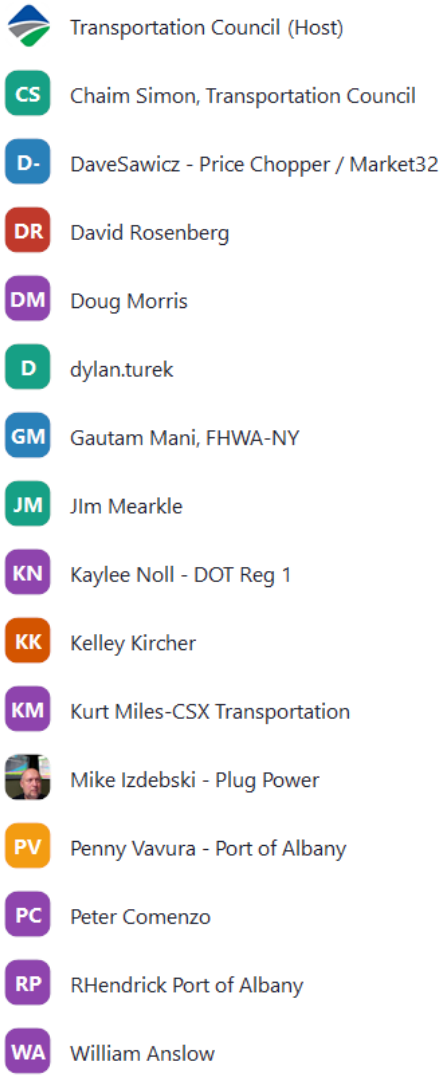
NYSDOT
Susan Olsen, NYSDOT Region 1
Valerie Deane, NYSDOT Region 1
Kelley Kircher, NYSDOT Region 1
Kaylee Noll, NYSDOT Region 1
Greg Wischer, NYSDOT Region 1
David Rosenberg, NYSDOT

WSP
Barret LaGrave
Zeeshan Ott

Other
Bill Anslow, Albany County
Jim Mearkle, Albany County
Dylan Turek, City of Troy
Kurt Miles, CSX Transportation
Gautam Mani, FHWA-NY
Tom Phelan, Gannet Fleming/BHX
Mike Izdebski, PlugPower
Rich Hendrick, Port of Albany
Penny Vavura, Port of Albany
Dave Sawicz, Price Chopper/Market 32
Mark Landgraf, Public
Doug Morris, OOIDA
John Scavo, Town of Clifton Park
Peter Comenzo, Town of Rotterdam

Capital Region Transportation Council
Chris Bauer, Transportation Council
Jacob Beeman, Transportation Council
Chaim Simon, Transportation Council
Pat Cross, Transportation Council

+ attendees from Zoom below:



Meeting Chat

You to Everyone 9:17 AM
Respond to the poll question at: PollEv.com/input or you can send a text message reading "input" to 22333

Kurt Miles-CSX Transportation to Everyone 9:19 AM
No impact to CSX operations

David Rosenberg to Everyone 9:20 AM
Mostly local truck traffic.

RHendrick Port of Albany to Everyone 9:20 AM
Is there anyone from the City of Troy on this call to give an opinion

dylan.turek to Everyone 9:21 AM
Yes, but my zoom had to update and I'm just joining.
So not sure exactly what I missed, but it sounds important!

You to Everyone 9:21 AM
There was a poll question asking: "How is the Troy-Menands Bridge NY 378 important to freight operations?"
You can continue to respond to the poll question at: PollEv.com/input or by sending a text message reading "input" to 22333

dylan.turek to Everyone 9:24 AM
Ok. Thanks for filling me in. We are wrapping up a truck route in south troy that pushes trucks from many of our smaller roads over to the bridge. We're also working on developing a large percentage of the

riverfront in South Troy for advanced manufacturing/flex space along with concentrating existing uses further south. Plus our transfer station at the base of the bridge uses it to transport the entire City's waste to its final landfill destination.

You to Everyone 9:39 AM
The Neighborhood Group Stakeholder Meeting Susie mentioned is being held on Monday, September 18th from 6:00-7:30 at the River Street Market building in Troy, located at 433 River Street, 1st floor. Pre-registration is not required.

You to Everyone 9:53 AM
We'll talk through the SurveyMonkey shortly - you're welcome to begin to fill out at link below. Chris will also be sharing the link again after the meeting over email.
https://www.surveymonkey.com/r/FreightCommittee

SurveyMonkey Results

- Two attendees participated in the SurveyMonkey. Their feedback is captured below.

Cap Region Transpo Council Freight Committee/Troy-Menands Bridge NYS 378 PEL Study

#1

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, August 16, 2023 9:53:09 AM
Last Modified:	Wednesday, August 16, 2023 9:56:44 AM
Time Spent:	00:03:34
IP Address:	161.11.160.128

Page 1

Q1 **3: Reconstruction at Morrison Ave**

What concept do you view MOST favorably for freight purposes?

Q2

Why do you view that concept most favorably?

Direct access to Morrison, which has more capacity than Mill

Q3 **7: Reconstruction w/ E. Side Split**

What concept do you view LEAST favorably for freight purposes?

Q4

Why do you view that concept least favorably?

Lots of maneuvers, no direct access to Rt 4

Q5 Respondent skipped this question

What other freight considerations are important as we move forward with the Troy-Menands Bridge NY 378 PEL?

Q6 Respondent skipped this question

If you'd like to receive future project updates, please provide your email below. If you would like to remain anonymous, please leave this section blank and email susan.olsen@dot.ny.gov with a request to be added to the project updates distribution.

Cap Region Transpo Council Freight Committee/Troy-Menands Bridge NYS 378 PEL Study

#2

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, August 16, 2023 9:53:45 AM
Last Modified:	Wednesday, August 16, 2023 9:59:18 AM
Time Spent:	00:05:32
IP Address:	24.105.161.131

Page 1

Q1

What concept do you view MOST favorably for freight purposes?

5: Reconstruction at South Dr

Q2

Why do you view that concept most favorably?

Most direct route, most advantageous for reaching HVCC as major destination, and most availability of land that can used alternatively instead of the 3/4 clover leaf pattern on west side of river. Hope that Menands can better utilize this freed up land for public benefit- most significantly ecological restoration areas/ "rewilding" areas, and potential regional active transportation connections.

Q3

What concept do you view LEAST favorably for freight purposes?

1: Rehabilitation

Q4

Why do you view that concept least favorably?

Most inefficient pattern for land use and infrastructure that requires constant oversight and maintenance. The overall trend seems to be to reduce grey over engineered infrastructure and put in place more simplistic solutions that best serve communities within the region.

Q5

What other freight considerations are important as we move forward with the Troy-Menands Bridge NY 378 PEL?

Respondent skipped this question

Q6

If you'd like to receive future project updates, please provide your email below. If you would like to remain anonymous, please leave this section blank and email susan.olsen@dot.ny.gov with a request to be added to the project updates distribution.

Respondent skipped this question

Capital Region Transportation Council's Active Transportation Planning Committee
Route 378 Troy-Menands PEL Study Meeting Minutes

Tuesday, August 29, 2023, 9:00 AM – 10:30 AM

Purpose: The purpose of this meeting is to provide active transportation stakeholders with an overview of the project, progress updates, a summary of preliminary corridor concepts, and gather input from attendees.

Welcome:

- Chris Bauer of the Capital Region Transportation Council introduced Susan "Susie" Olsen, NYSDOT, Bernard "Bernie" Kalus, WSP, and Barrett LaGrave, WSP. The in-person attendees then introduced themselves round-robin style. Chris Bauer introduced virtual attendees.
- After a brief introduction, overview of the project and a high-level update on outreach efforts, Susie Olsen turned it over to Bernie Kalus.
- Announcements – Upcoming Public Information Meeting on Thursday, October 26 at the Hudson Valley Community College, from 6:00 PM – 8:00 PM.

Presentation:

- Bernie Kalus presented agenda items for the meeting, a detailed overview of the project including background, purpose and need, goals and objectives, and recap of outreach efforts to date.
- In addition, Bernie Kalus provided a summary of the structural, traffic, and environmental analysis, along with an explanation of the PEL study and process.
- With the goals and objectives for the project in mind, Zeeshan Ott then led participants through a SWOT polling exercise. The results are included in the chart below (some answers have been very lightly edited for clarity):

What are the STRENGTHS?	What are the WEAKNESSES?	What are the OPPORTUNITIES?	What are the THREATS?
Significant Menands - Troy connector	Poor conditions accessing the bridge on Troy side	Open space on east side or west side? poses opportunities	Low density zoning reinforces car dependency
Recreational assets along the river.	No direct connection to Broadway in Menands	Mill - greenway expansion, good connection opportunities going up the river	Availability of funding
Empire State Trail	Congestion management- i.e., lack of advisory signage - variable message boards	Better trail connectivity = increased multimodal users	Negative Stormwater quality impacts to the river.
Multiple crossings options	Bicycles are technically prohibited from riding on the bridge, but they do anyway. The bike/pedestrian sidewalk is too narrow	Opportunity to connect to river	Hostile road design

What are the STRENGTHS?	What are the WEAKNESSES?	What are the OPPORTUNITIES?	What are the THREATS?
Cross river capability, the river is a natural public draw, connectivity, EST.	Traffic congestion	Proposed/planned shared-use path for east side of Hudson south to Rensselaer	Lane expansions on route 4 can take away opportunities
Lots of natural resources and recreational options	Poor bicycle connection from Troy-Menands bridge to HVCC	Lots of opportunities for expanded connections to natural resources and beauty - pedestrian corridor up Mill and Campbell	Vehicles are not just driving faster, they have gotten much, much larger. Both are factors leading to more serious injuries to vulnerable road users. Intersections need to be safer, separation needed for bike / peds on these roadways.
Good connectivity to multiple locations- south Troy, Menands, EST, etc.	Always broken glass and loose sand on the sidewalk of the Troy-Menands bridge	Opportunity to better connect communities over bridge	
Uncle Sam bikeway	Elevation changes on east side challenging to bike-ped going uphill	Separate Rt. 4 destination traffic from local road network.	
BRT and bike trail	Better bike/ped buffer - either way if replacing or repairing an improved physical buffer from the traffic would be good.	787 PEL offers opportunities for West side connections	
Hudson River	Poor access to waterfront and Uncle Sam trail on Troy side. Morrison is terrible climb for cyclists wanting to get to HVCC no direct access to Broadway in Menands - which has bike lanes (partially). Intersections on Troy side could stand improvements for bike / ped safety.	Ability to improve the quality of life for those negatively impacted by traffic from bridge (whether those living on Morrison or use the bridge)	

What are the STRENGTHS?	What are the WEAKNESSES?	What are the OPPORTUNITIES?	What are the THREATS?
Separated path for bikes/peds across the bridge, connects to Empire State Trail.	Need for better wayfinding. Poor access to Uncle Sam Trail in Troy, especially for bikes, Morrison is terrible climb for cyclists, no access to Broadway on Menands.	Opportunity to generally improve safety for all users. Waterfront access on Troy side, access to bike lanes on Broadway	Vehicles getting larger, people driving faster more likely to do harm to vulnerable users implies need to slow traffic, separate bikes and peds with protected bike lanes/multiuse paths
HVCC major destination, broad age group of potential multimodal users	No signage directing cyclists on the Troy side that they are close to and can access the Empire State Trail	Build trail/connection to waterfront on Troy side and Broadway in Menands. Go beyond recreational thinking - think build into bike/ped network - at over $10,000 per year for average automobile per AAA in 2022 (probably near $12000) now - a growing % of people in our communities need safe alternative transportation network to get to jobs/shopping and general transportation needs.	
Strong community and local community	No signage on the Empire State Trail directing riders that they can reach South Troy by taking the ramp up to the Troy-Menands bridge	Improve freight movement.	
Relatively flat - helpful for ped and bike connections, especially commuting	Not connecting to route 4 directly - dumps traffic into residential neighborhoods	South Troy bike-ped connection to Empire State Trail	

What are the STRENGTHS?	What are the WEAKNESSES?	What are the OPPORTUNITIES?	What are the THREATS?
This bridge provides the option to do a loop using the Empire State Trail up the west side of the river, crossing to downtown troy on the green island bridge, then taking the Uncle Sam bikeway back down the east side of the river to cross back over to the west side on the Troy-Menands bridge	Morrison sees more volume where Mill/Rt 4 could handle more	Planning for E-bikes	
Natural beauty, great for experiencing the landscape	No bicycle accommodation getting on or coming off of Troy-Menands bridge on Troy side	Smart growth to justify more transit on route 4 to handle increasing activity on route 4	
	Route 4/Campbell intersection - needs improvements	Wider bike/ped path on the bridge	

- The SWOT polling exercise sparked a large discussion from in-person attendees, please see an overview of questions in the Questions & Discussion section.
- Barret LaGrave provided an overview of the project's concepts.
- Bernie Kalus closed out the presentation with an overview of next steps and Zeeshan highlighted opportunities for participants to share feedback and additional questions on the SurveyMonkey survey. In addition, the project team committed to sharing meeting details, the project website, and the survey link following the meeting.

Questions & Discussion:

- SWOT Discussion
  - STRENGTHS
    - Attendee #1
      - Land trust and affordable housings are emerging in urban areas. His focus is making urban areas livable for everybody, specifically, recreation areas and access to the waterfront. The other day, he walked to the waterfront area (access is fairly easy if you know what to do), but it's confusing at the moment, providing access to the Troy side would be wonderful, and make less confusing. In addition, attendee #1 feels if more recreation opportunities are available within cities, people will be less inclined to travel away for their recreational hobbies. He notes that south of the bridge has a lot of open space for development and wants to emphasize the importance of recreational access in the long-term plan.
    - Attendee #2
      - Strong community neighbors in South Troy
        - Susie Olsen notified attendee #2 about the upcoming neighborhood meeting in September. Attendee #2 asked where the meeting would take place. Susie explained that the River Street Market building had been reserved. Attendee #2

questioned the location, stating it was far away from the study area. He offered ideas for other locations closer by and suggested we change the location to encourage resident turn-out. Susie let the attendee know we had heard him but explained how all the media information had already been disseminated and it would be difficult to change the venue now. The venue decision was based on discussions with the mayor's office.

- Attendee #3
  - The bike and walking connection is relatively flat which is a big draw for people who are commuting, and with modifications could be handicap accessible. Attendee #3 also feels that there is a good buffer between traffic and the sidewalk which increases comfort and safety while traveling across the bridge. Along with the structural strengths, attendee #3 acknowledged the gorgeous views from the bridge.

- WEAKNESSES
  - Attendee #3
    - Important to look at the whole project area even though the main focus is on the bridge
      - Susie Olsen explains that the I787 PEL is underway but today's discussion is focused on the bridge and immediate areas
    - Feels that navigating the area by bicycle is very intimating due to traffic patterns, vehicle speeds, and intersections.
  - Attendee #2
    - Attendee #2 was once driven off the road by a pickup truck—agrees with attendee #3
- OPPORTUNITIES
  - Attendee #2
    - Great opportunity for greenway expansion up the river
  - Attendee #1
    - Reacknowledged the opportunity for recreational space
  - Attendee #3
    - Restated importance for pedestrian connection
    - Opportunity to take vehicles off the roadway by improving bicycle commuter conditions (Attendee #2 agrees)
- THREATS (Please see chart above for summary)

Attendees

NYSDOT
Susan Olsen, NYSDOT R1
Kaylee Noll, NYSDOT R1
Valeria Deane, NYSDOT R1
Greg Wichser, NYDOT R1
Celeste Harp, NYSDOT R1

WSP
Bernard Kalus
Barret LaGrave
Zeeshan Ott
Sophia Schintzel

CRTC

Chris Bauer
Christopher Morris, NYS Parks
Linda VonDerHeide, Rensselaer County Economic Development & Planning
James Rath, Capital Streets
Ethan Warren, CDTA
Rebecca Odell, CRTC
Joe Durkin, Rensselaer Land Trust, TRIP
John Scavo, Town of Clifton Park

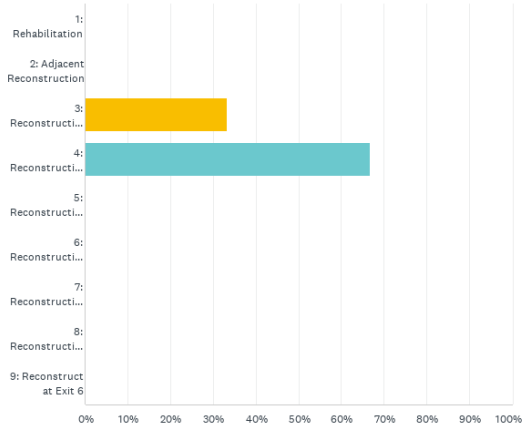
+ attendees from Zoom below:
Charles Welge
Ed Brennan
Erica Schneider, Parks & Trailer
Hotaling
Jim Mearkle
Kristen Morris

Meeting Chat

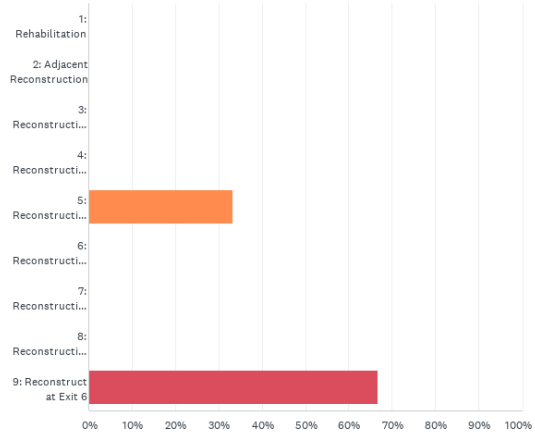
- Charles Welge: What does PDO stand for?
    - TC – Property Damage Only
- Ed Brennan: What is date/time of the October HVCC meeting? Is there a building/room designation? Will it also have zoom access?
    - Zeeshan shared information on the upcoming meeting on Thursday October 26 at HVCC.

SurveyMonkey Results *(see below)*

Q1 What concept do you view MOST favorably for active transportation purposes?



Q3 What concept do you view LEAST favorably for active transportation purposes?



After a week, we received three responses on the survey. The full results are below. *(Some answers have been lightly edited for clarity).*

Q1: What concept do you view MOST favorably for active transportation purposes?
4: Reconstruction at Mill St
3: Reconstruction at Morrison Ave
4: Reconstruction at Mill St

Q2: Why do you view that concept most favorably?
It moderates congestion
Mill is not adequate for cars or alternative transportation users
It meshes well with existing roadway flow while addressing the issues faced with the current alignment

Q3: What concept do you view LEAST favorably for active transportation purposes?
9: Reconstruct at Exit 6
5: Reconstruction at South Dr
9: Reconstruct at Exit 6

Q4: Why do you view that concept least favorably?
It is the least likely alternative to address traffic congestion
Options 5 through 9 all entail destruction of open space, impact permeability, and will encourage sprawl and help to remove and discourage economic activity in Troy and built areas to the North. They are all terrible options
There is very little active transportation in this area of N Greenbush

Q5: What other active transportation considerations are important as we move forward with the Troy-Menands Bridge NY 378 PEL?
Active transportation integration; preservation/promotion of green space
There is a need to think beyond recreational uses of active transportation and help build the safe network that will make active transportation and actual transportation alternative. Link to Broadway and safer intersections and connections on the Troy side of the bridge leading to HVCC and Troy
Integrating complete streets concepts at South Troy connections to accommodate bike-ped to the greatest extent possible

Meeting with Capital District Transportation Authority Route 378 Troy-Menands PEL Study Meeting Minutes

Date: February 2, 2023
Time: 1:30 PM
Location: CDTA offices, 85 Watervliet Avenue, Albany

Participants

Ross Farrell, CDTA, Jeremy Smith, CDTA, Michael Williams, CDTA, Megan Quirk, CDTA, Susan Olsen, NYSDOT, Greg Wichser, NYSDOT, Bob Rice, NYSDOT, Barret LaGrave, WSP, Martin Hull, WSP, Bill Gorton, WSP

Discussion

After a brief introduction to the project the group discussed the following topics:

- The Troy Menands Bridge will likely need to be replaced in the next 10 years.
- The bridge was originally built mainly to accommodate traffic from Troy and South Troy to Albany. Patterns have changed over time and now approximately 40% of traffic using the bridge is destined for South Troy and 60% for HVCC and North Greenbush.
- CDTA is considering Menands for a new combined Albany and Troy maintenance facility.
- One of the goals of the PEL study is to ensure that when funding comes available DOT is ready to move forward quickly with design and construction of the new bridge.
- North and eastbound traffic queuing across the bridge from the Morrison Avenue intersection is a safety problem.
- The team is completing a high-level look at crash patterns, many of which are rear end and merging accidents related to queuing at Morrison.
- Future traffic changes due to continued development in the study area need to be taken into consideration when planning the location of the new bridge.
- Currently no CDTA bus routes operate across the bridge although one did until the early 90s. The team asked CDTA if any new routes were being planned.
    - CDTA responded that they are beginning a network redesign project that will look at a variety of new routing options around the system. The Troy Menands Bridge could be considered as part of this effort. Additional service to HVCC might be useful. Funding would need to be secured.
- HVCC uses CDTA's universal access program, which allows all students to use their school ID to ride transit anywhere in the CDTA system.
- CDTA mentioned that they are at a point where a new maintenance facility would be preferable to renovating old facilities. Twenty acres would be needed for the project.
- TOD should be considered as part of any new bus route implementation.
- BRT expansion to HVCC from downtown Troy is one of the top 10 new corridors CDTA is considering. There might be a way to continue this route across the new bridge, especially if it is built south of the campus.
- The group discussed some of the preliminary Troy Menands Bridge replacement options including moving the bridge north to line up with Mill Street or south to line up with Glenmore Road.
- The time frame for designing and building the bridge once it is funded would be approximately 3 years.
- CDTA requested traffic counts for the bridge (provided by WSP),
- Partnering between agencies on potentially related large projects like the new CDTA maintenance facility and the Troy Menands Bridge can make grant funding easier to secure.

Meeting with Capital District Transportation Authority Route 378 Troy-Menands PEL Study Meeting Minutes

Date: September 11, 2023
Time: 1:00 PM
Location: Teams Meeting

Participants
Megan Quirk, CDTA, Ethan Warren, CDTA, Susan Olsen, NYSDOT, Barret LaGrave, WSP, Martin Hull, WSP, Bernie Kalus, WSP

Discussion

The team met with CDTA staff for a second time to discuss project concepts and CDTA's thoughts on each. CDTA reiterated that they do not currently operate bus service over the Troy Menands Bridge and have not since the early 1990's. They are, however, in the process of evaluating their route network and that route changes would be part of that effort. A new route across the Troy Menands Bridge might be possible depending upon their analysis of potential ridership. CDTA is also studying the potential for additional BRT routes in the Capital Region. One possibility is a route from North Troy through downtown Troy to HVCC. There is also a possibility that this route could be extended across the Troy Menands Bridge to connect with the Blue Line BRT.

During the discussion, CDTA initially felt that concepts 5 and 6 would meet their goals given their direct connection to HVCC, which is by far the largest destination for riders in the study area. Buses crossing the Hudson River could first stop at HVCC and then continue on to downtown Troy.

However, after consideration the concern that these concepts traverse undeveloped land along the Hudson River and the boundary between Troy and North Greenbush and could encourage auto oriented sprawl development along the roadway, led CDTA to change its recommendations to concepts 3 and 4. This would still allow for a relatively direct route to HVCC but without the encouragement of sprawl that might happen with the two concepts that include new roadways. Any development encouraged would strengthen existing communities and commercial districts, and result in increases in density that would encourage transit ridership.

Capital District Regional Planning Commission
Route 378 Troy-Menands PEL Study Meeting Minutes

DATE: July 6, 2023

PARTICIPANTS: Mark Castiglione, CDRPC, Madison Hrysko, CDRPC, Susan Olsen, NYSDOT, Greg, Wicher, NYSDOT, Bernie Kalus, WSP, Katie Craig, WSP, Martin Hull, WSP

LOCATION: Microsoft Teams

SUMMARY: Bernie and Susie introduced the project and its current status.

- Mark suggested that it is important not to oversize the bridge. It would lead to additional sprawl development that would create congestion.
- CDRPC does population and demographic forecasts for the Capital Region that could be used for the study.
- Forecasts are done on the TAZ level.
- The team responded that we are not expanding capacity, just improving geometry to reduce congestion and improve safety.
- The Troy IDA is interested in the project to provide access to redevelopment in South Troy.
- CDRPC suggested it would be useful to develop a property maps of the likely bridge locations.
- Freight traffic is an important element of the bridge's function.

Large Resource Agency Kick-off Meeting
Route 378 Troy-Menands PEL Study Meeting Minutes

Date: Wednesday, October 26, 2022
Location: Microsoft Teams

Participants: Susan Olsen (NYSDOT), Greg Wichser (NYSDOT), Chris Sobik (NYSDOT), Gene Kosoy (NYSDOT), Bill Gorton (WSP), Martin Hull (WSP), Paul Heberling (WSP), Barret LaGrave (WSP), Katherine Craig (WSP), Rebecca Fleischer (WSP), Edith Carson Supino (NOAA Fisheries), Anthony Luisi (DEC), Kate Kornak (DEC), Christoper Morris (OPRHP Empire State Trail), Timothy O'Donohue (FHWA), and Sandra Doran (USFWS).

Discussion:

- Greg Wichser opened the meeting and provided an introduction.
- The WSP team went through the presentation *(attached).*
- Sandra Doran (USFWS) noted they would be interested in impacts to endangered species in the area and meeting Section 7 of Endangered Species Act.
    - They can provide conservation planning assistance.
    - She suggested going to the website for a list of species (it is updated often).
    - Northern Long Eared Bat and Indiana Bat will be a concern if there is tree cutting.
    - Listing of Tri-colored bats is out for comment.
    - Tidewater mussels are not federally listed but could be present in the area.
    - She asked about what would happen to the existing piers in the water.
- Edith Carson Supino (NOAA Fisheries) is involved with Section 7 consultation for aquatic species.
    - Shortnose Sturgeon and Atlantic Sturgeon have critical habitat in the area and there may be a time of year restrictions for construction.
    - She also noted that impacts to hard bottom spawning substrate could be affected by the project.
    - They are happy to review drafts of biological assessments before they are formally submitted.
- Loretta McNamee (NYSDOT) noted that there will be no biological assessments as part of this study but it is good to know for during the NEPA process.
- NYSDOT explained that one-on-one meetings with the agencies will be scheduled later in the study period.

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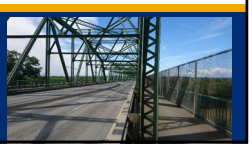


Route 378 PEL Study

NYSDOT Agency Meeting

October 26, 2022





1

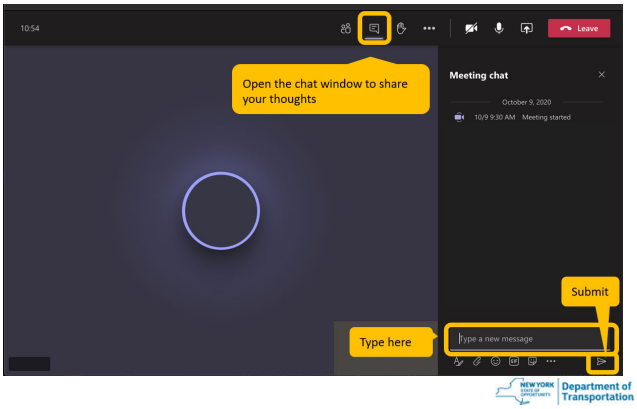
Agenda

- Welcome and Introduction
- Study Background
- PEL Overview and Context
- Interagency Working Group Role
- PEL Process and Schedule
  - Outline of Process/Schedule
  - Agency and Public Coordination
- Step 1 Existing Conditions Analysis
- Next Steps

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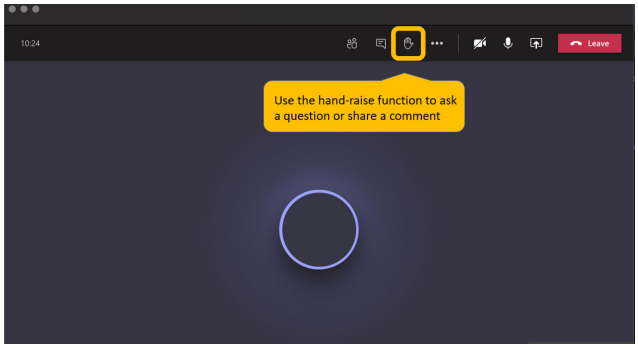
Teams Communication Tips



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3

Q & A



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STUDY BACKGROUND

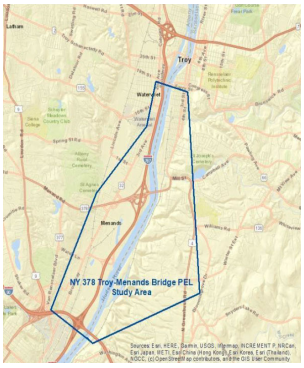
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Study Location and Roadway

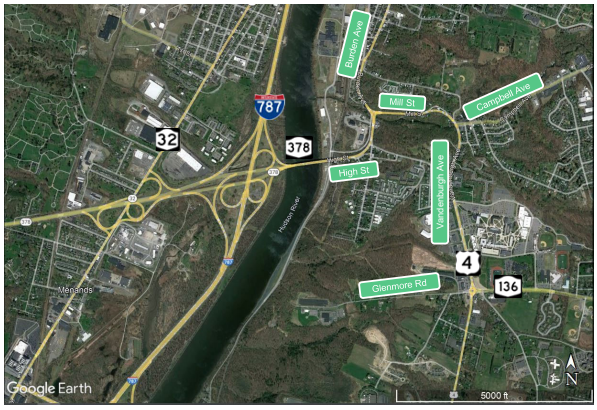
- City of Troy and Village of Menands
- Rensselaer and Albany Counties
- NYS Route 378
- 4-lane Bridge built in 1932
- Concerns due to Bridge Condition and Level of Service



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PEL OVERVIEW AND CONTEXT

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What is PEL?

- Planning and Environment Linkages (PEL) is a **collaborative transportation decision-making approach** that:
  - Considers environmental, community, and economic goals early in the transportation planning process
  - Uses the information, analysis, and products developed during planning to inform the environmental review process
- **Ultimate goal of PEL** is to reduce duplication of effort and facilitate informed decisions to expedite project delivery

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What are the benefits of PEL?

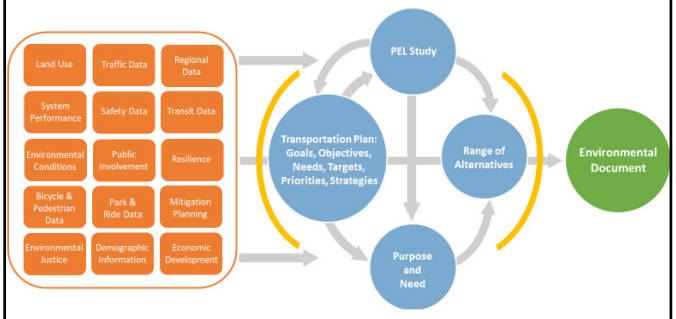
- Streamlines efforts from Planning into NEPA
- Shortens timelines for NEPA review and project delivery
- Stimulates the development of new tools
- Helps identify stakeholders early in the process
- Fosters relationships among agencies and the public
- Engages non-transportation agencies in decision-making
- Creates better real-world outcomes for the community
- Improves planning products that improve the NEPA process

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PEL Strategy and Approach



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Interagency Working Group

- Provide input to the development of the project
  - Analysis methodologies
  - Section 106, Section 4(f) Coordination
- Ongoing coordination
  - Briefings at key milestones
  - Share outcomes of public workshops
- Key Decision Points
  - Purpose and need
  - Alternative Concepts
  - PEL study results & recommendations

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PEL PROCESS AND SCHEDULE

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PEL Process Outline

- Data collection and Analysis of Existing Conditions
- Initiate Public Involvement Plan and Agency Coordination
- Alternatives/Concepts Development
- Assess Social, Environmental, and Economic Impacts
- Complete Project Scoping/PEL Report
- Seamless transition to future NEPA Review

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Agency and Public Coordination

- Build on previous planning study coordination and outreach efforts
- Identify new stakeholders to invite
- Identify underrepresented populations
- Develop project flowchart
- Implement a suite of outreach tools
- Ensure agency and key stakeholder coordination

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Outreach Activities

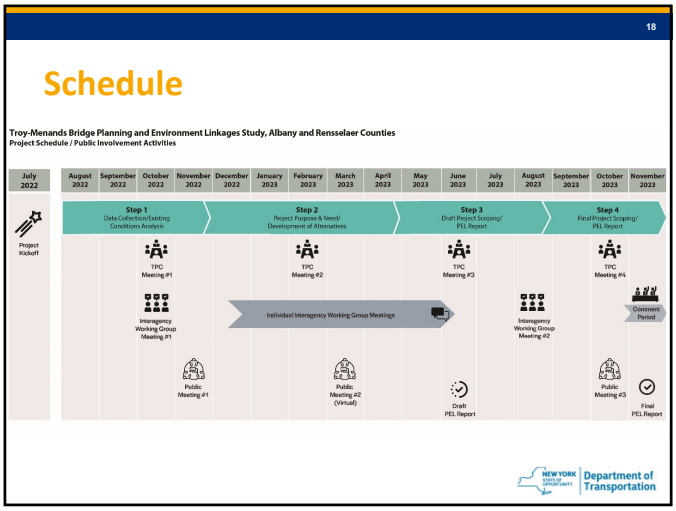


- Agency Coordination
- Transportation Partnering Committee (TPC) Meetings
- Public Meetings/ Workshops

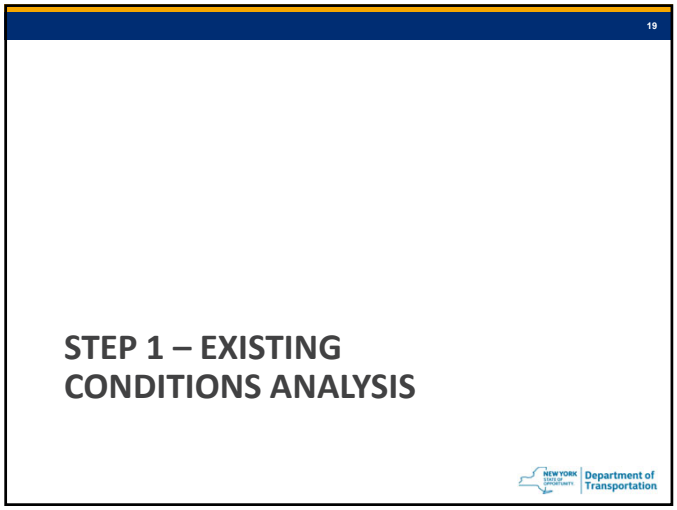
16


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Communication Tools
Project website (hosted by NYSDOT)
Project brochure
Newsletters/ Fact Sheets
Press releases
Social media plan/NYSDOT Twitter
Media log
Contact list
Comment log
Documentation
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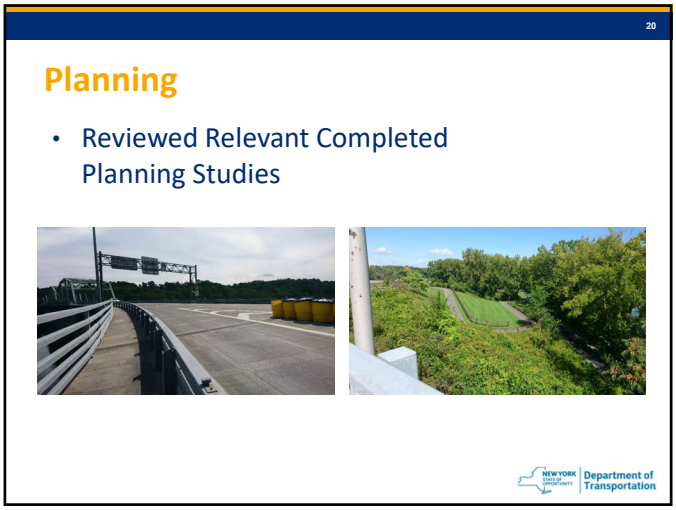
17


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Schedule
Troy-Menands Bridge Planning and Environment Linkages Study, Albany and Rensselaer Counties
Project Schedule / Public Involvement Activities
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STEP 1 – EXISTING CONDITIONS ANALYSIS
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Planning
• Reviewed Relevant Completed Planning Studies
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Planning Studies

Study Title	Study Date	Responsible Agency
South Troy Working Waterfront Revitalization Plan	2003	City of Troy
Rensselaer County Trail from the Livingston Avenue Bridge to the Troy-Menands Bridge	2004	Hudson River Valley Greenway
Route 4 – I-90 Connector Study	2006	Town of North Greenbush
Hudson River Crossing Study	2008	Capital District Transportation Committee & NYSDOT
North Greenbush Comprehensive Plan	2009	Town of North Greenbush
Route 32 Linkage Study	2011	Village of Menands; Town of Colonie; City of Watervliet
HVCC Student Housing Traffic Study	2014	Omni Housing Development, LLC
Environmental Assessment for South Troy Industrial Park Road	2016	City of Troy
I-787/Hudson Waterfront Corridor Study	2018	Capital District Transportation Committee
City of Troy Bike Plan	2018	City of Troy & Capital District Transportation Committee
Troy Comprehensive Plan	2018	City of Troy
U.S. Route 4 Traffic Pedestrian Improvement Project	2019	Town of North Greenbush
Troy Waterfront Plan Summary Report	2019	City of Troy
Town of Colonie Comprehensive Plan Update	2019	Town of Colonie
Village of Menands Comprehensive Plan	2020	Village of Menands
Reimagining the I-787 Corridor Study	Ongoing	New York State Department of Transportation

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Planning Studies

- Transportation Studies
- Corridor and Traffic Studies
- Alternative Modes Plans
- Comprehensive Plans
- Economic Development Plans



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Planning Studies

Transportation Studies

Route 4 – I-90 Connector Study
Improvements and restructuring of the corridor to provide an alternative to Route 4

Hudson River Crossing Study
Address capacity and delay issues of Troy-Menands Bridge before any major capital work on the bridge is initiated. Link Troy-Menands Bridge sidewalks to the Hudson-Mohawk trail and the existing sidewalk network in South Troy.

I-787/Hudson Waterfront Corridor Study
Roadway modifications/restructuring and interchange improvements to the I-787 corridor and adjacent local roads.

Reimagine I-787
Study of the possible conversion of I-787 into an urban boulevard or other configuration that improves access to the waterfront and reconnects EJ neighborhoods

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Planning Studies

Corridor and Traffic Studies

U.S. Route 4 Traffic and Pedestrian Improvement Project
Proposed various roadway improvements at several locations along U.S. Route 4.

Route 32 Linkage Study
Proposed various roadway improvements for the Route 32 corridor between the Town of Colonie and the Village of Menands.

HVCC Student Housing Traffic Study
Incorporation of pedestrian infrastructure as part of future projects.

Alternative Mode Plans

City of Troy Bike Plan
Implement the proposed High Street/Troy-Menands Bridge project.

Rensselaer County Trail from the Livingston Avenue Bridge to the Troy-Menands Bridge
Implement proposed trail alignment to fill a gap in the existing trail system.

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Planning Studies

Comprehensive Plans

Troy Comprehensive Plan
Advance accessibility and transportation goals laid out in the Town Plan.

Town of Colonie Comprehensive Plan Update
Investment in roadway projects to improve congestion and safety for all modes of transportation.

Village of Menands Comprehensive Plan
Advance Transportation and Mobility initiatives particularly those aimed at pedestrian network improvements, such as developing complementary connections to the Mohawk-Hudson Bike-Hike Trail.

North Greenbush Comprehensive Plan
Advance transportation and mobility goals laid out in the Town Plan.

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Planning Studies

Economic Development Plans

South Troy Working Waterfront Revitalization Plan
Streetscape, intersection, and gateway improvements to existing and proposed roadways in the waterfront area.

Troy Waterfront Plan Summary Report
Implement proposed access road and public shared use paths.

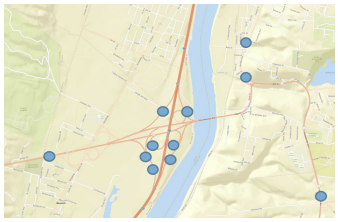
Environmental Assessment for South Troy Industrial Park Road
NEPA Environmental Assessment for the South Troy Industrial Park Road project aiming to support revitalization of South Troy's working waterfront.

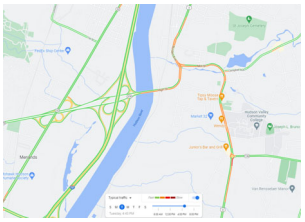
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Traffic

- Review Existing Data
  - NYSDOT Short Counts - TDV
  - Past Reports
  - Typical Traffic
  - Intersection Inventory
- Coordination with CDTC
  - Reviewed Study Area
  - Confirmed Peak Hours
  - Calibration Coordination
  - Project Schedule Discussion



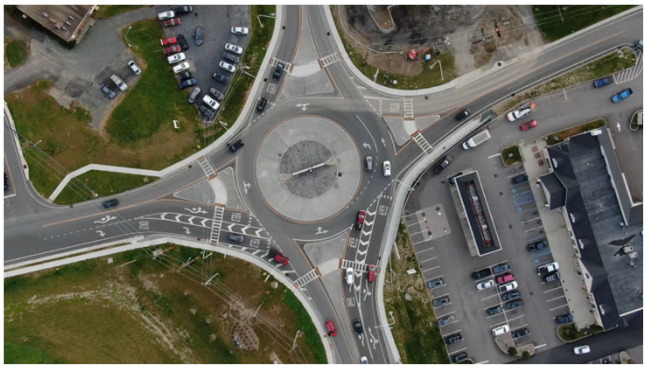


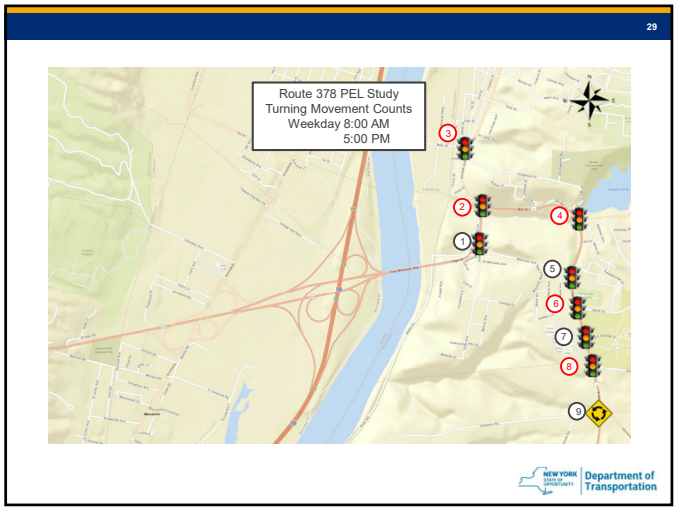
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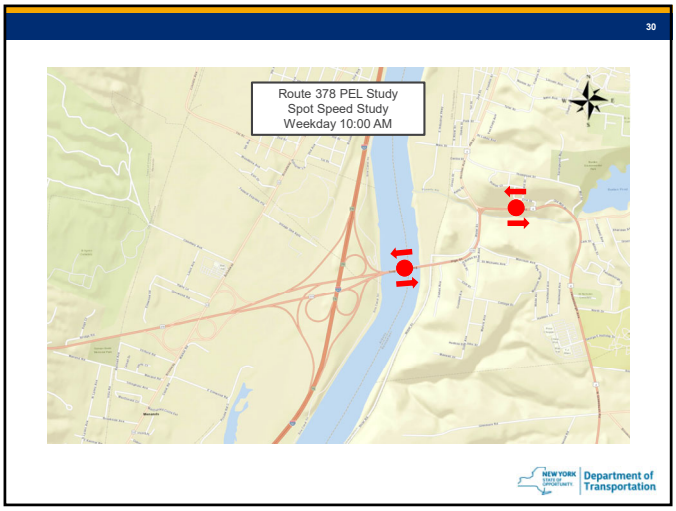
Traffic Data Collection – Performed

- TMCs, ATR on Bridge (by NYSDOT), Spot Speed Studies, Travel Time Runs

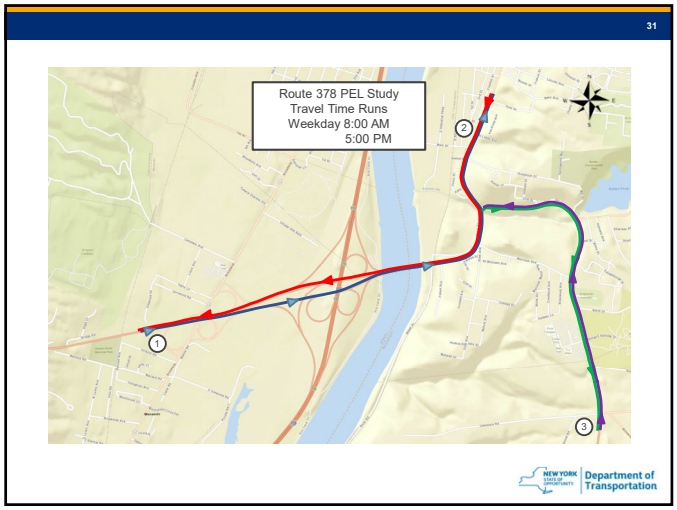



29
Route 378 PEL Study
Turning Movement Counts
Weekday 8:00 AM
5:00 PM
Department of Transportation

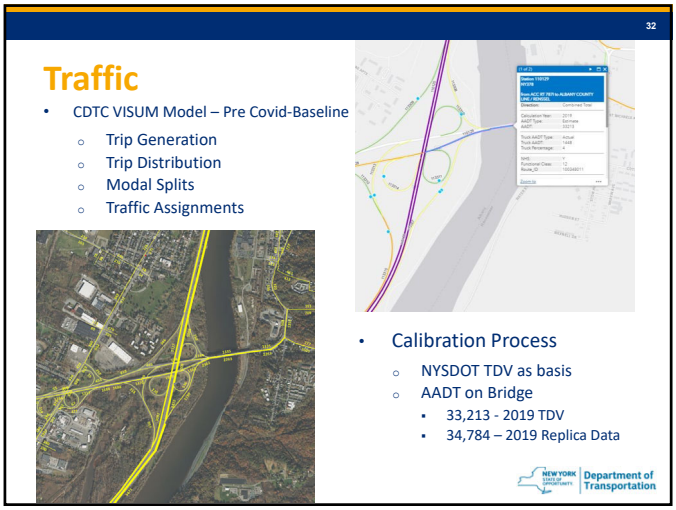
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Route 378 PEL Study
Spot Speed Study
Weekday 10:00 AM
Department of Transportation

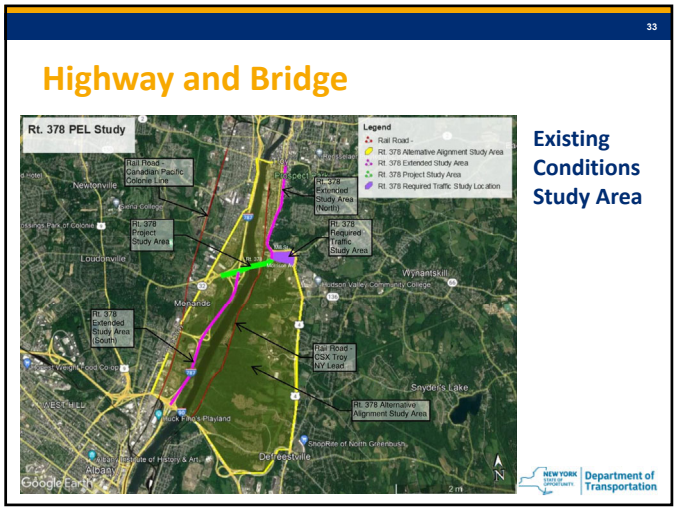
30


31
Route 378 PEL Study
Travel Time Runs
Weekday 8:00 AM
5:00 PM
Department of Transportation

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Traffic
CDTC VISUM Model – Pre Covid-Baseline
Trip Generation
Trip Distribution
Modal Splits
Traffic Assignments
Calibration Process
NYSDOT TDV as basis
AADT on Bridge
33,213 - 2019 TDV
34,784 – 2019 Replica Data
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Highway and Bridge
Rt. 378 PEL Study
Existing Conditions Study Area
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34
Broken Arm
787
Mill St
Campbell Ave
32
378
High St
Vanderburgh Ave
4
Glenmore Rd
136
Google Earth
Department of Transportation

34


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Highway and Bridge
Existing Facility Use
• Gateway connection to Hudson Valley Community College (HVCC) and South Troy (Home of Uncle Sam)
• Rt. 378 connects I-787 to Rt 4 (South Troy)
• Used as a connection from South Troy to the Empire Trail (Mohawk Hudson Bike Trail)
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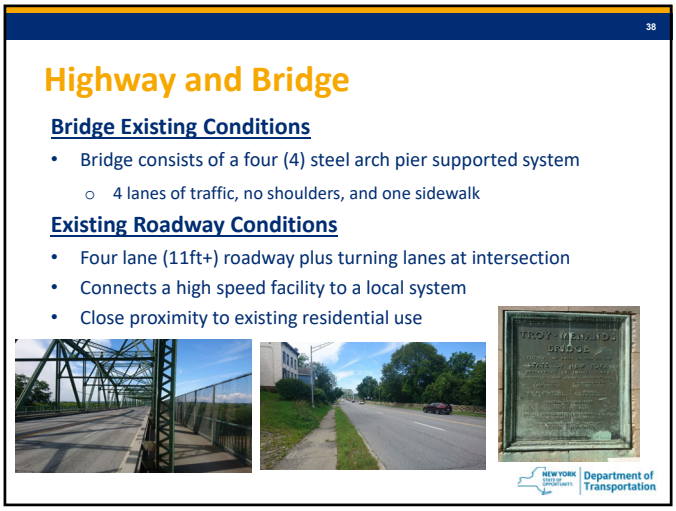
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36
Pedestrian Facilities
Vanderburgh Ave
North Dr
George E. Halliday Dr
South Dr
4
Glenmore Rd
136
Google Earth

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37
Mill St
787
Water St
378
High St
Morrison Ave
Google Earth
3000 ft
N
Department of Transportation

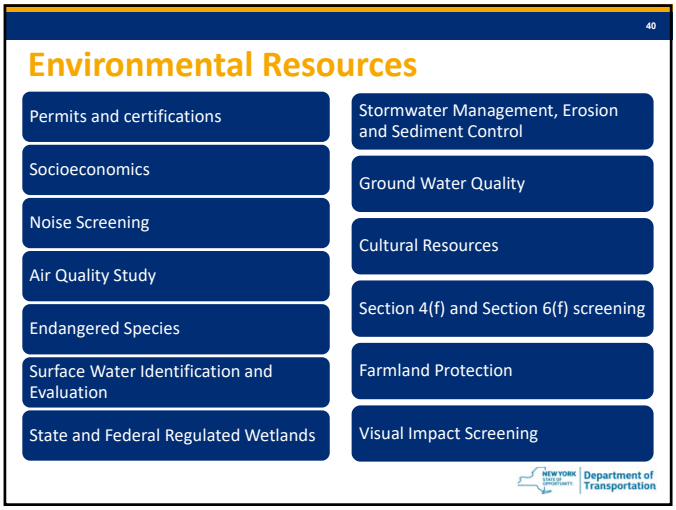
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Highway and Bridge
Bridge Existing Conditions
• Bridge consists of a four (4) steel arch pier supported system
○ 4 lanes of traffic, no shoulders, and one sidewalk
Existing Roadway Conditions
• Four lane (11ft+) roadway plus turning lanes at intersection
• Connects a high speed facility to a local system
• Close proximity to existing residential use
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Highway and Bridge
Existing Conditions Assessment
• Roadway/bridge typical sections (on-going)
• Transit/Pedestrian infrastructure (on-going)
• ROW/Zoning being collected/mapped (on-going)
• Identifying Major Drainage Crossings (culverts, streams, etc.) (beginning)
• Identify Misc. Structures (ex. stream crossing bridges) (beginning)
• Identifying Major Utilities (transmission/truck lines) (beginning)
• Elevation Data Collection (commencing soon)
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Environmental Resources
Permits and certifications
Socioeconomics
Noise Screening
Air Quality Study
Endangered Species
Surface Water Identification and Evaluation
State and Federal Regulated Wetlands
Stormwater Management, Erosion and Sediment Control
Ground Water Quality
Cultural Resources
Section 4(f) and Section 6(f) screening
Farmland Protection
Visual Impact Screening
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Environmental Screening Process

- Gather online data
  - GIS database
  - Existing reports
- Consult with resource agencies
- Field visit to confirm findings
- Develop environmental constraints map(s)
- Screening of air and noise once alternatives developed

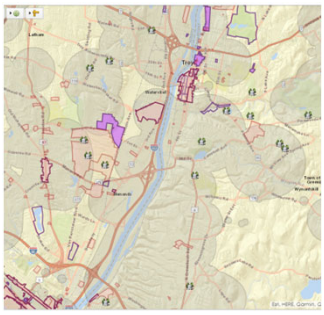
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Cultural Resources

- Review of NYSHPO's CRIS website
- Historic buildings and districts
- Large areas of potential archaeological sensitivity
- Several cemeteries



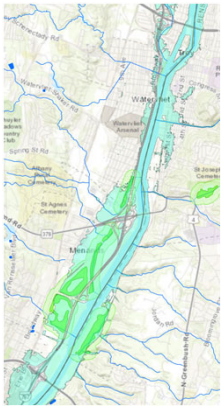
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Natural Resources

- Review of NYSDEC Environmental Resource Mapper
- State and NWI freshwater wetlands
- Significant natural communities, rare plants and animals
  - Shortnose Sturgeon, Freshwater Mussels
- 1% annual chance floodplain, with sea-level rise

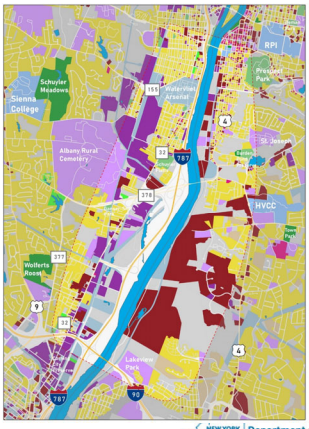


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Land Use



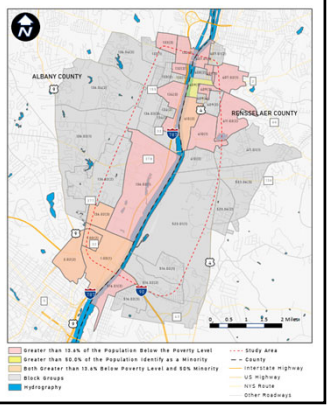
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Environmental Justice

- Minority: threshold of 50% for each census block group
  - New York State = 44.8%
  - Albany County = 31.6%
  - Rensselaer County = 10.8%
- Low-income: threshold of 13.6% of census block group
  - New York State = 13.6%
  - Albany County = 12.1%
  - Rensselaer County = 10.8%
- Data from U.S. Census Bureau ACS 2020



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Next Steps

- Data Collection / Existing Conditions Analysis – Ongoing
- Initiate Public Involvement: November 16
- Continue engagement of TPC/IAWG
- One-on-one Agency Meetings

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Questions

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Greg Wichser
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(518) 485-7324



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Large Resource Agency Final Meeting
Route 378 Troy-Menands PEL Study Meeting Minutes

DATE: OCTOBER 18, 2023

Purpose: The purpose of this meeting is to provide the large resource agency group with an overview of the PEL Study findings and receive feedback.

Welcome:

- Susan “Susie” Olsen, NYSDOT, opened the meeting by welcoming attendees and introduced Bernard “Bernie” Kalus, WSP.
- After a brief welcome, Susie Olsen turned it over to Bernie Kalus.

Presentation:

- Bernie Kalus presented agenda items for the meeting, which included an overview of the PEL study and Study area, a review of the Purpose and Need and Corridor Concepts, an evaluation of traffic operations and environmental impact of Corridor Concepts, the recommendations for the NEPA Phase of the project, and an overview of next steps.
- Bernie Kalus provided an overview on the PEL strategy and approach, comprised of planning studies and data, linking planning and the environmental findings to inform the NEPA process.
- Bernie Kalus then described the Study location and reviewed the Purpose and Need. He then provided an overview of the drafted goals and objectives for the project and presented the bridge Corridor Concepts.
- Bernie Kalus presented an overview of the coordination and outreach meetings with stakeholders, agencies, and the public. This included past and upcoming meetings.
- Bernie Kalus then transitioned to the microsimulation models for Corridor Concepts 3, 4, 6, and 7. The location modeled in all Corridor Concepts included the interchange of NYS Route 378 and I-787. Bernie Kalus also presented the traffic forecasts for each Concept (3, 4, 6, and 7), the traffic operations, and played the microsimulation for attendees.
- Nicole Weymouth presented an environmental impact summary exploring the impact that each Concept would have on the natural resources surrounding the project.
- Nicole Weymouth also presented two graphics to show how each Concept will affect nearby Environmental Justice (EJ) communities and Potential Environmental Justice Areas
- Following the environmental assessment summary, Bernie Kalus presented the comparison of Corridor Concepts.
- Bernie Kalus explained that the Goals Summary Table grouped the goals and objectives of the Study into five categories and paired the evaluation criteria to match each objective.
- Bernie Kalus then explained that the next table provides a side-by-side comparison of the 9 Corridor Concepts and whether they address each Project objective. The only Corridor Concepts which address all Project objectives are Concept 3 and Concept 4.

- Bernie Kalus concluded the comparison of Corridor Concepts and announced that the Study team will be recommending Concept 1 (Concept 1 is essentially the “no build” condition), Concept 3, and Concept 4. However, all of the Corridor Concepts will be re-evaluated at the start of the NEPA Scoping and the team will assess practical and feasible alternatives at the end of the NEPA Scoping.
- Bernie Kalus concluded the meeting and announced upcoming meetings, the completion of the Draft PSR/PEL, the timeline on the PEL process, and the post-PEL activities which include cultural resources investigations, detailed development of concepts plans, continued meetings and workshops, and coordination with the 787 PEL team.
- Susie Olsen stated that the traffic modeling effectively shows the Corridor Concepts and that the Project team is aware that southern Concepts are not favored by the City of Troy and other groups. Susie Olsen thanked everyone for attending and asked attendees what they think of Concepts 3 and 4.
- Bernie Kalus then opened the meeting to questions and a discussion.

Questions/Discussion[1]:

Q: Michael Clark, Region 4 Wildlife Manger, DEC emphasized the peregrine falcon issues related to the 378 Troy-Menands Bridge. He stated that 2,020 peregrine falcons use the existing bridge for nesting and would like to flag it for the project team.

A: Nicole Weymouth, WSP thanked Michael for his comment and took note of it.

Q: Christopher Morris, PARKS stated that Concept 4 is preferred because of the connectivity to the Empire State Trail. He asked about how the 787 PEL Study is incorporated into the current Study.

A: Greg Wichser, NYSDOT answered that the 378 PEL Study started before the 787 PEL Study, and the hope is that the 378 PEL Study will inform the 787 PEL Study.

Q: Angela Schimizzi, DEC asked to see slides of Concept 3 and Concept 4.

A: Bernie Kalus, WSP showed the slide and provided an overview of Concept 3 and Concept 4.

Q: Angela followed up and stated that there is a regional marine habitat in Region 3 and Region 4.

A: Nicole stated that there might be some potential impacts to that area, particularly encroachment.

Q: Angela specified that this section of the Hudson River is an important migratory route and breeding ground for shortnose sturgeon from mid-April to May and sometimes into June. She added that another concern for river impacts are the river herring and shad that migrate upward. She recommended a discussion regarding potential impacts to spawning habitats and migratory routes to occur once the Project is confirmed.

A: Nicole thanked Angela for raising awareness and referenced a discussion regarding the endangered species.

[1] Q: Question or Comment, A: Answer

Q: Angela added that there should also be a discussion about the state regulated wetlands and potential tidal wetland areas that could be impacted.

Q: Edith Carson, Protected Resource Division, NOAA Fisheries echoed Angela's comments and stated that she will be leading the ESA section 7 consultation for the Project when the time comes. Edith stated that her main concern is the in-water impacts to Atlantic and shortnose sturgeon. Edith summarized that their spawning time usually starts in mid-March and ends by the end of August. She recommended that in-water construction be avoided during that time. Edith specified that the area is a critical habitat for Atlantic sturgeon and recommended they avoid impacts to areas of the river with a hard bottom.

Q: David Trump, DEC added that when or if excavating begins on the bridge that his department will be present for testing.

A: Bernie thanked David and Edith for their input.

Q: Thersea Swensen, DEC stated that freshwater mussel surveys will likely be required and relocation may be necessary. Thersea also asked if the Project team has rough numbers for the existing benthic impacts vs. proposed for the two scenarios, and if it will be in the PEL report.

A: Nicole and Bernie responded to Thersea's question by stating that they have not determined the structure type but plan to start review structure type once the NEPA process begins. Nicole reiterated that the structure type information will not be available at this time and will not be in the PEL report.

Q: Henry Wilkie, DEC recommended that the Project team closely follow DEC regulations pertaining to hazardous waste once they begin environmental sampling. He stated that the Project team will be working with his department once that process begins.

A: Nicole thanked Henry for his input and agreed with his statement.

Q: Henry added that once the process begins it will be important to TCLP for lead and stated that lead is probably the main component of hazardous waste.

A: Nicole responded that she is unaware of what has been tested on the bridge itself.

Q: Henry added that his department is the last group to be involved in the process.

A: Bernie received the input and stated that it will be referenced in the PSR.

Q: Angelika Steward, DEC – Environmental Analyst introduced herself as the main point of contact at DEC and asked to be appropriately informed as things move forward. In addition, she asked if the Project team has a tentative schedule for construction.

A: Susie answered that at this point NYSDOT does not have funding for a design or construction. She added that the PEL will help NYSDOT apply for federal money to advance the project.

Q: Angelika asked to be kept informed of when funding is confirmed because their department policies and requirements continue to change.

Q: Thersea commented that minimizing freshwater wetland impacts, particularly tidally influenced freshwater wetlands should be a priority. She seconded Angela's comments related to sturgeon, fish, and stream impacts.

Q: Angela commented that construction and the impact on docking should also be considered with an emphasis to minimize water impact.

A: Bernie responded that once the team has determined the bridge type, they will have a better idea of necessary structures for the bridge replacement.

A: Robert “Bob” Rice, NYSDOT clarified that the NYSDOT is currently leading a painting project on the bridge and that he does not want anyone to confuse the painters with construction. He emphasized that this Study is the preliminary start to engineering, then they complete the NEPA process, and then eventually construction which could occur between five to seven years out.

A: Bernie announced a last call for any questions or comments, when no one answered he thanked attendees and closed the meeting.

Attendance List:
NYSDOT
Susan “Susie” Olsen
Greg Wichser
Robert “Bob” Rice
Chris Sobik
Loretta McNamee

WSP
Bernard “Bernie” Kalus
Nicole Weymouth
Barret LaGrave
Martin Hull
Sophia Schintzel
Andrea Wong

DEC
Michael Clark
Anegla Schimizzi
Kathleen Prather
Kate Malcolm
Corbin Gosier
Theresa Swenson
William Buetow
Sean Reynolds
Henry Wilkie
Paul Stringer
Lynn Winterberger

FEMA
John Dawson

FHWA
Julia Trivers
Benjamin Fischer

PARKS
Jessica Schreyer
Chelsea Towers
Christoper Morris

NOAA Fisheries
Edith Carson-Supino
DOS
Tanna Legere

U.S. Coast Guard
Gary Croot

EPA
Arielle Benjamin

Meeting with the Stockbridge-Munsee Community Band of Mohican Indians
Route 378 Troy-Menands PEL Study Meeting Minutes

ATTENDEES:

- NYSDOT
  - Susan Olsen
  - Greg Wichser
  - Chris Sobik
- Stockbridge-Munsee Band of Mohican Indians
  - Jeff Bendremer
- Consultant Team (WSP)
  - Bernard Kalus
  - Nicole Weymouth

LOCATION: Microsoft Teams
DATE/TIME: Wednesday, June 21, 2023, 8:30am-9:30am

- Susan Olsen (NYSDOT) introduced everyone and then Bernie Kalus (WSP) and Nicole Weymouth (WSP) went through a presentation with an overview of the project and an explanation of the Planning and Environment Linkages (PEL) process.
- Jeff Bendremer (Stockbridge-Munsee) asked if the I-787 Vision study is related to this study? NYSDOT explained they are related – there is overlap in the study areas – but I-787 is looking at a larger corridor. A 2018 study identified five areas needing further study and Route 378 was one of the areas. This study got started and then the other four areas got funded separately.
- Jeff noted that the whole mid-Hudson area is very important to the Stockbridge-Munsee and has significant archaeological sites. He noted in particular the east side of the river, north of High Street, has a village site with known burials. The bigger challenge is the unknown sites that might be hidden.
- Jeff pointed out a couple of areas that might have sensitivity. He also noted that the NY State Museum inventory may have additional sites. He will work with Chris Sobik (NYSDOT) to identify them.
- Bernie then went through the nine corridor concepts that have been developed for the study.
  - Concept 9 has two State Museum sites that are archaeologically sensitive. Jeff noted that the islands in the Hudson were hotbeds for Mohican settlements.
  - Concept 8 is the worst of both words, according to Jeff, since it passes to the north by the burial site and south in unexplored areas.
  - For Concept 7, Jeff noted that anything that parallels the river has a higher risk of intersecting a sensitive site.
  - In general, working closer to the existing bridge is less problematic.

- Jeff asked if the project would require purchasing or condemnation of private land? NYSDOT answer that many concepts would require some takings. Chris noted that archaeological surveys would take place before any land acquisition.

- Next Steps:
  - NYSDOT to email Jeff the presentation and concept drawings.
  - A follow-up meeting was scheduled for September 6 at 8:30am.

Meeting with the Delaware Tribe
Route 378 Troy-Menands PEL Study Meeting Minutes

ATTENDEES:

- NYSDOT
  - Susan Olsen
  - Chris Sobik
- FHWA
  - Julia Trivers
- Delaware Tribe
  - Susan Bachor
- Consultant Team (WSP)
  - Bernard Kalus
  - Nicole Weymouth

LOCATION: Microsoft Teams
DATE/TIME: Monday, August 7, 2023, 1:00pm-2:00pm

- Susan Olsen (NYSDOT) introduced everyone. Then Bernie Kalus (WSP) and Nicole Weymouth (WSP) went through a presentation with an overview of the project and a description of the Planning and Environment Linkages (PEL) process.
- Next, Bernie went through the corridor concepts that were developed for the study.
  - Susan Bachor (Delaware Tribe) asked about the change in the interchange with I-787. What about happen to the areas shown in green? Bernie explained that pavement would be demolished and removed, allowing for landscaping and additional green space. Susan was concerned that the act of removing the infrastructure could result in additional disturbance. She would be interested in see the as-built drawings to understand what disturbance has occurred already.
  - Regarding the new bridge concepts, including Concept 2, Susan asked if there would be new piers in the river? There would be new piers in all but Concept 1 (rehabilitation).
  - Concept 3 would require elevation rise, which could be an issue. It brings the roadway closer to a tributary, which might have sensitive resources. In general, Susan would be interested to see the concepts along with the area topography.
  - Concept 4 has the most issues according to Susan. It includes work through an area with high probability of buried cultural resources, it is through a floodplain, and at confluence area of waterways.
  - Concept 5 approaches a stream but it is not a floodplain concern.
  - Concept 7 crosses through a lot of green space, mostly utility corridor. Susan noted that farming is not considered a disturbance. A Phase IB study would be needed, at the very least.

- Concept 8 would put a roundabout in an area that has previously been disturbed.
- Susan does not like Concept 9 due to the length of roadway through an undisturbed area.

- For next steps, Susan noted that Stockbridge-Munsee would have more information on the historical use of the area. Rensselaer County is not part of the Delaware Tribe's core ancestral homelands. She also suggested the team use the NY State Museum cultural survey team.
  - A follow up meeting with the Stockbridge-Musee THPO will be scheduled. Chris Sobik (NYSDOT) to follow up with Jeff Bendremer.

Meeting with the Saint Regis Mohawk Tribe
Route 378 Troy-Menands PEL Study Meeting Minutes

ATTENDEES:

- NYSDOT –
  - Susan Olsen
  - Greg Wichser
  - Chris Sobik
- FHWA
  - Ben Fischer
- Saint Regis Mohawk Tribe THPO
  - Darren Bonaparte
- Consultant Team (WSP) –
  - Bernard Kalus
  - Nicole Weymouth

LOCATION: Microsoft Teams
DATE/TIME: Tuesday, August 15, 2023, 9:00am-10:00am

- Introductions done by Susan Olsen (NYSDOT).
- Project Overview – Bernard Kalus (WSP) and Nicole Weymouth (WSP) went through a presentation describing the project location, the bridge history, project purpose and need, and the planning and environment linkages (PEL) process. [presentation is attached]
- Corridor Concepts – Bernard Kalus (WSP) reviewed the nine bridge concepts and asked input from Darren Bonaparte (THPO). Darren Bonaparte (THPO) noted that he loves the idea of a new bridge because it would support iron workers in the community.
- Agency Coordination Plan
- Discuss potential resources in the study area.
  - Darren Bonaparte (THPO) noted that he does not know of any concerns in the area.
  - The study area is out of the Saint Regis Mohawk's primary area of interest.
  - Historically the area was occupied by the Mohican Tribe, but the Saint Regis Mohawk gives their full support to fellow tribal nations.
  - The Saint Regis Mohawk area of interest is west of Albany, closer to Schenectady. although there is some overlap between the tribes.
- Section 106 process / Schedule
  - There was a discussion of the study schedule and Bernard Kalus (WSP) mentioned the I-787 study that would extend further south than this project.
- **Action Items:**
  - Darren Bonaparte (THPO) is interested in being kept updated on the project status.

Combined Tribal Nations Meeting
Route 378 Troy-Menands PEL Study Meeting Minutes

ATTENDEES: Bernie Kalus (WSP), Nicole Weymouth (WSP), Susan Olsen (NYSDOT), Greg Wichser (NYSDOT), Chris Sobik (NYSDOT), Jeff Bendremer (Stockbridge-Munsee Community), Darren Bonaparte (Saint Regis Mohawk Tribe), Susan Bachor (Delaware Nation), Julia Trivers (FHWA), Ben Fischer (FHWA).

LOCATION: Microsoft Teams

DATE/TIME: Wednesday, September 6, 2023

DISCUSSION:

- Bernie Kalus reviewed Concepts.
- The project team received questions about when the I-787 interchange was constructed. The team believes it may pre-date Section 106.
- Susan Bachor (Delaware Nation) is concerned that removing the interchange and putting in green space may cause more damage to unknown buried artifacts. Chris Sobik (NYSDOT) explained that the project would go through the Section 106 process.
- Jeff Bendremer (Stockbridge-Munsee Community) mentioned that there used to be more islands within the Hudson River, but the banks have filled in. He suggested reviewing the river boundary and any historical studies from 100-200 years ago could help inform any decisions.
- Susan Bachor (Delaware Nation) dislikes Concept 5 the most since it is close to the river and stream to the south. She stated that it would be helpful to see the Concepts on a topographic map. Susan inquired about the team plans to address the ridges and valleys. Bernie (WSP) explained that there could be a lot of earthwork and if those concepts are progressed they would be evaluated in more detail during the design phase of the project.
- It was suggested by the Tribal Nations that Concept 8, the two bridges, should be off the table.
- Concept 9 runs along an overhead transmission line. It is suggested that testing be performed prior to construction.
- Discussion about the piers in the water included the following questions: Would a new bridge have more piers? Is it possible to have wider spans, limiting the number of piers? NYSDOT responded that they are not at that level of design yet.
- Jeff Bendremer (Stockbridge-Munsee Community) said the options further south may disturb new areas and are more likely to cause destruction of cultural resources. He added that keeping the bridge in place is preferable, otherwise, shifting to the north to an area that is already disturbed (Concept 4) would be good. Jeff also suggested that it is not good to build parallel to the river and notes there are some Museum sites further south.
- The Tribal Nations would like the southern Concepts eliminated.
- Project team agrees to review Draft PEL with the Nations. Nations agree to write a letter following the review of the Draft PEL.

New York State Department of Environmental Conservation Meeting
Route 378 Troy-Menands PEL Study Meeting Minutes

ATTENDEES:

- NYSDOT
  - Susan Olsen
  - Loretta McNamee
- NYSDEC
  - Tony Luisi
  - Kate Kornak
  - Sean Reynolds
- Consultant Team (WSP)
  - Bernard Kalus
  - Nicole Weymouth

LOCATION: Microsoft Teams
DATE/TIME: Monday, June 5, 2023, 2:00pm-2:30pm

- After introductions, Bernie Kalus (WSP) and Nicole Weymouth (WSP) went through a presentation providing background on the project and the Planning and Environment Linkages (PEL) process.
- Bernie reviewed the nine Corridor Concepts that are being considered as part of the study. DEC considered Concept 8 to have the maximum disturbance.
- Nicole welcomed discussion regarding potential environmental resources in the study area and input on future analysis methodologies.
  - Sean Reynolds (DEC) noted that there are Bald Eagle hits in many locations along the Hudson River. In addition, Peregrine Falcons are known to nest at the Dunn Memorial Bridge.
  - When asked about studies that would be helpful for the project, DEC mentioned benthic survey. Also surveys for mussels; that will allow you to plan ahead and identify where to relocate them, if necessary. Knowing if there are submerged aquatic vegetation in the area would be useful as well.
  - Kate Kornak (DEC) noted that for the Livingston Avenue bridge replacement, there were areas of contamination under the bridge. In situ sampling prior to permitting would be helpful to identify hot spots and understand disposal requirements.
  - Wetlands – Article 24 may apply; NYSDOT should reach out to confirm when the areas of impact are more defined.
  - Water Quality – There may be some capped remediation areas under water. That can affect disposal methods, construction methodology impacting turbidity or suspension of sediments. Timely application for hazardous material offsite disposal permit is important.
  - Water Quality – If dewatering is necessary, it may require SPDES or an Article 17 permit for returning water to waters of the U.S.

- Regarding the bridge design, DEC was interested in keeping a connection to the Empire State Trail, providing pedestrian access on the bridge, and generally providing a multi-modal connection.
- Section 9 of the Community Leadership and Climate Protection Act addresses disadvantaged communities. This is separate from environmental justice.
- Next Steps: NYSDOT/WSP to send the Agency Coordination Plan and a copy of the presentation to DEC.
- DOS would consult with other agencies, such as DEC and USACE during review.
- Tanna said they would not support the No-Build (rehab) concept, as a lot of good improvements are suggested in the build concepts.
- NYSDOT asked DOS if there is permitting related to tidal flow in this area, to which Tanna replied that there is not.
- NEPA process / Schedule
    - Tanna noted that DOS sees no glaring concerns at this time. She appreciates NYSDOT looking at the whole picture.
- Action Items:
    - WSP will overlay the concepts onto coastal zone and LWRP areas to compare impacts.
    - WSP will send the presentation and ACP to Tanna Legere.

New York State Parks, Recreation and Historical Preservation Meeting
Route 378 Troy-Menands PEL Study Meeting Minutes

ATTENDEES:

- NYSDOT
  - Susan Olsen
  - Greg Wichser
  - Chris Sobik
- SHPO
  - Nancy Herter
  - Jessica Schreyer
  - Chelsea Towers
- Consultant Team (WSP)
  - Bernard Kalus
  - Nicole Weymouth

LOCATION: Microsoft Teams
DATE/TIME: Tuesday, June 6, 2023, 11am-12:00pm

- Susan Olsen (NYSDOT) provided an introduction. Next Bernie Kalus (WSP) and Nicole Weymouth (WSP) went through a presentation providing a project overview and explanation of the Planning and Environment Linkage (PEL) process.
- The National Register-listed and eligible resources that were mapped were based on the CRIS database only.
- There was an open discussion about additional resources in the study area.
  - Chris Sobik (NYSDOT) noted there are pre-contact sites south of the bridge. The area is not as disturbed on the eastern shore of the river.
  - South Troy has some archaeological potential in the industrial area along the river.
  - Concept 4 could impact Schuyler Flats. Nancy Herter (SHPO) noted that burials have been identified along the river in this area. The tribal nations will be concerned about impacts to that area.
  - Concepts 5 to 9 would need survey work given the large areas of undisturbed land along the river. There is more soil disturbance with those concepts and they pass through areas that are very archaeologically sensitive.
  - Chelsea Towers (SHPO) noted that Burden Iron Works is not on CRIS but it is National Register-listed.
  - There are eligible resources along Route 4 that may be impacted by the later concepts.
  - Along the eastern edge of the river, the terrain is sloped, making it less likely there would be Native American artifacts.

  - It was noted that there could be deeply buried archaeological sites, present in areas that have already been disturbed.

- The group discussed potential Consulting Parties to the Section 106 process.
  - NYSDOT has reached out to the tribal nations so they are aware of the project.
  - There were no others that SHPO could identify at this time but they will let NYSDOT if they think of any.

- Next Steps
  - Moving forward, Jess Schreyer will be more involved in this project. If there are impacts, then Chelsea Towers will become involved.
  - NYSDOT/WSP will send a copy of the presentation.

U.S. Army of Corps of Engineers Meeting
Route 378 Troy-Menands PEL Study Meeting Minutes

ATTENDEES:

- NYSDOT
  - Susan Olsen
  - Loretta McNamee
- USACE
  - Christine Delorier
- Consultant Team (WSP)
  - Bernard Kalus
  - Nicole Weymouth

LOCATION: Microsoft Teams
DATE/TIME: Tuesday, June 14, 2023, 2:00-2:45pm

- Introductions by Susan Olsen (NYSDOT).

- Project Review by Bernie Kalus and Nicole Weymouth (WSP).
- Corridor Concepts –
  - WSP went over the nine concepts for the bridge in depth and pointed out that the 'tight diamond' I-787 interchange allows NYSDOT to remove impervious surfaces and return some of the land to green space.
  - Christine Delorier (USACE) is very familiar with the area as she travels it frequently.

- Agency Coordination Plan – Nicole Weymouth (WSP) offered to provide Christine Delorier (USACE) with the Agency Coordination Plan and link to the project website following the meeting. Christine will review the USACE files and note if any issues/problems came up with projects near this section of the river.

- Environmental Resources and Analysis Methodologies

  - Wetlands
    - Christine Delorier (USACE) suggested that it may be helpful to do a few drive-bys (brief site visits) in the areas once the limits of potential impact are refined to check for the presence of wetlands. She also suggested NYSDOT ensure the consultant defines all potential impacts in the study area.
  - Permitting

    - Section 404 – Christine Delorier (USACE) provided general information about the Section 404 process. She went over the requirements for Individual Section 401 Water Quality Certifications and the timeframes for EPA review and response. If the EPA notes that the project will impact adjacent watersheds, that process would take an additional amount of time which needs to be built into the overall permitting schedule.
    - Section 10 applies if there is work beyond the bridge; otherwise, the Section 9 permit (Coast Guard) would cover the bridge itself. USACE always looks at what the Coast Guard covers first. If the project does involve other activities, then the

Section 10 permit would apply. This could include temporary access or other construction (piers, etc.).

- Approvals (not a permit)
  - Section 408 – NYSDOT would need to obtain approvals for some of the preliminary data gathering, which can be time consuming, but there are no set timeframes built into the regulations. Any work that is within or adjacent to the federal channel requires review (Christine noted the review of borings for Livingston Avenue took a long time).
    - Section 408 review/approvals would be required at two phases: 1) preliminary work - borings/sampling and 2) the actual bridge work - temporary structures, removal, and construction. The Section 408 review/approval process develops conditions that will then be incorporated into the 404 and 401 permits.
    - As soon as details are known, Section 408 approval process can start. Do not wait until permit application is submitted.
- Make sure that NYSDOT shares all information from the USCG with the USACE in permitting and approvals.

- NEPA process / Schedule
  - Christine Delorier (USACE) asked about when/if anything will be sent to USACE.
    - Christine is interested in reviewing documents. NYSDOT will let her know when information is on the project webpage and will provide updates on the status of the draft PEL Study.

- **Action Items:**
  - Christine Delorier (USACE) will look at USACE files and note if any issues/problems came up with projects near this section of the river.
  - Nicole Weymouth (WSP) will send Christine Delorier (USACE) the Agency Coordination Plan and link to the project website.
  - WSP will let know Christine Delorier (USACE) when the draft PEL Study is available for review and comment.

U.S. Environmental Protection Agency Meeting
Route 378 Troy-Menands PEL Study Meeting Minutes

ATTENDEES:

- NYSDOT –
  - Susan Olsen
  - Greg Wichser
  - Loretta McNamee
- USEPA
  - Arielle Benjamin
  - Supriya Rao
  - Mark Austin
- Consultant Team (WSP) –
  - Bernard Kalus
  - Nicole Weymouth

LOCATION: Microsoft Teams
DATE/TIME: Thursday, June 15, 2023, 11:30am-12:00pm

- The meeting began with introductions.
- Next, Bernie Kalus (WSP) and Nicole Weymouth (WSP) went through a presentation giving a project overview and describing the Planning and Environment Linkage (PEL) process.
- Nicole briefly addressed the environmental resources that might be of primary concern to EPA (Environmental Justice, water quality, air quality) before the meeting opened up to discussion.
  - EPA asked about the Troy side of the study area, related to the type of development and street/sidewalk network. It was noted that there are residences right off of the bridge and the sidewalk system is very old and broken up.
  - There is a connection to the Mohawk-Hudson Hike Bike trail by the bridge.
  - EPA asked about the traffic data collection and analysis findings.

Next Steps: Since time was tight, it was decided to schedule a follow up meeting in mid-July.

U.S. Environmental Protection Agency Meeting
Route 378 Troy-Menands PEL Study Meeting Minutes

ATTENDEES:

- NYSDOT
  - Susan Olsen
  - Greg Wichser
  - Loretta McNamee
- USEPA
  - Arielle Benjamin
  - Supriya Rao
  - Mark Austin
- Consultant Team (WSP)
  - Bernard Kalus
  - Nicole Weymouth

LOCATION: Microsoft Teams
DATE/TIME: Wednesday, July 12, 2023, 11:00am-12:00pm

- Following up from the previous June meeting, the group continued a discussion of the project.
  - EPA asked about the project schedule. The PEL Study will be completed by the end of the year. The project implementation could be another 5 to 10 years. NYSDOT needs to apply for discretionary funding. It is likely 10 years before construction is underway.
  - EPA generally does not provide input until preliminary studies are available to review. NYSDOT noted that the PEL Report, in a format similar to NYSDOT's Preliminary Scoping Report, will be released for public and agency comment before it is finalized.
  - NYSDOT will share the draft public involvement plan and agency coordination plan with EPA.
  - EPA requested to listen in to the Transportation Partnering Committee meeting.
  - A potential site visit was suggested for the future.
  - The I-787 Vision project is underway, slightly behind this project. NYSDOT will send some background information. It was noted that there some overlap in the study areas on the Albany County side.
- Bernie Kalus (WSP) reviewed the nine bridge concepts.
- EPA asked about an environmental justice engagement plan and noted it should reference disadvantaged communities, as designated by NYSDEC.
- Regarding sea level rise, EPA noted that there are options in construction materials used that should be considered.
- EPA will submit a scoping comment letter that identifies tools to use. It is usually sent as part of the NEPA process but can be sent for this study.

- EPA noted that having congestion for one hour per day in one direction should not necessarily disqualify a concept.
- Regarding the modes of travel that would be allowed on the bridge, NYSDOT explained that there is no bus currently, due to lack of demand. There is BRT on Route 32 on the Menands side.

U.S. Coast Guard Meeting
Route 378 Troy-Menands PEL Study Meeting Minutes

ATTENDEES:

- NYSDOT
  - Susan Olsen
  - Greg Wichser
  - Loretta McNamee
- FHWA
  - Ben Fischer
- USCG
  - Donna Fisher
- Consultant Team (WSP)
  - Bernard Kalus
  - Nicole Weymouth

LOCATION: Microsoft Teams
DATE/TIME: Wednesday, July 12, 2023, 8:30-9:30am

- Introductions by Susan Olsen (NYSDOT).

- Project Overview. Bernie Kalus (WSP) and Nicole Weymouth (WSP) went through a presentation that gave an overview of the project and the PEL process.
- Bridge Concepts. Bernie went through the nine concepts for bridge rehabilitation and replacement that have been developed.
  - Donna Fisher (USCG) asked whether the bridge was fixed or not. It was stated that the bridge is fixed. Vertical clearance is 61'.
  - Donna noted the only bridges in the area that have a lower vertical clearance are moveable bridges.
  - Donna also asked if any concepts would substantially alter the clearances. Right now the planned vertical information is not known, but the assumption is that it would maintain or go a little higher than existing. USCG stated they would not recommend going lower.
- Agency Coordination Plan – An agency coordination plan has been prepared for the study. Nicole Weymouth will share with USCG after the meeting.

- Navigation
  - Navigation Channel Width = 300'
  - Regarding Concepts 5 and 7 (7 is the most extreme in curve), the bridge alignment on the curve may be an issue. A bridge over a bend or curve would invite more scrutiny.
  - The project team should be looking at types of vessels that typically use this section of the river and their ability to navigate curves in a river well. It was recommended to perform outreach to waterway users to see if the design and location would cause any issues. A fendering system on the bridge to help with accidental hits would be important in these locations.

- Permitting

- Donna stated Concept 8 would require that each bridge have its own permit with separate plans and permit applications. The same curve issues would apply to this concept as Concept 7.
- Donna explained that if the bridge clearances are not changing, then the project may not require a Navigation Impact Study. This situation would save a lot of time and money.
- Information about navigation traffic, dredging, adjacent improvements (waterway usage), USACE information, etc. will still be required.
- USCG permits include Navigation Clearance Determination and Section 9 permit.
- Donna sent information about NEPA regulations and other laws that would need to be addressed by the lead federal agency (bridge permit application guide). When the project gets closer to when funding is available, NYSDOT should reach out again for an updated guide.

- NEPA Process / Schedule
  - WSP asked if conversations with waterway users should be started now. According to USCG, it is always good to contact the waterway users to get them on board early, sooner rather than later. That way you can identify any opposition or concerns before an alternative is set. USCG can provide a list of waterway users, however it may not be up to date.
  - Greg Wichser (NYSDOT) provided local bridge traffic information. One time a week, Green Island Bridge opens; Livingston Ave. bridge to south opens more frequently due to cruises.
    - All moveable bridges have bridge logs of vessels and type. It would be beneficial to reach out to obtain those logs.
    - USCG is working on the permit for Livingston Ave. bridge application now. Donna will look at the Livingston Ave. project to see if that will impact this project in any way.
  - Donna asked about funding source for the project. Currently, there is just funding for the PEL study; money has not been allotted for NEPA, design, or construction yet. Federal funds will likely be an option since the project would be over the state's capacity.
    - Regarding the timeline, the PEL study will be completed by end of this year. The project is not on MPO's 5-year list right now. Hoping to apply for one of the new discretionary grants of BIL.
- **Action Items:**
  - NYSDOT to perform outreach to waterway users to see if the design and location of replacement bridge would cause any issues.
  - USCG can provide a list of waterway users, however it may not be up to date.
  - NYSDOT to reach out to obtain bridge logs from the moveable bridges of vessel owner and type.
  - USCG to look at the Livingston Ave. project to see if that project will impact this project in any way.

National Oceanic & Atmosphere Administration Meeting Route 378 Troy-Menands PEL Study Meeting Minutes

ATTENDEES:

- NYSDOT
  - Susan Olsen
  - Greg Wichser
  - Loretta McNamee
- FHWA
  - Julia Trivers
- NOAA
  - Bill Barnhill
  - Jessie Murray
- Consultant Team (WSP)
  - Bernard Kalus
  - Nicole Weymouth

LOCATION: Microsoft Teams
DATE/TIME: Wednesday, July 26, 2023, 9:00-10:00am

- Introductions by Susan Olsen (NYSDOT).
- Project Overview – Bernie Kalus (WSP) and Nicole Weymouth (WSP) went through a presentation describing the project location, the bridge history, project purpose and need, and the planning and environment linkages (PEL) process.
- Agency Coordination Plan – Nicole reviewed the agency responsibilities for the purpose of this study. A copy of the Agency Coordination Plan was distributed to NOAA following the meeting.
- Corridor Concepts –
  - Bernie reviewed the nine corridor concepts that have been developed as part of the study.
  - NOAA noted that a new bridge where there is no current infrastructure poses a greater concern than a new bridge near existing infrastructure, and more than one bridge is a concern. New bridges will be evaluated in relation to existing habitats, wetlands, and submerged aquatic vegetation (SAV).
- Environmental Resources and Analysis Methodologies
  - Threatened and Endangered Species and Essential Fish Habitat
    - EFH consultations and USFWS Coordination Act
      - Jessie Murray (NOAA) indicated there are no federally managed species in the project area under the Magnuson-Stevens Fishery Conservation and Management Act (2007). The FWS Coordination Act would be applicable in this project area due to the presence of prey for federally managed species (alewife, blue back herring, etc.), which includes migratory anadromous fish. NOAA indicated there may be impacts to migration and spawning.
    - There also may be submerged aquatic vegetation (SAV) along the bank. There are mapped SAV mapped along the shorelines in the area.

        - Bill Barnhill commented that Shortnose Sturgeon and Atlantic Sturgeon will be of concern in this area given their presence within the project area, which falls under Section 7 of the Endangered Species Act.
    - Approvals
        - Bill Barnhill mentioned NOAA will be evaluating how rehabilitation versus constructing a new bridge would impact Sturgeon and critical habitat.
        - Potential options may be in Sturgeon spawning areas, which might require individual consultation if the project does not fit under FHWA programmatic consultation. There may be time of year restrictions to avoid spawning. NYSDOT should keep this in mind when identifying schedule drivers.
        - Edith Carson-Supino (NOAA - not on today's call) has more expertise in the Hudson and can provide more information if needed.
        - NOAA also mentioned that consultation with NOAA/NMFS is okay once enough is known about the project, which is preferred to be at the alternative analysis stage, and necessary before any USACE permits or final plans are released.
        - Early coordination is important to discuss alternatives, identify mitigation if necessary; to avoid impacts first, then minimize and mitigate.

- NEPA process / Schedule
    - Loretta McNamee (NYSDOT) asked about the timing of SAV surveys. The growing season is from April to early October, with the best months to survey are from May to June. It is important to note that SAV can move year by year. Early surveys will not be completely accurate but will identify the general area where SAV will be present. NOAA recommends completing these surveys as close to construction work as possible and referring to current maps to get an idea of potential SAV locations. Jessie Murray (NOAA) said they would send SAV survey information.
    - Bill Barnhill (NOAA) noted Sturgeon prefer hard bottom cobble type habitats for spawning, therefore it may be a good idea to map bottom habitats within the larger project area. NOAA prefers avoidance of these habitats to the maximum extent possible. For more information on the potential impacts of bridge construction (noise, turbidity, etc.), the NOAA webpage provides example analyses:
        - https://www.fisheries.noaa.gov/new-england-mid-atlantic/consultations/section-7-consultations-greater-atlantic-region
        - The following link provides EFH consultation guidance: https://www.fisheries.noaa.gov/new-england-mid-atlantic/habitat-conservation/essential-fish-habitat-consultations-greater-atlantic-region
    - NOAA asked if the project will be on the permitting dashboard. It was noted that the project will be on the permitting dashboard once funds are established.
    - NOAA mentioned the need for early coordination once NEPA is initiated.

- **Action Items:**
    - Jessie Murray (NOAA) to send SAV survey information.

New York State Department of State Meeting
Route 378 Troy-Menands PEL Study Meeting Minutes

ATTENDEES:

- NYSDOT
  - Susan Olsen
  - Loretta McNamee
- FHWA
  - Ben Fischer
- DOS
  - Tanna Legere
- Consultant Team (WSP)
  - Bernard Kalus
  - Nicole Weymouth
  - Barret Lagrave

LOCATION: Microsoft Teams
DATE/TIME: Thursday, August 3, 2023, 9:00-10:00am

- Introductions done by Susan Olsen (NYSDOT).
- Project Overview – Bernard Kalus (WSP) and Nicole Weymouth (WSP) went through a presentation describing the project location, the bridge history, project purpose and need, and the planning and environment linkages (PEL) process.
- Agency Coordination Plan -
  - Tanna Legere (DOS) expressed that the DOS's concerns are linear to those of USACE; it is important to understand justification for the project.
  - With this introduction, an O-file (for "other") will be opened to be used for gathering information only.
- Corridor Concepts – Reviewed by Barret LaGrave (WSP)
  - Tanna was happy with the concept analysis and the work that has been done. She also noted that two bridges will result in separate impacts.
  - Tanna asked about the top three bridge concepts at this time. Susan Olsen (NYSDOT) explained that Concept 9 is most likely at the bottom of the list, while the first 3-4 concepts are rising to the top. Other agencies have recommended avoiding concepts that are very land intensive. NYSDOT will be recommending concepts to go on to NEPA, and there is no limit to the number of concepts. The pros and cons will be shown in the PEL Study Report.
- Environmental Resources and Approvals
  - DOS is interested in projects that improve safety for all users. Tanna asked about sidewalks on the bridge, as all proposed concepts should have a sidewalk. The bridge currently connects to Empire State Trail on the west side of the river, and there are lots of gaps in the bike and pedestrian infrastructure on the Troy side. A stakeholder meeting for bike and pedestrian infrastructure is planned.
  - All bridge concepts impact coastal zones, and most would avoid the communities with local waterfront revitalization programs (LWRP) (Watervliet and N. Greenbush). DOS would consult with those communities and consider them when assessing coastal consistency. WSP will overlay the concepts onto coastal zone and LWRP area mapping.

Federal Emergency Management Agency, Region II Meeting Route 378 Troy-Menands PEL Study Meeting Minutes

ATTENDEES:

- NYSDOT
  - Susan Olsen
  - Greg Wichser
  - Loretta McNamee
- FHWA
  - Julia Trivers
- FEMA
  - John McKee
  - John Dawson
- Consultant Team (WSP)
  - Bernard Kalus
  - Nicole Weymouth

LOCATION: Microsoft Teams
DATE/TIME: Thursday, August 31, 2023, 9:00-10:00am

- Susan Olsen (NYSDOT) began introductions. Then Bernie Kalus (WSP) and Nicole Weymouth (WSP) went through a presentation that provided a project overview and explanation of the Planning and Environment Linkages (PEL) process.
- John Dawson (FEMA) mentioned a bridge scour program that had an EA by FEMA. However, he did not think the Route 378 bridge was part of the program. Greg Wichser (NYSDOT) noted that although scour is not critical for this bridge, it does not have proper pier protection.
- John asked about what the team needs from FEMA so he can identify the right people to include. John McKee, John Dawson and Michael Audin review FEMA projects for the federal government.
- Next, Bernie reviewed the corridor concepts that have been developed as part of the project. FEMA did not have any specific input.
- Regarding the environmental resources and approvals for the study area and project, Nicole asked about two things to do with the mapping:
  - The Rensselaer County section of the map is not digitized and was last updated in 1980.
  - The Albany County section of the map shows only a section of the Hudson River being designated a floodway.
- The Risk Analysis Branch would know about the schedule for updates to flood maps. John Dawson will check about the schedule.
- There are no other large scale FEMA projects in the vicinity.
- John McKee (FEMA) asked if the replacement bridge would put piers back into the floodway or would a suspension bridge be used? Bernie indicated that is not know right now but likely it would be similar to the existing bridge. Greg noted that suspension might be considered if there are benefits, which may include ease of permitting.

- FEMA explained that there is a State Floodplain Administrator in New York. They can provide information about flood mapping and flood insurance. They would also know if localities are part of the Flood Insurance Program (the communities near the bridge are).
- FEMA noted that for NEPA, they would not normally be anything more than a Participating Agency. They can provide information about FEMA projects in the area, and otherwise provide general technical assistance.
- Julia Trivers (FHWA) noted that any NEPA documentation would need to address the executive order on floodplain management. John McKee said that they are always glad to review that specific section of an EA/EIS.
- Action Items:
    - John Dawson to ask about schedule for updates to the flood map in Rensselaer County.
    - John Dawson will make the connection between NYSDOT and the flood insurance rate map team at FEMA to answer questions about mapping.

PUBLIC WORKSHOP MEETING MINUTES

Exhibit 3 Public Workshop Meetings *The purpose of the public workshop meetings was to discuss the study findings and get feedback from the public.*		
Meeting	**Date Occurred/Tentative**	**Summary**
Public Information Meeting #1 and #2	11/16/22 (in-person) 4/26/23 (virtual)	The public is most concerned with traffic volumes, commuter access, bicycle and pedestrian access and safety.
Neighborhood Civic Association Meeting	9/18/23 (in-person)	The neighborhood favored Concept 4 and expressed concerns regarding traffic volumes, bicycle and pedestrian safety, and commuter access.
Public Information Meeting #3	10/26/23 (hybrid)	The public had multiple comments and concerns regarding traffic volumes, bicycle and pedestrian access and safety, and future outreach.

Public Workshop Meeting #1
Route 378 Troy-Menands PEL Study Meeting Minutes

Date: Wednesday, November 16, 2022
Time: 6:00-7:30 PM
Location: Hudson Valley Community College
Meeting Room 1, Bulmer Telecommunications Center (BTC)
80 Vandenburgh Avenue
Troy, NY 12180

Consultant and Agency Participants:

Bill Gorton, WSP
Nicole Weymouth, WSP
Katherine Craig, WSP
Barret LaGrave, WSP
Martin Hull, WSP
Rachel Mohabir, WSP
Rebecca Fleischer, WSP
Pat Barnes, NYSDOT
Greg Wichser, NYSDOT
Bob Rice, NYSDOT
Susan Olsen, NYSDOT
Kelley Kircher, NYSDOT
Chris Sobik, NYSDOT
Steve Strichman, City of Troy
Patrick Madden, City of Troy
Emily Menn, City of Troy
Irene Soriento, City of Troy
Katelyn Reepmeyer, Town of Colonie
Brian Marsh, Village of Menands
Meg Grenier, Village of Menands

Total attendees including members of the public: 56

Summary

The workshop was hosted by WSP and NYSDOT at Hudson Valley Community College's Bulmer Telecommunications Center. As attendees entered the meeting room, they were prompted to sign in and place a dot where they reside on a regional map. The meeting then kicked off with open remarks by Region 1 Regional Director Pat Barnes followed by a presentation by the WSP team who provided an overview of the PEL process and project details, including transportation planning and preliminary traffic data. Following the presentation, WSP provided instructions on next steps in the workshop. Participants were already seated in groups when they joined the meeting. Using a large map, the groups proceeded to discuss issues regarding Troy-Menands bridge and developed their top three issues to report to the entire group. A few topics participants marked on the maps include:

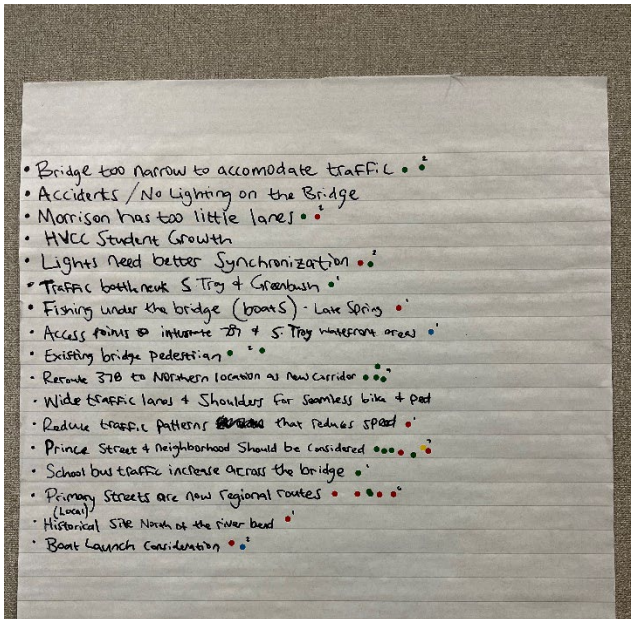
- A location to a cultural archaeological site near High Street
- Remarks about traffic signal inconsistencies on Route 4, traffic volume, and the amount of school buses
- A dangerous location for bikes when merging on the bridge and on Mill Street

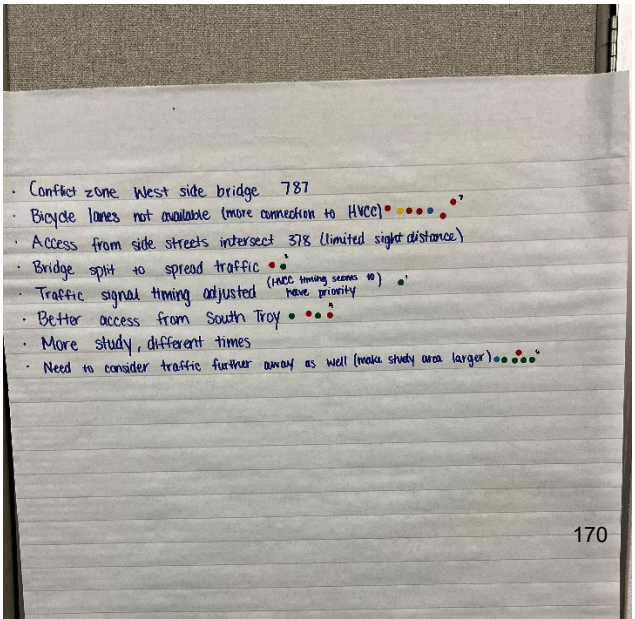
- An area zone industrial near the bridge
- Burial grounds between High Street and Burden Avenue
- Request to reduce lanes on Congress Street bridge
- Suggestion for a pedestrian bridge
- Multiple and difficult merges to the bridge
- Suggestion for a new bridge off of Mill Street

Two WSP members recorded their suggestions on posters. Once all issues were posted, attendees voted on their priorities using dots.
Please find photos of the marked maps attached to this document.

The following feedback provided is sorted by the greatest number of votes:

Issues	Votes
Prince Street and adjacent neighborhood should be considered	7
Bicycle lanes not available (more connection to HVCC)	7
Local streets are now regional routes	6
Need to consider traffic further away as well (make study area larger)	6
Reroute 378 to Northern location as a new corridor	4
Better access from South Troy	4
Bridge is too narrow to accommodate traffic	2
Accidents/no lighting on the bridge	2
Traffic lights needs better synchronization	2
Convert existing bridge to a pedestrian bridge	2
Consider a boat launch	2
Bridge split to spread traffic	2
Traffic bottleneck on South Troy and Greenbush	1
Fishing boats under the bridge starting in late Spring	1
Access points to Interstate 787 and South Troy waterfront areas	1
Reduce traffic patterns that reduces speed	1
School bus traffic increase across the bridge	1
There is a historical site north of the river bend	1
Traffic signal timing adjusted (HVCC timing seems to have priority)	1
Accidents/no lighting on the bridge	
HVCC student growth	
Widen traffic lanes and shoulders for seamless bicycle and pedestrian paths	
Conflict zone west side of bridge 787	
Access from side streets intersect 378 (limited sight distance)	
More study, different times	





Photos

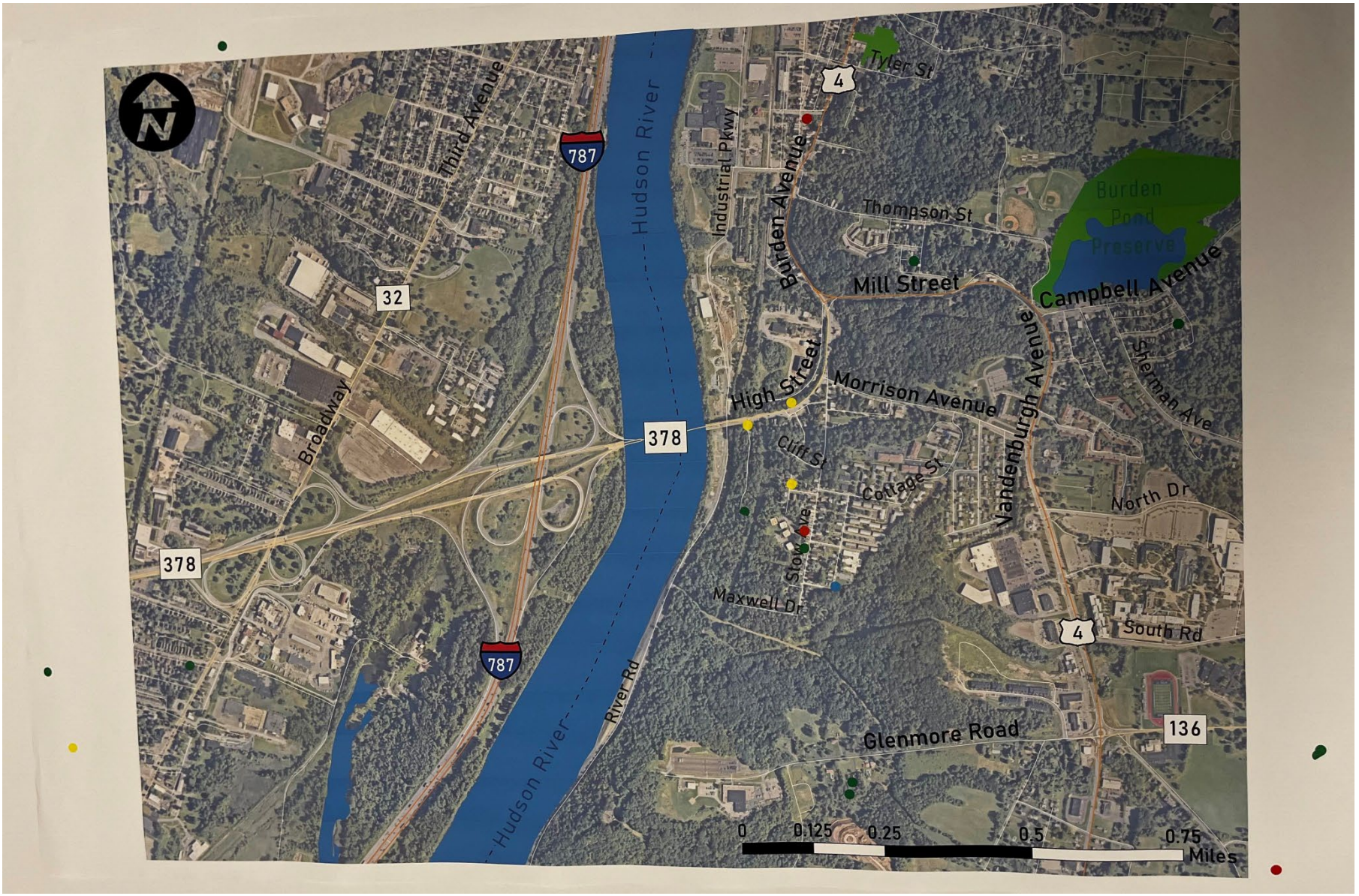












Addresses Map

Map 1


Third Avenue
787
Hudson River
Industrial Pkwy
4
Tyler St
Burden Avenue
Thompson St
Burden Pond Preserve
32
Mill Street
Campbell Avenue
Broadway
High Street
Morrison Avenue
Vandenburgh Avenue
Sherman Ave
378
Cliff St
Cottage St
North Dr
Stow Ave
Maxwell Dr
South Rd
River Rd
Glenmore Road
136
0 0.125 0.25 0.5 0.75 Miles

Map 2


N
Third Avenue
787
Hudson River
Industrial Pkwy
Tyler St
4
Burden Avenue
Thompson St
Burden Pond Preserve
32
Mill Street
Campbell Avenue
Broadway
High Street
Morrison Avenue
Vandenburgh Avenue
Sherman Ave
378
Cliff St
Cottage St
North Dr
Stow Ave
Maxwell Dr
South Rd
River Rd
Glenmore Road
136
0
0.125
0.25
0.5
0.75
Miles

Map 3


N
Third Avenue
787
Hudson River
Industrial Pkwy
Tyler St
4
Burden Avenue
Thompson St
Burden Pond Preserve
Mill Street
Campbell Avenue
32
Broadway
High Street
Morrison Avenue
Sherman Ave
378
Cliff St
Cottage St
Vandenburgh Avenue
North Dr
Stow Ave
Maxwell Dr
South Rd
River Rd
Glenmore Road
136
0
0.125
0.25
0.5
0.75
Miles

Map 4


Third Avenue
787
Hudson River
Industrial Pkwy
Tyler St
4
Burden Avenue
Thompson St
Burden Pond Preserve
Mill Street
Campbell Avenue
32
Broadway
High Street
Morrison Avenue
Sherman Ave
378
Cliff St
Cottage St
Vandenburgh Avenue
North Dr
Stow Ave
Maxwell Dr
South Rd
River Rd
Glenmore Road
136
0
0.125
0.25
0.5
0.75
Miles

Map 5


N
Third Avenue
787
Hudson River
Industrial Pkwy
4
Tyler St
Burden Avenue
Thompson St
Burden Pond Preserve
32
Mill Street
Campbell Avenue
Broadway
High Street
Morrison Avenue
Vandenburgh Avenue
Sherman Ave
378
Cliff St
Cottage St
North Dr
Stow Ave
Maxwell Dr
South Rd
River Rd
Glenmore Road
136
0
0.125
0.25
0.5
0.75
Miles

Map 6


Third Avenue
787
Hudson River
Industrial Pkwy
Burden Avenue
4
Tyler St
Thompson St
Burden Pond Preserve
Mill Street
Campbell Avenue
32
Broadway
CULTURAL ARCHEOLOGICAL
High Street
Morrison Avenue
Sherman Ave
378
Cliff St
Cottage St
Vandenburgh Avenue
North Dr
Stow Ave
Maxwell Dr
South Rd
River Rd
Glenmore Road
136
0
0.125
0.25
0.5
0.75
Miles

Map 7


Third Avenue
787
Hudson River
Industrial Pkwy
Tyler St
4
Burden Avenue
Thompson St
Burden Pond Preserve
32
Mill Street
Campbell Avenue
Broadway
High Street
Morrison Avenue
Sherman Ave
378
Cliff St
Cottage St
Vandenburgh Avenue
North Dr
Stow Ave
Maxwell Dr
South Rd
River Rd
Glenmore Road
136
0
0.125
0.25
0.5
0.75
Miles

Public Workshop Meeting #2
Route 378 Troy-Menands PEL Study Meeting Minutes

Date: Wednesday, April 26, 2023
Time: 6:00-7:20 PM
Location: Virtual (Zoom)

Total Attendees (including public, NYSDOT, WSP): 86
Total Registrants (including public, NYSDOT, WSP): 136

Consultant and NYSDOT Participants:

- Barret LaGrave (WSP)
- Bernard Kalus (WSP)
- Cairenn Miller (NYSDOT)
- Chris Madrick (NYSDOT)
- Chris Sobik (NYSDOT)
- Greg Wichser (NYSDOT)
- John Draksic (WSP)
- Katie Craig (WSP)
- Ken Davis (NYSDOT)
- Kyle Ward NYSDOT
- Loretta McNamee (NYSDOT)
- Martin Hull (WSP)
- Nicole Weymouth (WSP)
- Rachel Mohabir (WSP)
- Robert Rice (NYSDOT)
- Susan Olsen (NYSDOT)
- Susanna Barricklow-Arvin (NYSDOT)
- Zeeshan Ott (WSP)

Summary:

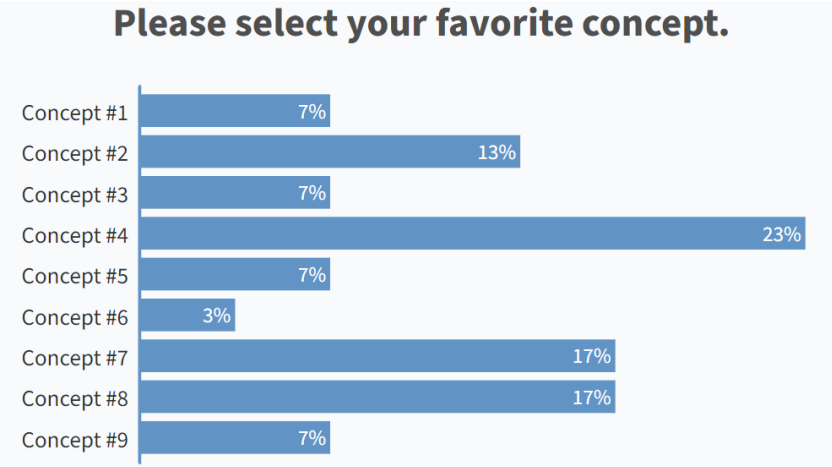
- The workshop was hosted by WSP and NYSDOT on Zoom. Attendees were welcomed by NYSDOT representatives, led by Susie Olsen, who also led NYSDOT team introductions. WSP, led by Bernie Kalus, began with consultant team introductions and then provided an update and overview of past engagement efforts.
- WSP then provided a recap of study locations and what a PEL entails. Following, an overview of existing structural conditions, existing traffic and safety condition analysis, and local resources was provided, as well as details on engagement efforts so far. Participants were then given an opportunity to use Poll Everywhere for the first time of the evening to share feedback on the progress update and identify other issues they wanted to see considered.
- WSP then provided an overview of purpose and need, followed by details on the nine concept options. At this point, the team surveyed attendees on their favorite and least favorite concept options.
- Attendees were invited to use Poll Everywhere to indicate their favorite concept and provide any feedback on that concept. Similarly, participants were invited to identify their least favorite concept and provide any feedback. While the polling was active, the team shared the timeline for the remainder of the project, next steps, contact information, and answered questions from the Zoom chat. An in-depth Q&A document outlining all of the questions, including those that were unable to be answered at the meeting due to time constraints, is underway as a stand-alone document.
- The results of each poll are included below and have been lightly edited for clarity:

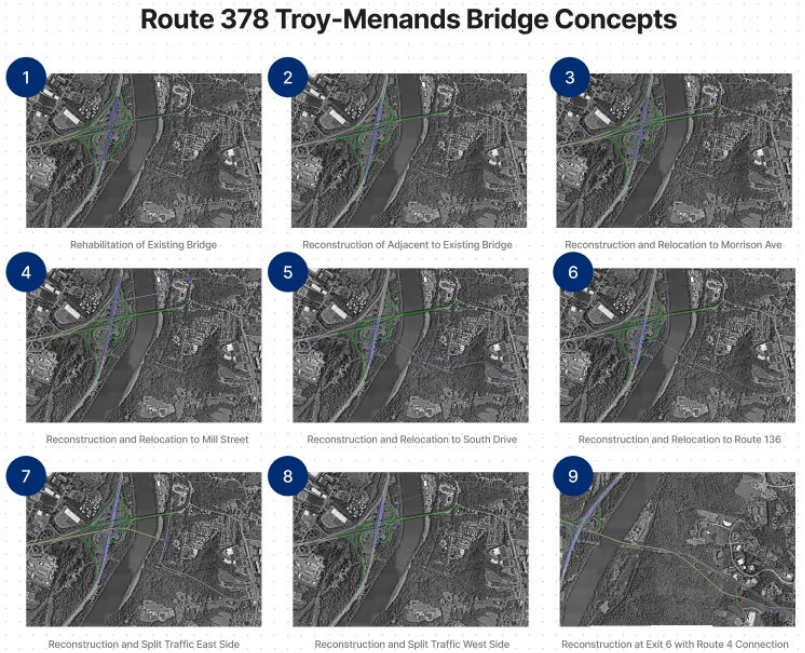
Poll Question 1 – Feedback So Far + Other Issues (24 Responses)
Note: Non-substantive feedback (“thank you,” “good presentation,” etc. has been removed for brevity)

Please provide us with feedback on the progress update or share other issues you'd like to be considered.
I found the data fascinating. It's cool to see empirical evidence that affirms my feeling about my commute in the morning. I'm going to stop going down Morrison off of RT4 and use Mill St. Instead. It seems there's way more capacity on that road.
Access along 378 between the bridge and the Town of Colonie for cyclists and pedestrians is non-existent, but it would be incredibly helpful, particularly if connected with HVCC.
Consideration to the thousands of residents in South Troy who rely on this route to drive, bike, and walk to work and elsewhere is critical
I would like to also emphasize the need for improved pedestrian and bike facilities across the bridge and at the intersection of Mill and High Street, and to better connect with the Empire State Trail/Mohawk-Hudson Bike Hike Trail. The team at WSP is clearly already aware of this. Thank you for undertaking this study.
Seems like the study has been adequate. Should look at traffic calming on 378 before it hits the queues and backups on bridge. Agreed to need for better bike-ped facilities. As e-bikes will make climb up to HVCC more practical, more people will use this less expensive method, which in turn should reduce the traffic congestion. Bike-ped access to EST on west side is adequate. Bike - ped facilities on Troy side need improvement as well as access to Broadway / SR 32 on West Side.

Your presentation was clear and concise. I'd like to see better pedestrian and bike access between Menands & Troy. Public Transport would be good too.
The Narrows: Cascade and Heritage Trail is a volunteer led trail system in progress on the east side of the study area. It starts at the base of Mill Street and goes up to Campbell Avenue. It is a pedestrian and bicycle trail that connects to the empire state trail using the bridge
Bike /pedestrian routes separate from cars, high guardrails, maintain access to both sides of the river and also easily accessible routes to HVCC ie bus, walk, bike. Places to charge e-bikes (3 prong chargers)
Have you considered a flyover coming down Morrison on to the bridge? So coming down Morrison, at the bottom would be two lanes, one would fly over the road (378) and reconnect to 378 just before the bridge, in the right lane. Coming down Morrison, the other lane would allow cars to turn right only, thus requiring much less green light time. Coming up 378 from South Troy, you would need the right lane to go straight and have to zig over to the left lane as it does under the flyover. The left land would be forced to turn up Morrison or Stow
Access to bike and pedestrian trail running under existing bridge or replacement very important to running and bike clubs in area and across the state. How impacted.
Good presentation. I believe there is currently pedestrian and bicycle access to the Empire Trail via a ramp.
Seems well done. I hope you'll continue to consider the industrial archaeology/historic character of the south troy area, and, if ultimately replacing the bridge, retaining historic elements as much as possible in the new design. Am also glad you are mindful of increased need/interest in pedestrian access/use.
I am very concerned that the needs of South Troy residents will be undervalued. I also would like to see a direct connection between this bridge and the South Troy Industrial Roadway to help get commercial trucks off city streets.
I am at the Stow Hill neighborhood meeting, so I am representing the views of the 5 members of the group who are present and watching the meeting. The group feels that the bridge must be repaired, not moved. One member feels that the bridge should be widened.
Important to make more bike and pedestrian friendly
Keep traffic moving in the new bridge design and intersection improvements.
I wish they would actually meet with some life long people who live in the area. I really don't trust what the politicians have to say. Thank-you!
Concern about neighborhoods off of Morrison Ave.
Bike/ped access, green space

Poll Question 2 – Favorite Concept (30 Responses)
Note: votes that included feedback have also been included in chart form; votes without feedback were only included in the bar graph.

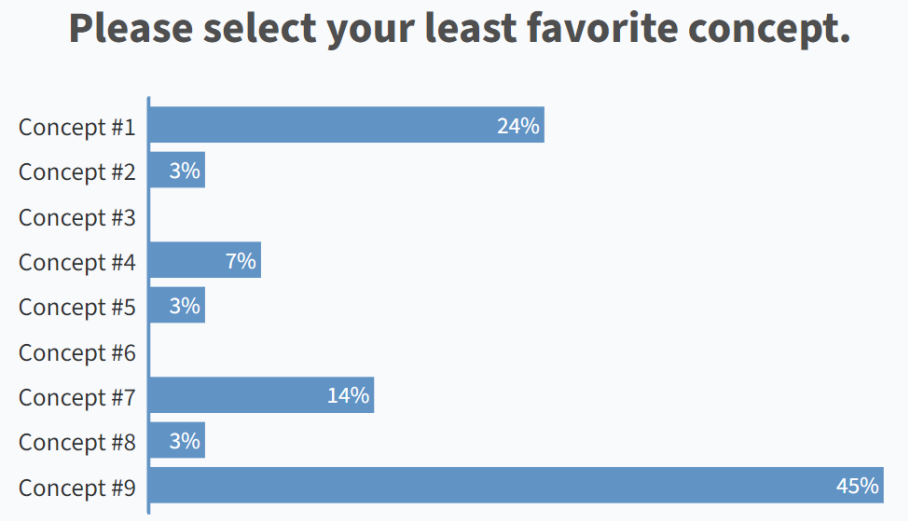

Please select your favorite concept.
Concept #1
7%
Concept #2
13%
Concept #3
7%
Concept #4
23%
Concept #5
7%
Concept #6
3%
Concept #7
17%
Concept #8
17%
Concept #9
7%

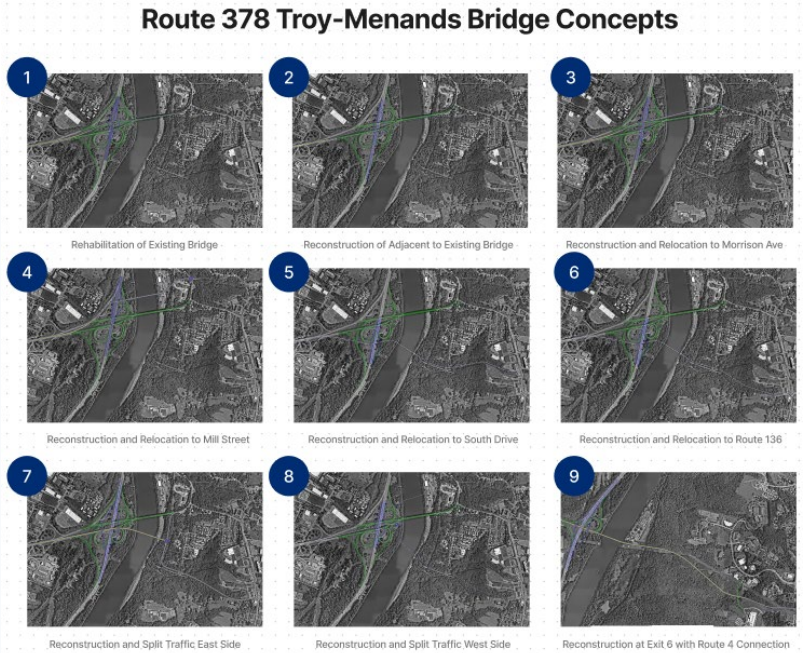

Route 378 Troy-Menands Bridge Concepts
1
Rehabilitation of Existing Bridge
2
Reconstruction of Adjacent to Existing Bridge
3
Reconstruction and Relocation to Morrison Ave
4
Reconstruction and Relocation to Mill Street
5
Reconstruction and Relocation to South Drive
6
Reconstruction and Relocation to Route 136
7
Reconstruction and Split Traffic East Side
8
Reconstruction and Split Traffic West Side
9
Reconstruction at Exit 6 with Route 4 Connection

Concept Vote	Feedback
Concept #7	Seven seems like a nice distribution of traffic to North Greenbush and South Troy equally. My second favorite would be 8, where there's two separate bridges to South Troy and North Greenbush. I think the plan needs to be mindful of South Troy residents and not too focused on HVCC/Tech Park traffic.
Concept #3	Concept 3 seems mostly like to accommodate direct bike/pedestrian connections to existing infrastructure. For bikes and pedestrian, distance does matter, as does travel in a straight line and avoiding unnecessary climbs and descents. Option 3 seems most like to check all those boxes.
Concept #4	Concept 4 provides a direct connection to Mill St. It seems like the concepts that include 2 bridges would cost too much (double). Some of the other concepts going directly to route 4 would face a large hill between the river and Route 4.
Concept #9	**9 works IF a bike/ped connection is provided at Water St for S Troy (near the water treatment facility). Concepts 3 and 4 are worthy of further exploration too, but there are other considerations that need to be fulling assessed.
Concept #2	In favor of most choices that do not rehabilitate the existing bridge.
Concept #8	Preference would be build new bridge to connect to Route 4 and alleviate traffic on Morrison - but rehab existing bridge for connections to South Troy. Both should have bike - ped access in mind.
Concept #2	Seems best for bike/ped access
Concept #8	Continues to connect to South Troy and North Greenbush
Concept #2	Creating a 2nd bridge doesn't seem to make sense relative to the costs (construction, maintenance and inspection). Also - splitting traffic seems to create more impacts.
Concept #1	Least impact and I would like it to stay as much as the same
Concept #7	like that there is only one bridge, but then the traffic can get funneled in two directions/options. Only concern is integrity of hillside
Concept #7	This routes traffic to US 4 corridor (HVCC) while still leaving access to South Troy. Eliminates unnecessary traffic clogging up South Troy.
Concept #2	Same location, less disruption. Make modifications for bike and pedestrians
Concept #3	Simple and most cost effective. The existing connections to pedestrian access may be improved
Concept #7	I'm thinking much of the existing congestion is related to HVCC and if so, this would more directly route it there and I like the idea of preserving the southern entrance to Troy
Concept #4	This concept may present an opportunity to improve traffic flow and safety at the two signalized intersections (Mill St, Morrison Ave). It also avoids the drawback of lengthening trips to Troy (if the bridge were moved to the south).
Concept #4	This offers the least disruption to the residents of South Troy while offering the greatest relief to those trying to get up the hill.
Concept #7	I like the idea of splitting the HVCC traffic from the neighborhood traffic.
Concept #4	This concept connects the new bridge to underused Mill street (Route $) which already has the capacity for lots of traffic and diverts it away from the hilly and narrow Morrison Avenue.
Concept #9	Looks like a straight run.
Concept #8	doesn't concentrate traffic in1 place but still gets people to target areas

	Generally I like the concepts that have 2 landing points in Troy. Reduces the impact to the neighborhoods in Troy. I understand these are likely the most costly options.
Concept #5	directs traffic to rt. 4
Concept #5	Realign east side intersection to Mill St. With new access to the S Troy industrial area redevelopment and connection to east side riverfront trail.
Concept #4	Best concept I saw.
Concept #4	If feasible, makes use of the existing capacity of Mill Street, closer to Troy, smaller footprint of 787 interchange, eases burden on more local roads.
Concept #8	the split traffic and rotaries
Concept #1	I feel it is important to have entry and exit access to the city at its South end. If one is not there it will kill any further development of that area of our city. It seems that other concepts 4 and on would only transfer the traffic problems to Rte. 4 area. Emergency vehicles would also continue to have easier access to Albany hospitals for south and eastside residents as well.
Concept #8	Moves traffic away from Stow Ave

Poll Question 3 – Least Favorite Concept (29 votes)
Note: votes that included feedback have also been included in chart form; votes without feedback were only included in the bar graph.


Please select your least favorite concept.
Concept #1
24%
Concept #2
3%
Concept #3
Concept #4
7%
Concept #5
3%
Concept #6
Concept #7
14%
Concept #8
3%
Concept #9
45%


Route 378 Troy-Menands Bridge Concepts
1
Rehabilitation of Existing Bridge
2
Reconstruction of Adjacent to Existing Bridge
3
Reconstruction and Relocation to Morrison Ave
4
Reconstruction and Relocation to Mill Street
5
Reconstruction and Relocation to South Drive
6
Reconstruction and Relocation to Route 136
7
Reconstruction and Split Traffic East Side
8
Reconstruction and Split Traffic West Side
9
Reconstruction at Exit 6 with Route 4 Connection

Concept Vote	Feedback
Concept #1	The current bridge has numerous issues. I don't understand why we would just slap a bandaid on the problem and kick the can down the road. NG is developing at a rapid pace, and traffic will be a concern over the next decade. We need to have forethought in mind as we wind up this bridge's century of use.
Concept #9	It's too isolated from existing bike infrastructure on the east side of the river, particularly considering the topography.
Concept #9	This seems like another bridge, no needed
Concept #2	Would be a shame to rebuild this without considering existing conditions, constraints, and opportunities. Concepts 1 and 2 equally poor for this reason. Would also be a shame to eliminate the greenspace at the end of Stowe Ave with concepts connecting to Glenmore Rd
Concept #1	The existing bridge design does not provide sufficient pedestrian and bicycle access, and I doubt it could be altered sufficiently to provide efficient and safe access while also accommodating vehicular traffic safely.
Concept #9	Access to South Troy - should be maintained.
Concept #9	Seems too far away for bike/ped access to Troy. Also, roundabouts aren't so good for bicyclists and peds to navigate.
Concept #7	This likely would be a temporary fix due to the nature of the clay in the hillside. Campbell Avenue is experiencing this issue with spring water outlet that then saturates the clay. These hillsides have been moving since the retreat of glacial lake Albany
Concept #1	Don't know how you improve geometrics on a through truss bridge if you only rehab it. Not going to widen it, I believe.
Concept #5	traffic would bottle up treibble at the South RD
Concept #4	Too much of the traffic exits/enters the bridge from an urban setting. It has its plusses(economic), but it has its minuses. So I can totally understand people liking this concept.
Concept #9	Access to South Troy is eliminated
Concept #7	Seems like traffic could back up onto the new bridge if any sort of incident/accident occurred within the roundabout.
Concept #9	Seems to completely ignore and bypass Troy and negates its South Troy/Menands Bridge history. It is important to me that the future bridge maintain its Troy presence
Concept #9	Any proposal that cuts out South Troy is borderline punitive to the residents of these communities. This would include concepts 5-9. You would be adding 10-15 minutes to most residents drive out of the neighborhood.
Concept #4	Moving the intersection without splitting the traffic is just moving the problem into a different neighborhood and forces all the HVCC traffic on a longer route.
Concept #9	Concept 9 directs traffic far from South Troy and HVCC and that is where most of the traffic is going to or coming from. It would inconvenience too many people and force traffic to clog Route 4 to get to those locations.
Concept #1	Won't help flow of traffic
Concept #9	completely cuts S. Troy off, takes residents WAY out of the way to even get to the bridge & thru a VERY congested area to get there
Concept #1	Doesn't address congestion or accident rate.
Concept #9	A new bridge connecting to North Greenbush severely reduces accessibility to the City of Troy, residential, downtown, and industrial areas!
Concept #8	Two bridges are not necessary and will be expensive to maintain long term.

Concept #7	Seems expensive
Concept #1	no rehab, needs to be replaced
Concept #9	I didn't realize I was going to be asked to vote specifically on these so I probably should have paid closer attention but it seems concept 9 moved the bridge down a good bit, which I wouldn't support as much as the other concepts. Even though you had that one slide up with the 9 concepts it was alittle hard to go back and review each one more carefully.
Concept #1	I think this is just a bandaid on the current issues
Concept #9	It doesn't provide a connection to S Troy. There are minimal traffic issues at RPI.
Concept #9	Traffic diverted from South Troy

Additional comments received in chat (questions to be incorporated into separate Q&A doc):

In terms of stakeholders, it would be good to directly contact the So. Troy/Osgood Neighborhood Assn. in future: osgoodneighbor@gmail.com
The trash transfer station doesn't help...all those trucks coming across the current house bridge
Still concerned about the redirection of traffic.
Concept 9 is the least attractive since it directs traffic away from Hudson Valley and south Troy.
Attaching to the new Route 4 roundabout would be AWFUL!!!!!!!!!!!
We need to control the flow of traffic on the Stow Hill of traffic on the Stow Hill
I suspect the 60/40 split varies widely depending on time if day and day of week.
Concept 9 is the least attractive since it directs traffic away from Hudson Valley and south Troy.

Neighborhood/Civic Association Meeting
(Neighborhood Stakeholder's Meeting)
Route 378 Troy-Menands PEL Study Meeting Minutes

DATE: SEPTEMBER 18, 2023

Purpose: The purpose of this meeting is to discuss the Troy Menands Bridge PEL Study ideas and gain feedback from the neighborhood. The meeting was held at the Polish Community Center located at 507 1st Street, Troy, NY 12180.

Welcome:

- Susan "Susie" Olsen, NYSDOT, opened the meeting by welcoming attendees and introduced Bernard "Bernie" Kalus, WSP, Barrett LaGrave, WSP, and Martin Hull, WSP.
- Susie Olsen provided a brief overview of the study, a high-level update on outreach updates and emphasized the main focus of today's meeting, which is to discuss the question: Is the bridge in the right place?
- After a welcome and brief overview, Susie Olsen turned it over to Bernie Kalus.
- Announcements – Upcoming Public Information Meeting on Thursday, October 26 at the Hudson Valley Community College, from 6:00 PM – 8:00 PM.

Presentation:

- Bernie Kalus presented agenda items for the meeting, a detailed overview of the project including background, purpose and need, goals and objectives, and recap of outreach efforts to date.
- In addition, Bernie Kalus provided a summary of the structural, traffic, and environmental analysis along with an explanation of the PEL study and process.
- With the goals and objectives for the project in mind, Bernie Kalus and Susie Olsen then led attendees through a SWOT group exercise. Attendees were broken up into four groups and asked to discuss the Strengths, Weaknesses, Opportunities, and Threats of the project area.
- The SWOT analysis instigated a robust conversation with attendees and staff. Please see the responses below (some answers have been slightly edited for clarity):

What are the STRENGTHS?	What are the WEAKNESSES?	What are the OPPORTUNITIES?	What are the THREATS?
Connectivity to highway	Volume of traffic	Fixing truck traffic in neighborhood	Unsafe traffic
Easiest access to South Troy	Intersection of 787 – high traffic speeds (60-65 mph)	Fixing congestion	Lose access to South Troy
Connectivity to South Troy	Lack of enforcement	Preserving green space	Bridge closer to houses
Connectivity to the region	Trucks going to transfer	Access to river	Losing access to 787/regional
Connectivity to E.S. Trail	Bridge widths	Better/safer access for neighborhood traffic	Impacts to emergency vehicle operations
Walk/bike access to E.S. trail from bridge	Not bike/pedestrian friendly	Create more greenspace/viewshed to river	Environmental resources – greenspaces
Beauty of river	Inadequate capacity on Morrison Ave	Eliminate traffic lights	Loss of property
Good access to South Troy	Pedestrian access to East Side	Better traffic flow – N.B.H	Only vehicle traffic prioritized
Quick access to 787	New industrial roads – no connectivity	Access to Wynantskill Creek	No more lanes
Great bike access (except intersections)	Bad sidewalks	Bike lane and pedestrian protected (fence, convert, guardrail) – Make sure it complements the neighborhood	No less access to South Troy
Good looking bridge	Unsafe intersections (from diner to Mill St, no pedestrian/bike access)	Create an entrance to Troy	Reducing access to Troy if south concept is chosen
Access to 787 and the region	Speed is fast to slow at traffic lights	Wider shoulders	Some commutes to the south would be longer if the south location is chosen
Provides good access from other areas to South Troy	No advanced signage for lanes and directions	Modern geometry	Construction disruption
Historic bridge	Impatient drives lead to aggressive moves, especially on Morrison	Walkability	Encourage sprawl
Boat clearance	Morrison/Stowe Ave need better signage to define neighborhoods	Truck traffic to industrial road	Commutes to Colonie/Latham if south concept is chosen
Pedestrian and bicycle access even if not ideal	Lack of merges – West side is not safe	Improve traffic flow at Stowe & Morrison	
	Narrow lanes and shoulder	Slow traffic to improve safety	
	No signal to slow down after	Improve access to waterfront	
	787 fast road to slow bridge		
	Menands side approaches, encourage fast speeds should be slower, many inexperienced drivers		
	Lanes on Troy side are confusing		
	Bicycle lane on bridge is confusing and hazardous		

- Barret LaGrave provided an overview of the bridge concepts.
- In the same groups as the SWOT analysis, Susie Olsen and Bernie Kalus led attendees through another exercise, requesting that groups discuss which concepts are most favorable and least favorable. See the responses below (some answers have been slightly edited for clarity):

Which concepts are MOST favorable, and why?	Which concepts are LEAST favorable, and why?
Concept 1 and Concept 2 • Acceptable but use fewer resources	Concept 1 • 11 votes
Concept 3 • Connection industrial road	Concept 2 • 11 votes
Concept 4 • Access to industrial road • High road, low bike/pedestrian • Truck traffic low to industrial road • Keeps connection to Troy • No change in distance/time • Better vision • Less neighborhood impact • Improving issues at the root of Morrison	Concept 5 • Too far south • Creates congestion on route 4 • Cut off South gateway to Troy • 11 votes
Concept 7 • Mixed reaction • Function might be better	Concept 6 • 11 votes
Concept 8 • Meets needs of North and South • Less impactful infrastructure	Concept 8 • 11 votes
New Option – 'Concept 10' • Add connection to Morrison in Concept 4	Concept 9 • Too far south
Additional Comments • Emergency services, mutual aid • Some people did not get notice • Make yellow line on concept map wider	Concept Unidentified • Disrupts greenspace • No direct lines to South Troy • Harder access to Empire Trail • Do not want to be directed HVCC

- Bernie Kalus and Susie Olsen closed out the meeting.

Attendees

Attendees included local residents from South Troy, Crestwood, Stow Hill and Carroll Hill, and representatives from NYSDOT, WSP, and CDTC. Please see Appendix A for the sign-in sheet.

NYSDOT

Susan Olsen, NYSDOT

WSP

Bernard Kalus, Barret LaGrave, Martin Hull, Sophia Schintzel

Public Information Meeting #3
Route 378 Troy-Menands PEL Study Meeting Minutes

Date: Thursday, October 26, 2023
Time: 6:00-8:00 PM
Location: Hudson Valley Community College
Meeting Room 1 & 2, Bulmer Telecommunications Center (BTC)
80 Vandenburgh Avenue
Troy, NY 12180

Zoom Webinar
https://zoom.us/j/91330562956?pwd=L0RMejJXUXpob0VkTzlNZXdzbmVTZz09

Consultant and Agency Participant

Bernard “Bernie” Kalus, WSP
Nicole Weymouth, WSP
Katherine Craig, WSP
Barret LaGrave, WSP
Martin Hull, WSP
Sophia Schintzel, WSP
Ian Applegate, WSP
Bob Rice, NYSDOT
Susan “Susie” Olsen, NYSDOT
Greg Wichser, NYSDOT
Mike Arthur, NYSDOT

Total attendees including members of the public: 108

- **67 in person attendees**
- **41 virtual attendees**

Summary

This was the third and final public meeting hosted by NYSDOT and WSP. The purpose of this meeting was to present the Study findings and gather feedback from the public. Comments and input from the meeting will inform future National Environmental Policy Act (NEPA) documentation. The hybrid public meeting included an in-person location at Hudson Valley Community College (HVCC) and a virtual option on Zoom. Those who joined virtually were able to view the presentation and participate in the Q&A. As in-person attendees arrived, they were prompted to sign-in and could view the recommended Corridor Concepts prior to taking their seats. For virtual attendees, they were placed in a waiting room until the webinar opened at 6:00 pm.

Bob Rice, NYSDOT opened the meeting by providing welcome remarks, introduced the NYSDOT team which included Susan “Susie” Olsen, Greg Wichser, and Mike Arthur, and turned it over to Bernard “Bernie” Kalus, WSP.

Bernie Kalus, WSP thanked Bob Rice and presented the agenda for the meeting.

The meeting agenda included:

- Overview of the Study locations
- Definition of the Planning and Environmental Linkage (PEL) Study
- Purpose and Need
- Review of Corridor Concepts
- Agency and Public Outreach Meetings
- Evaluation of Corridor Concept Results
    - Traffic Operations
    - Environmental Impacts
- Comparison of Concepts
    - Recommendations for NEPA Phase of project
- Next Steps

Prior to beginning the overview of Study locations, Bernie reminded attendees that this is a preliminary Study, meaning the project is not yet confirmed as no funding and decisions have been made regarding the final design.

Bernie presented the Study locations, which include City of Troy, Village of Menands, Rensselaer and Albany Counties, and NYS Route 378. He explained that the 4-lane bridge was built in 1932 and there are concerns due to the current condition and level of service of the bridge.

Bernie defined a Planning and Environment Linkage (PEL) Study as a collaborative transportation decision-making approach that considers environmental, community, and economic goals early in the transportation planning process. The Study used information, analysis, and products developed during planning to inform the environmental review process. The ultimate goal of the PEL Study is to reduce duplication of effort and facilitate informed decisions to expedite project delivery.

Bernie presented the purpose and need of the Study. Through previous public meetings, four overarching purposes have been established that encompass the needs. Those purposes include repair or replace aging infrastructure, improve traffic operations, improve safety, and establish connectivity for all transportation modes.

Bernie briefly showed a slide regarding the draft goals and objectives for the Project but stated that he will return to this topic later in the presentation.

Bernie then turned it over to Barret LaGrave, WSP, who presented a detailed overview of the 9 Corridor Concepts.

Prior to beginning the Concept overview, Barret highlighted and explained how a single point urban interchange (SPUI) is shown at the interchange of NY 378 and I787 on/off ramps for 8 of the 9 concepts and reiterated that this is a preliminary phase in the PEL Study and that neither this interchange or Concepts shown, are final.

Barret provided a detailed description of each Corridor Concept.

Corridor Concept 1 rehabilitates the bridge and associated intersections with the least impact possible, mitigates safety issues with sight distance at the traffic signal at Morrison and Route 378 intersection, modernizes the Route 378 to I-787 interchange by reducing the existing footprint, providing additional useable land, and maintaining connections to South Troy and Route 4.

Corridor Concept 2 replaces the bridge in an adjacent location, updating the current intersection to create the least impact possible for a new bridge, mitigates safety issues with sight distance at the traffic signal at Morrison and Route 378 intersection, modernizes the Route 378 to I-787 interchange by reducing the existing footprint, providing additional useable land, and maintaining connections to South Troy and Route 4.

Corridor Concept 3 replaces the bridge in a similar location as the existing bridge, creating minimal impact, mitigates safety issues with sight distance using a traditional T intersection at the traffic signal at Morrison and Route 378 intersection, modernizes the Route 378 to I-787 interchange by reducing existing footprint, providing additional useable land, and maintaining connections to South Troy and Route 4.

Corridor Concept 4 replaces the bridge to the north of the existing bridge, connecting it to Mill St. addresses the Morrison and Route 378 intersection, modernizes the Route 378 to I-787 interchange by reducing the existing footprint, providing additional useable land, and maintaining similar connections to South Troy and Route 4.

Corridor Concept 5 creates a direct connection to the Route 4 and S. Drive intersection, potentially mitigating some traffic volume onto Morrison and Mill Street, mitigates safety issues with sight distance at the traffic signal at Morrison and Route 378 intersection, modernizes the Route 378 to I-787 interchange by reducing the existing footprint, providing additional useable land, and provides direct access to Route 4 at Hudson Valley Community College, but reduces direct access to South Troy.

Corridor Concept 6 creates a direct connection to the Route 4 and Route 136 intersection, potentially mitigating some traffic volume onto Morrison and Mill Street, mitigates safety issues with slight distance at the traffic signal at Morrison and Route 378 intersection, modernizes the Route 378 to 1-787 interchange by reducing the existing footprint and providing additional useable land, and provides direct access to Route 4, but reduces direct access to South Troy.

Corridor Concept 7 creates a direct connection to the Route 4 and Route 136 intersection, potentially mitigating some traffic volume onto Morrison and Mill Streets, splits traffic volumes North and South by potentially providing less congestion at local road interface, modernizes the Route 378 to I-787 interchange by reducing the existing footprint and providing additional useable land, provides direct access to Route 4, and maintains direct access to South Troy.

Corridor Concept 8 is very similar to Corridor Concept 7, but it splits the traffic on the western side of the river and provides two smaller bridges with one lane in each direction.

Corridor Concept 9 creates a direct connection to the Route 4 intersection but much farther to the south than the preceding alignments, potentially mitigating some traffic volume onto Morrison Street, mitigates safety issues with sight distance at the traffic signal at Morrison and Route 378 intersection, modernizes Route 378 to I-787 interchange by reducing the existing footprint and providing additional useable land at both affected interchanges.

Barret turned it back to Bernie who provided an overview of the extensive coordination and outreach meetings with stakeholders, agencies, and the public.

Bernie then introduced Katherine Craig, WSP. Katherine presented a traffic microsimulation for Corridor Concepts 3, 4, 6, and 7. These four Concepts were chosen because of their similarities and ability to

represent other Concepts. For example, Concepts 1, 2, and 3 share similar locations, travel patterns, and touchdown points, therefore, Concept 3 was selected to simulate and represent Concept 1, 2, and 3.

The traffic microsimulation included traffic forecasts for the selected Concepts. The forecasts projected possible conditions using estimated 2025 AM Peak Hour and 2025 PM Peak Hour data. Katherine stated that the Capital Region Transportation Council was heavily involved in the development of the models and the Project team utilized their regional travel demand model.

Bernie thanked Katherine and introduced Nicole Weymouth, WSP.

Nicole presented a draft environmental impact summary. The summary explored the impact that each Corridor Concept could have on the natural resources surrounding the project. The resources represented include wetlands, floodplains, coastal and natural areas, parks, cultural resources, noise, property, mobility, and navigation. A grid summarizing the analysis was color-coded to show the severity of each impact: yellow represented a low impact, orange represented a moderate impact, red represented a high impact, and green represented an opportunity for a positive impact.

Nicole also presented two graphics to show how each Concept may affect nearby Environmental Justice (EJ) communities and potential Environmental Justice areas.

Following the environmental assessment summary, Bernie presented the comparison of Corridor Concepts. Bernie explained that the Goals Summary Table grouped the goals and objectives of the Study into five categories and paired the evaluation criteria to match each objective. He then provided a side-by-side comparison of the 9 Corridor Concepts and whether they address each Project objective. The only Corridor Concepts which address all Project objectives are Concept 3 and Concept 4.

Bernie concluded the comparison of Corridor Concepts and announced that the Study team will be recommending Concept 1 (essentially the “no build” condition), Concept 3, and Concept 4. He reiterated that all Corridor Concepts will be re-evaluated at the start of the NEPA Scoping and the team will assess practical and feasible alternatives at the end of the NEPA Scoping.

Bernie provided an overview of the next steps in the PEL Study. The next steps include the release of the Draft PSR/PEL, the conclusion of the PEL process by the end of 2023, and a list of post-PEL activities.

Bernie concluded the meeting by directing attendees to participate in the online survey, encouraged attendees to participate in the public comment process by submitting questions or concerns to Susan Olsen at susan.olsen@dot.ny.gov, and opened the Q&A.

Q&A Summary[2]

The Q&A portion of the meeting was conducted in person and virtually. Bernie Kalus, WSP, moderated the in-person questions while Sophia Schintzel, WSP, queued the virtual questions. Virtual questions were submitted via the Q&A function in Zoom and answered in-person.

Please note that some of these questions and answers have been summarized. Due to some technical difficulties, a handful of questions and answers were not recorded, therefore, not captured. Attendees did not introduce themselves, therefore, they will be identified by the order they asked questions.

Q: Attendee #1 commented that they want to make sure the Project team is not relocating the problem to another spot, they emphasized that the issue at hand is traffic.

[2] Q: Question or Comment, A: Answer, VQ: Virtual Question or Comment

A: Bernie Kalus, WSP agreed with the comment and explained the importance of utilizing the Capital Region Transportation Council model. He also referenced the traffic operation forecasts and microsimulations.

A: Bob Rice, NYSDOT emphasized the reliability of the model and its sensitivity to small changes. He reiterated that this is a high-level summary as it is the preliminary phase of the Study and will be further developed with time.

Q: Attendee #2 thanked the project team for making it clear that no final decisions have been made. He stated that some folks were unaware of the Study and previous public meetings. He shared positive comments regarding the microsimulation and ability to view the potential impact to neighboring communities. He emphasized the need to focus on Troy and Menands as those areas are directly impacted by the Troy-Menands Bridge. In addition, he recommends the Project team consider North Greenbush as that community has seen significant growth. He concluded by highlighting the need for more robust public outreach.

A: Bernie Kalus thanked Attendee #2 for sharing.

Q: Attendee #3 questioned if Corridor Concept 1, rehabilitating the existing bridge, is a viable alternative and if it would accomplish any goals.

A: Bernie Kalus responded to Attendee #3 that the viability of the Concept has not been determined yet but under the NEPA process, they are required to evaluate a no-build condition.

A: Bob Rice added that they are also required to use the no-build metric as a cost and environmental impact comparison to other alternatives. He added that this process allows the Project team to weigh all options.

Q: Attendee #4 commented that at the neighborhood meeting in September, there was tremendous support for Corridor Concept 4 and has concerns about the current version of Corridor Concept 4, Corridor Concept 4B which is significantly different. He added that one of the biggest comments from the meeting was the connection to the South Troy Industrial Road. Attendee #4 asked if that has been assessed as an option.

A: Bernie Kalus responded to Attendee #4 that the outcomes of the neighborhood meeting were fantastic and very helpful in developing detailed touchdown points. He reiterated that between the conclusion of the PEL and funding, they hope to work out more details.

Q: Attendee #4 asked for reassurance that the community is not being pigeonholed into crazy changes.

A: Bernie Kalus acknowledged Attendee #4’s concern.

A: Bob Rice reassured Attendee #4 that these graphics and models are two-dimensional and not final. This input is helpful for future development.

Q: Attendee #5 (Darlene) introduced herself as an avid biker in the Study area. Darlene stated that she hopes the Project team will consider cyclists and people with disabilities while developing the next steps.

A: Bernie Kalus recommended that Susan Olsen, NYSDOT chime in to respond to Attendee #5.

A: Susan Olsen asked Attendee #5 to reiterate her question.

Q: Attendee #5 specified that she would like to see improvements regarding signage and shared use roads (increasing the width to allow bicyclists).

A: Susan Olsen reassured Attendee #5 that bicyclist access is a critical need in the Study area. The Project team is aware of conditions bicyclists face and understand improvements must be prioritized.

Please note that Susan Olsen and Attendee #5 did not use microphones for some of their follow-up questions and answers. Therefore, the notes above were summarized.

A: Bob Rice thanked Attendee #5 for attending and her participation. He added that any Concept that is selected will integrate the need for bicyclist access.

Q: Attendee #6 introduced himself as a member of the Advisory Group for the comprehensive plan for the City of Troy. He commented that it is important to consider how the comprehensive plan ties into the Industrial Road and City of Troy. He mentioned the proposed redevelopment in the area and emphasized the need for infrastructure that can handle the traffic load.

A: Bernie Kalus agreed with his comment.

Q: Attendee #7 commented that she was unaware of the previous public meetings. While she received a flyer for this meeting, she did not receive any outreach information prior to this meeting.

A: Bernie Kalus stated that this is the third meeting for which flyering the study area was used. The team has increased the intensity and scope.

Q: Attendee #7 asked to take a photo of the Comparison of Concepts slide.

A: Bernie Kalus stated that all of this information will be available on NYSDOT's website.

Q: Attendee #7 asked if funding will come from the state or if the City of Troy will have to contribute.

A: Bob Rice confirmed it will be state funding.

Q: Attendee #8 commented that while Concept 1 might be the least expensive, it would have the most severe traffic impacts. He wanted to raise awareness to the possibility that access across the bridge might not happen for a great deal of time if the Project team selects Concept 1.

A: Bernie Kalus agreed with Attendee #8.

A: Bob Rice highlighted the upcoming maintenance project to paint the bridge structure this spring. He emphasized that the maintenance work is not related to this project and does not want folks to be alarmed if they see crews on the bridge.

Q: Attendee #9 asked if the original bridge could be taken down if they select any Concept other than Concept 1.

A: Bob Rice stated that it's not definitive but likely.

Q: Attendees #9 added that some state highway structures have been left standing and turned into parks of various nature trails. He believes that it would be a huge amount of space that would go to waste. He inquired about the bridge removal process, if it would entail footings, and the cost and impact to the river.

A: Bob Rice explained that those details are part of a broader conversation. He provided some examples of reuse options and factors that are required to successfully manage those solutions. He concluded that these solutions have not been ruled out.

Q: Attendee #10 is a resident who is directly impacted by Concepts 6, 7, and 8. Her question is whether those Concepts are still being considered or if it is just Concepts 1, 3, and 4. In addition, shared concerns

about the notification process and frustration with the fact that she did not receive any materials regarding the Study until this meeting.

A: Bernie Kalus responded that nothing is finalized and that all Concepts must be re-evaluated in NEPA. He reiterated that Concepts 1, 3, and 4 are being recommended to the NEPA process. He stated that once funding is confirmed, everything must be re-evaluated in NEPA, then they can make a final determination.

A: Greg Wichser, NYSDOT added that the purpose, need, and objectives of the Study are not going to change. He stated that the Concepts Attendee #10 is concerned about will not meet the objectives, therefore, they will likely not move forward. He recommended that Attendee #10 continue to follow the process and attend public meetings.

Please note that Attendee #11 did not use a microphone for follow up questions, therefore, the recording was unable to fully capture their questions and comments.

Q: Attendee #11 stated frustration regarding the outreach process and highlighted that they were not notified about previous meetings. They added that they would like to be notified directly since some Concepts impact their property.

A: Bernie Kalus responded that they've increased their methods of outreach and plan to continue flyering.

A: Greg Wichser added that nothing has been decided and prior to making decision, the Project needs to receive funding. Once the Project completes the NEPA process and receives funding, public outreach will be extensive.

Inaudible comment from Attendee #12. Given the context of the discussion, it is assumed to be regarding public outreach within the Project area.

A: Bernie Kalus reiterated that positive impact of increased flyering.

Q: Attendee #13 inquired about a timeline and if funding and construction is a decade out.

A: Bob Rice responded that it's too premature to provide a timeline and that the bridge is evaluated every year.

VQ: Attendee #14 - The option connecting to Morrison Ave indicates that Morrison Ave will be widened, correct? This was not specifically said.

A: Bernie Kalus confirmed that Morrison Avenue would need to be widened to have two lanes in each direction in order to accommodate traffic demand.

VQ: Attendee #15 - If Option 1 is adopted, would a roundabout at the Morrison/Burden Ave intersection be helpful to alleviate some of the traffic build up?

A: Bernie Kalus responded that the Project team will consider that option and evaluate the option in the next phase.

Attendee #16 did not use a microphone; therefore, the question was inaudible.

Q: Attendee #17 raised concerns regarding Morrison and Campbell Ave, primarily inability to handle truck traffic. He stated that the State and the City of Troy removed the five-ton weight limit signs which dramatically increased truck traffic. He mentioned the massive accident a few months ago. He expressed his belief that Morrison and Campbell Ave should not allow truck traffic.

A: Bob Rice received Attendee #17's comment and responded that DOT's position is that all legal loads are open to all public loads, and that they work closely with the municipality. He added that it is a fundamental goal of the Study to get a higher functioning facility.

Q: Attendee #18 recognized the fatal accident on October 9, 2023, that killed Raymond McCabe. Raymond was a bicycling and was hit and killed by a truck. He would like to highlight the seriousness of the decisions being discussed and the voice of those traveling across 378 on foot or bicycle.

A: Bernie Kalus thanked Attendee #18 for sharing that and stated that the Project team received the email regarding the accident.

VQ: Attendee #19 - Could you please explain again how certain bridge options would still create serious traffic backups while options 3 and 4 presented smoother traffic patterns? Essentially, what data did you consider that informed your conclusions about the various bridge designs?

A: Katherine Craig, WSP answered that the travel demand model created, calibrated, and used for traffic forecasting in the project was performed by the Capital Region Transportation Council. The Regional Travel Demand model forecasts showed us that the Hudson River Crossings operate as a system, meaning that changes to one crossing will directly impact the other crossings. The Hudson River Crossings that act as a system in the model are the Collar City Bridge, Green Island Bridge, Congress Street Bridge, and Patroon Island Bridge.

The results of the regional travel model showed that shifting the bridge slightly to the north of its current alignment, such as in Concepts 3 & 4, does not significantly attract or divert trips from the system of bridges. However, for Concepts 6 and 7, it does significantly attract or divert trips from the system of bridges, in particular the Patroon Island Bridge.

In the microsimulation traffic model, the increase in trips could not be handled by the proposed at-grade intersection concepts in 6 and 7. The at grade intersections/roundabouts cannot handle the additional trips and would require more infrastructure to do so (such as grade separation).

VQ: Attendee #20 - Concept 7 seemed to be a reasonable solution to separate traffic bound for South Troy from traffic bound for Route 4/HVCC. You indicated that you predict congestion due to traffic relocating from the I-90 bridge. How can you be certain that traffic would relocate? The bridge would be only slightly further south.

A: Katherine Craig reiterated that they worked closely with the Capital Region Transportation Council and used their regional travel demand model to determine forecasts. As the Study progressed, the team found that by moving the bridge to the south, it became more attractive to motorists, not just the location of the bridge but also the connection to the southern part of Route 4.

Please note the comment or question was inaudible because the attendee or Project team member did not use a microphone. Given the context of the conversation, it is assumed to be about traffic operations.

A: Katherine added that the regional travel demand model is very sensitive and that members from the Transportation Council could not be here tonight to elaborate on the alignment moves and connection points.

Q: Attendee #21 asked a two-part question. Her first question was regarding the consideration of pedestrians and cyclists, specifically in Concepts 3 and 4, and if the consideration supports a dedicated bike lane and the widening of the road. Her second question was regarding where she can locate the written details of each Concept.

A: Bernie Kalus responded that the Concept details will be published in the PEL report and that will be available in a few days on the NYSDOT website. In terms of the bicyclist provisions, Bernie stated that it is something they are working on in the next phase. He added that there are off-road opportunities as well as on-road opportunities for bicyclist connections.

Q: Attendee #21 shared her concerns about off-road trails and the lack of lighting. She wanted the Project team to be aware of the neighboring town's push for becoming more bicyclist and pedestrian friendly. She emphasized that people cannot be pushed onto rail trails and that you must allow space on the roads for them in a safe way.

Q: Attendee #22 asked if any consideration has been given to what traffic will be affected at the intersections of Route 32 and Route 378. His second question was if the bridge structure and clover leaf structure would be altered with any of these Concepts.

A: Bernie Kalus responded that the Project team did include traffic in their models. Regarding the reconfiguration of the clover leaf, he said that the 787 PEL Study would look into that in further detail.

A: Bob Rice added that a consistent theme in the discussion was to temper some of the traffic. He stated that the 787 Study will be exploring configurations in detail and creating a more human scale level than the great separation that is currently present.

VQ: Attendee #23 - Where will the PEL be located, what website (link)? And where will this Power Point be posted from tonight's meeting?

A: Susan Olsen answered that all materials will be available on the Troy-Menands Bridge Project's website via the New York State Department of Transportation. She stated that it will take a few days to upload the recording and additional materials from the meeting, but that all content will be posted online. In addition, Susan stated that once the information is posted, there will be a 30-day public comment period.

Q: Attendee #5 (Darlene) stated that the Americans with Disabilities Act adopted new guidelines in August. She raised concerns regarding the compliancy of NYSDOT and emphasized the consideration of individuals with disabilities.

A: Bob Rice responded that while the adoption of these new guidelines recently occurred, that has been the operating standard and guideline for about a decade. In addition, Bob added that those are the design guidelines being used.

Q: Attendee #24 compared city and town streets to arteries in the body. Her question is regarding traffic and congestion and if there is a specific threshold that is reasonable for people.

A: Bernie Kalus answered that there a different threshold depending upon location and that it varies throughout the state.

A: Bob Rice added that it is driven by location, land use, and zoning. He complimented Attendee #24's analogy and said it is very similar to the way it actually works. Bob concludes that they look at reoccurring congestion and factors to determine the congestion threshold.

Q: Attendee #25 shared the need to consider the entire area including surrounding towns. The attendee specifically mentioned North Greenbush, the corridor around Target at the junction with Route 43, Regeneron, Patroon Island Bridge, the whole area from the I-90 interchange to HVCC.

A: Bob Rice agreed that there has been a lot of land use changes in those areas and from an analysis perspective it's important to capture. He added that they've had numerous conversations with the

municipalities regarding their comprehensive plans as well as various organizations in the impacted corridors.

A: Bernie Kalus pulled up the slides that detailed the coordination and outreach meetings with stakeholders and agencies.

Bernie Kalus closed the meeting by reminding attendees to complete the survey, thanked the team for their dedication to the Study and attendees for their participation in the public meeting.

Photos of recommended Concepts, sign-in table, and wayfinding signs.







Survey Results

The Troy-Menands Bridge NY 378 Hybrid Public Meeting Survey was opened to the public on Thursday, October 26, 2023, during the public meeting. It remained open for a week until Thursday, November 2, 2023. 42 responses were received. The results are listed below.

Q1: Do you agree with the recommended Concepts (1, 3, and 4)? These Concepts will be studied in detail under the National Environmental Policy Act (NEPA) process.

- 95.24% of respondents agree
- 4.76% of respondents disagree

Please note that four respondents skipped this question.

Comments received:

- These seem the best out of the concepts available, but the concepts shown tonight seem very overbuilt. This will only induce more demand and negatively impact the quality of life of the people living in South Troy
- Clearly the other options do not meet the desired criteria or create other issues
- Please consider coordinating with the south Troy industrial road and prioritize the safety of vulnerable road users (pedestrians, cyclists, scooters, etc.).
- Seems that concept 7 is the most workable
- My favorite concept is Concept 7 because it separates traffic that is bound for South Troy from the traffic that is bound for Route 4, using a roundabout on the eastern side of the river. I disagree with the assessment that there would be traffic congestion with this concept. Sending all traffic up to Route 4 via Morrison (Concept 3) or Mill St (Concept 4) does not alleviate the problems. Concept 1 (repairing the bridge) does nothing to solve the traffic problem. Separating South Troy and Eastside bound traffic from the Route 4 bound traffic is the best way to resolve the congestion issue. I will note that Route 4 will only get worse over time as more development occurs along that corridor
- Not against options 1, 3, 4 but wonder if alternate connection besides roundabouts could accommodate traffic? Lots of traffic issues on Rte. 4 that don't seem to be addressed by these new alignments although more lanes being provided
- I like the Mill Street concept
- I believe keeping it as close to the existing location is best for Troy residents. There needs to be better roundabouts at Morrison and Mill to keep traffic flowing. Morrison Ave should have updated signs and clear visibility to show no through trucks just buses and traffic. We also need to jeep the access for mutual aid for safety of residents
- I prefer the option with a bridge that goes straight up Mill Street
- Pending detailed designs around Campbell and Morrison Ave
- What's the point of 1? If we need a new bridge and there will be funding, let's do it right
- Concept 1 would be the least expensive however, during construction you would not have bridge access
- I would only agree if there was more ways to split traffic flow to go between both Morrison and Mill Street
- Agree with 3 and 4
- I appreciate the creativity in considering many possible options

Q2: If you would like to receive project updates about next steps, please provide your email below.

Please note that the submitted emails have been added to the Project's distribution list.

Q3: If you wish to share any comments or concerns, please email Susan Olsen at NYSDOT.

Comments received via survey:

- Between concepts 3 and 4 what would happen to high street?
- I would like to see Concept 7 explored further. I remain concerned about Concepts 3 and 4 and the impact on South Troy's neighborhoods
- Concept 4B would be preferable to the village of Menands as it could result in access to the river which the village does not currently have. The economic impacts to the community, of any concept, should be considered
- Glad you took our opinions concerns in mind
- You've been very transparent with the process. I hope this continues as the process proceeds, allowing public comment and concern prior to finalization
- I'm impressed with the thoughtful input collected from public and creative options under consideration I am concerned about traffic flowing south out of Troy especially in AM hours. It is not clear to me what impacts exist on this traffic flow
- Strongly disagree with Concepts 6, 7, and 8. Will affect residential area and neighborhoods.
- Good meeting
- I like Concepts 3 and 4 especially because I need access with my bike. I want access from Rt. 9 to Troy
- Unsure might email after
- I like Concept 4 the best

Troy-Menands Bridge NYS 378 PEL Study

PUBLIC INVOLVEMENT PLAN

November 2023

Prepared by: WSP Team

This Public Involvement Plan is for the Troy-Menands Bridge New York State Route 378 PEL Study.

WSP is preparing this PEL study for the New York State Department of Transportation (NYSDOT), Region One Office, in coordination with the Federal Highway Administration (FHWA), NY Division and the Capital Region Transportation Council, the metropolitan planning organization serving the Capital Region.

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1 Chapter 1: Introduction

1.1 Purpose of the Public Involvement Plan

The New York State Department of Transportation (NYSDOT), in cooperation with the Federal Highway Administration (FHWA) NY Division and the Capital Region Transportation Council, is preparing a Transportation Scoping/Planning and Environment Linkages Study (PEL Study) for replacement of the Troy-Menands Bridge that connects the Village of Menands in Albany County to the City of Troy in Rensselaer County as New York State Route 378. This PEL Study is a collaborative and integrated approach to transportation decision-making to facilitate meeting environmental review requirements under the National Environmental Policy Act (NEPA) and other regulatory requirements that may be required for a future bridge replacement project.

Consistent with the provisions of both 23 U.S.C. 139(f)(4)(E) and 23 U.S.C. 168, NYSDOT intends to use the information and decisions contained in the Troy-Menands Bridge NY 378 PEL Study (such as the development of a purpose and need statement and the preliminary screening of alternatives or concepts with recommendation of unreasonable alternatives or concepts to be eliminated) to inform the project development process for environmental review under NEPA (23 C.F.R. 1500). Portions or all of the Troy-Menands Bridge NY 378 PEL Study may be adopted or incorporated into future NEPA documentation for the project either during the scoping phase or later in the NEPA process, as appropriate (23 U.S.C. 168(b)(4)). While final conclusions for alternatives are made during the NEPA process, by following the PEL approach, the Troy-Menands Bridge NY 378 PEL Study can narrow down the list of concepts by identifying those that are unreasonable (i.e., not practical, and feasible, those that have fatal flaws). The concept development and screening process during this PEL process can also help identify recommended and feasible options, which can move forward to preliminary conceptual design ahead of initiating the NEPA review.

The environmental provisions in 23 U.S.C §139 require that lead agencies establish a plan for coordinating public and agency participation and comment on the environmental review process for a project. Accordingly, the FHWA and NYSDOT have prepared this Public Involvement Plan (PIP) for the PEL study to describe the process and communication methods for disseminating information about the study and for soliciting input from the public and agencies. The PIP complies with the current federal surface transportation law.

The PIP is a flexible, “living” document that can be amended as needed during the process.

1.2 Study Overview

The NYS Route 378 bridge crossing the Hudson River was built in 1932, connecting the Village of Menands in Albany County to the City of Troy in Rensselaer County. The bridge has been repaired under numerous contracts dating back to 2008, with the most recent work completed in 2017 under an emergency contract where various stringers and gusset plates were repaired. The bridge is recognized as needing replacement within the foreseeable future. The study limits for the Troy-Menands Bridge NYS 378 PEL Study are between the Congress Street Bridge to the North and Patroon Island Bridge to the South.

In accordance with NEPA and NYSDOT's procedures for the implementation of the State Environmental Quality Review Act (SEQR), the Troy-Menands Bridge NYS 378 PEL Study will assess the engineering feasibility and environmental impact of replacing the bridge and improved connections to the roadway network on either side of the Hudson River. The WSP team will examine the conditions within the study limits and evaluate the benefit to replacing the bridge in its current location or building the replacement bridge in alternative locations across the river.

NYSDOT is developing the Troy-Menands Bridge NYS 378 PEL Study to help transportation decision-

makers: (1) consider environmental, community, and economic goals early in the transportation planning process, and (2) use the information, analysis, and products developed during planning to inform the environmental review process under NEPA for transportation projects undertaken in the corridor. The goal of PEL is to develop a more seamless decision-making process that minimizes duplication of effort, promotes environmental stewardship, and reduces delays in project implementation (FHWA, 2006).

NYSDOT will coordinate with interested, involved agencies that may be likely cooperating and likely participating agencies under NEPA during development of the Project Scoping/PEL Study Report. In cooperation with FHWA, NYSDOT will also coordinate with Federally recognized tribes and other likely consulting parties established pursuant to Section 106 of the National Historic Preservation Act.

2 Chapter 2: Goals and Objectives of the Public Involvement Plan

The purpose of this Public Involvement Plan is to establish a process for soliciting early and frequent feedback from the public; encouraging open discussion of study details and issues of concern; and providing opportunities for public comments and questions related to the Troy-Menands Bridge NYS 378 PEL Study throughout the study development process.

An objective of the public involvement process for the Troy-Menands Bridge NYS 378 PEL Study is to gather input from individuals who live, work, and/or own properties or businesses adjacent to the study limits and within the study area. The incorporation and consideration of public input during the study development process will be facilitated by collecting and reviewing information received from the public outreach efforts. This Public Involvement Plan will be updated during the study development process to incorporate new information, methods, and mechanisms employed during public outreach, as needed.

Specific goals of the public involvement process include:

- Provide members of the public with information about the Troy-Menands Bridge NYS 378 PEL Study and opportunities to provide input during the study development process
- Provide an opportunity for involvement to the public in developing a reasonable range of concepts to be considered in the PEL study
- Solicit public comments on the Draft Project Scoping/PEL Study Report, when it is made available to the public
- Give consideration to the views of varying interest groups and stakeholders throughout the decision-making process
- Ensure that elected officials, agencies, stakeholders, and the general public are adequately informed early in the study process about the study and its implications for their communities, and to identify potential issues so that they can be addressed and resolved before the completion of the PEL process.

Measures to help meet these goals include:

- Identify community and industry representatives and organizations who can aid in the dissemination of information pertaining to public outreach efforts and opportunities
- Provide updated study information to facilitate meaningful public dialogue
- Provide forums and venues where members of the community can participate in the public involvement process
- Provide timely notice of public meetings and the release of study documents
- Ensure that Limited English Proficiency (LEP) populations, environmental justice communities, and any identified Tribal Nations are provided with meaningful access to public involvement and comment opportunities

3 Chapter 3: Equitable Engagement Guidelines

3.1 Limited English Proficiency

Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English are considered "limited English proficient," or LEP. Federal laws concerning language access rights and obligations include Title VI of the Civil Rights Act of 1964 and Executive Order 13166. Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," was signed on August 11, 2000 and states that people who are LEP should have meaningful access to Federally conducted and funded programs and activities. The Executive Order requires Federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency, and develop and implement a system to provide those services so LEP persons can have meaningful access to them.

According to EO 13166 *Improving Access to Services for Persons with Limited English Proficiency (LEP)* and compliant to New York State EO 26, *Statewide Language Access Policy*, if a NYSDOT activity will have an impact on an area where an eligible LEP language group constitutes 5% or 1,000 people, whichever is less, reasonable efforts should be put forth to provide meaningful access. If there are fewer than 50 persons in a language group that reaches the 5% trigger, the recipient does not translate vital written materials but provides written notice in the primary language of the LEP language group of the right to receive competent oral interpretation of those written materials, free of cost. Data from the U.S. Census Bureau 2017-2021 American Community Survey 5-year Estimates were analyzed for the census tracts within the study area, to determine if there is a population that do not speak English as their primary language and who speak English "less than very well", above the 5% or 1,000 person thresholds.

The Troy-Menands Bridge NYS 378 PEL Study will take steps to provide meaningful access to LEP individuals in the study area. This includes providing study materials and meeting notices in identified languages in the corridor such as Spanish, advertising accommodation for LEP individuals, including the ability for LEP individuals to have interpretation services available at public workshops upon advance request. Language interpretation and translation needs in the study area predominantly involve Spanish-speaking individuals. In addition, instantaneous web-translation of the study website is available online in multiple languages.

3.2 Americans with Disabilities Act (ADA)

Public workshops that take place in -person will be held in locations that comply with the Americans with Disabilities Act (ADA) to assure that stakeholders who are disabled or elderly may have convenient access to meetings. Sign language interpreters will be available at public workshops, and other meetings, if requested. Public notices announcing public workshops will provide instructions for requesting other special accommodations. The Troy-Menands Bridge NYS 378 PEL Study website will be designed to accommodate people with visual impairments (i.e., adjustable text size, compatibility with screen readers).

3.3 Environmental Justice (EJ)

Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, dated February 11, 1994, requires consideration of whether a proposed action would disproportionately affect minority or low-income groups (59 Fed Reg. 7629 [1994]). An environmental justice analysis will be prepared for the study to identify and address disproportionate adverse impacts to environmental justice populations and to ensure that environmental justice populations are targeted in public outreach efforts throughout the life of the study (during and after the PEL process).

In addition to EO 12898, federal concerns for nondiscrimination under Title VI of the Civil Rights Act of 1964

are applicable under the environmental justice process, and recipients of Federal aid must certify nondiscrimination on the basis of race, color, or national origin. Title VI specifically states that “no person in the United States shall on the ground of race, color, or national origin be excluded from participation in, denied benefits of, or subjected to discrimination under any program or activity receiving Federal financial assistance.”

EO 12898 also requires federal agencies to ensure public participation from communities with substantial minority or low-income populations. Each federal agency has developed a strategy to address environmental justice, with the Council on Environmental Quality (CEQ) responsible for oversight and coordination. The environmental justice analysis for the Troy-Menands Bridge NYS 378 PEL Study will follow the guidance and methodologies recommended in CEQ’s Environmental Justice Guidelines under the NEPA (December 1997), the USDOT’s Final Order 5610.2(a) on Environmental Justice (April 1997 and updated May 2012), the Federal Transit Administration (FTA)’s Environmental Justice Policy Guidance for Federal Transit Administration Recipients, Circular 4703.1, effective August 15, 2012, and relevant guidance from the State of New York.

- Preliminary research using census data has identified environmental justice communities in the vicinity of the PEL study area. For this environmental review, the local environmental justice communities within the PEL Study area will be included in the public outreach process to ensure that they can participate meaningfully in review of the study. As a general rule, the following principles will be adopted to support involvement of these local environmental justice communities in the PEL Study area: Documents, notices, and meetings will be made concise, understandable, and readily accessible to the public
- When appropriate, notices and meeting materials will be provided in both English and Spanish and other languages as identified
- The study website will be developed in English and the platform will be translatable based on user language preference
- All public events will be scheduled at convenient, accessible locations, and times
- Key community leaders and groups will be contacted to increase public notification of events and participation of constituent communities

4 Chapter 4: Committee Oversight and Agency Coordination

Throughout the PEL study, the Troy-Menands Bridge NYS 378 PEL Study team will consult with specialized committees/working groups that will provide topic-specific input and play a role in guiding the direction of the study. Members of the committees will include but not be limited to representatives from regional, state agencies and local businesses and organizations. Committees will be notified of the availability of study results and will be given opportunities to provide comments and consultation at various stages throughout the planning process. Technical Committee and Interagency Coordination efforts are outlined below.

4.1 Steering Committee (SC)

The Steering Committee shall include representatives from NYSDOT, FHWA and Capital Region Transportation Council. Steering committee meetings shall be scheduled monthly, provide project updates, and serve as an opportunity to provide feedback on project direction and expand coordination.

4.2 Transportation Partnering Committee (TPC)

The TPC is a working committee formed of volunteers to help provide direction and guidance in the development of the Troy-Menands Bridge NYS 378 PEL Study. The committee comprises local and State government officials with a direct transportation link to the Route 378 corridor. Members include, but are not limited to, representatives from the Capital Region Transportation Council, the Capital District Transportation Authority (CDTA), the transit agency for the Capital District and CDRPC, the Capital District Regional Planning Commission, Albany County, Rensselaer County, the City of Troy, the City of Watervliet the Village of Menands, Town of North Greenbush, and Town of Colonie. As with the public workshops, TPC meetings will be scheduled to coincide with completion of the major study milestones.

4.3 Agency Coordination Plan (ACP)

In addition to this PIP, an Agency Coordination Plan (ACP) has been prepared to identify likely cooperating and likely participating agencies and the roles and responsibilities of each agency in the study process consistent with 23 U.S.C 139. In anticipation of initiating future NEPA environmental reviews for projects in the Troy-Menands Bridge NYS 378 PEL Study, NYSDOT, will collaborate with likely cooperating and participating agencies in reviewing and refining the Troy-Menands Bridge NYS 378 PEL Study purpose and need, preliminary range of concepts, and methodologies for documenting environmental conditions, and assessing impacts. While consensus is not required in the development of impact assessment methodologies, NYSDOT, will consider the views of the agencies with relevant interests before making a decision on a particular methodology. After collaboration has taken place, NYSDOT, will make the decision on the methodology and level of detail to be used.

The agencies will be notified of the availability of the key Troy-Menands Bridge NYS 378 PEL Study documents and given 30 days to provide comment. Agency comments will be documented in a comment matrix and responses will be provided.

5 Chapter 5: Public and Stakeholder Meetings / Events

5.1 Public Workshops

Public workshops will be scheduled to coincide with the completion of major Troy-Menands Bridge NYS 378 PEL Study milestones, targeting dates in November 2022, March/April 2023, and October 2023. The purpose of the workshops will be to gather input and feedback on the Draft Project Scoping/PEL Study Report, which will include the study's purpose and need statement; goals and objectives; potential concepts for consideration; issues to be addressed upon initiation of NEPA; and methodologies to be used to evaluate impacts. It is anticipated that the first and third workshops will be in-person and the second workshop will be virtual. The in-person workshops will include a presentation and interchange among the presenters and the participants. Staff will be available to talk informally about the study with interested members of the public.

In addition, NYSDOT and WSP will work to organize an in-person civic/neighborhood association meeting, targeted for September 2023. The invite list for this meeting will include associations represented at previous public meetings, as well as in collaboration with the City of Troy.

The study website, media releases, advertisements in local newspapers, the NYSDOT social media Twitter account, the Capital Region Transportation Council's social media outlets as well notice to our TPC members will all be used to publicize all public workshops.

Traditional means of getting the word out will also include an effort to "flyer" the study area. The flyers will be in English (and other languages as identified). Flyers will be generously circulated throughout South Troy (car windshields, taped to doors, provided by hand) and more widely distributed around the broader study area including stores, cafes, libraries, community centers, and places of worship, as appropriate.

The public workshops will be accessible to persons with disabilities and persons with LEP. Special services, such as an interpreter or sign language services, will also be available upon request. Public notices announcing these meetings will provide instructions for requesting these services.

The public notice and comment period on the Draft Project Scoping/PEL Report is anticipated for October 2023. Although not specified in the regulations, comment periods are customarily a minimum of 30 days.

5.2 Stakeholder Meetings

As part of the Troy-Menands Bridge NYS 378 PEL Study, in addition to public meetings, individual meetings will be held with key public and private stakeholders, to be identified by the SC and TPC.

In-person meetings will be held with public officials from the identified cities, towns and villages within the study area. These include: the Cities of Troy and Watervliet, the Towns of North Greenbush, and Colonie, and the Village of Menands. The purpose of these meetings is to become familiar with the respective community's: use of and needs for the bridge; concerns regarding the study area; and development patterns within the locality.

Meetings with transportation entities will include the Capital District Transportation Authority (CDTA) and Capital District Regional Planning Commission (CDRPC). Meetings will also be held at Capital Region Transportation Council, with the Capital Region MPO's existing committees – the Active Transportation Planning Advisory Committee, and the Freight and Goods Movement Committee. These committees have representatives from various interest groups, state and local planners as well as local and regional industry experts.

In addition, in-person meetings will be held with key employers and academic institutions within the study area, including, the Rensselaer Polytechnic Institute (RPI) Technology Park, Regeneron Pharmaceuticals

(an RPI Technology Park tenant), and Hudson Valley Community College (HVCC).

5.3 Federal and State Agency Meetings

At the beginning of the study, an Agency Coordination Plan was prepared to identify likely cooperating and participating agencies, and the roles and responsibilities of each agency in the study process consistent with 23 U.S.C. 139. The goal of the ACP is to provide a framework for facilitating agency involvement in the PEL process through engaging agencies in study activities, progress, and key decision points. Through the ACP, the Steering Committee and TPC were formed.

Meetings with federal and state agencies will include, but will not be limited to, The Federal Highway Administration (FHWA), Federal Emergency Management Agency, Region II (FEMA), U.S. Coast Guard, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service (USFWS), National Oceanic and Atmosphere Administration (NOAA), U.S. Environmental Protection Agency, and tribal nations.

6 Chapter 6: Communication Tools

6.1 Website

A website hosted by NYSDOT will be developed for the Troy-Menands Bridge NYS 378 PEL Study. This website will include information on the PEL process, study activities and progress, public participation opportunities, and contact information. Study documents will be available for download and review. The website will be kept up to date with information on the study alternatives, environmental review, and current and previous study documentation, and means of contacting Region One for more information.

6.2 Presentations

Study presentations will be made to stakeholder groups, elected officials, and members of the public at the public workshops. These presentations will provide updates on study progress. Public meeting presentations will be translated into identified languages such as Spanish, and both English and Spanish language presentations will be posted on the study website.

6.3 Social Media

NYSDOT will coordinate with the WSP Team to send out notification on the NYSDOT Twitter account. These social media posts will include basic information on the Troy-Menands Bridge NYS 378 PEL Study, provide links to the study website, as well as information about public participation opportunities, study contact information, and how people can submit comments or sign up for the study mailing list.

6.4 Media Log

A media log will be maintained by the WSP Team over the course of the study as an archive of news media articles about the Troy-Menands Bridge NYS 378 PEL Study. The media log will be shared quarterly with NYSDOT.

6.5 Mailing List

A mailing list has been developed that includes elected officials, public agency contacts, stakeholders and community groups, and members of the public with an interest in the Troy-Menands Bridge NYS 378 PEL Study. The mailing list will be used to distribute meeting announcements and information about the study. Where email addresses are available, announcements will be distributed electronically. The mailing list will be updated throughout the life of the study to include new contacts obtained from meetings and the study website.

6.6 Email Blasts

Email blasts will be used to inform the public about upcoming public meetings and study updates.

6.7 Public Flyering

Ahead of public meetings, the WSP Team may develop a list of public flyering locations (schools, community centers, local small businesses, etc.) that are suitable candidates for posting or handing out flyers about upcoming events. NYSDOT and WSP will collaboratively plan the route and distribute the flyers.

6.8 Summary of Public Flyering

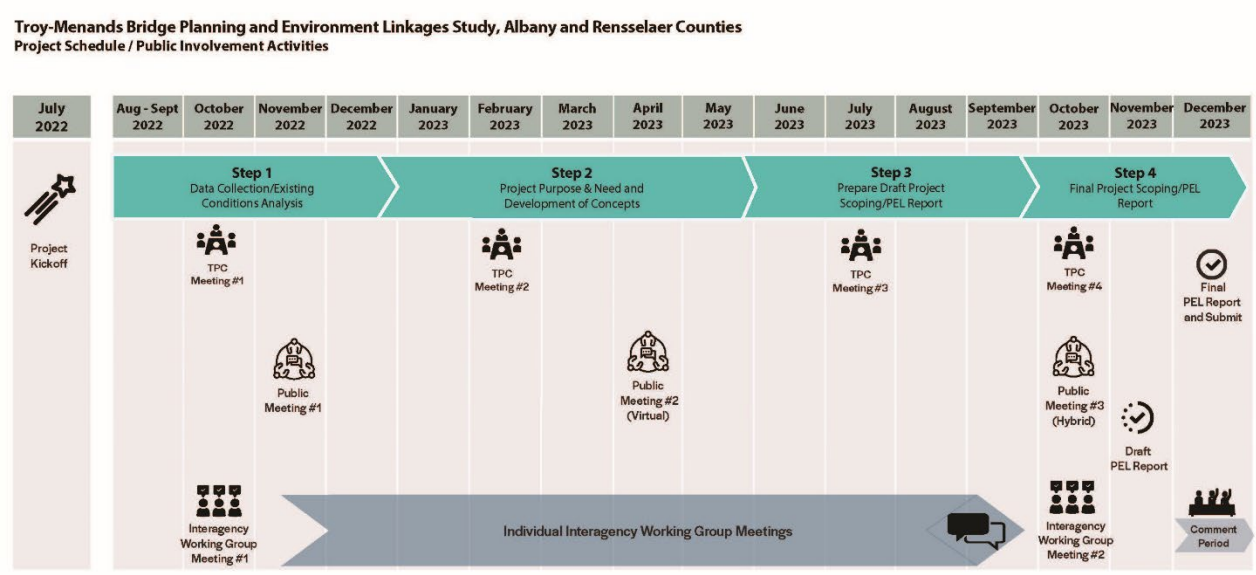
After the first in-person public meeting in November 2022, the Project Manager decided that for future meetings, the project team needed to expand the level of local outreach. For the second public meeting (virtual), members of the project team flyered in the neighborhoods adjacent to the bridge. Due to the

increased outreach efforts, there was significant online attendance with a heavy representation from the flyered neighborhoods. In this case, the project team saw the significant impact of local flyering and decided it would be a pillar of their outreach for future public meetings. For the Neighborhood Stakeholder/Civic Association Meeting *(Neighborhood Stakeholder Meeting)* on September 18, 2023, the project team targeted and flyered neighborhoods adjacent to the existing bridge and neighborhood associations. In addition, a virtual flyer was shared on Facebook. While the meeting had a robust turnout, attendees also confirmed that flyering was a successful method of outreach. For the final public meeting on October 26, 2023, the project team completed their most vigorous flyering effort covering neighborhoods in the project area, transportation corridors including 3rd Ave, US 4, Campbell Ave, and distributing thousands of flyers. This was the most successful flyering effort to date as many attendees at the public meeting credited their attendance to receiving a flyer.

Limitation of flyering as compared to direct mailings, can include inadvertently missing certain neighborhoods/residents. The project team was notified of this limitation at the final public meeting. Some residents in more rural neighborhoods did not receive flyers until the final public meeting. For future outreach methods, consideration and attention should be paid to all neighborhoods that could be potentially impacted, even those locations with less feasibility.

7 Chapter 7: Public Involvement Schedule and Key Milestones

A schedule of outreach activities has been developed and will be considered a living document to be updated as appropriate throughout the duration of the study. The schedule outlines components of the outreach program, along with associated timelines and responsibilities, and reflects the overarching strategy for broad engagement early and often throughout the study.



Troy-Menands Bridge NYS Route 378 PEL Study

DRAFT AGENCY COORDINATION PLAN

May 2023

Prepared by: WSP Team

The following is an Agency Coordination Plan is for the Troy-Menands Bridge New York State Route 378 PEL Study.

WSP is preparing this PEL study for the New York State Department of Transportation (NYSDOT), Region One Office, in coordination with the Federal Highway Administration (FHWA), NY Division and the Capital Region Transportation Council, the metropolitan planning organization serving the Capital Region.

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Chapter 1: Introduction

1.1 PURPOSE OF COORDINATION PLAN

The New York State Department of Transportation (NYSDOT), in cooperation with the Federal Highway Administration (FHWA), is preparing a Transportation Scoping/Planning and Environment Linkages Study (PEL Study) for rehabilitation or replacement of the Troy-Menands Bridge that crosses the Hudson River and connects the Village of Menands in Albany County to the City of Troy in Rensselaer County as New York State Route 378 (Troy-Menands Bridge). This PEL Study is a collaborative and integrated approach to transportation decision-making to facilitate meeting environmental review requirements under the National Environmental Policy Act (NEPA) and other regulatory requirements that may be required for a future bridge rehabilitation or replacement project.

Consistent with the provisions of both 23 U.S.C. 139(f)(4)(E) and 23 U.S.C. 168, NYSDOT intends to use the information and decisions contained in the Troy-Menands Bridge NY 378 PEL Study (such as the development of a purpose and need statement and the preliminary screening of alternatives or concepts with recommendation of unreasonable alternatives or concepts to be eliminated) to inform the project development process for environmental review under NEPA (23 C.F.R 1500). Portions or all of the Troy-Menands Bridge NY 378 PEL Study may be adopted or incorporated into future NEPA documentation for the project either during the scoping phase or later in the NEPA process, as appropriate (23 U.S.C 168(b)(4)). While final conclusions for alternatives are made during the NEPA process, by following the PEL approach, the Troy-Menands Bridge NY 378 PEL Study can narrow down the list of concepts by identifying those that are unreasonable (i.e., not practical and feasible, those that have fatal flaws). The concept development and screening process during this PEL process can also help identify recommended and feasible options, which can move forward to preliminary conceptual design ahead of initiating the NEPA review.

Therefore, this Agency Coordination Plan has been developed to guide coordination activities through the duration of the Troy-Menands Bridge NY 378 PEL Study with interested, involved agencies that may be likely cooperating and participating agencies under NEPA. NYSDOT will use information developed in the Troy-Menands Bridge NY 378 PEL Study to inform the NEPA process for capital projects that are initiated subsequent to this study. Pairing planning and environmental screening early leads to value-added projects that have undergone stakeholder and public review with a collaborative interagency approach. This method lends itself to early problem identification and solving, requiring less duplication of effort in the NEPA process and potentially accelerating project delivery and minimizing overall costs. Importantly, before NYSDOT and FHWA can eliminate alternatives from detailed consideration under NEPA, they must obtain the concurrence of the Federal and State agencies with jurisdiction over a permit or approval.

1.2 STUDY OVERVIEW

The Troy-Menands Bridge over the Hudson River was built in 1932, connecting the Village of Menands in Albany County to the City of Troy in Rensselaer County. The bridge has been repaired under numerous contracts dating back to 2008, with the most recent work completed in 2017 under an emergency contract where various stringers and gusset plates were repaired. The bridge is recognized as needing rehabilitation or replacement within the foreseeable future. The study area limits for the Troy-Menands Bridge NY 378 PEL Study is generally between the Congress Street Bridge to the North and Patroon Island Bridge to the

South (**Figure 1**).

In accordance with NEPA and NYSDOT's procedures for the implementation of the State Environmental Quality Review Act (SEQR), the Troy-Menands Bridge NY 378 PEL Study will assess the engineering feasibility and environmental impact of rehabilitating or replacing the bridge and improving connections to the roadway network on either side of the Hudson River. The WSP team will examine the conditions within the study area limits and evaluate the benefit to building the bridge in various locations across the river.

NYSDOT is developing the Troy-Menands Bridge PEL Study to help transportation decision-makers: (1) consider environmental, community, and economic goals early in the transportation planning process, and (2) use the information, analysis, and products developed during planning to inform the environmental review process under NEPA for transportation projects undertaken in the corridor. The goal of PEL is to develop a more seamless decision-making process that minimizes duplication of effort, promotes environmental stewardship, and reduces delays in project implementation (FHWA, 2006).

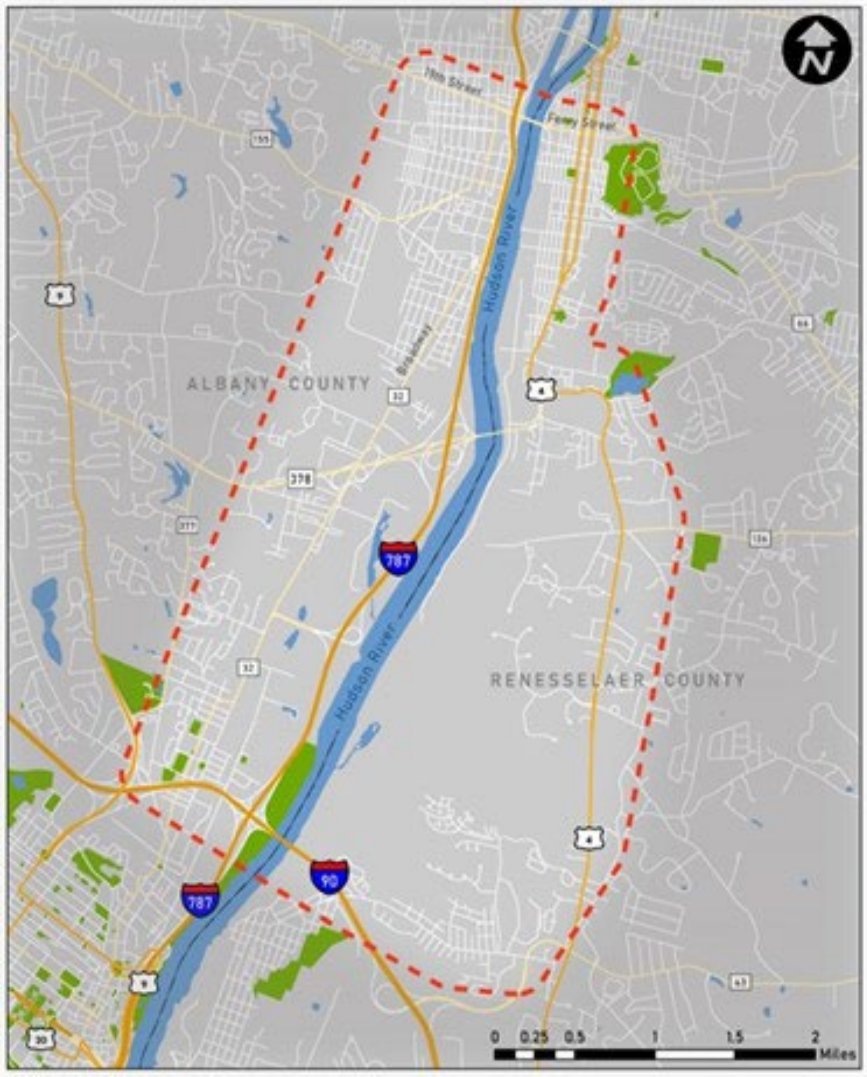


Figure 1. Troy-Menands Bridge PEL Study Area

NYSDOT will coordinate with interested, involved agencies that may be likely cooperating and likely participating agencies under NEPA during development of the Project Scoping/PEL Report. In cooperation with FHWA, NYSDOT will also coordinate with Federally recognized tribes and other likely consulting parties established pursuant to Section 106 of the National Historic Preservation Act.

Chapter 2: Lead/Cooperating/Participating Agencies

2.1 LIST OF AGENCIES, ROLES, AND RESPONSIBILITIES

The goal of this Agency Coordination Plan is to provide a framework for facilitating agency involvement in the PEL process through engaging agencies in the study's activities, progress, and key decision points. NYSDOT intends to carry recommendations obtained from agencies (on items such as a purpose and need statement, the preliminary screening of concepts, or elimination of unreasonable concepts) and decisions made as part of the Troy-Menands Bridge PEL Study forward to subsequent NEPA review for this project. NYSDOT and FHWA will obtain written or verbal agreement from agencies on the framework in this Agency Coordination Plan. Unlike with NEPA, agency involvement in a PEL study is voluntary on the part of the agency and since a PEL is a planning level study, no legally binding agreements or decisions will be made with any agencies.

Under NEPA, the lead agency is responsible for ensuring that the environmental review process is conducted properly and in accordance with all applicable environmental regulations. For the Troy-Menands Bridge project, the FHWA will serve as Federal lead agency upon initiation of NEPA, with NYSDOT serving as the sponsoring agency and joint lead agency under 23 U.S.C. section 139. In addition, the Troy-Menands Bridge project would be subject to the State Environmental Quality Review Act (SEQRA) and must follow the provisions of 17 NYCRR, Part 15, "Procedures for Implementation of State Environmental Quality Review Act." NYSDOT would be lead agency under SEQRA.

For the purposes of this PEL Study, NYSDOT is the lead state agency with FHWA as a cooperating agency. NYSDOT will manage the PEL review and documentation process; prepare all study reports and other documents; and provide opportunities for likely NEPA cooperating and participating agency involvement and public involvement. FHWA will oversee this PEL Study process and, if satisfied, will provide its recommendation that information and data developed for this PEL Study can be used in the subsequent NEPA review for the project.

According to Council on Environmental Quality (CEQ) regulations (40 CFR § 1508.1) and FHWA regulations (23 CFR 771.111(d)), "Cooperating agency" means any Federal agency, other than a lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. A state or local agency of similar qualifications or a tribal government, when the effects are in areas of interest for the purpose of Section 106 under the National Historic Preservation Act with a Federally recognized Native American tribe, may, by agreement with the lead agencies, also become a cooperating agency. CEQ regulations also state (40 CFR § 1501.8) that an agency may request cooperating agency status, if applicable.

Under NEPA, cooperating agencies have the responsibility to:

- Provide input on defining the study purpose and need, the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis
- Identify issues that could substantially delay or prevent granting of permit/approval
- Participate in coordination meetings and joint field reviews
- Provide timely review and comments on pre-draft or pre-final environmental documents
- Prepare mitigation recommendations

As defined in 23 U.S.C Section 139, "Participating agencies" are those Federal, state, or local agencies or Federally recognized tribal governmental organizations with an interest in the study. The definition for determining participating agency status is broader than the standard for cooperating agency status. Therefore, cooperating agencies are, by definition, participating agencies, but not all participating agencies are cooperating agencies. Non-governmental organizations and private entities cannot serve as participating agencies.

Under NEPA, the role of participating agencies is to:

- Provide input on defining study purpose and need, the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis
- Participate in coordination meetings and joint field reviews, as appropriate
- As requested by FHWA, provide timely review and comments on certain pre-draft or pre-final environmental documents
- Provide timely comments on unresolved issues

Generally, cooperating agencies have a higher degree of authority, responsibility, and involvement in the environmental review process than participating agencies.

For the purposes of this PEL Study, the roles of the agencies (both likely cooperating and participating agencies) is to:

- Participate in interagency working group meetings or individual meetings with the project team
- Share resource data relevant to the project and study area
- Provide input on the purpose and need statement and range of concepts to be considered, as well as recommended methodologies for data collection and analysis
- Identify issues that could substantially delay or prevent granting of permit/approval
- Review and comment on the PEL Study Report.

Both likely participating and likely cooperating agencies are and will continue to be consulted throughout the Troy-Menands Bridge NY 378 PEL Study process to update them on the status of the study and discuss areas of concern.

Table 1 lists the lead agencies as well as the agencies that are anticipated to be invited to serve as likely cooperating or likely participating agencies for the Troy-Menands Bridge NY 378 PEL Study and future NEPA environmental review, with their applicable area of jurisdiction or expertise. Any Federal agency that is invited by the lead agency to participate in the NEPA process for a project shall be designated as a participating agency by the lead agency unless it declines in writing; other agencies must accept in writing.

Table 1 Lead Agencies and Likely Cooperating and Participating Agencies

Agency	Role	Responsibilities
Federal Highway Administration	Cooperating Agency for PEL Study; Federal Lead Agency for NEPA	Manage environmental review process under NEPA and DOT Act Section 4(f); oversee PEL process and decision document; arbitrate and resolve issues
New York State Department of Transportation	State Joint Lead Agency and Study Sponsor	Manage environmental review process; prepare PEL Study and Final PEL Report; provide opportunity for public and agency involvement; arbitrate and resolve issues
U.S. Army Corps of Engineers	Cooperating Agency	Coordination related to USACE NEPA and Clean Water Act Section 404 and Rivers and Harbors Appropriation Act Section 10 permitting
U.S. Coast Guard	Cooperating Agency	Coordination related to USCG permitting
U.S. Fish and Wildlife Service	Cooperating Agency	Coordination related to NEPA and Section 7 of the Endangered Species Act
U.S. Environmental Protection Agency	Cooperating Agency	Coordination related to NEPA; Section 309 of the Clean Air Act; and Clean Water Act requirements (permitting and sole source aquifer)
NOAA Fisheries	Cooperating Agency	Coordination in accordance with Section 7, Endangered Species Act; Essential Fish Habitat, Magnuson-Stevens Fishery Conservation and Management Act
Federal Emergency Management Agency, Federal Region II	Participating Agency	Coordination related to resilience and floodplain issues
Delaware Tribe	Participating Agency	Coordination related to archaeological resources; possible participation in Section 106 process
Saint Regis Mohawk	Participating Agency	Coordination related to archaeological resources; possible participation in Section 106 process
Stockbridge-Munsee Community Band of Mohican Indians	Participating Agency	Coordination related to archaeological resources; possible participation in Section 106 process
New York State Department of Environmental Conservation (NYSDEC)	Participating Agency	Coordination related to freshwater wetlands permitting (Article 24 of Environmental Conservation Law), water resources (Article 15 of Environmental Conservation Law), and Section 401 of Clean Water Act; state-listed species review
New York State Department of State (NYSDOS)	Participating Agency	Coordination related to waterfront revitalization and coastal zone consistency
New York State Office of Parks, Recreation and Historic Preservation (OPRHP)	Participating Agency	Coordination related to Empire State Trail and Section 6(f) / Land and Water Conservation Fund
New York State Historic Preservation Office (at OPRHP) (NYSHPO)	Participating Agency; Section 106	Concurrence under Section 106, National Historic Preservation Act

2.2 AGENCY CONTACT INFORMATION

Table 2 lists the primary point of contact for each of the likely cooperating and participating agencies and for the likely Native American Tribal Governments NYSDOT has identified for interagency coordination for the Troy-Menands Bridge PEL Study.

Table 2 Lead Agencies and Likely Cooperating and Participating Agencies: Primary Contacts

Agency	Name	Address
Lead & Sponsoring Agencies		
Federal Highway Administration	Nicole McGrath, NY Division, Community Planner	New York Division Office 11A Clinton Ave #719, Albany, NY 12207
	Benjamin Fischer, NY Division, Community Planner	
	Julia Trivers, Area Engineer (Regions 1, 2 and 7)	
NYSDOT	Robert Rice PE, Regional Planning and Program Manager	NYSDOT Region 1 50 Wolf Road - Suite 1S50, Albany, NY 12232
	Greg Wichser, PE, Planning and Program Management	
	Susan Olsen, Project Manager	
	Mark Saunders, PE, Resident Engineer, Rensselaer County	
	Bryan Viggiani, Region 1 Public Information Office	
	Andrea Becker, Maintenance Environmental Coordinator	
	Loretta McNamee, Environmental Contact	
	Chris Sobik, Region 1 Cultural Resources Coordinator	
	James Fredericks, PE, Region 1 Structural Engineer	
	Chris Ward, Region 1 Maintenance Engineer, Acting	
	Michael Fenley, Region 1 Traffic Engineer	
	Gennadiy Kosoy, PE, Consultant Manager	NYSDOT Main Office 50 Wolf Road, Albany, NY 12232
Cooperating Agencies		
U.S. Army Corps of Engineers	Christine Delorier, NY Division, Regulatory Branch	1 Buffington Street, Watervliet Arsenal, 3rd Floor North, Watervliet, NY 12189

Agency	Name	Address
U.S. Coast Guard	Donna Fisher, Commander, First Coast Guard District	1 South Street, Bldg 1, New York, NY 10004
U.S. Fish and Wildlife Service	Sandra Doran, Wildlife Biologist, NY Field Office	3817 Luker Road, Cortland, NY 13045
	Arianna Ramirez, Fish and Wildlife Biologist - Ecological Services	
U.S. Environmental Protection Agency	Arielle Benjamin, Environmental Engineer, Region 2 New York	290 Broadway, 25th Floor, New York, NY 10007
NOAA National Marine Fisheries Service	Karen Greene, Mid-Atlantic Field Office Supervisor	Greater Atlantic Regional Fisheries Office, Habitat Conservation Division, James J. Howard Marine Sciences Laboratory, 74 Magruder Rd, Highlands, NJ 07732
	Daniel Marrone, Section 7 Biologist	
Participating Agencies: Federal Agencies		
Federal Emergency Management Agency, Region II	Michael Audin, Deputy Regional Environmental Officer	26 Federal Plaza, Suite 1311, New York, NY 10278
Participating Agencies: Tribal Nations		
Delaware Tribe	Susan Bachor, M.A.	Pennsylvania Office, P.O. Box 64, Pocono Lake, PA 18347
Saint Regis Mohawk Tribe	Chief Beverly Cook Darren Bonaparte	71 Margaret Terrance Memorial Way, Akwesasne NY 13655
Stockbridge-Munsee Community Band of Mohican Indians	Nathan Allison Jeffrey Bendremer	Massachusetts Extension Office, 86 Spring Street, Williamstown, MA 01267
Participating Agencies: State, Regional, and Local Agencies		
New York State Parks, Recreation and Historic Preservation	Daniel McEneny, Division Director, Division of Historic Preservation	Peebles Island State Park, P.O. Box 189, Waterford, NY 12188
New York State Department of Environmental Conservation	Tony Luisi, Regional Director, Region 4: Albany/Rensselaer Counties	1130 North Westcott Road, Schenectady, NY 12306-2014
New York State Department of State	Lisa Vasilakos, Coastal Resources Specialist	One Commerce Plaza, 99 Washington Avenue, Albany, NY 12231
New York State Office of Parks, Recreation and Historic Preservation	Empire State Trail – Chris Morris	625 Broadway Albany NY 12238
	Section 6(f) – Diana Carter, Assistant Division Director, Division of Environmental Stewardship and Planning	

Chapter 3: Coordination Points and Anticipated Completion Dates

Key coordination points with agency stakeholders for the Troy-Menands Bridge PEL Study are summarized below.

- **Invite Likely Cooperating and Likely Participating Agencies:** NYSDOT will invite federal and non-federal agencies that may have a potential regulatory role in the future, special expertise, or an interest in the study to participate in the PEL process as part of the Interagency Working Group. NYSDOT will distribute letters to the agencies listed in Table 1 above informing them about the initiation of the Troy-Menands Bridge PEL Study and inviting them to attend meetings and serve on the Interagency Working Group for the study.
- **Ongoing Coordination with Agencies:** Following establishment of the Agency Coordination Plan, regular outreach will be conducted with the Interagency Working Group. This will include one-on-one meetings to gather information, email updates following public meetings, and a final meeting to present the Draft PEL Study.

A schedule has been developed and will be considered a living document to be updated as appropriate throughout the duration of the study (**Figure 2**). The schedule reflects the overarching strategy for engagement early and often throughout the study.

NYSDOT anticipates the PEL Study to take 16 to 18 months. NYSDOT will meet with the Transportation Partnering Committee quarterly, aligning with the four steps of the PEL process. There will be a kick-off meeting with the interagency working group within Step 1 (data collection/existing conditions analysis), followed by individual one-on-one meetings with agencies as the purpose and needs statement and concepts are being developed. A second interagency working group meeting will be held prior to the release of the Draft PEL Study Report. Three public meetings will be held (two in-person and one virtual) – one at the conclusion of the data collection step, one after purpose and needs have been drafted, and one at the end of the study to present the findings. Notification of the public meetings will be published at least 15 days prior to the meeting. Following the third Public Meeting, the Draft PEL Study Report will be posted on the project website, starting a 30-day public and agency comment period. At the conclusion of the comment period, NYSDOT will review the comments and incorporate input into the Final PEL Study Report. The Final PEL Study Report will be submitted to FHWA for formal acceptance before the study is concluded.

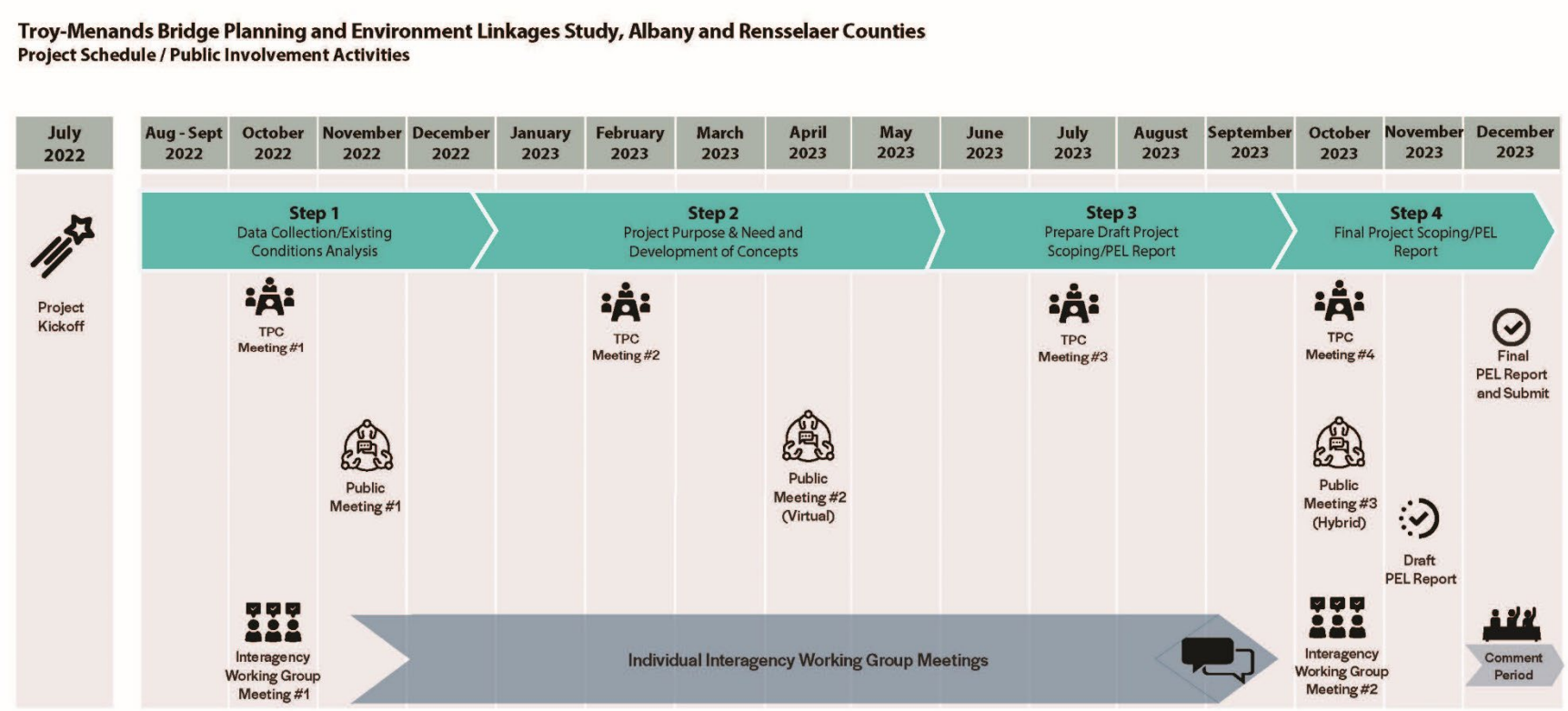


Figure 2. Project Schedule/Public Involvement Activities

Chapter 4: Agency Coordination

4.1 COOPERATING AND PARTICIPATING AGENCY COORDINATION

In anticipation of initiating NEPA review for the rehabilitation or replacement of the Troy-Menands Bridge, NYSDOT, in cooperation with FHWA, will collaborate with likely cooperating and likely participating agencies in reviewing and refining and the Troy-Menands Bridge PEL Study purpose and need, range of concepts, and methodologies for documenting environmental conditions, and assessing impacts. While consensus is not required in the development of impact assessment methodologies, NYSDOT, in cooperation with FHWA, will consider the views of the agencies with relevant interests before making a decision on a particular methodology. Well documented, widely accepted methodologies, such as those for noise impact assessment and Section 106 (historic preservation) review, are anticipated to require minimal collaboration. After collaboration has taken place, NYSDOT, in cooperation with FHWA, will make the decision on the methodology and level of detail to be used.

The agencies will be notified of the availability of the key Troy-Menands Bridge NY 378 PEL Study documents as described in Chapter 3 above and given appropriate opportunities to provide comment. After release and circulation of the Troy-Menands Bridge NY 378 PEL Study for public comment, NYSDOT, in cooperation with FHWA, expect to implement recommendations as funding becomes available.

4.2 ADDITIONAL STATUTORY CONSULTATION AND REVIEW OBLIGATIONS

As the lead agency, FHWA follows a policy of managing the NEPA project development and decision-making process as an "umbrella" under which all applicable environmental laws, executive orders, and regulations are considered and addressed prior to the final project decision and document approval. As noted in Section 1.1 of this Agency Coordination Plan, before NYSDOT and FHWA can eliminate alternatives from detailed consideration under NEPA, they must obtain the concurrence of the Federal agencies with jurisdiction over a permit or approval required for a project in the study area, confirming that the alternative to be eliminated from consideration is not necessary for any permit or approval under any other Federal law. Examples of such permits and approvals include Clean Water Act permits issued by the U.S. Army Corps of Engineers and consultations with the U.S. Fish and Wildlife Service under the Endangered Species Act.

Additionally, some statutes contain requirements that may be applicable to projects in the study area, regardless of whether an environmental review under NEPA is required, though the requirements are often met in tandem with completing environmental reviews under NEPA. For example, Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties that are listed or meet the eligibility criteria for listing in the National Register of Historic Places. Similarly, regardless of whether NEPA applies to a project, Section 4(f) of the U.S. Department of Transportation Act of 1966 requires consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development. Although the Section 106 process will not be initiated as a part of the Troy-Menands Bridge PEL Study, NYSDOT, in cooperation with FHWA, will work with the NYSHPO during the PEL Study to identify likely Section 106 consulting parties and will also send letters to federally recognized Native American tribes to initiate Government-to-Government outreach. To foster clear communication and proper documentation for purposes of NEPA, all tribal contact will come from the NYSDOT Regional Cultural Resources Coordinator’s office. Other agencies should not contact the tribal nations directly about this PEL Study.

As part of this PEL Study, and in cooperation with FHWA, NYSDOT will provide opportunities for coordination and comment to the relevant federal agencies and to official(s) with jurisdiction over any Section 4(f) resource that may be affected by potential projects in the Troy-Menands Bridge NY 378 PEL study area. Potential Section 4(f) historic sites will be identified through the Section 106 process, in coordination with NYSHPO.

4.3 AGENCY INVOLVEMENT ACTIVITIES

Regular coordination with likely Cooperating and likely Participating Agencies will occur through a combination of interagency working group meetings at key milestones, one-on-one meetings between the PEL Study Team and individual agencies, and email updates (see schedule, **Figure 2**). It is anticipated that these meetings will be held virtually, unless an agency requests an in-person meeting ahead of time.

4.4 STAKEHOLDER INVOLVEMENT ACTIVITIES

NYSDOT, in cooperation with FHWA, will seek out the involvement of community leaders, elected officials, and other stakeholders in the Troy-Menands Bridge NY 378 PEL Study area. It is hoped that these individuals and organizations will assist NYSDOT, in cooperation with FHWA, in understanding and addressing local concerns, including those of the environmental justice communities that could be affected by the study.

The Troy-Menands Bridge NY 378 PEL **Public Involvement Plan** provides detailed descriptions of the stakeholder involvement activities that will be undertaken, including elected official briefings, public workshops, stakeholder meetings, Environmental Justice and Limited English Proficiency engagement, and various outreach methodologies and material (newsletters, flyers, presentations, etc.).