Prepared for:
Ulster County Department of General Services
Edward Jordan
Director of General Services
100 Development Court
Kingston, NY 12401

Submitted by:
LaBella Associates, D.P.C.
21 Fox Street
Poughkeepsie, NY 12601
(845) 454-3980

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City of Kingston/Town of Ulster
Albany/Ulster Avenue Corridor Management Plan

RFP-UC25-074

DECEMBER 19, 2025

December 19, 2025

Edward Jordan
Director of General Services
Ulster County Department of General Services
100 Development Court
Kingston, NY 12401

RE: **Proposal for the City of Kingston/Town of Ulster – Albany/Ulster Avenue Corridor Management Plan (RFP-UC25-074)**

Dear Mr. Jordan:

Ulster Avenue and Albany Avenue form one of Ulster County's most important multimodal corridors—and one of its most challenging. Longstanding safety issues, inconsistent pedestrian and bicycle infrastructure, high driveway density, and constrained traffic operations create daily conflicts for vulnerable users and drivers alike. Meaningful improvements must be rooted in a clear-eyed understanding of existing conditions, shaped by community values, and, most critically, designed for implementation**. LaBella Associates, D.P.C.** (LaBella), in partnership with **Highland Planning** and **Transpo Group**, is pleased to submit this proposal, bringing together a team with the demonstrated experience, technical depth, and local knowledge necessary to deliver an implementable and community-supported vision for this important corridor.

LaBella's project team has been at the forefront of corridor planning and implementation across New York State. Most recently LaBella led the Niskayuna NY 7 Complete Streets Study, a safety-focused corridor plan prepared for the Capital Region Transportation Council that emphasizes multimodal mobility, access management, and crash reduction—priorities that closely parallel the goals of this CMP—and resulted in a set of recommendations ready for advancement into design. Our work in Niskayuna reflects our commitment to designing corridors that better serve pedestrians, bicyclists, and transit users while improving vehicle operations. Beyond our planning work, LaBella has deep experience coordinating with NYSDOT Region 8 on transportation studies, safety upgrades, traffic engineering projects, and federally funded LAFA initiatives. This background will be essential in shaping concepts that respect NYSDOT design criteria, operate within real-world constraints, and can progress smoothly into future capital programming.

Highland Planning will lead our public engagement strategy, bringing extensive regional experience in transportation safety and community-driven planning. Their work on the Capital Region Vision Zero Safety Action Plan and the DCTC Long-Range Transportation Plan, along with numerous corridor studies across upstate New York, demonstrates their ability to build trust, engage traditionally underrepresented voices, and translate technical recommendations into community-understandable narratives. Highland's approach—anchored in on-the-ground engagement, pop-up events, interactive workshops, and accessible digital tools—will be critical to ensuring that businesses, residents, first responders, and everyday corridor users can meaningfully shape the CMP's direction.

Supporting our technical analysis is Transpo Group, a national leader in multimodal analytics and transportation data applications. Transpo contributed significantly to the Route 9W Mobility Plan through advanced modeling, speed analysis, and NPMRDS/Replica datasets—experience directly relevant to the Albany/Ulster Avenue corridor, where a clear understanding of travel patterns, reliability, safety performance, and future demand will be essential. Their involvement ensures that UCTC receives transparent, defensible, data-rich evaluations that support sound decision-making and build confidence among municipal and state agency partners.

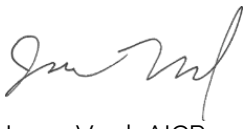
Together, our team brings the comprehensive skillset needed for a CMP that moves beyond visioning to deliver short-, mid-, and long-term improvements aligned with the NYSDOT Highway Design Manual, the Ulster County Community Design Manual, and local land-use goals. We are prepared to evaluate crash history through CLEAR, assess multimodal needs, develop turn-by-turn operational improvements, and create corridor-wide alternatives that clearly communicate tradeoffs and benefits. Our engagement strategy will help build consensus for a preferred approach, and our engineering expertise will ensure that recommendations are implementable, fundable, and ready for advancement to the next phase.

We appreciate the opportunity to submit this proposal and would be honored to partner with UCTC, NYSDOT Region 8, the City of Kingston, and the Town of Ulster. We are confident that our team's combined experience in safety-driven corridor planning, state agency coordination, advanced analytics, and inclusive public engagement positions us to deliver a CMP that improves safety, supports economic vitality, and enhances mobility for all users.

Should you have any questions, please contact me at (914) 450-9901 or via email at jvogl@labellapc.com. Thank you for your consideration and we look forward to the opportunity to further discuss our vision for the Albany Avenue/Ulster Avenue corridor.

Respectfully submitted,

LaBella Associates, D.P.C.



Jesse Vogl, AICP
Project Manager

SECTION 1

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City of Kingston/Town of Ulster
Albany/Ulster Avenue Corridor Management Plan

RFP Number

RFP-UC25-074

Closing Date

December 19, 2025 @ 4:00 P.M.

Responders Contact Information

LaBella Associates, D.P.C.
21 Fox Street
Poughkeepsie, NY 12601
(914) 450-9901

RFP Contact:
Jesse Vogl, AICP
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Person responsible to bind the company contractually:
Brian Miller, PE
Vice President
(585) 295-6235
bmiller@labellapc.com

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LaBella
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SECTION II

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ABOUT LABELLA

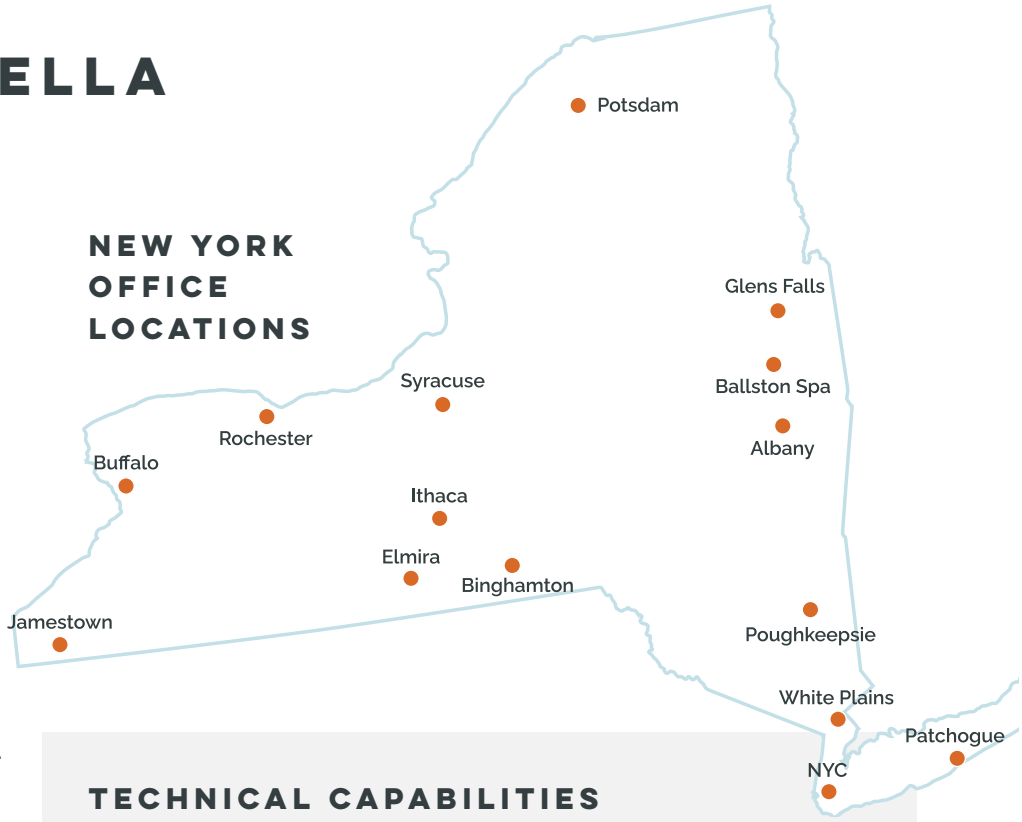
At LaBella Associates, our job is to create – structures, plans, ideas, results. As a nationally recognized Design Professional Corporation, that's a given, right?

But here's what really drives us: creating partnership between our team and our clients. So much so that we become one team, unified in the unrelenting pursuit of exceptional performance on each and every project. Reliability. Accountability. Collaboration. Respect. Not skills we went to school for, but innate in LaBella team members.

The pursuit of partnership is embedded in our culture – has been since our inception in 1978. And it affects client outcomes in profound ways. It means we're built to expertly execute projects from start to finish. That we have the talent and resources to take on any challenge. That projects are completed on time, on budget, and beyond expectations. And that we win awards – not just for our talent, but also for our ethics, employee culture, and growth.

Today, our wheelhouse is broad, with four key service offerings: Buildings, Energy, Infrastructure, and Environmental. Our reach is widespread with over 2,000 staff located throughout the country and Europe. We're headquartered in Rochester, NY– but our impact is seen, felt, and experienced around the world.

NEW YORK OFFICE LOCATIONS



TECHNICAL CAPABILITIES

INFRASTRUCTURE

- Civil Engineering
- Environmental
- Planning
- Transportation Engineering
- Land Surveying

BUILDINGS

- Architecture
- Planning
- Buildings Engineering
- Environmental
- Land Development & Landscape Architecture

ENVIRONMENTAL

- Environmental Consulting
- Environmental Contracting
- Buildings Engineering
- Solid Waste

ENERGY

- Program Management
- Renewables
- Planning
- Power Systems
- Environmental
- Civil Engineering

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FIRM HISTORY

A Legacy of Innovation, Growth, and Partnership

Founded in 1978 by Sal LaBella, LaBella Associates began as a civil engineering firm operating out of Sal's home in Rochester, New York. With a strong reputation in the community and a wealth of experience from his previous role as Senior Vice President at one of the area's largest engineering firms, Sal set out to build something different—a company that prioritized not only technical excellence but also long-lasting partnerships with clients. This client-focused approach, emphasizing both high-quality engineering and effective project management, quickly established LaBella as a trusted name in the region.

By 1980, we had moved into our first office on East Avenue in Rochester, marking the firm's early physical growth. Notable projects, such as the Monroe County Combined Sewer Overflow Abatement Program aimed at reducing pollution in the Genesee River, leveraged Sal's expertise in hydraulics and positioned us as a key player in environmental infrastructure. These early achievements laid the groundwork for our expansion

Pictured above: LaBella in 1988 with 32 employees. Since then, we've grown to more than 2,000 employees in more than 35 office locations throughout the United States and Europe.

LaBella
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FIRM HISTORY

A Legacy of Innovation, Growth, and Partnership

Across the breadth of LaBella's disciplines and services, a legacy of exceptional quality and value are the common threads.

into environmental services, an area that grew increasingly important as federal policies addressing brownfields and pollution gained prominence.

As our projects became more complex, we expanded our in-house capabilities to include architecture, challenging the industry's conventional separation of engineering and architectural practices. Guided by key hires, we earned recognition as both an engineering and architectural firm. To better serve our clients, we also added structural, mechanical, electrical, and utility engineering services through a combination of strategic hires and acquisitions. This diversification not only supported our internal projects but also allowed us to develop specialized knowledge in these disciplines, broadening our reach.

A major turning point in our growth occurred when our civil division moved into transportation, strengthened by the hiring of a former New York State Department of Transportation Regional Director. This addition significantly deepened our understanding of state-level transportation engineering, leading to a thriving portfolio of transportation projects that, at one point, accounted for 60% of our work.

Recognizing the need to diversify beyond New York, we then expanded geographically. Our first major acquisition outside the state, in North Carolina, paved the way for further national growth.

From the beginning, we've prioritized developing strong partnerships with clients whose values aligned with our own. This approach has evolved into our guiding philosophy, ***Powered by Partnership***, reflecting Sal's original vision that clients are looking for more than just a service provider—they seek partners invested in their success.

Today, LaBella is a multi-disciplinary, full-service company with staff located throughout the United States and Europe. Consistently recognized as an ENR Top 500 firm and certified as a Great Place to Work, we remain dedicated to fostering a client-focused culture that values engineering excellence and effective project management. Committed to innovation, collaboration, and cultivating long-lasting partnerships. We continue to deliver successful projects and exceed client expectations, honoring the legacy we've built.

TECHNICAL CAPABILITIES

Areas of Firm Expertise

Architecture

- Architectural Design
- Project Management
- Development Scheduling
- Code Reviews & ADA Compliance
- Site Selection & Analysis
- Feasibility Studies
- Land Use Master Planning
- Space Planning
- Site/Sports Planning
- Computer-Aided Design & Drafting
- Facilities Evaluation & Planning
- Project Programming
- Cost Analysis
- Resident Project Representation

Building Code & Life Safety Services

- Municipal Plan Review, Inspection, & Code Analysis
- Building & Fire Code Evaluation
- Design Document Review
- Healthcare Risk Assessments & Code Training
- Electrical Safety & Arc Flash Compliance
- Health & Safety Training & Consulting

Civil Engineering

- Water Supply, Treatment, & Distribution
- Wastewater Collection & Treatment
- Gas Design, Including Leak-Prone Main, Gate, & Regulator Stations & Service Connections
- Stormwater Management
- Site Design

LaBella's wide breadth of services is what differentiates us.

- State & Local Permitting
- Athletic Facility Design
- Pedestrian & Vehicular Traffic Circulation

Commissioning Services

- Evaluation of Facility Requirements
- Compliance & Performance Reviews
- Field Verification
- Identify & Correct System Installation Deficiencies
- Review of Operations & Maintenance Manuals for Compliance
- Post Construction Assessments
- NYSERDA & LEED Commissioning
- Retro-Commissioning

Construction Engineering & Inspection

- Construction Inspection & Administration
- Scheduling
- Review of Drawings & Materials Submissions
- Maintenance & Protection of Traffic
- Constructability Reviews

Drilling

- Direct Push, Hollow Stem Auger, & Sonic Drilling of Unconsolidated Materials
- Wash Rotary, Air Hammer, & Coring Methods for Bedrock
- Depth Discrete Soil & Groundwater Sampling Via Direct Push
- Monitoring Well Installation & Development
- Remedial Well Installation
- Overwater Barge Drilling & Sampling
- Membrane Interface Probe (MIP) & Laser-Induced Fluorescence (LIF)
- Geotechnical (Standard Split Spoon & Shelby Tube Sampling)
- Well Decommissioning

Electrical Engineering

- Power Distribution Systems & Emergency Power
- Lighting & Life Safety Design
- Fire Alarm Engineering
- Security & Access Control Systems

TECHNICAL CAPABILITIES

- Telephone & Data Communications
- Electric Utility Engineering
- Process Control & Instrumentation

Energy Engineering

- Energy Auditing & Lighting Surveys
- Energy Master Planning
- Energy Metering & Monitoring
- Performance Contracting Assistance
- Energy Conservation Measures: Evaluation & Design
- Alternative Fuels: Biomass & Biogas
- Distributed Energy Resources: CHP, PV, & Wind
- Economic Analysis & Life Cycle Cost Analysis
- Rebate Assistance & Third-Party Reviews
- Facility Benchmarking
- LEED Assistance
- NYSERDA Program Services

Environmental Consulting & Contracting Services

- Phase I & II Environmental Site Assessments
- Remediation
- Brownfields
- Asbestos, Lead, & Mold Abatement Design
- Water Supply & Resources
- Water Resource Management
- Air Modeling
- Air Quality Services
- Industrial Hygiene & Safety
- Site Analysis & Site Selection
- Wetland & Stream Delineation & Permitting
- Ecological & Wildlife Studies
- SEQR/NEPA
- Environmental Contracting/ Remediation
- Ecological Construction & Restoration
- Air Permitting

Geographic Information Systems (GIS)

- Project Scoping
- ArcGIS Enterprise Administration
- ArcGIS Online Administration
- Web-Based Mapping Applications
- Custom Python Tools & Scripting
- Custom Application Development (Desktop, Web, & Mobile Solutions)
- Website Design & Implementation
- Data Design & Database Management
- Field-Data Workflow Development & Management
- Geospatial Analysis
- Cartography & Map Design
- 3D GIS
- Visualizations
- Indoor GIS
- ArcGIS Utility Network

Geotechnical Engineering

- Subsurface Investigations
- Foundation Design
- Slope Stabilization
- Retaining Walls
- Dams
- Stream Restoration & Culverts

Interior Design

- Interior Design
- Space Utilization
- Furniture, Fixtures, Equipment, & Technology Integration

Landscape Architecture

- Master Planning
- Open Space Planning
- Feasibility Studies
- Land Use Analysis
- Site Design/Schematic Design
- Visual Assessments & Simulations
- Parks & Recreation Design
- Planting & Site Lighting Plans
- Landscape Restoration & Climate Adaptive Design
- Athletic Facilities
- Trail Planning & Design
- Streetscapes

Land Surveying

- Topographic Surveys
- ALTA/ASCM Land Title Surveys
- Property Line Surveys
- Construction Layout
- Right-of-Way Mapping
- 3D High-Definition Laser Scanning
- GPS Surveying: Static & RTK
- Digital Terrain Modeling
- Photogrammetric Control Surveys
- Land Records Research

Mechanical Engineering

- HVAC/Precision Cooling System Design
- Plumbing & Fire Protection
- Distribution Systems
- Building Systems & Controls
- Facilities Evaluation & Design
- Industrial Process Piping & Systems
- Geothermal
- Solar Thermal

Planning

- Downtown Revitalization & Development
- Economic & Market Analysis
- Comprehensive Planning
- Grants & Financing
- Community Engagement

TECHNICAL CAPABILITIES

- Environmental Review
- Active Transportation
- Public & Private Development Services
- Geographic Information Systems (GIS)

Power Systems Transmission & Distribution

- Routing Analysis/Conceptual Design
- Survey-Topographical Survey/ LiDAR
- Subsurface Utility Engineering
- Geotechnical Investigations
- Plan & Profile Drawings: OH & UG
- Trenchless Technologies
  - Horizontal Directional Drill
  - Jack & Bore
  - Micro Tunnel
- Civil Construction & Traffic Control Plans

Our project teams are comprised of professionals from diverse disciplines working together in partnership to tackle our toughest challenges.

- Permitting Support
- Engineering Construction Support

Substations

- Project Requirements & Equipment Specifications
- Geotechnical Studies
- Soil Resistivity Studies
- Ground Impedance Studies
- Topographical Survey
- Conceptual Design
- In-Ground Detailed Design
- Above-Ground Detailed Design
- System Protection & Controls Detailed Design
- Permitting Assistance
- Stormwater Pollution Prevention Plan
- Spill Prevention, Control & Countermeasure (SPCC) Plan

Program Management

- Portfolio & Program Management
- Project Management
- Procurement Coordination & Expediting
- Project Scheduling & Controlling
- Cost Analysis
- Risk Management

Renewable Energy

- Interconnection Design
- Site Plan Design & Approval
- Stormwater Design & Inspection
- ALTA & Topographic Survey
- Wetland & Stream Delineation Services & Mitigation
- Agricultural Monitoring
- Geotechnical Investigation & Report
- Pile Pull/Load Testing & Report

The pursuit of partnership is embedded in our culture – has been since our inception in 1978. And it affects client outcomes in profound ways.

- Critical Issue Analysis/Site Due Diligence
- Interconnection Application (Third-Party) Review & Management
- State or Local Environmental Impact Statement & Review
- Local, State, & Federal Permitting
- Noise & Visual Impact Analysis
- Protected Species Surveys
- Brownfield/Landfill Redevelopment
- Local Law Development Assistance
- Construction Phase Owner's Representation
- Wind Energy Project Review
- Decommissioning
- Program Management Support

Structural Engineering

- Structural Design & Inspection
- Load Ratings
- Site Engineering
- Substation Structural Design
- Foundation Design

Transportation Engineering

- Highway & Street Design
- Bridge Design
- Traffic Impact & Safety Studies
- Bicycle, Pedestrian, & Trail Planning & Design
- Parking Studies & Design
- Traffic Signal Design
- ADA Compliance
- NYSDOT Highway Work Permits
- NYSDOT PERM 75 Applications
- NYSTA Highway Work Permits
- County Highway Work Permits
- Work Zone Traffic Control Plan Development

Waste & Recycling

- Construction Phase Services
- Environmental Compliance & Remediation
- Facility Operations Consulting
- Operator Training & Certification
- Landfill Gas System Design & O&M
- Title V Permitting & Compliance
- Leachate Management & Treatment
- Organic Waste Management
- Closure & Post-Closure Design, Reuse, & Maintenance

FIRM FINANCIAL CAPACITY

LaBella is in good financial standing, not in any form of bankruptcy, and current in taxes. Revenue and financial information is summarized below.

Net Revenue
2018 - Current

2024 - $264,866,616

2023 - $214,479,768

2022 - $182,359,268

2021 - $151,573,180

2020 - $116,765,130

2019 - $95,521,764

2018 - $81,411,319

Assets and Liabilities
2014 - 2024

2024 - Assets $129,475,537	Liabilities $71,225, 582
2023 - Assets $112,377,761	Liabilities $65,078,586
2022 - Assets $98,454,081	Liabilities $57,963,144
2021 - Assets $83,356,507	Liabilities $51,006,249
2020 - Assets $58,373,710	Liabilities $29,753,790
2019 - Assets $50,557,757	Liabilities $33,436,797
2018 - Assets $40,518,697	Liabilities $25,947,609
2017 - Assets $29,854,879	Liabilities $21,819,984
2016 - Assets $22,580,919	Liabilities $15,647,626
2015 - Assets $19,111,412	Liabilities $12,981,887
2014 - Assets $16,060,720	Liabilities $14,338,889

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COST CONTROL MEASURES

Above: City of Rochester Water Bureau Operations Center

LaBella Associates has a proven track record of bringing project construction cost in under the owner's critical fixed fee budget allocation. Understanding that cost overruns can impact schedule, internal design fee performance, as well as general owner satisfaction , LaBella employs and investigates several tools and measures to minimize risk in the bidding / design phase and change order control during construction:

Document Control

Close coordination and review of project document clarity and detail is crucial. This includes drawings and specifications. In several cases, such as, the Unity Health Chilled Water System, Contractor's and third party estimators worked closely with the design team to provide opinions of Construction Cost and avenues for potential savings.

Value Engineering

LaBella frequently employs the wide circle of Contractors and Construction Managers to provide input on savings options with careful regard to quality in the completed project. While preparing documents for the Greater Ithaca Activities Center Renovations, LaBella in conjunction with the Owner, engaged several local area Contractors and Suppliers to review finishes, HVAC equipment selections, Photovoltaic panel layouts and locations, as well as minimal site work impacts to better control costs on bid day. In addition, bid alternates were provided for Owner selection to allow for cost control.

Scheduling and Phasing

Working with the Owner and typically a Construction Manager, LaBella has prepared several Phasing Plans that have streamlined Contractor mobilization processes and work flow. This results in quicker and more effective construction phase activity, thus reducing bid costs. At the Schoharie County Public Safety Building, phasing was extremely critical in completing construction processes in certain building locations, allowing staff to re-occupy spaces and increase productivity. This phasing process was clearly defined and has resulted in desirable bid prices.

Scrutiny of Allocated Project Budget

LaBella feels it is critical to complete budget review during Programming and Schematic Design to ensure that there are sufficient funds to complete a quality project. In some cases, the design process yields information and cost tracking that renders the allocated budget as insufficient. These situations are resolved through close communication with the Owner to deliver the desired project.

Below: Steuben County Public Safety Building

COST CONTROL MEASURES

Close Scrutiny of Contractor Requested Change Orders During Construction

Closely related to document control is the follow-up control of the Contractor requested, design related change orders. At the Greater Ithaca Activities Center, a difficult renovation project, construction phase change orders were limited to less than one and a half percent.

All of these methods will be utilized and will be effective in controlling and hitting anticipated Construction Costs during the execution of the project.

Our team is committed to helping you attain your vision with attention to developing cost-effective solutions that are sensitive to financial constraints. We have experience successfully maximizing project value within fixed budget limits. Our experience indicates that to complete a project within budget and on schedule, it is imperative to have the broad mix of skills and talents that our team possesses, while being aware of the total project cost. Successful in the past, our unique process of integrating schedule and budgeting activities maximizes efficiency in cost control. We recognize that the City of Scranton and their client agencies are an important part of the project team. Regular communication during scope definition and design implementation with the city is critical.

We work in a collaborative manner. Financially benchmarking the needs against similar projects is the first step of project control. Next, budgets and schedules are developed, taking into account the unique aspects of the functional needs and equipment, resulting in a total project "Should Cost" budget. Then, the complete team identifies line item components that define a successful project. This ensures that we are all collaborating together to meet your needs.

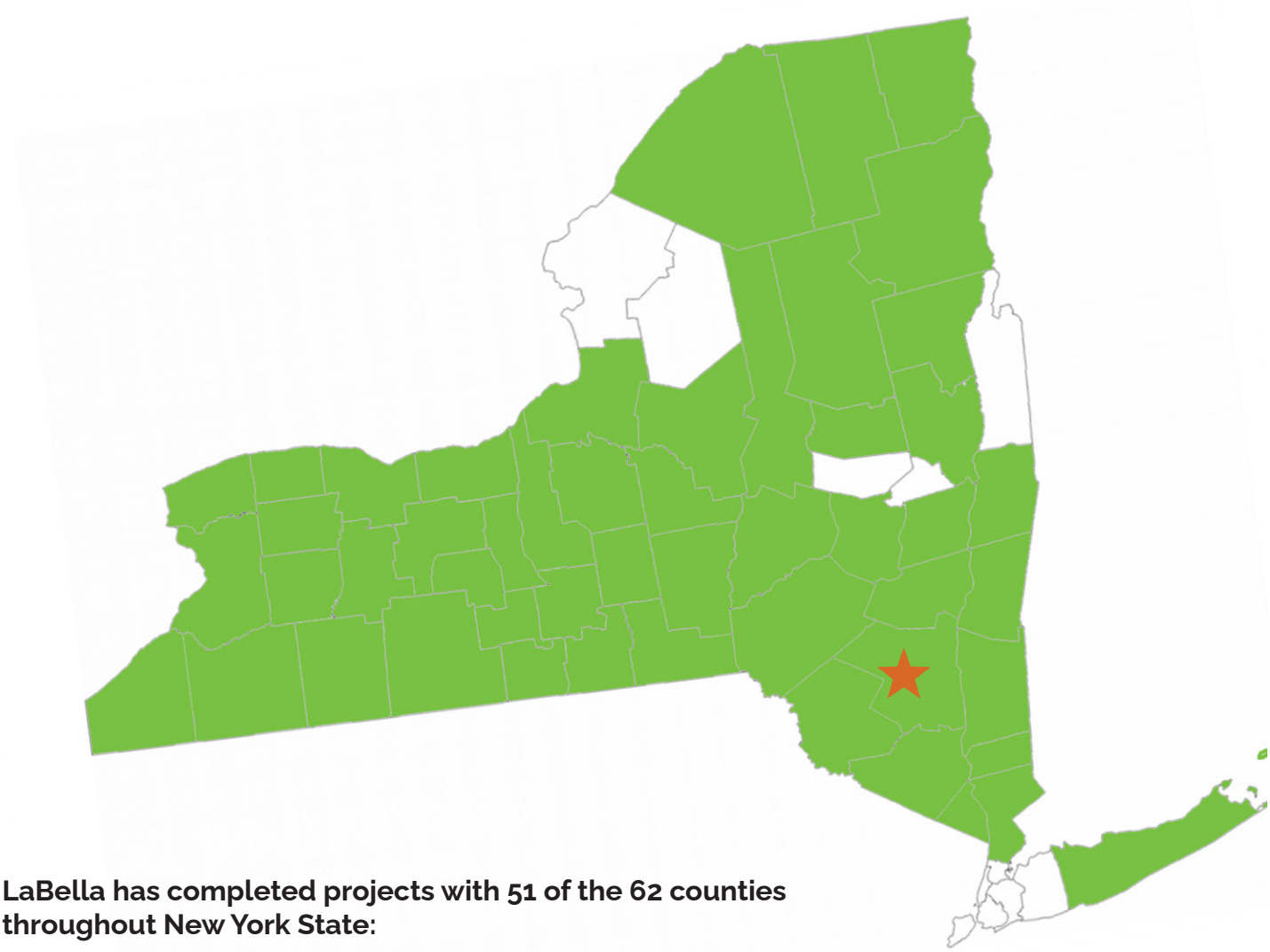
The Construction Manager provides data to the team and the owner regarding cost, materials and schedule, to facilitate making intelligent and informed decisions in all these areas. During the construction phase, the Construction Manager takes the lead and the design team supports their activities to control the quality of construction, intent of the design, and schedule.

The Team has an impressive record of completing projects on schedule and within budget, including the projects listed in the table below:

PROJECTS COMPLETED ON TIME AND ON BUDGET

PROJECT	ESTIMATED COST	CONSTRUCTION COST
Steuben Public Safety Building	$13.8 Million	$10.6 Million
St. John Fisher Skalny Center	$5 Million	$5 Million
St. John Fisher Keough Hall	$7.75 Million	$7.72 Million
St. John Fisher Campus Center	$4.2 Million	$4.08 Million
St. John Fisher Wegman School of Nursing	$7.7 Million	$7.6 Million
Marvin Sands Performing Arts Center	$11-13.5 Million	$11.25 Million
Tioga County Dept. of Social Services	$8.6 Million	$8 Million
Port of Rochester Terminal Building	$14 Million	$12 Million
Rush Henrietta CSD Capital Plan	$2.4 Million	$2.1 Million
City of Rochester Water Bureau Operations Center	$10.2 Million	$9.4 Million

COUNTIES LABELLA PARTNERS WITH:



LaBella has completed projects with 51 of the 62 counties throughout New York State:

Albany
Allegany
Broome
Cattaraugus
Cayuga
Chautauqua
Chemung
Chenango
Clinton
Columbia
Cortland
Delaware
Dutchess
Erie
Essex
Franklin
Fulton
Genesee
Greene
Hamilton
Herkimer
Livingston
Madison
Monroe
Niagara
Oneida
Onondaga
Ontario
Orange
Orleans
Oswego
Otsego
Putnam
Rensselaer
Rockland
St. Lawrence
Saratoga
Schoharie
Schuyler
Seneca
Steuben
Suffolk
Sullivan
Tioga
Tompkins
Ulster
Warren
Wayne
Westchester
Wyoming
Yates

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HIGHLAND PLANNING
Listen. Design. Transform.

INCORPORATION

- 2007
- New York State

EXPERTISE

- Public Engagement
- Planning
- Urban Design

CERTIFICATIONS

- Women-Owned Business Enterprise (WBE)

WOMEN OWNED

HEADQUARTERS

- 820 S. Clinton Ave. Rochester, NY 14620

OTHER LOCATIONS

- Buffalo, NY
- Albany, NY

NUMBER OF EMPLOYEES

- 16

WITH OPEN MINDS, INNOVATIVE PRACTICES, AND OUR COLLECTIVE EXPERIENCE, **WE HELP COMMUNITIES AND NATURE THRIVE.**

Founded in 2007, Highland Planning is a certified women-owned planning + design studio with offices in Buffalo, Rochester, and Albany, New York. A passion for social good drives us, and we specialize in developing creative public engagement, planning, and design strategies through collaborative partnerships across the northeastern United States.

Our 'Highland Way' approach is rooted in the International Association of Public Participation (IAP2) methodology. This philosophy ensures stakeholder engagement processes that are inclusive, transparent, and productive. Our customized approach, honed through extensive experience facilitating complex multi-stakeholder initiatives, can add significant value by navigating sensitive topics and building consensus among diverse participants. The 'Highland Way' is designed to meet each community where they are—ensuring that every engagement is inclusive and impactful.

Our unique approach sets us apart. We combine technical expertise with emotional intelligence, allowing us to navigate challenging conversations while building trust and achieving meaningful outcomes. We listen to, design with, and transform communities through our work, helping key stakeholders and implementing partners make better, more informed decisions that improve the quality of life for all.

WE IMPLEMENT CREATIVE PUBLIC ENGAGEMENT, PLANNING AND DESIGN STRATEGIES **THROUGH COLLABORATIVE PARTNERSHIPS.**

PLANNING + URBAN DESIGN

Every community is different, and every project is unique. We learn the context, craft a shared vision, test alternatives, and collaboratively develop place-based solutions. We offer planning, urban design, and analysis services to provide a high quality of life for all.

PUBLIC ENGAGEMENT

Our public engagement philosophy is rooted in the International Association of Public Participation's (IAP2) process and brought to life through our approach, ***The Highland Way.*** This community-centered method ensures every voice is included — from traditionally represented to historically unheard — and that engagement is meaningful, not just performative. Grounded in trust, collaboration, innovation, and sustainable positive impact, the Highland Way embraces change and transforms it into opportunity.

MARKETING + COMMUNICATIONS

Messaging matters. Successful engagement inspires community action, allowing the positive change we all want to see. From developing an outreach campaign from the ground up to developing creative tools to increase awareness of your existing project, we'll reach your audience where they are.

Transpo Group

Transpo Group has created multimodal transportation plans that have won awards for communities of all sizes. We recognize that a clear vision of success, a well-developed strategy at each stage of the process, sound technical analyses, and, most importantly, meaningful and equitable public participation are essential components of all successful Transportation Planning activities. We know the planning process is just as important as the plan itself because it is where the community discovers, understands, collaborates, and buys in. A comprehensive and integrated corridor plan must reflect the community's vision and priorities and highlight the benefits of implementing the study's recommendations.

We provide tailored mobility solutions that reinforce community values, are implementable and data-driven, with a focus on system performance, economic development, and sustainable growth. We conduct a comprehensive assessment of multimodal system connectivity on every corridor-planning assignment.

Transpo has provided professional transportation planning services to communities and various levels of transportation agencies across the country, including
corridor operation analyses, microsimulation, USDOT grant applications, NEPA/SEQR analysis, reliability assessment, asset management, sustainability/zero emissions evaluations, and transportation needs assessments.

RELEVANT EXPERIENCE

Complete Streets are streets for everyone.

Consideration of all roadway users, including vehicles, pedestrians, bicyclists, and transit users, and all abilities is fundamental to our approach to transportation planning and engineering. LaBella's **Transportation Division** possesses the depth to handle a broad range of transportation planning projects. Our services include transportation and traffic planning; highway engineering; traffic impact studies; traffic modeling; safety analysis; signalization and roundabouts; and community outreach. Often a partner on projects, our **Planning Group** offers full-service planning led by a staff of 22 experienced members that are passionate about improving quality of life through Complete Streets policies and projects, trail planning, and meaningful community engagement. Together, our goal is to design for the safe and efficient movement of vehicle, bicycle and pedestrian traffic.

LaBella prepared a circulation, access, and parking study for the Village of Waterloo and the Genesee Transportation Council with the main objective of providing design strategies to increase safety of the corridor and improve the bicycle/pedestrian experience.

Complete Streets

LaBella Associates has decades of experience in Complete Streets Planning and Design, including conducting walking tours, completing street safety audits, offering free training sessions, hosting "street takeover" days, designing the improvements, and seeing them through to construction completion.

We offer a range of planning and design services with the ability to progress complete streets projects from concept to completion. Some of these services include:

- Complete Street Audits and Workshops
- ADA Assessments and Inventories
- Transportation Alternatives Program (TAP) and Consolidated Funding Application (CFA) Grant Writing
- Community and Stakeholder Engagement
- Concept Plans and Feasibility Studies
- Multi-Use Trail Planning and Design
- Bicycle Lane Planning and Design
- Bicycle Boulevard Design
- Pedestrian Bridge Design
- State and Federal Process
- Design Report Preparation
- ADA Assessment and Inventory
- Sidewalk Design
- Traffic Engineering
- Survey
- Complete Streets Policy Development
- Zoning Code Updates

RELEVANT EXPERIENCE

Land Use Planning

LaBella's Planners have assisted numerous municipalities throughout the region to revise their existing land use regulations or to develop their first ever set of land use regulations. In some cases, revisions were necessary to bring the zoning and subdivision procedures into compliance with the requirements of New York State General City Law, Town Law or Village Law. Other communities have found it necessary to revise their zoning and/or subdivision regulations in response to issues or problems not adequately addressed in their existing land use regulations or in response to changes in growth and development patterns or environmental concerns.

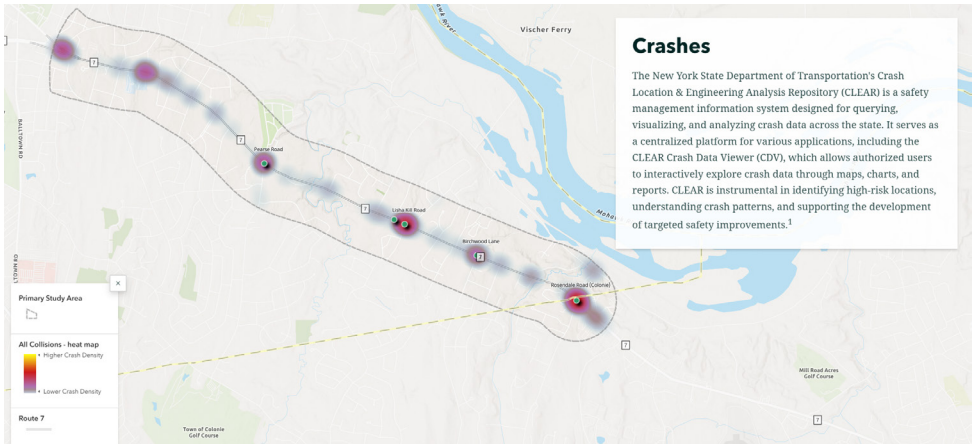
Several municipalities have engaged the services of LaBella to update their land use regulations to be consistent with newly adopted Comprehensive Plans or amendments to existing Comprehensive Plans.

Jesse Vogl, AICP leading public workshop for Hoosick Hillside Study

LaBella assisted the Village of Menands with zoning law updates to integrate complete street standards and design guidelines with a focus on improving walkability and transit use. Project was funded by CRTC.

CAPITAL REGION TRANSPORTATION COUNCIL

Niskayuna Route 7 Complete Streets Plan
Niskayuna, NY



CLIENT PARTNER

Carrie Ward
Sr. Transportation Planner
CRTC
One Park Place, Main Floor
Albany, NY 12205
(518) 458-2161
cward@cdtcmpo.org

LaBella is leading a study focused on NY7, which is significant corridor serving Niskayuna's vehicular traffic. The roadway is five lanes wide with a 40-45 mph speed limit, operating speeds above 50 mph, vehicle volumes over 20,000 AADT and has had five fatalities in the last 5 years. Marked crosswalks are scant with gaps over a mile between them limiting walking trips which cross NY 7. The purpose of this study is to identify improvements for NY 7 that will enhance mobility, resiliency, and safety for all road users. LaBella is preparing the study content which includes a comprehensive evaluation of lane widths, intersection configuration, pedestrian infrastructure and travel patterns, and traffic volumes, as well as a detailed safety screening and crash assessment. The study also includes robust public involvement plan and the development of concepts and recommendations for the 3.5 mile long corridor.

Duration: Ongoing

LaBella
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CITY OF AMSTERDAM

Complete Streets

LaBella was retained by the City of Amsterdam to engineer and design three Complete Street roadways in partnership with both the New York State Department of State (Downtown Revitalization Initiative) and the New York State Department of Transportation (Transportation Alternatives Program) – Bridge Street, Main Street, and E. Main Street.

The improved roadway cross section configuration provides a reallocation of existing roadway for modified travel and bicycle lanes, on-street parking, pedestrian facilities, and streetscape.

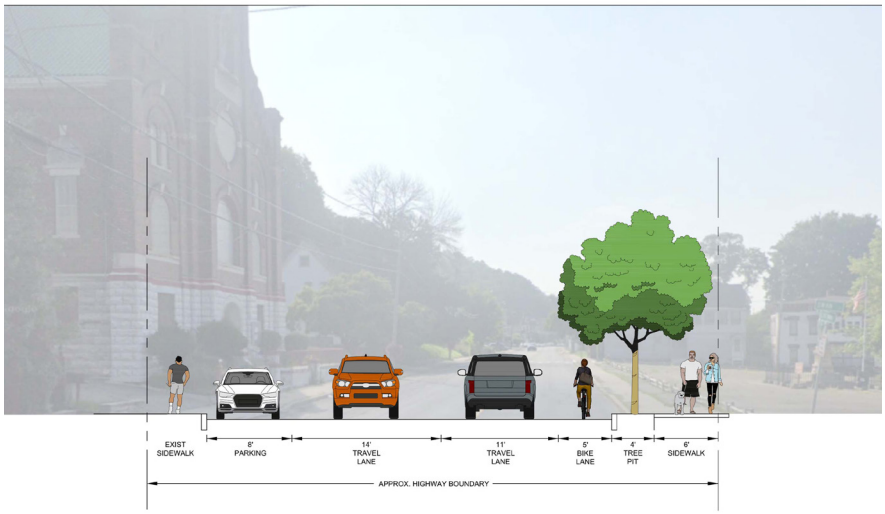
Other project improvements include developing gateway and wayfinding signage.

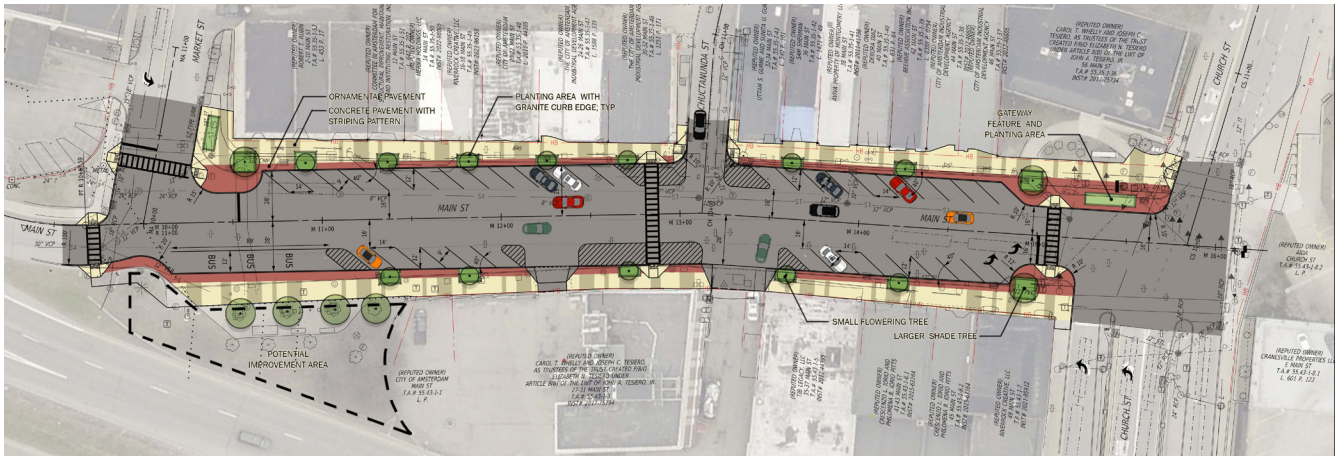
The projects will revitalize these unique central urban spaces, creating a vibrant, functional, and safe environment in the core of downtown.

Project Completion: 2024

CLIENT PARTNER

Daniel Gray
Community & Economic Development Director
City of Amsterdam
61 Church Street
Amsterdam, NY 12010
(518) 841-4304
dgray@amsterdamny.gov





LaBella
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CITY OF OLEAN

Walkable Olean - East State Street Complete Street

These intersection improvements will complement the City's Walkable Olean initiative.

LaBella provided design services for East State Street between North Union Street and East Avenue in the City of Olean that installed a multi-use path, intersection improvements with a roundabout at Barry Street, curb extensions, new cross markings, curb ramps, and median extensions. Traffic calming improvements and streetscapes were incorporated to slow vehicle speeds, improve safety, and enhance non-motorized user facilities.

This innovative project continued the revitalization of Downtown Olean and improved air quality, mobility (all users), and safety. These efforts complemented other City initiatives to achieve the goal of a pedestrian-friendly, walkable, and bikeable district. Key factors in LaBella's design of the multi-use path included incorporating design guidance for width, slope, and surfacing that complemented the City environment while being integrated with neighboring properties. Other key factors included evaluating profile and grading to all construction within the City's right-of-way.

This project also included the development of wayfinding signage to augment the City-wide signage initiative and provide connectivity and guidance to City parks, recreational facilities, and shopping districts. Full design and environmental studies were conducted as part of the alternatives evaluation phase of the project.

This Locally Administered Federal Aid (LAFA) project completed construction in 2024.

CLIENT PARTNER

Robert Thompson
Director of Public Works
City of Olean
(716) 376-5650
rthompson@cityofolean.org

LaBella
Powered by partnership.

VILLAGE OF WATERLOO

Circulation, Access & Parking Study

LaBella Associates conducted a comprehensive Circulation, Access and Parking Study for the Downtown area and adjacent Erie Canal Corridor in the Village of Waterloo.

CLIENT PARTNER

Don Northrup
Village Manager
Village of Waterloo
(315) 539-9131
dnorthrup@waterloony.com

The Village of Waterloo and the Genesee Transportation Council (GTC) engaged LaBella Associates to prepare a comprehensive Circulation, Access, and Parking Study for the Downtown area and adjacent Erie Canal corridor. The main objective of the project was to provide design strategies to improve the experience for bicycles and pedestrians while also increasing overall safety of the corridor for all users. Better connections between Downtown and the Erie Canal was also a key objective of the project.

LaBella Associates provided a multi-disciplinary team of planners, landscape architects, and transportation engineers to assess potential design concepts and other regulatory measures to achieve the goals of the project. The scope of the project included:

- A community profile and economic market analysis to identify demographic and market trends that are impacting Downtown Waterloo and how those trends inform the types of alternative transportation options that are viable;
- An evaluation of vehicular, bicycle and pedestrian traffic patterns, volumes and safety within the corridor;
- Identification of infrastructure gaps to advance mobility and safety for all users;
- Improving site access & parking;
- Supporting long-term revitalization and tourism;
- Create a livable, mixed-use, connected downtown neighborhood; and
- Provide Safe School zones

Concept plans were developed for the two State routes through downtown – Route 20 (Main Street) and Route 96 (Virginia Street) as well as residential streets and connections to the Canal. Cost estimates were also provided to position the Village for funding of priority projects.

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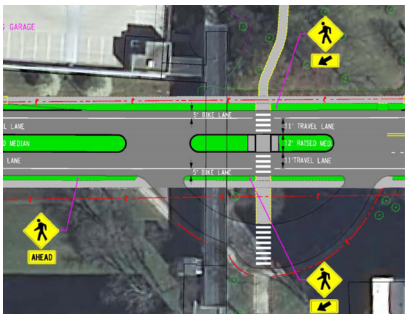
TRANSPORTATION PLANNING EXPERIENCE

Victor Access Management Plan

The Victor Access Management Plan improved mobility and safety for the Town-wide roadway system by providing detailed recommendations for standards, guidelines, local laws and a framework for future infrastructure investments and development reviews. The Access Management Plan provided a coordinated overall plan and standards with the appropriate balance of proactive access control to individual parcels and safe and efficient traffic flow preserving the capacity and connectivity of roads. Access management promoted: greater certainty for developers and municipalities, intergovernmental cooperation in land development, and better transportation decisions. *"We were extremely pleased with the outcome. They stayed on schedule and budget, worked diligently to engage the stakeholders for input and delivered a comprehensive final product. LaBella's skilled team made a daunting project manageable."* Kathy Rayburn, Director, Victor Economic Development. *"The leadership, scheduling, and technial expertise has been exceptional. This was a very comprehensive effort led by a very professional group"* -Gary Hadden, Mayor, Village of Victor.

E. Pulteney Street "Complete Street" Improvements

LaBella was retained to improve multi-modal use for employees and museum visitors. "Complete Streets" design principles were used to improve bicycle and pedestrian safety and mobility through the corridor and also included access management and landscaping improvements. The concept plans included bicycle lanes, sidewalks, intersection improvements and traffic signal upgrades (signal phasing and timing, equipment upgrades), reduction in travel lanes, construction of raised landscaped medians and introduction of a new midblock pedestrian crossing.

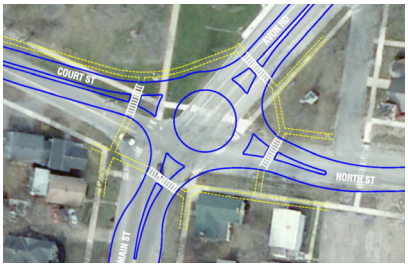


North South Bicycle-Friendly Corridor Study

LaBella Associates analyzed three (3) potential north/south bicycle corridors between the City of Elmira downtown area and a commercial district in the Town of Big Flats. For each potential city street, existing conditions were analyzed including bicycle compatibility and safety, and improvements were recommended to achieve bicycle standards. A preferred bicycle corridor was selected, and cost estimates and implementation strategies were developed.

Geneseo Circulation Study, Village of Geneseo, NY

The focus of the study was to evaluate and recommend feasible alternatives to improve pedestrian, vehicular and bicycle circulation. Several public meetings were held to determine community issued. As part of the study, the following was performed: traffic data collection; evaluation of intersection alternatives (roundabout, signalization & all way stop); pedestrian circulation & crossings evaluations; accident history & safety analysis; analysis of regulatory framework; central business district enhancements for multi modal efficiency; level of service calculations; traffic calming techniques, and report writing.



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Public Engagement Services for the Dutchess County Metropolitan Transportation Plan Update

Dutchess County, New York

HIGHLAND PLANNING

The Project

Highland Planning is supporting the Dutchess County Transportation Council (DCTC) in updating Moving Dutchess Forward, the county's long-range Metropolitan Transportation Plan (MTP). The update, required every five years, guides policies and investments that shape a safe, connected, and efficient multimodal transportation system for the next 20 years. Our team is leading a comprehensive, inclusive, and multilingual engagement process that reflects DCTC's goals for transparency, accessibility, and community-centered planning. Through a combination of pop-up events, virtual workshops, surveys, communications materials, partnerships with local organizations, and a team of Community Ambassadors, we are meeting residents where they are to gather insights on transportation experiences, challenges, and priorities across communities. Engagement activities are aligned with the Plan's phases—*Learn, Assess, Advocate, and Invest*—to ensure public input informs draft recommendations, investment priorities, and the final plan. This process builds trust, strengthens collaboration, and ensures all voices help shape the county's future transportation system.

The Impact

Highland Planning has built a strong foundation for an equitable, community-informed Moving Dutchess Forward update. Pre-engagement interviews with county agencies, municipal leaders, youth services, health partners, mobility advocates, and community organizations yielded critical insights into housing, transit access, pedestrian safety, and shifting travel behavior. These sessions also identified trusted partners, effective venues, and strategies for reaching underrepresented populations. We developed a detailed Public Engagement Plan emphasizing accessible materials, bilingual content, ADA-compliant events, and flexible methods tailored to urban, suburban, and rural communities. With a team of Community Ambassadors, public events that focus on going to communities, and a diversity of communications materials, we have positioned DCTC to meaningfully involve residents throughout the process.

Services

- Public Engagement Strategy
- Branding, Communications and Website Support
- Surveys, Data Collection and Analysis
- Pop-Ups, Public Events, and Virtual Workshops
- Outreach Materials, Fact Sheets, and Social Media Content
- Stakeholder Partnerships
- Community Ambassador Program
- Documentation, Comment Coding and Engagement Reporting

Client Reference

Mark Debald
Transportation Program Coordinator
Dutchess County Transportation Council
Phone: (845) 486-3614
mdebald@dutchessny.gov

Timeframe

May 2025 - Present

Broadway Multimodal Resiliency Study

Albany County, New York

HIGHLAND PLANNING

The Project

Highland Planning worked with Albany County, the Capital Region Transportation Council, and an interdisciplinary team to evaluate transportation corridor concepts along the Broadway/Route 32 corridor to enhance climate resiliency and multimodal access. The goal of the study was to identify and evaluate design concepts that expanded, enhanced, and connected transit, bicycle, and pedestrian infrastructure; increased the urban forest and tree cover; integrated green infrastructure treatments along the corridor to improve the resilience of transportation systems to future extreme weather events; and improved access to active transportation and quality public transit.

Specifically, Highland Planning led public engagement, the development and evaluation of conceptual design alternatives, and the creation of an implementation plan with phasing recommendations and planning-level cost estimates. Public engagement activities focused on reaching the community directly and included public meetings in each municipality along the study corridor, focus groups with residents, online surveys and interactive mapping, and experiential activities such as bus tours.

The Impact

The Broadway Study/Route 32 corridor is not only vulnerable to flooding and extreme heat, but it is also an important local north-south corridor connecting the City of Albany, the Village of Menands, and the City of Watervliet. Importantly, the study corridor also carries a bus rapid transit line and serves many socially vulnerable communities. This Study now serves as a regional model for intermunicipal cooperation, the integration of natural systems into transportation corridors, and climate resiliency.

Services

- Existing conditions assessment
- Study Advisory Committee facilitation
- Public workshops
- Pop-up events
- Project website with online survey and interactive map
- Concept alternative development and renderings
- Planning-level cost estimates
- Phasing recommendations
- Report development

Timeframe

Nov 2023 - Aug 2025

Total Budget

$115,000

Client Reference

Teresa LaSalle
Director of GIS
Capital Region Transportation Council
TLasalle@capitalmpo.org
518-458-2161

Capital Region Transportation Council Vision Zero Action Plan

Schenectady, Albany, Rensselaer, and Saratoga Counties, NY

HIGHLAND PLANNING

The Project

Highland Planning led the public engagement efforts for the Capital Region Vision Zero Safety Action Plan. Our team was responsible for developing and implementing a comprehensive Public Participation Plan that ensured inclusive, continuous, and effective community involvement throughout the planning process. We coordinated with the Capital Region Transportation Council and other project partners to facilitate various engagement activities, including public workshops, focus groups, and multi-day design charrettes. Our work also included creating and maintaining a project website, developing communication materials, and managing Community Ambassadors to reach historically underserved populations.

The Impact

Through our tailored engagement strategies, Highland Planning fostered meaningful public participation that directly shaped the Capital Region's Vision Zero Safety Action Plan and built a shared vision for transportation safety in the region. Our approach emphasized equity by amplifying voices from historically underserved communities and providing multiple avenues for input, including the establishment of a paid Community Advisory Committee and Ambassador Program to bring historically marginalized voices into the decision-making process. By facilitating open dialogue among diverse parties, we helped build consensus around safety priorities and recommended projects, policies, and programs to advance these priorities. Our engagement efforts were crucial in ensuring that the final Action Plan reflected community needs and values and facilitated the implementation of widely supported transportation safety improvements across the Capital Region.

Services

- Public Participation Plan
- Community Advisory Committee Establishment and Facilitation
- Paid Community Ambassador Program Establishment and Management
- Focus Groups
- Interactive Public Workshops
- Community Design Charrettes
- Development of Corridor Concept Designs
- Dynamic Website & Map
- Communications Plan

Timeframe

Feb 2024 - Sept 2025

Total Budget

$182,153.00

Client Reference

Carrie Ward
Principal Transportation Planner
Capital Region Transportation Council
cward@capitalmpo.org

Ulster County Route 9W Corridor Plan

Ulster County

The Route 9W corridor in the Town of Saugerties (immediately north of Kingston) provides access to commercial (primarily retail) properties as well as serving as an important link in Ulster County's transportation network.

Given the prospect of substantial development potential in the vicinity (including Tech City, formerly a major IBM facility), Ulster County's MPO UCTC retained a team led by CME (with Transpo Group as major subconsultant) to undertake the first study of this key corridor in many decades. In addition to the study's technical aspects,
a noteworthy component was the project's innovative ArcHub site (https://ulster-route9w-uctc-ulstercounty. hub.arcgis.com/) which contained interactive elements including the ability for members of the public to "drop a pin" on the corridor and identify the issues they would like to highlight at the pin's location.

Additionally, the outreach included "join-at-your-own-pace" online workshops, allowing members of the public unable to attend traditional outreach meetings to participate at their own time and pace through this mechanism.

REFERENCES

Capital Region Transportation Authority

Niskayuna Route 7 Complete Streets Plan

One Park Place, Main Floor
Albany, NY 12205

Contract Scope: LaBella is leading a study focused on NY7, which is significant corridor serving Niskayuna's vehicular traffic. The purpose of this study is to identify improvements for NY 7 that will enhance mobility, resiliency, and safety for all road users. LaBella is preparing the study content which includes a comprehensive evaluation of lane widths, intersection configuration, pedestrian infrastructure and travel patterns, and traffic volumes, as well as a detailed safety screening and crash assessment. The study also includes robust public involvement plan and the development of concepts and recommendations for the 3.5 mile long corridor.

Contract Term: Ongoing
Contract Value: $139,500
Contact: Carrie Ward, Sr. Transportation Planner | (518) 458-2161 | cward@cdtcmpo.org

City of Amsterdam

Complete Streets

61 Church Street
Amsterdam, NY 12010

Contract Scope: LaBella was retained by the City of Amsterdam to engineer and design three Complete Street roadways in partnership with both the New York State Department of State (Downtown Revitalization Initiative) and the New York State Department of Transportation (Transportation Alternatives Program) – Bridge Street, Main Street, and E. Main Street. The improved roadway cross section configuration provides a reallocation of existing roadway for modified travel and bicycle lanes, on-street parking, pedestrian facilities, and streetscape.

Contract Term: 2024
Contract Value: $538,000
Contact: Daniel Gray, Community & Economic Development Director | (518) 841-4304 | dgray@amsterdamny.gov

City of Olean

Walkable Olean - East State Street Complete Street

101 East State Street
Olean, NY 14760

Contract Scope: LaBella provided design services for East State Street between North Union Street and East Avenue in the City of Olean that installed a multi-use path, intersection improvements with a roundabout at Barry Street, curb extensions, new cross markings, curb ramps, and median extensions. Traffic calming improvements and streetscapes were incorporated to slow vehicle speeds, improve safety, and enhance non-motorized user facilities.

Contract Term: 2022 - 2025
Contract Value: $223,000
Contact: Robert Thompson, Director of Public Works | (716) 376-5650 | rthompson@cityofolean.org

TEAM ORGANIZATION

LaBella has built this project team by thoughtfully engaging professionals that have demonstrated reliability, accountability and collaboration in the transportation planning and engineering practices. Serving as **Project Manager** is **Jesse Vogl, AICP.** Jesse has over 11 years of experience in multi-modal transportation planning and operations.

We are also pleased to partner with **Highland Planning** and **Transpo Group.** Highland Planning is a planning + design studio best known for their commitment to community, innovation, and quality. Transpo Group is a leader in transit planning services, particularly for small and mid-sized transit agencies operating in distinct small urban, suburban, and rural markets.

(L) LaBella
(H) Highland Planning
(T) Transpo Group

Frank Filiciotto, PE* [L]
Traffic Advisor

Jesse Vogl, AICP* [L]
Project Manager

Douglas Teator, PE* [L]
Multi-Modal Advisor

SAFETY

David Kruse, AICP, PTP, RSP1* [L]
Principal Transportation Planner

Fior Perez, EIT, RSP1 [L]
Transportation Engineer

MULTI-MODAL OPERATIONS AND ANALYSIS

Rosanne Lubeck, AICP* [L]
Senior Transportation Planner

Sadie Kratt [L]
Transportation Planner

TRAFFIC OPERATIONS & ANALYSIS

Colin Burnell [L]
Transportation Engineer

Scott Le Vine, PH.D., AICP, PP* [T]
Senior Transportation Planner

John Lewis* [T]
Senior Modeler

Jessica Lambert, PE* [T]
Transportation Engineer

PUBLIC ENGAGEMENT

Norabelle Greenberger, AICP [L]
Senior Planner

Mirren Galway [L]
Planner

Anagha Arunkumar* [H]
Urban Designer / Planner

CONCEPT DESIGNS, RENDERING, AND COST ESTIMATES

Meric Karadag, PE* [L]
Transportation Engineer

Bridget DeHaan [L]
Transportation Engineer

STREETSCAPE AND GREEN INFRASTRUCTURE

Elizabeth Podowski King, PLA, AICP* [H]
Director of Planning and Design

Sara Constantineau* [H]
Landscape Designer

*Key personnel, resume included.
Additional resumes are available upon request.

JESSE VOGL

Project Manager | Principal Transportation Planner

Jesse is a transportation planner with over 12 years of experience in multi-modal transportation planning and operations. His experience includes planning for active transportation including bicycles and pedestrians, traffic studies, transit operations analysis, service planning, and scheduling, safety assessments, advanced use of GIS software, data collection, grant writing, and report preparation. He has a Master's degree in Regional Transportation Planning and has experience working with municipalities, MPOs, stakeholders, and the public on transportation studies, using GIS and visual planning tools such as Adobe Illustrator to communicate data intensive results effectively. Jesse is also experienced using HASTUS, Remix, StreetLight, and Replica to lead traffic, transit, bicycle, and pedestrian analyses, including assessing origin-destination pairs by taking advantage of large datasets. In addition to his technical skills, Jesse excels at public engagement including leading public meetings, workshops, and pop-up events, as well as website development, and preparing virtual engagement content.

AICP

American Institute of Certified Planners

CERTIFICATIONS

NYS DMV Article 19-A Certified Examiner

EDUCATION

Binghamton University: B.A. in Biology and Philosophy, Politics & Law

University of Albany: MRP in Transportation Planning

ORGANIZATIONS

Member of the Upstate NY American Planning Association Chapter

Capital District Planners Association, Treasurer (2019-2023)

Capital District Planners Association, Section Director (2023-Present)

Institute of Transportation Engineers (ITE), Member

2023 Young Transportation Professional of the Year, ITE NY

LaBella
Powered by partnership.

**Completed under previous employment*

Capital Region Transportation Council (CRTC): Niskayuna Route 7 Complete Streets Plan—Niskayuna, NY

Principal Transportation Planner leading a study focused on NY7, which is significant corridor serving Niskayuna's vehicular traffic.The purpose of this study is to identify improvements for NY 7 that will enhance mobility, resiliency, and safety for all road users. LaBella is preparing the study content which includes a comprehensive evaluation of lane widths, intersection configuration, pedestrian infrastructure and travel patterns, and traffic volumes, as well as a detailed safety screening and crash assessment. The study also includes robust public involvement plan and the development of concepts and recommendations for the 3.5 mile long corridor.

Village of Rye Brook & Port Chester School District: Traffic, Parking, and Pedestrian Study— Rye Brook, NY

Project Manager for the comprehensive traffic, parking, and pedestrian study of two schools in the Village of Rye Brook focused on improving safe student access through on-site circulation and off-site traffic operations and infrastructure improvements.

Adirondack Glens Falls Transportation Council (A/GFTC): Town of Greenwich Bike/Ped Plan—Greenwich, NY

Principal Transportation Planner responsible for the development and assessment of feasibility for concepts to improve accessibility and connectivity at key points of interest within the study area, along with the assessment of a network of on-road and off-road options to connect residents to the nearby Empire State Trail.

Capital Region Transportation Council (CRTC): Federal Street Corridor Study—Troy, NY*

Project Planner for a CDTC linkage study responsible for assessing existing and future multi-modal traffic conditions and developing materials for public engagement including a project website. The purpose of the project was to calm traffic, improve pedestrian connectivity, and access management, and provide bicycle connections within the City and to the Empire State Trail. The study included robust public involvement, including a website for posting study materials including reports and presentations, and hosting two online "Join at Your Own Pace" virtual public workshops that included videos and surveys to solicit feedback.

PE

Professional Engineer:
NY, CT, MA, MI, NC, NJ, PA, TN, VA

EDUCATION

Union College: B.S. Civil Engineering

New York University: M.S. Transportation Planning & Engineering

ORGANIZATIONS

Institute of Transportation Engineers (ITE)

Hudson Valley Economic Development Corporation (HVEDC)

Hudson Valley Pattern for Progress

LaBella
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FRANK A. FILICIOTTO

Traffic Advisor | Principal Traffic Engineer

Frank has an extensive and varied background in transportation planning and traffic engineering, bringing 22 years of combined private consulting and public service experience to the industry. A licensed professional engineer in multiple U.S. states, his strengths lie in transportation planning, traffic analysis, traffic calming and complete streets design, parking analysis, traffic operations, traffic modeling and simulation, and intersection and signal design. Frank has authored over 1,000 traffic impact and parking utilization studies for projects throughout the New York metropolitan area and has presented to numerous municipal and community land use boards. He has prepared traffic engineering studies and designs for projects in several jurisdictions including the New York State Department of Transportation; Westchester, Rockland, Nassau, and Suffolk counties; New York City Department of Transportation; Pennsylvania Department of Transportation and Connecticut Department of Transportation.

Village of Ossining: US Route 9 Road Diet—Ossining, NY*

Project Manager for a comprehensive study of the Route 9 corridor in the Village of Ossining to determine the feasibility of a road diet to calm traffic, provide additional on-street parking, and improve pedestrian safety by reducing crossing distances. The scope of work included traffic operations analysis, safety analysis, conceptual improvement plans, and a robust public participation program presented in English and Spanish. Assisted the Village in successfully advocating for funding to implement the improvements.

Incorporated Village of Garden City: Village-Wide Traffic Calming Master Plan—Nassau County, NY*

Senior Advisor to the project team that led the Village-Wide Traffic Calming Master Plan in 2021-2022 with an emphasis on safety. The Master Plan examined eight representative areas or sub-neighborhoods within the Village in terms of traffic volumes, speeds, and crashes. A comprehensive public engagement effort to obtain resident feedback about traffic safety goals was a key component to the visioning process. Frank and the project team considered traffic calming measures such as signing and striping, speed humps, speed cushions, speed tables, curb extensions, chicanes, raised crosswalks, raised intersections, median islands, traffic circles, road diets, bicycle lanes, and parking lanes. Other policy strategies such as a speed limit reduction, automated enforcement, and educational programs were also examined. Assisted in the development of the suitability analysis, conceptual designs, and cost estimates for the applicable treatments.

Edgemont School District Traffic Consulting Services, Westchester County, NY*

Mr. Filiciotto performed traffic engineering services on behalf of the Edgemont Union Free School District to improve traffic circulation and parking at Seely Place Elementary School and Edgemont Jr./Sr. High School. Mr. Filiciotto led a traffic and pedestrian data collection program, analyzed school-related congestion and safety issues, and proposed mitigation to relieve on-site queuing and shorten the drop-off and pickup processes. Alternatives consisted of new site access points, remote parking, contra-flow lanes to add capacity in the peak direction, traffic calming, and new lay-by lanes on adjacent public streets.

**Work completed under previous employment*

DOUGLAS TEATOR

Multi-Modal Advisor | Director - Multi-Modal Group

Douglas is a transportation engineer with over 18 years of experience. He specializes in engineering and planning studies related to multi-modal and non-motorized modes of transportation. Douglas' experience includes pedestrian safety, accessibility and connectivity studies, complete streets, mass-transit infrastructure planning, and multi-disciplinary projects such as mobility hubs connecting multiple modes of transportation and incorporating buildings and parks/landscaping into the project scope. He leads projects from the planning and conceptualization phase through final design and construction. He manages a team of engineers and planners that use data-informed planning to develop studies and recommendations to improve transportation efficiency, safety, and mobility. He has helped agencies secure state and federal funding for projects and has led the implementation of multiple statewide award-winning projects.

PE

Professional Engineer:
NY, PA, MA, FL

EDUCATION

Rensselaer Polytechnic Institute:
B.S. in Civil Engineering

ORGANIZATIONS

Institute of Transportation Engineers (ITE), Member

2021 Transportation Professional of the Year, ITE NY Upstate Section

New York Public Transportation Association Leadership Institute (PTLI), Graduate

Mass Transit Magazine
40 Under 40 - 2024

Capital Region Transportation Council (CRTC): Niskayuna Route 7 Complete Streets Plan—Niskayuna, NY

Senior Engineer leading a study focused on NY7, which is significant corridor serving Niskayuna's vehicular traffic.The purpose of this study is to identify improvements for NY 7 that will enhance mobility, resiliency, and safety for all road users. LaBella is preparing the study content which includes a comprehensive evaluation of lane widths, intersection configuration, pedestrian infrastructure and travel patterns, and traffic volumes, as well as a detailed safety screening and crash assessment. The study also includes robust public involvement plan and the development of concepts and recommendations for the 3.5 mile long corridor.

Adirondack Glens Falls Transportation Council (A/GFTC): Town of Greenwich Bike/Ped Plan—Greenwich, NY

Senior Engineer responsible for the development and assessment of feasibility for concepts to improve accessibility and connectivity at key points of interest within the study area, along with the assessment of a network of on-road and off-road options to connect residents to the nearby Empire State Trail.

Capital District Transportation Authority (CDTA): Washington Western Bus Rapid Transit—Albany, NY*

Project Manager responsible for planning and design for this bus rapid transit (BRT) corridor, known as the BusPlus Purple line. This FTA-funded CDTA project includes the design of a dedicated busway through the center of the University at Albany's campus, BRT stations, amenities and pedestrian and traffic signal upgrades, a transit center, and expansion of the Albany Division bus garage. Doug was responsible for managing design teams, completion of the FTA funding application and project coordination CDTA, FTA, local municipalities, university and other stakeholders. The project involved traffic analysis for the 8-mile segment to evaluate and implement queue jumpers, contra flow bus lanes, new signals and transit signal priority.

LaBella
Powered by partnership.

**Work completed under previous employment*

DAVID KRUSE, AICP, PTP, RSP1

Principal Transportation Planner

David is a certified transportation planning professional (AICP, PTP, RSP) with 15 years of experience delivering multimodal planning, traffic engineering, and safety solutions across more than 100 municipalities in New York State and several other eastern seaboard states. His expertise spans the full project lifecycle—from business development and stakeholder engagement to technical analysis, public outreach, and implementation—ensuring client visions are translated into practical, defensible, and impactful outcomes. David specializes in transportation impact analyses, corridor and circulation studies, multimodal and active transportation plans, parking studies, and K-12 and higher education circulation plans. His work integrates transportation, land use, urban design, and health, producing strategies that enhance mobility, accessibility, and community well-being.

AICP
American Institute of Certified Planners

PTP
Professional Transportation Planner

RSP1
Road Safety Professional 1

EDUCATION
University at Buffalo: M.S. in Urban and Regional Planning: Land Use & Urban Design

University at Buffalo: B.A. in Environmental Design

ORGANIZATIONS
American Planning Association, Board Member

Institute of Transportation Engineers, Member

New York State Association of Transportation Engineers, Member

Transportation Research Board, Volunteer Peer Reviewer

Village of Fairport, NY: Planning Board Member

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Genesee Transportation Council: Route 36 Corridor Study—Mt. Morris, NY; Leicester, NY*

Transportation Planner for the Mount Morris–Leicester Route 36 Corridor Study, a multimodal transportation and land use plan sponsored by the Genesee Transportation Council. Led analysis of existing conditions, traffic operations, safety data, and pedestrian infrastructure across four municipalities to identify opportunities for improved connectivity, access management, and corridor safety. Collaborated with local and state partners to develop context-sensitive design recommendations, multimodal improvements, and zoning strategies supporting community development and livability goals. Guided the creation of an implementation framework that prioritized transportation, land use, and economic enhancements to strengthen the corridor's role as a cultural and recreational gateway to Letchworth State Park.

Village and Town of Pittsford, NY: Pedestrian Safety and Traffic Calming Improvements—Pittsford, NY*

As Senior Transportation Planner, led planning and coordination efforts for pedestrian safety enhancements along NY-31 and NY-96 in the Town and Village of Pittsford identified through the Pittsford Active Transportation Plan. Oversaw design concepts including median treatments, curb extensions, ADA-compliant ramps, signage, and Rectangular Rapid Flashing Beacons (RRFBs) that were implemented by NYSDOT as part of maintenance projects. Collaborated with municipal officials, community stakeholders, and NYSDOT to develop a raised median with a pedestrian refuge island at the Village's eastern gateway to address speeding and safety concerns.

Genesee Transportation Council: Honeoye Hamlet Active Transportation Study—Honeoye Hamlet, Town of Richmond, NY*

Transportation Planner for a comprehensive study created to serve as a chapter in the Town of Richmond Comprehensive Plan, focusing on pedestrian, bicycle, and recreational trail networks. Its vision describes Honeoye as a walkable, connected lakefront community with tree-lined streets, accessible parks, active public spaces, and vibrant Main Street businesses. The plan identified regulatory, physical, and programmatic strategies to support a livable, complete-street environment.

ROSANNE LUBECK

Senior Transportation Planner

Ms. Lubeck earned a Masters in Community Planning from University of Maryland in College Park and has since worked in the transportation field for the agencies in Philadelphia, City of Chicago (Illinois), and economic development organizations in the Washington, DC area. Rosanne's planning work is informed by a prior decade-long career in advocacy and public relations. Her varied experience has developed her priorities for creating high-quality communication, detailed project management, and innovative participatory processes.

AICP

American Institute of Certified Planners

EDUCATION

University of Maryland College Park - MS Community Planning

George Washington University - BA Political Science & Communication

Delaware Valley Regional Planning Committee (DVRPC): Eagle Village Gateways and Mobility Plan, Upper Uwchlan Township—Chester County, PA*

Sr. Planner responsible for leading public outreach for a plan to improve safety and connectivity through a historic downtown commercial area. The project includes two key "gateway" intersections at the northern and southern ends of the Village of Eagle, where Pottstown Pike (PA Route 100) meets Graphite Mine Road. As the historic and commercial heart of the region, Eagle Village faces challenges related to traffic safety, connectivity, and identity. Through extensive community and stakeholder engagement, the plan will identify locally preferred alternatives for each gateway. These solutions aim to enhance safety, calm traffic, shift some vehicle trips onto Graphite Mine Road—potentially through the redesignation of PA Route 100—strengthen the village's visibility and sense of place, and expand walking and biking connections to the active transportation network. Responsibilities included developing solutions and leading public engagement activities through outreach specific to businesses as well as residents. The project is anticipated to be completed in Summer 2026.

City of Philadelphia: Department of Streets, Comly Road Corridor Study—Philadelphia, PA*

As Sr. Transportation Planner responsible for leading community outreach to engage the local community throughout the process of conceptual design. The study is assisting in developing concepts for safety improvements and identifying a preferred alternative to advance to preliminary design for Comly Road between Roosevelt Boulevard and Academy Road.

City of Philadelphia: Neighborhood Bikeways—Philadelphia, PA*

As Sr. Transportation Planner assisted with the Neighborhood Bikeways Study explored opportunities to implement bikeway infrastructure tailored for constrained streets in three Philadelphia neighborhoods: Strawberry Mansion, Lower Germantown, and Fishtown. These areas, chosen for their limited bicycle infrastructure, represent significant gaps in Philadelphia's overall bicycle network. The solutions were focused on identifying desired paths and making improvements on local streets (excluding arterials) to ensure safe, comfortable biking within neighborhoods where people of all ages and experience levels.

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**Completed under previous employment*

MERIC KARADAG, PE

Transportation Engineer

Meric is a licensed Professional Engineer with over 7 years of transportation engineering experience. She has held various lead design and project management roles on a variety of multi-discipline and design-build projects within both the public and private sectors. She also brings knowledge in geometric design, roadway and roadside design, 3D modeling of major transportation projects and the preparation of comprehensive construction documents.

PE

Professional Engineer
NY

EDUCATION

State University of New York at Buffalo: B.S. in Civil Engineering

ORGANIZATIONS

Institute of Transportation Engineers (ITE) Active Member

American Society of Highway Engineers (ASHE) - Albany Section Active Member

Saratoga County DPW: CR109 Intersection Improvement Project— Clifton Park, NY*

Project Engineer for this Locally Administered Federal Aid (LAFA) project that includes engineering design services for intersection safety improvements at Kinns Road and Plank Road intersection. Project includes evaluation of alternatives such as converting this signalized intersection to a single-lane roundabout and installing an additional westbound left turn lane. Meric is responsible for developing the alternative analysis, preliminary and final design, estimates, coordination with involved agencies and utility companies, advertising, and bidding.

City of Rochester: N Clinton Avenue Milling & Resurfacing—Rochester, NY*

Project Engineer for this federally and locally funded pedestrian and bicyclist safety improvement project. The project includes improvements to North Clinton Avenue from Marietta Street to East Ridge Road. The project includes, but is not limited to, evaluation of existing conditions, milling and resurfacing of the pavement, spot curb and sidewalk replacements, new bike lanes and sidewalk-level cycletrack, curb bump-outs, curb ramp upgrades, adjustment and/or repair of manholes, catch basins, and water valve castings, and other design elements. Meric is responsible for preliminary and final design, estimating, and coordination with involved agencies and utility companies.

Village of Fairport: Main Street Enhancements—Fairport, NY*

Project Engineer for this LAFA project that included improvements to pedestrian safety and streetscape features along Main Street in the Village of Fairport, Monroe County, New York. Meric was responsible for the development of cost estimates, the final design and preparation of construction plans and documents.

Town of Poughkeepsie: County Road 75 (Innis Avenue) Sidewalk Improvements—Poughkeepsie, NY*

Project Engineer for design and construction of new ADA compliant sidewalks, providing pedestrian safety improvements, fixing existing sidewalk panels and curbing along 2,900 feet long section of Innis Avenue in the Town of Poughkeepsie, NY. The project included the design of sidewalks, curb ramps, traffic and pedestrian signal installations, drainage improvements, and utility modifications. Meric was responsible for the preliminary and final design, estimating, and construction support.

**Completed under previous employment*

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Elizabeth Podowski King, PLA, AICP

Director of Planning and Design

HIGHLAND PLANNING

liz@highland-planning.com

Albany, NY

Liz is a licensed landscape architect and certified planner with sixteen years of experience supporting public sector projects across New York State. She thoughtfully approaches every project from an interdisciplinary perspective, valuing the people, culture, ecology, and connections that define a place. Her experience includes corridor studies to enhance multi-modal accessibility and connectivity, climate resiliency plans, planning and design for parks, streetscapes, and trails, and the integration of natural systems into urban environments. Liz is driven by a passion for designing places that improve the quality of life for all. She is a talented communicator, an active listener, and has extensive experience implementing creative outreach strategies tailored to community needs.

EXPERIENCE

16 years total experience

EDUCATION

- Master's of Landscape Architecture, University of Oregon (2013)
- Master's of Science, Pennsylvania State University (2007)
- Bachelor's of Science, Minor in GIS, Pennsylvania State University (2007)

LICENSES / CERTIFICATIONS

- Licensed Landscape Architect (NY, VT)
- Certified Planner, American Institute of Certified Planners (AICP)

RECENT HONORS

2021: NY Upstate American Planning Association, **Best Practice Award:** *Lark Street Improvement Study*

RELEVANT PROJECT EXPERIENCE

Capital Region Transportation Council | Broadway Multimodal Resiliency Study | Albany County, NY | Project Manager. Liz managed an interdisciplinary team to develop a cohesive corridor-wide plan that enhances active transportation, integrates natural systems to mitigate flooding and heat, and improving transit along a 6.5 mile stretch of Broadway / NY Rte 32.

Capital Region Transportation Council | Patroon Creek Greenway Feasibility Study | Albany, NY | Project Manager. Liz and her team assessed feasibility for an off-road trail along Patroon Creek, linking underserved neighborhoods to parks and the Hudson River. The study developed trail alignment alternatives, identified recommended facilities, produced renderings, and outlined an implementation plan with coordination across agencies, utilities, and the public.

Capital Region Transportation Council | Vision Zero Safety Action Plan | Capital Region, NY | Engagement Project Manager. Liz managed engagement for the Vision Zero Safety Action Plan, including a team of ambassadors and a Community Advisory Committee to increase community representation. Her team facilitated workshops, walking tours, focus groups, pop-up events, and planning studios to identify and address transportation safety issues.

Lark Street Improvement Study | Albany, NY | Project Manager. Liz led a study to improve pedestrian experience, connectivity, and economic vitality on Lark Street. The preferred concept plan included traffic calming, wider sidewalks, bus stop upgrades, lighting, gateways, and green infrastructure. Engagement featured storefront open houses, demonstration projects, and business outreach. Implementation began in 2023. The project received ASLA and APA awards.

Dutchess County Transportation Council | Long Range Transportation Plan Public Engagement | Dutchess County, NY | Engagement Project Manager. Liz is leading the public engagement for Moving Dutchess Forward, the county's long range transportation plan, to ensure transportation recommendations and priorities are grounded in community's needs. She is guiding the design and implementation of the engagement strategy, informed by local partners and stakeholders, which focuses on going to the community through pop-up events, virtual and in-person opportunities, and Spanish-translated materials.

Erie Canal Heritage Fund, Inc. | Erie Canalway Amenities Study | New York State | Principal. Liz directed a team to inventory amenities along the Erie Canalway Trail using Survey123. The statewide database identified gaps and defined activity hubs and will guide future decision-making.

HIGHLAND PLANNING

Sara Constantineau

Landscape Designer

sara@highland-planning.com

Albany, NY

Sara is an experienced landscape designer and urban planner who works at the intersection of environmental design, planning, and community engagement. With a master's degree in landscape architecture from SUNY College of Environmental Science and Forestry and experience in both public and private sectors, Sara brings a unique blend of technical expertise, creative problem-solving, and community-centered approaches to her work. Her proficiency in various design software, GIS applications, and planning tools allows her to effectively communicate complex ideas while collaborating with communities to achieve their goals. Sara's experience working at multiple scales makes her a versatile asset to every community she works with.

EXPERIENCE

12 years total experience

EDUCATION

- Master of Landscape Architecture, SUNY College of Environmental Science and Forestry
- Bachelor of Arts, International Affairs, Minor in History, Northeastern University

SKILLS

- Adobe Design Suite
- ArcGIS Pro
- AutoCAD, Revit
- Lumion
- Rhino, Grasshopper
- Sketchup
- Unity, Unreal Engine

AFFILIATIONS

- NY Upstate ASLA Climate Action Committee Co-Chair

CERTIFICATIONS

- WEDG Associate

RELEVANT PROJECT EXPERIENCE

Capital Region Transportation Council | Broadway Multimodal Resiliency Study | Albany County, NY | Landscape Designer / Planner. Sara served as project landscape designer and planner supporting the development of a corridor-wide plan for Broadway. The Study enhanced active transportation, integrated green infrastructure and urban forestry to address heat and flooding, and improved transit along CDTA's BusPlus Blue Line. Sara also facilitated engagement through public meetings, focus groups, and corridor pop-up events.

Capital Region Transportation Council | Vision Zero Safety Action Plan | Capital Region, NY | Engagement Planner. As engagement planner, Sara developed strategies and activities to support the Plan's goal of eliminating severe and fatal crashes and advancing equitable mobility. She created inclusive outreach materials, coordinated public events, workshops, focus groups, walking tours, and planning studios, and worked with paid community ambassadors and a Community Advisory Committee to ensure representation from historically marginalized groups.

Erie Canal Heritage Fund, Inc. | Erie Canalway Amenities Study | New York State | Planner. Sara conducted fieldwork by bicycle to document and assess amenities along the Erie Canalway Trail and Water Trail using Survey123. The resulting geospatial database provided a comprehensive inventory to guide future investment. Sara and the project team identified amenity gaps, defined activity hubs, and designed the Water Trail Report, offering partners a strategic planning tool to guide future improvements and investments in the trail system.

Capital Region Transportation Council | Central Ave West Corridor Study | Colonie, NY | Engagement Planner. Sara supported public engagement for a three-mile segment of Central Ave in Colonie. She collaborated with the Transportation Council and Town to facilitate public meetings, analyze community survey results, and maintain the project website, with the goal of developing preferred land use and transportation concepts for the corridor.

County Route 109 Complete Streets Study | Halfmoon and Clifton Park, NY | Engagement Lead. Sara is currently leading public engagement efforts for the County Route 109 Complete Streets Study to provide strategic guidance for future transportation improvement projects, evaluate land-use considerations, and ensure increased accessibility and connectivity along the Study corridor.

Anagha Arunkumar

Urban Designer / Planner

HIGHLAND PLANNING

anagha@highland-planning.com

Albany, NY

Anagha is a passionate urban designer who loves working on projects that spotlight community experiences and stories. Evidence-based research, systems thinking, and on-ground experiences inform her perspective and multi-disciplinary approach to engagement and design. Through her work in spatial and sustainable design, community engagement, and architectural design and construction, Anagha bridges the divide between the community, designers, and policymakers, creating more resilient and equitable cities.

EXPERIENCE

4 years total experience

EDUCATION

- Master of Science, Architecture and Urban Design, Columbia University
- Bachelor of Architecture, PES University, India

SKILLS

- Adobe Design Suite
- GIS (ArcGIS Pro)
- 3Ds Max, AutoCAD
- Rhino, Grasshopper
- Lumion, VRay
- Sketchup
- Unreal, Twinmotion
- Revit

RELEVANT PROJECT EXPERIENCE

Dutchess County Transportation Council | Long Range Transportation Plan Public Engagement | Dutchess County, NY | Project Manager. Working closely with the Dutchess County Transportation Council, Anagha is supporting the implementation of a comprehensive public engagement strategy for the Long Range Transportation Plan. Her responsibilities include conducting pre-engagement stakeholder interviews, developing and managing a community ambassador program, implementing online surveys, facilitating workshops, and coordinating multiple pop-up events. This regional transportation planning initiative seeks to establish a 25-year vision for Dutchess County's transportation system that reflects community values and positions the region for smart investments.

Capital Region Transportation Council | Vision Zero Safety Action Plan | Capital Region, NY | Engagement Planner. Anagha worked closely with the consultant team on engagement strategies, activities, and outcomes for the Vision Zero Safety Action Plan. In support of the Plan's goal of eliminating severe and fatal crashes and increasing safety and equitable mobility for all roadway users, she documented Community Advisory Committee meetings, engaged with the community at public events, supported planning studios and corridor concept development, and developed graphics that helped show the public how their input was incorporated into Plan recommendations.

Comprehensive Safety Action Plan | New York State Thruway Authority | New York Division Engagement Lead. As the New York Division Engagement Lead for the Thruway Authority's first-ever Comprehensive Safety Action Plan, Anagha plays a key role in advancing this statewide Safe Streets for All initiative. Highland Planning is guiding a phased engagement strategy that reaches internal staff, external partners, and the driving public through interviews, pop-up events, regional safety summits, and coordinated project communications. Anagha is leading work for division-specific meetings and events, including pop-ups and safety summit activities, ensuring local priorities and voices are reflected throughout the process. Her work supports a data-driven plan designed to reduce risk and enhance safety for all who travel the Thruway.

Scott Le Vine, PH.D., AICP, PP

Senior Transportation Planner

Scott is a Senior Transportation Planner at Transpo Group, with 20 years of experience in consulting and academia. In addition to his consulting engagements (highlights below), he teaches Urban Planning at the State University of New York. He has served on TRB's Standing Committees on ITS and Innovative/Emerging Public Transportation Technologies, and as Trustee of the UK's shared mobility trade body CoMoUK. His focus includes novel data sources, including resources generated from "Big Data" including Replica and the National Performance Management Research Data Sret (NPMRDS). He has led numerous travel survey efforts and is one of the most accomplished practitioners working with the US and British National Travel Surveys, including restricted-access versions with suitable privacy protections. He has also led major research initiatives, with recent contributions including the impacts of advanced and autonomous driving technologies and development of new techniques to policy making for curb space management in congested urban areas.

Projects

Route 9W Mobility Plan

Town of Ulster, NY

As part of a consultant team, Scott led Transpo's efforts on this corridor study. Scott's team was responsible for analyzing Replica origin-destination travel patterns, evaluating travel-speed NPMRDS data (National Performance Management Research Data Set), performing the study's traffic analysis using Synchro and VISSIM traffic-microsimulation software, and developing the project's innovative ArcHub site (https://ulster-route9w-uctc-ulstercounty.hub.arcgis.com/).

Binghamton Regional Travel Demand Modeling Assistance

Binghamton, NY

Scott served as Technical Lead on this major travel demand model upgrade for BMTS, the Binghamton-region MPO. In this demographically mature metro region, key issues include developing the ability for the travel demand model to output travel demand forecasts that are useful in evaluating intersection-level improvements. Scott was responsible for re-estimation of several major model components, as well as general technical support across this project.

CRTC Long-Range Transportation Plan

Albany, NY

Scott supported CRTC staff on the development of CRTC's 2025 Metropolitan Transportation Plan titled In Motion: The Plan to 2050. The work effort comprised innovative scenario-planning exercises including modeling the impacts of alternative investment packages, as well as scenarios of varying technological developments and land use strategies.

Routes 303 and 304 Safety and Sustainability Study

Clarkstown, NY

Scott is serving as Deputy Project Manager study of the NYS Routes 303 and 304 corridors in the Town of Clarkstown, Rockland County, NY. The study is addressing the unique safety and quality-of-life challenges affecting these corridors, such as crash rates and fatalities that consistently exceed NYS statewide averages, as well as trucking movements associated with two major quarries and an increasing number of major logistics facilities. Innovative aspects of the work plan include use of NPMRDS data to analyze congestion patterns, development of an online dashboard mapping CLEAR crash data, and Replica data for analyzing demographics and O/D patterns of road users.

Smartly Enhanced Multimodal Arterials (SEMA) Network Development

Greater Buffalo Niagara Regional Transportation Council (GBNRTC) | Buffalo, NY

Scott has served GBNRTC on numerous on-call tasks in recent years. At present, he is working with GBNRTC staff to develop the Smartly Enhanced Multimodal Arterials (SEMA) network for the Buffalo/Niagara region. This work involves developing a set of scoring criteria and fusing data from multiple sources to evaluate each candidate corridor. Recent related work tasks included developing the financial plan and an updated demographic forecast for GBNRTC's 2023 Metropolitan Transportation Plan, as well as identifying trends in multiple waves of the National HH Travel Survey.

EXPERTISE

- Replica, NPMRDS, and other "Big Data" sources
- Traffic forecasting
- Context-sensitive corridor-improvement concepts
- Planning for novel vehicular technology

EDUCATION

- PhD, Transport Studies, Imperial College (Topic: Methods to Model Demand for Mobility Services), 2011
- MS/MUP Dual Degrees, Urban Planning/Transportation Planning & Engineering, Polytechnic University/New York University, 2005
- BS, Geography (Minor, Economics), McGill University, 2002

John Lewis
Senior Modeler

John Lewis is a Transportation Professional with over 30 years of experience in the areas of multimodal travel demand model development, application, staff training, freight model development and modeling, transit and transportation planning, and transportation environmental analysis. John is an expert in analyzing emerging data such as Replica and NPMRDS, and has led the development of many travel demand models for state and local governments as well as studies that involve the application of travel demand models, including transit alternatives analyses, toll and revenue studies, and corridor studies.

Projects

GBNRTC On-Call Transportation Modeling and Planning Services

Greater Buffalo Niagara Regional Transportation Council (GBNRTC) | Buffalo, NY

John is managing the technical aspects of an On-Call/travel model refinement project for GBNRTC. In addition to providing training and On-Call assistance with modeling staff, John manages refinements to the model which include network updates, re-estimation, and calibration of trip generation, trip distribution, mode choice, and freight/truck components as well as the introduction of novel sub models to estimate e-micromobility modes. John has incorporated Replica, Streetlight, and ATRI freight-GPS data to enhance GBNRTC's analytics on multiple assignments in recent years.

Ridership Forecasting and Analysis for the SMTS Long Range Transit Plan

San Diego Metro Transit System (SMTS) | San Diego, CA

John was technical lead for the forecasting and analysis of the MTS' improvement projects. The improvement consisted of new and improved bus service, trolley line extensions, new trolley lines and Ferry services. A STOPS Model was built and calibrated for the entire MTS System to assess the improvements benefits and impacts to other transit services.

Caltran District 11 Corridor System Management Plans

California DOT (Caltrans)

John assisted in the development of Corridor System Management Plans (CSMP) in San Diego. CSMPs provide for the integrated management of travel modes and roadways to facilitate the efficient and effective mobility of people and goods within the most congested transportation corridors. He was responsible for the development of the traffic demands and the integration of these demands with the simulation tools. Different simulation tools, including Transmodeler and Paramics were used in the corridor analysis.

BFCOG Modeling and Analysis On-Call

Benton-Franklin Council of Governments (BFCOG) |Richland, WA

John led the update and refinement of the existing BFCOG travel demand model. The model updates were focused primarily on improving the truck and freight components of the model by utilizing origin-destination information from Replica and commodity flow information from Transearch. Other enhancements included the development of special generators, updating external trip procedures, improving system-wide model validation, and developing improved performance metrics.

South Sound Freight Priority Modeling and Capital Planning

City of Tacoma | Tacoma, WA

John is leading a major update of the Tacoma Travel Model (TTM) for the City of Tacoma Public Works Transportation Division, supporting regional planning efforts across the South Puget Sound area. This project focuses on developing long-range forecasts, refining freight-based land use characteristics, and enhancing freight transport data to improve model capabilities for operational analysis and capital planning. Key efforts include updating base model inputs to 2022, integrating observed origin-destination truck data, calibrating and validating the truck model, and producing 2050 forecasts. John is also overseeing the development of model documentation, user training, and updates to the integrated passenger model. Under his leadership, the project is creating a more robust and reliable modeling tool to support data-driven transportation planning and investment decisions for Tacoma and its regional partners.

EXPERTISE

- Travel Demand Model Development
- Freight Modeling
- Multi-modal Transportation Analysis
- Multi-Resolution Models

EDUCATION

- MS, Transportation Engineering, University of California, Berkeley
- BS, Environmental Studies, Middlebury College

Jessica Lambert, PE
Transportation Engineer

Jessica is a transportation engineer with over 11 years of experience in transportation planning and engineering. Her experience includes transportation planning, traffic impact analysis, monitoring programs, master planning, and environmental impact studies. She has a thorough understanding of transportation modeling and analysis software such as Visum, VISSIM, Synchro/SimTraffic, AutoCAD, Excel, Vistro, and Sidra. Jessica has extensive experience in corridor analyses, and her experience includes evaluating alternatives for effectiveness and potential transportation impacts as well as coordination with agency staff on solutions.

Projects

Route 9W Corridor Study

Ulster County Transportation Council

This Corridor Study re-examined the commercial Route 9W corridor in the Town of Ulster, which had been previously identified as one of the most congested corridors in Ulster County as well as a high-accident location. The corridor is home to sites targeted for major economic development activities, including struggling regional shopping centers as well as former IBM manufacturing facilities. Jessica's contributions include developing Synchro/SimTraffic and VISSIM microsimulation models of existing and future conditions on the US 9W corridor, and compilation of Replica origin-destination data for the corridor.

South Sound Freight Priority Modeling and Capital Planning

City of Tacoma | Tacoma, WA

Jess is assisting on a major update of the Tacoma Travel Model (TTM) for the City of Tacoma Public Works Transportation Division, supporting regional planning efforts across the South Puget Sound area. This project focuses on developing long-range forecasts, refining freight-based land use characteristics, and enhancing freight transport data to improve model capabilities for operational analysis and capital planning. Key efforts include updating base model inputs to 2022, integrating observed origin-destination truck data, calibrating and validating the truck model, and producing 2050 forecasts.

Binghamton Future Horizon Year TDM

Binghamton, NY

Jess worked to support the Visum model update that provided a future forecast version of the Binghamton Metropolitan Transportation Study travel demand model. As part of the update Transpo developed future land use growth total estimates for both household and employment and allocated that growth to know growth areas within the region. Jess assisted in model update including updated external forecasts for major highways on the model boundary, added planned network improvements, adjusted model parameters for future conditions, and updated model output tools.

Fairview Best-in-Class Corridor Study

Valley Regional Transit (VRT) | Boise, ID

Jessica was the technical lead for VRT Fairview Avenue best-in-class corridor study. The study focused on two primary corridors in Boise specific that currently support multimodal travel including transit, vehicles, pedestrians, and bikes. As part of the study, Jessica looked at existing and future forecast land uses, ridership data, transit travel times including Automatic Vehicle Location (AVL) data, and intersection operations to assess existing barriers and opportunities for improvement along the corridor. Improvement recommendations were also made to ensure pedestrian safety and connectivity to transit facilities.

EXPERTISE

- Transportation Engineering
- Transportation Planning
- Data Collection and Analysis
- AVL DATA
- Visum Modeling
- Vissim Microsimulation
- Transit

EDUCATION

- BS, Civil Engineering, Montana State University
- BS, Business Management, Montana State University

LICENSURE

- PE, Washington

SECTION III

Proposed Plan Timeline

PROPOSED PLAN

A Safety-First Framework Using NYSDOT CLEAR and FHWA Proven Countermeasures

Addressing the corridor's safety issues requires a rigorous and transparent methodology. Our team routinely applies NYSDOT's CLEAR system to evaluate collision patterns, identify systemic risk factors, and assess crash severity trends. We will combine CLEAR findings with detailed field observations, speed studies, and multimodal conflict analysis to understand where the corridor poses the most significant risks—particularly for vulnerable road users. Solutions will be developed using FHWA's Proven Safety Countermeasures, such as RRFBs, LPIs, curb radii reductions, pedestrian refuge islands, and modern access management strategies. The result will be a prioritized safety program with clear benefits, strong alignment with state and federal funding criteria, and high potential for implementation.

Deep Regional Experience and Familiarity with NYSDOT Requirements

LaBella's ongoing work under NYSDOT Region 8's LDSA and QA/QC contracts provides our team with a strong working knowledge of state policies, procedures, design expectations, and review protocols. This includes routine application of NYSDOT's project development process, CLEAR crash analysis, ADA compliance standards, maintenance and protection of traffic considerations, and design approval pathways—all of which ensure that the CMP's recommendations will be consistent with NYSDOT requirements from the start. Our familiarity with Region 8's expectations enable us to create corridor concepts that are not only technically sound but also feasible, fundable, and positioned for smooth advancement into scoping, design, and capital programming.

Unique Insight Into Future Corridor Conditions

The redevelopment of iPark 87 represents one of the most significant economic and land-use transformations in Ulster County, and LaBella's prior involvement in site planning and infrastructure evaluation provides direct insight into how this growth will affect travel behavior across the region. Combined with our continued planning support for the Town of Ulster, our team has a unique understanding of local development pressures, anticipated employment density, circulation challenges, and multimodal demand. This regional perspective is further strengthened by our team member's roles in developing the Route 9W Corridor Management Plan, which directly intersects with and informs the northern terminus of the Albany/Ulster Avenue CMP and allows us to approach this study with a clear understanding of how these two corridors function as an integrated system. Our combined experience ensures that future scenarios are grounded in realistic development trajectories rather than generic assumptions, resulting in a CMP that proactively supports UCTC and its municipal partners as they plan for the region's evolving economic landscape.

Equitable, Inclusive Engagement That Builds Community Trust

To develop a CMP that reflects the needs of those who use the corridor every day, engagement must be designed to reach beyond traditional participants. Highland Planning, recognized as leaders in equity-centered engagement for projects including the Capital Region Safety Action Plan and the DCTC Long-Range Transportation Plan, will use targeted, place-based engagement strategies to reach residents, businesses and employees. Through business drop-ins, direct mailings to residents and businesses along the study corridor, pop-up outreach, accessible online tools, and hands-on planning activities, our team will ensure users with diverse experiences have opportunities to shape corridor concepts. This approach builds credibility, strengthens local support, and results in a CMP that reflects authentic community priorities.

Proposed Approach

Task 1: Kickoff, Plan Coordination, and Public Engagement Plan

Our approach to Task 1 establishes a strong, organized foundation for the study by aligning expectations, confirming data needs, and building a clear, equitable framework for public engagement. LaBella brings extensive experience leading corridor studies involving multiple jurisdictions, agencies, and stakeholder groups, most recently demonstrated through our work on the Niskayuna Complete Streets Corridor Study, which required coordination among the Towns of Niskayuna and Colonie, NYSDOT as the roadway owner, the Capital Region Transportation Council as MPO, Schenectady County, emergency services, and

active transportation advocates. This experience reinforces our ability to manage complex communication structures, facilitate consensus, and ensure that all participating entities have a clear and meaningful role from project kickoff through final recommendations.

At the project outset, we will convene the Technical Advisory Committee (TAC) to confirm goals, refine the study area, define data requirements, and establish a decision-making process that supports transparent and efficient project management. We will prepare agendas, summary notes, and action items to ensure the TAC's guidance is clearly documented and reflected in subsequent work tasks. As part of this task, LaBella will develop a detailed data collection plan and project schedule that aligns field and analytical work with stakeholder availability, NYSDOT policies and procedures, and UCTC expectations.

Highland Planning will lead development of the Public Engagement Plan, applying their nationally recognized expertise in designing inclusive, accessible, and equity-centered outreach processes. Their experience preparing engagement plans for major regional initiatives—including Vision Zero and long-range transportation planning—ensures this CMP will use proven tools to reach corridor users who may not traditionally participate in public meetings.

To develop a Public Engagement Plan grounded in community needs, Highland Planning will conduct up to four (4) virtual pre-engagement interviews with key stakeholders along the study corridor and in the City of Kingston. These pre-engagement interviews will help our team understand preliminary safety and opportunities for improvement along the corridor, uncover hot button issues, identify trusted community partners, discover potential locations for public meetings and pop-up events, and learn about engagement and communications strategies that have worked well in the past.

Informed by the City of Kingston, Ulster County Transportation Council, and the pre-engagement interviews, Highland Planning will develop an Engagement Plan that maps stakeholders, defines engagement goals and equity strategies, identifies communication channels and accessible digital tools (e.g., online surveys and interactive mapping), and describes the structure and schedule of at least two major outreach events. Highland will ensure that underserved communities, small businesses, renters, non-English-speaking populations, and transit-dependent users are intentionally and effectively engaged.

To support this effort, LaBella will create a cohesive project brand, including a project name, color palette, logo, and graphic style guide that will be integrated into every map, display board, online tool, and presentation used throughout the study. Our team excels in producing clear, visually compelling graphics that translate complex technical information into materials easily understood by the public, elected officials, and agency staff. Early development of project branding ensures all communications—digital and print—look unified, polished, and recognizable, contributing to strong public identity and reinforcing the project's transparency and credibility.

As part of Task 1, the team will also capitalize on LaBella's extensive experience designing ArcHub websites, ArcGIS StoryMaps, and interactive online engagement platforms to support transparent, user-friendly communication throughout the project. Our planners and GIS specialists routinely develop customized project hubs that house maps, surveys, documents, meeting materials, and real-time updates in a format that is intuitive for the public and easily maintained by the project team. In the Niskayuna Complete Streets Corridor Study, LaBella created a fully integrated ArcHub site and StoryMap that allowed residents to explore corridor conditions, view concept alternatives, and submit location-specific feedback through map-based tools. Similarly, for a recent NYSERDA Clean Mobility study in Rensselaer, LaBella developed an interactive StoryMap to communicate service concepts, travel patterns, and equity considerations to a broad audience. These examples demonstrate our ability to create visually compelling, interactive digital tools that keep the public informed, support meaningful engagement, and reinforce consistent project branding from kickoff through final recommendations.

Through this structured kickoff, coordinated TAC engagement, robust and equitable public engagement planning, and high-quality visual communication, Task 1 will set the tone for a collaborative process and provide the organizational foundation needed to deliver a successful, community-supported Corridor Management Plan.

Task 2: Inventory and Assessment of Existing Conditions

The first major technical phase of the Albany Avenue/Ulster Avenue Corridor Management Plan will be a comprehensive Existing Conditions Inventory and Assessment, which will establish a robust, data-driven understanding of how the corridor functions today in terms of mobility and safety. Our approach builds on lessons learned from prior regional studies, including the Route 9W Corridor Management Plan and ongoing transportation planning support throughout the Hudson Valley, where successful outcomes depended on reconciling municipal priorities, MPO expectations, NYSDOT requirements, and community needs into one cohesive analytical framework.

Literature Review

The team will begin by conducting a thorough review of previous planning studies, regulatory documents, and technical resources that shape the existing and future context of the Albany Avenue/Ulster Avenue corridor. This will include the City of Kingston Comprehensive Plan, the Town of Ulster Comprehensive Plan and zoning regulations, and the Route 9W Corridor Management Plan, which provides particularly valuable insight given its direct connection to the northern terminus of this study area. In addition, we will evaluate NYSDOT record plans, pavement condition ratings, traffic signal documentation, crash summaries, and any ongoing or planned capital projects that may influence corridor decision-making. Reviewing these documents early in the process allows the team to identify policy goals, known constraints, design standards, and improvement concepts that should be incorporated or reexamined as part of this CMP. This foundational understanding ensures that the study builds on prior work, remains consistent with local and state objectives, and positions the project for efficient coordination with City, Town, UCTC, and NYSDOT priorities.

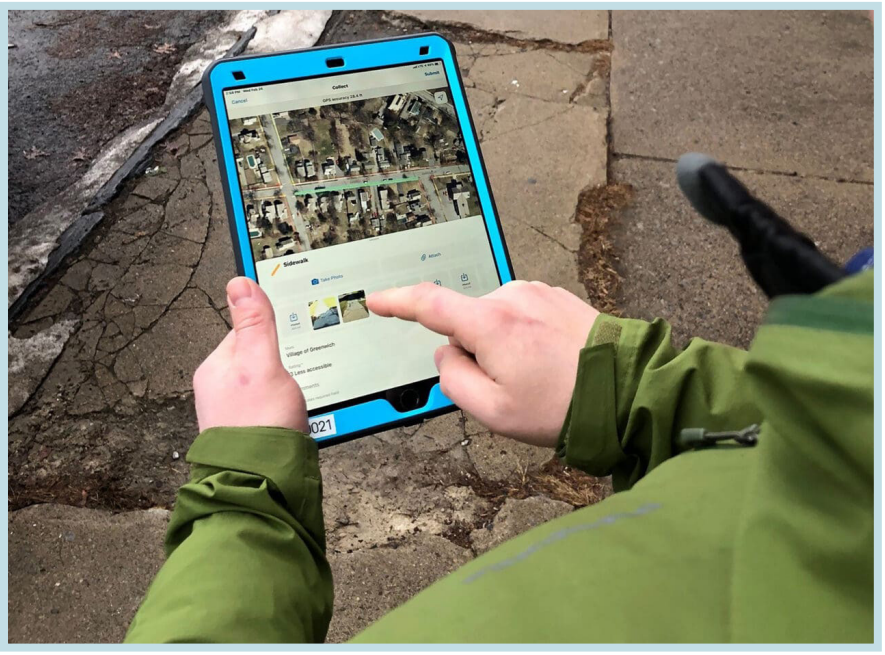
Field Inventory

To build the foundation of the assessment, the team will conduct a **GIS-based multimodal field inventory,** collecting detailed data on roadway geometry, lane configurations, sidewalks, curb ramps, pedestrian crossings, transit stops, shoulders, access points, lighting, and ADA compliance attributes. LaBella has refined digital field-collection tools across numerous municipal and regional planning projects, enabling us to gather high-quality, standardized data efficiently. This approach not only enhances accuracy and data consistency—it also **reduces County costs** by streamlining fieldwork and minimizing manual processing.

The resulting GIS database will form the backbone of the project's mapping and analytical products, allowing the team to quickly visualize gaps, constraints, and opportunities in multimodal infrastructure. By integrating this data into the project's branded visual style, all technical findings can be communicated clearly to the public and decision-makers during subsequent engagement phases.

Traffic Operations Analysis

Understanding how the corridor operates today requires a detailed look at traffic volumes, turning movements, travel times, speed patterns, and origin–destination flows. The team will analyze travel conditions using field-collected counts (obtained through UCTC's traffic count contract with NDS), NPMRDS data, and Replica analytics, building on Transpo Group's long history of regional mobility analysis and travel demand modeling support for UCTC. This experience gives the team an



unparalleled understanding of how people and goods move throughout the Kingston–Ulster region—and how those patterns are evolving due to shifting housing markets, employment centers, and economic development pressures.

Together, these datasets will allow us to evaluate travel conditions throughout the day; identify congestion points, delay patterns, and reliability issues; and quantify the corridor's role within the broader regional transportation network. The analysis will be supported through the development of a Synchro microsimulation model of the corridor, which will evaluate vehicle operations and calculate Level of Service (LOS), queueing patterns, control delay, and intersection performance under current conditions. The Synchro model will allow the team to diagnose congestion points, evaluate the interaction between closely spaced signals and driveways, and identify reliability and delay issues that are not easily visible through static datasets alone. This model will serve as a key diagnostic tool in understanding how the corridor currently functions within the broader transportation network.

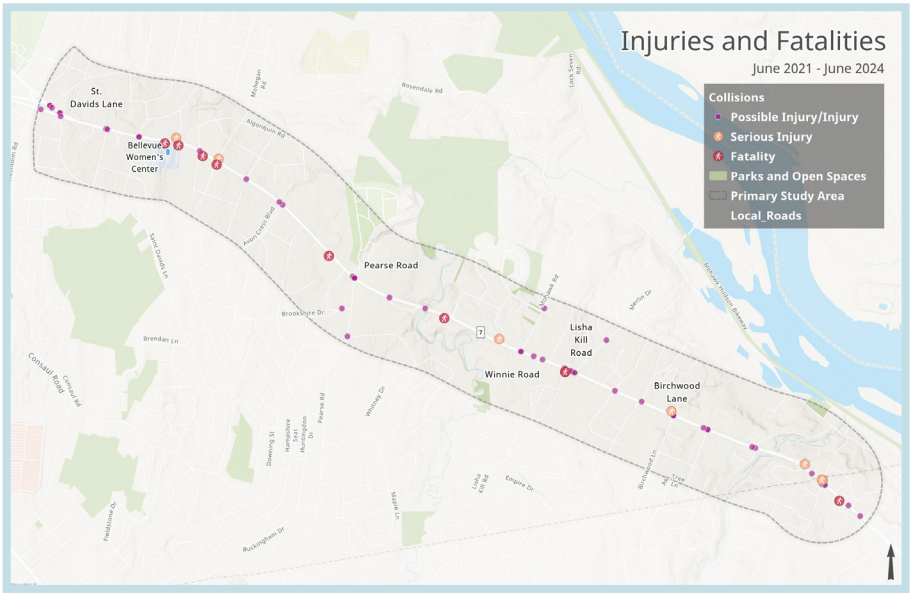
Multi-Modal Operations Assessment

Understanding bicycle and pedestrian activity along Albany and Ulster Avenues requires both quantitative and qualitative assessment methods. The team will conduct targeted field observations at key locations and times of day to document actual walking and biking behavior, including desire lines, crossing locations, yielding interactions, sidewalk and shoulder usage, and areas where users may feel exposed or uncomfortable. These observations are critical for identifying patterns that are not always reflected in count data alone, such as informal crossing activity or conflict points near driveways. To complement fieldwork, we will also use Replica data to estimate corridor-level bicycle and pedestrian activity and understand broader movement patterns, including trip origins, destinations, and how non-motorized activity varies throughout the day and week. Combining direct observation with Replica's modeled demand will provide a well-rounded picture of the corridor's existing multimodal usage and the latent demand that may emerge as infrastructure improves.

Public transit conditions will be evaluated through a review of GTFS data, which will allow the team to analyze stop spacing, travel times, headways, reliability, and network connectivity for current UCAT services. GTFS-based assessment will be paired with field verification of transit stop conditions, ADA access, and boarding environments to understand the real-world challenges faced by riders. The team will also coordinate directly with UCAT to understand ongoing system changes, including planned service modifications, emerging considerations for micro-transit deployment, and the County's broader goals for expanding transit access in the Kingston–Ulster area. This combined approach ensures that both fixed-route service and new mobility strategies are incorporated into the CMP's understanding of multimodal needs and future opportunities.

Comprehensive Safety Evaluation and CLEAR Crash Analysis

Safety is one of the most important dimensions of existing conditions, particularly for vulnerable road users. The team will perform a detailed safety assessment using the NYSDOT CLEAR system, examining five years of crash data to identify high-injury segments, recurring collision types, signal-related issues, driveway conflicts, and patterns associated with pedestrian and bicycle crashes. Building on our extensive experience interpreting CLEAR outputs for municipal and state partners, we will prepare a suite of GIS-based safety visualizations, including corridor-wide heatmaps to highlight areas of crash



concentration, crash severity maps that differentiate between property damage, injury, and serious injury or fatal crashes, and focused maps specifically illustrating bicycle and pedestrian crashes. These visualizations will allow the TAC and public to clearly understand where safety concerns are most acute and where vulnerable road user activity intersects with high-risk roadway features.

Our team includes two Road Safety Professional (RSP)–certified practitioners dedicated to this project, ensuring that the interpretation of crash patterns and contributing factors—and the selection of potential countermeasures—is grounded in nationally recognized best practices. Special emphasis will be placed on vulnerable road user crashes, speed-related collisions, turning-movement conflicts, and locations with access management–related risks, all of which are common issues along commercial corridors similar to Albany and Ulster Avenues. This comprehensive analysis will directly inform future scenario development, guide the identification of priority locations for improvements, and support the targeted development of multimodal safety strategies in subsequent tasks.

Task 3: Existing Conditions Analysis

Task 3 will synthesize the technical findings from the existing conditions assessment into a clear, comprehensive analysis that identifies the corridor's operational, safety, accessibility, and multimodal needs. Using the multimodal inventory, CLEAR crash analysis, Synchro microsimulation results, NPMRDS and Replica analytics, and ADA and transit assessments, the team will prepare a complete evaluation of how Albany and Ulster Avenues function today and where the most pressing deficiencies lie. This includes identifying high-injury locations, intersections and segments with operational constraints, multimodal gaps, ADA noncompliance issues, access management conflicts, and areas where roadway geometry, traffic control, or land-use patterns contribute to performance and safety challenges. All findings will be conveyed through clear, branded graphics, maps, and infographics produced by LaBella to support understanding among both technical reviewers and the general public.

Although not explicitly listed in the RFP, an essential component of this task will be the development of future no-build traffic forecasts and LOS analysis, prepared in close coordination with the Technical Advisory Committee. Establishing a design-year forecast, consistent with NYSDOT expectations for corridor planning studies, is critical for evaluating the long-term viability of alternatives in Task 4. The team will generate traffic forecasts for an agreed-upon design year, incorporating baseline growth, redevelopment activity—including planned buildout associated with iPark 87—and observed regional travel patterns derived from Replica and NPMRDS datasets. These forecasts will be integrated into the Synchro microsimulation model to estimate future LOS, queue lengths, and corridor reliability under a no-build scenario. Preparing this future operating baseline ensures that the CMP can accurately assess how proposed concepts will function throughout their design life, in compliance with NYSDOT methodology and sound engineering practice.

A key element of Task 3 is engaging both the TAC and the public to validate findings and refine the corridor's needs. The team will present the existing and future no-build conditions to the TAC in a structured workshop setting designed to prompt discussion around operational

challenges, community concerns, and planning priorities. Our team will share with the TAC public-facing materials that translate complex technical findings—such as LOS, queues, safety diagrams, and multimodal gaps—into accessible narrative and visual formats. These materials will be incorporated into an open house, online engagement tools, and a digital survey to gather additional input on safety concerns, mobility needs, and future corridor goals. Feedback will be documented, analyzed, and incorporated into a final statement of issues and needs.

The result of Task 3 will be a Final Existing Conditions and Future Needs Assessment, which integrates technical analysis, TAC direction, and community input. This document will serve as the critical foundation for developing and evaluating design concepts in Task 4, ensuring that the CMP responds not only to present deficiencies but also to the long-term operational and safety challenges the corridor is expected to face throughout its design life.

As part of this task, our team will undertake a multi-pronged public engagement strategy to review and verify the Existing Conditions and Future Needs and Assessment report. Specifically, our team proposes to:

- Develop and launch an online community survey with an interactive mapping component to identify broad as well as site-specific safety and operational challenges, accessibility concerns, and opportunities for improvement;
- Organize and conduct two (2) virtual focus groups to intentionally engage impacted communities or populations along the study corridor as well as promote the first public workshop and online survey;
- Conduct one day of business drop-ins along the study corridor to build awareness about the study and invite business owners and employees to participate in the first public workshop and provide input on issues and opportunities for improvement along the study corridor;
- Send a direct mailing to the US Postal Service routes along Albany and Ulster Avenues and the intersecting streets to promote the first public workshop and the online community survey;
- Conduct a community workshop at an accessible venue conveniently located along or immediately adjacent to the study corridor to share information about the study and gather input on issues and opportunities for improvement; and
- Conduct one pop-up at a location along the study corridor that receives high foot traffic to broaden engagement.

Input gathered during this first round of engagement will directly inform the development of corridor concept alternatives in Task 4.

Task 4: Development and Evaluation of Corridor Alternatives

Task 4 will build upon the technical foundation and identified needs from Task 3 to develop a range of holistic, multimodal corridor alternatives that address the safety, mobility, access, transit, and land-use challenges identified along Albany and Ulster Avenues. Our team will begin by translating the issues and opportunities documented in the Existing Conditions and Future Needs Assessment into a set of design objectives, including improved safety for vulnerable road users, enhanced multimodal connectivity, more efficient traffic operations, improved transit access, and strengthened corridor identity. These objectives, refined with input from the TAC and public engagement activities, will guide the development of alternatives that reflect both technical feasibility and community priorities.

Alternatives will be prepared at the corridor and intersection levels, ranging from modest operational improvements to transformative multimodal design concepts. Potential treatments may include—but are not limited to—access management strategies, geometric modifications, targeted widening, roundabout feasibility testing, bicycle and pedestrian infrastructure upgrades, transit stop enhancements, streetscape and placemaking elements, speed management treatments, and integration of micro-transit or mobility hubs. Each alternative will be illustrated using high-quality graphics and renderings, consistent with the project's branding, to clearly communicate the intent and character of the proposed improvements. These visuals will be designed to support public understanding and facilitate clear comparison among options.

The team will use the Synchro microsimulation model, built and refined during Task 3, to evaluate how each concept performs under future design-

year conditions. This modeling will assess LOS, delay, queue lengths, and potential conflicts, ensuring that alternatives meet NYSDOT expectations for design-life operational analysis. Safety considerations will be evaluated using the team's CLEAR-informed diagnostics and RSP-certified expertise to assess the likely safety benefits of specific countermeasures. Multimodal performance will be evaluated using metrics tied to pedestrian comfort, bicycle level of traffic stress (LTS), transit access quality, ADA improvements, and anticipated shifts in mode choice.

Once alternatives are developed and analyzed, the team will facilitate a TAC workshop to review concept performance, discuss tradeoffs, and refine the set of alternatives to move forward. Highland Planning will support a corresponding second round of public engagement focused on prioritizing the draft corridor concept alternatives. Like the first round of engagement proposed in Task 3, this second round of engagement will consist of diverse strategies to engage as many members of the public as possible including:

- The development and launch an online community survey presenting the concept alternatives and enabling the public to provide feedback on the alternatives and select their preferred concept;
- A second round of virtual focus groups (up to two) to gather targeted feedback from impacted communities;
- One day of business drop-ins along the study corridor to share the community survey and invite business owners and employees to the second public workshop;
- Send a direct mailing to the US Postal Service routes along Albany and Ulster Avenues and the intersecting streets to promote the second public workshop and the online community survey;
- A second community workshop at an accessible venue conveniently located along or immediately adjacent to the study corridor to present the concept alternatives and gather public feedback and preferences; and,
- One pop-up at a location along the study corridor that receives high foot traffic to broaden engagement and further promote the survey.

Input from these engagements will be documented and integrated into a narrowed list of preferred design alternatives or a hybrid approach that draws from the strongest elements of each concept.

The outcome of Task 4 will be a well-documented, community-informed set of feasible corridor alternatives supported by clear technical analysis and compelling graphics. This alternatives package will form the basis for identifying the preferred concept and developing implementation and funding strategies in Task 5.

Task 5: Final Corridor Management Plan and Implementation Strategy

Task 5 will focus on assembling the **Final Corridor Management Plan,** translating the technical work, engagement outcomes, and preferred alternative identified in Task 4 into a clear, comprehensive, and actionable document. This task is centered on organizing, refining, and presenting the material developed throughout the study in a format that is accessible to UCTC, municipal partners, NYSDOT, and the public. The team will integrate all existing conditions findings, safety analysis, microsimulation outputs, multimodal assessments, and public input summaries into a narrative that clearly explains the corridor's needs, the development of alternatives, and the rationale for selecting the preferred concept. LaBella's strong graphic design, branding, and GIS capabilities will ensure the final plan is visually compelling, featuring consistent mapping, cross sections, conceptual layouts, infographics, and before/after visualizations that communicate the preferred alternative effectively to both technical and non-technical audiences.

A major component of Task 5 will be preparing a detailed Implementation Strategy for the preferred alternative. This will include identifying logical phasing approaches based on safety benefits, constructability, right-of-way considerations, utility coordination, and cost efficiency. The team will develop planning-level cost estimates for all major elements of the preferred alternative, itemized sufficiently to support funding applications and NYSDOT scoping discussions. We will also prepare a Funding Strategy that outlines potential sources such as HSIP, TAP/CMAQ, SS4A, BRIDGE NY, and other state or federal programs, along with considerations related to eligibility, timing, and

PROPOSED PLAN

match requirements. Where appropriate, we will identify potential partnerships—public or private—that could support implementation.

The final deliverable under Task 5 will be a well-organized, professionally formatted Final Corridor Management Plan, incorporating TAC feedback and public comments. The document will clearly articulate the planning process, summarize engagement activities, present the preferred alternative, and lay out a roadmap for implementation that can be used immediately by UCTC and its partners. This final plan will serve as a practical, actionable resource that guides the corridor from planning into design and eventual construction, positioning the Albany/Ulster Avenue corridor for long-term improvement and investment.

PROPOSED PROJECT SCHEDULE

		2026												2027	
Task		Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb
1	Kickoff, Plan Coordination and Public Engagement Plan	■	■												
2	Inventory and Assessment of Existing Conditions		■	■	■										
3	Existing Conditions Analysis				■	■	■								
4	Development and Evaluation of Corridor Alternatives						■	■	■	■	■	■			
5	Final Corridor Management Plan and Implementation Strategy											■	■	■	■

LaBella
Powered by partnership.

SECTION IV

Fee/Cost Proposal
Seperate Envelope

SECTION V

Return Documents

THE FOLLOWING SHEETS MUST BE COMPLETED AND RETURNED WITH YOUR PROPOSAL

RESPONSE RETURN FORM

VENDOR NAME: LaBella Associates, D.P.C.

TITLE: Vice President

PHONE NUMBER: (585) 454-6110

E-MAIL: bmiller@labellapc.com

ADDRESS: 300 State Street, Rochester, NY 14614

AUTHORIZED SIGNATURE: 

RESPONDER'S NAME: LaBella Associates, D.P.C.

RFP RESPONSE CHECKLIST

Please note below is a list of documents which must be submitted in full as part of this proposal. Failure to submit any of the documents as part of your proposal may be cause for rejection of the proposal.

Please check each item indicating your compliance.

THIS CHECKLIST MUST BE COMPLETED & SUBMITTED AS PART OF YOUR PROPOSAL.

- ✓ RESPONSE CHECKLIST
- ✓ ONE (1) ORIGINAL AND ONE (1) PHOTOCOPY OF TECHNICAL PROPOSAL
- ✓ ONE (1) FEE/COST PROPOSAL ORIGINAL AND (1) PHOTOCOPY
- ✓ ONE (1) ELECTRONIC COPY TO INCLUDE TECHNICAL PROPOSAL, FEE PROPOSAL IN WORD AND PDF FORMAT
- ✓ ASSUMED NAME CERTIFICATION
- ✓ ORGANIZATION INFORMATION FORM
- ✓ DISCLOSURE OF OWNERSHIP INTEREST CERTIFICATION FORM
- ✓ LIVING WAGE ACKNOWLEDGEMENT AND ACCEPTANCE DECLARATION
- ✓ AFFIDAVIT OF NON-COLLUSION
- ✓ IRANIAN DIVESTMENT CERTIFICATE (NOTARIZED)
- ✓ MACBRIDE FAIR EMPLOYMENT PRINCIPLES
- ✓ INSURANCE REQUIREMENTS
- ✓ ADDENDUM(S) ACKNOWLEDGED (IF APPLICABLE)

PLEASE SUBMIT YOUR COMPLETED PROPOSAL UNBOUND & UNSTAPLED

RESPONDER'S NAME: LaBella Associates, D.P.C.

ASSUMED NAME CERTIFICATION

***If the responder's business is conducted under an assumed name, a copy of the certificate required to be filed under the New York general business law must be attached.**

ASSUMED NAME: _____

If the responder is an individual, the proposal must be signed by that individual; if the responder is a corporation, by an officer of the corporation, or other person authorized by resolution of the board of directors, and in such case a copy of the resolution must be attached; if a partnership, by one of the partners or other person authorized by a writing signed by at least one general partner and submitted with the proposal or previously filed with the Director of General Services.

The submission of this proposal constitutes a certification that no County Officer has any interest therein. (Note: In the event that any County Officer has any such interest, the full nature thereof should be disclosed below.)

_____

_____

_____

INSURANCE STATEMENT

Responder agrees as follows - please mark appropriate box(es):

Insurance Certificate as requested is attached ☐

OR

I certify that I can supply insurance as specified if awarded the contract ☑

Insurance Certificate filed on _____
DATE

FAILURE TO PROVIDE SPECIFIED INSURANCE SHALL DISQUALIFY RESPONDER

_____
AUTHORIZED SIGNATURE

ORGANIZATION INFORMATION FORM

RESPONDER NAME: LaBella Associates, D.P.C.

TYPE OF ENTITY: CORP. X PARTNERSHIP_____ INDIVIDUAL_____ OTHER_____

FEDERAL EMPLOYER ID #: 16-1115731 OR SOCIAL SECURITY #:_____

NYS DOS ID #: 506988 DUNS # (FTA Projects): 09-167-117

DATE OF ORGANIZATION: 1978

IF APPLICABLE: DATE FILED: 8/17/1978 STATE FILED: New York

If a non-publicly owned corporation:

CORPORATION NAME: LaBella Associates, D.P.C.

LIST PRINCIPAL STOCKHOLDERS: (owning 5% or more of outstanding shares)

See Attached List _____

_____ _____

LIST OFFICERS AND DIRECTORS:

NAME TITLE

See Attached List _____

_____ _____

****

If a partnership:

PARTNERSHIP NAME: _____

LIST PARTNERS NAME(S):

_____ _____

_____

_____

_____

LABELLA ASSOCIATES DPC OFFICERS

Name	Title	Office Location
Steven Metzger, PE	Chair of the Board of Directors	Rochester, NY
Steven Metzger, PE	Chief Executive Officer	Rochester, NY
Jeffrey Roloson, RA	President	Rochester, NY
Vacant	Executive Vice President	----------
Michael Winderl, PE	Chief Operating Officer	Rochester, NY
Robert Pepe	Chief Financial Officer	Rochester, NY
Brian Miller, PE	Secretary	Rochester, NY
Jeffrey Roloson, RA	Treasurer	Rochester, NY
Bradley Bartholomew, RA	Vice President of Architecture	Charlotte, NC
Daniel Pieters, RA	Vice President of Architecture	Rochester, NY
Keith Garbrick, PE	Vice President of Engineering	Charlotte, NC
Steven Longway, PE	Vice President of Engineering	Rochester, NY
Susan Matzat, PE	Vice President of Engineering	Rochester, NY
Brian Miller, PE	Vice President of Engineering	Rochester, NY

LABELLA ASSOCIATES DPC OFFICERS

Name	Title	Office Location
Timothy Webber, PE	Vice President of Engineering	Rochester, NY
Christopher Locke, PLS	Vice President of Land Surveying	Rochester, NY
James A. Rymph, LA	Vice President of Landscape Architecture	Latham, NY
Jennifer Gillen, PG	Vice President of Geology	Rochester, NY
John Thierfelder	Vice President of Program Management	Binghamton, NY
Gregory Senecal, CHMM	Vice President of Environmental Consulting and Construction	Rochester, NY

DISCLOSURE OF OWNERSHIP INTEREST CERTIFICATION FORM

Pursuant to Ulster County Resolution Number 8 of 2023, please list the following information (if necessary, use additional sheets):

1. The names of all individuals with an interest in, ownership or control of 10% or more of the profits or assets of LaBella Associates, D.P.C. ("the Company") seeking to do business with Ulster County, or individuals owning or controlling 10% or more of the stock of said business in the case of a business entity that is a for profit corporation.

   See Attached List

2. The names of all principals, partners, officers, or directors of the Company seeking to do business with Ulster County and their immediate family members and members of household.

   See Attached List

3. The names of any subsidiary business entities directly or indirectly controlled by Company.

   See Attached List

4. For business entities holding 10% or more of the profits or assets of the Company, the names of all principals, partners, officers, or directors of that business entity and their immediate family members and members of household.

   See Attached List

INITIALS: BRM

LaBella Associates, D.P.C.

Additional Legal Business Entity Identities - last 5 years

Subsidiary/Affiliate Name	Type	EIN	Status
Aztech Technologies, Inc.	Corporation	16-1536343	Active
Compass 5 Partners, LLC	Limited Liability Company	90-0340731	Active
Earth Dimensions, Inc.	Corporation	16-1097016	Active
ENGR3 LLC	Limited Liability Company	83-3445139	Active
LaBella Associates LTD	Private Limited Company	[1]	Active
LaBella Associates, P.C.	Professional Corporation	36-4806143	Active
LaBella Engineering, Sociedad Limitada	Private Limited Liability Company	[2]	Active
LaBella Environmental, LLC	Limited Liability Company	32-0413322	Active
LaBella Land Services, P.C.	Professional Corporation	93-2929697	Active
LBA Architecture Services P.C.	Professional Corporation	99-4516245	Active
Long Island Environmental Assessment Inc. dba Environmental Assessment & Remediations	Corporation	11-2779681	Active
Process Pipeline Services, Inc.	Corporation	26-2015861	Active
Highland Technical Services, Inc.	Corporation	63-1211635	Inactive - to be merged or dissolved
Joyce Engineering, Inc.	Corporation	55-0633095	Inactive - to be merged or dissolved
Stuart I. Brown Associates, Inc.	Corporation	16-1086518	Inactive - to be dissolved
Chazen Engineering, Land Surveying & Landscape Architecture CT, LLC	Limited Liability Company		Inactive[3] - merged into LaBella Associates, P.C. 12.21.2021
Chazen Engineering, Land Surveying, Landscape Architecture & Geology Co., D.P.C.	Design Professional Corporation		Inactive[3] - merged into LaBella Associates, D.P.C. 12.31.2021
Pease Engineering and Architecture, P.C.	Professional corporation		Inactive[3] - dissolved 04.22.2022
Planning Services LLC	Limited Liability Company		Inactive[3] - dissolved 05.11.2022
Chazen Engineering Consultants, LLC	Limited Liability Company	81-2787654	Inactive[3] - administratively dissolved 08.10.2024

[1]This is a foreign entity that does not have an EIN. It's UK number is SC486352.
[2]This is a foreign entity that does not have an EIN. It's Spanish number is B86692787.
[3]Entity no longer exists.

Assumed Names	Jurisdictions	Status
ENGR3	North Carolina - all Counties	Active
ENGR3, a LaBella Company	North Carolina - all Counties	Active
ODELL Architecture	New York - Monroe and Broome Counties	Active
ODELL	North Carolina - all Counties	Active
ODELL Architecture	North Carolina - all Counties	Active
ODELL, a LaBella Company	North Carolina - all Counties	Active

ACKNOWLEDGMENT AND ACCEPTANCE DECLARATION

Living Wage Act - Local Law Number 6 of 2021

(To be completed by each respondent to a bid/proposal solicitation when that solicitation has included Living Wage Advertisement/Solicitation Language.)

CONTRACTING AGENCY: County of Ulster Purchasing Department

AGENCY CONTRACT NUMBER: RFP-UC25-074

VENDOR NAME: LaBella Associates, D.P.C.

DATE PREPARED: 12/15/2025 **PREPARED BY:** Brian Miller, PE

VENDOR TELEPHONE NUMBER: (585) 454-6110

VENDOR EMAIL ADDRESS: bmiller@labellapc.com

VENDOR MAILING ADDRESS: 300 State Street, Suite 201 Rochester, NY 14614

As the authorized representative of the above-referenced bidder or proponent, I hereby acknowledge that the bidder/proponent understands that the contract or agreement that will be executed with a successful bidder/proponent pursuant to this solicitation is subject to the Living Wage Act and the regulations associated therewith. The bidder/proponent hereby agrees to comply with the Living Wage Act and the associated regulations if awarded a contract pursuant to this solicitation. I am authorized to make the above representations on behalf of the bidder or proponent.

AUTHORIZED REPRESENTATIVE CERTIFICATION:

X 

NAME: Brian Miller, PE

TITLE: Vice President

DATE: 12/16/25

CERTIFICATION AND SIGNATURE FORM

AFFIDAVIT OF NON-COLLUSION

NAME OF RESPONDER: LaBella Associates, D.P.C. PHONE NO.: (585) 454-6110 EXT: _____

BUSINESS ADDRESS: 300 State St. Suite 201, Rochester, NY 14614 FAX NO.: _____

I hereby attest that I am the person responsible within my firm for the final decision as to the prices(s) and amount of this proposal or, if not, that I have written authorization, enclosed herewith, from that person to make the statements set out below on his or her behalf and on behalf of my firm.

I further attest that:

1. The price(s) and amount of this proposal have been arrived at independently, without consultation, communication or agreement for the purpose of restricting competition with any other contractor, responder or potential responder.
2. Neither the price(s), nor the amount of this proposal, have been disclosed to any other firm or person who is a responder or potential responder on this project, and will not be so disclosed prior to proposal opening.
3. No attempt has been made or will be made to solicit, cause or induce any firm or person to refrain from responding to this RFP, or to submit a proposal higher than the proposal of this firm, or any intentionally high or non-competitive proposal or other form of complementary proposal.
4. The proposal of my firm is made in good faith and not pursuant to any agreement or discussion with, or inducement from any firm or person to submit a complementary proposal.
5. My firm has not offered or entered into a subcontract or agreement regarding the purchase of materials or services from any other firm or person, or offered, promised or paid cash or anything of value to any firm or person, whether in connection with this or any other project, in consideration for an agreement or promise by an firm or person to refrain from responding to this RFP or to submit a complementary proposal on this project.
6. My firm has not accepted or been promised any subcontract or agreement regarding the sale of materials or services to any firm or person, and has not been promised or paid cash or anything of value by any firm or person, whether in connection with this or any project, in consideration for my firm's submitting a complementary proposal, or agreeing to do so, on this project.
7. I have made a diligent inquiry of all members, officers, employees, and agents of my firm with responsibilities relating to the preparation, approval or submission of my firm's proposal on this project and have been advised by each of them that he or she has not participated in any communication, consultation, discussion, agreement, collusion, act or other conduct inconsistent with any of the statements and representations made in this affidavit.

8. By submission of this proposal, I certify that I have read, am familiar with, and will comply with any and all segments of these specifications.

The person signing this proposal, under the penalties of perjury, affirms the truth thereof.

Vice President
Signature & Company Position

Brian Miller, PE Vice President
Print Name & Company Position

LaBella Associates, D.P.C.
Company Name

12/16/25
Date Signed

16-111573
Federal I.D. Number

RESPONDER'S NAME: LaBell aAssociates, D.P.C.

CERTIFICATION OF COMPLIANCE WITH THE IRAN DIVESTMENT ACT

Pursuant to State Finance Law §165-a, on August 10, 2012 the Commissioner of the Office of General Services (OGS) posted a prohibited entities list of "persons" who are engaged in "investment activities in Iran" (both are defined terms in the law) on the OGS website at: http://www.ogs.ny.gov/about/regs/docs/ListofEntities.pdf

By submitting a bid in response to this solicitation or by assuming the responsibility of a Contract awarded hereunder, each Bidder/Contractor, any person signing on behalf of any Bidder/Contractor and any assignee or subcontractor and, in the case of a joint bid, each party thereto, certifies, under penalty of perjury, that once the Prohibited Entities List is posted on the OGS website, that to the best of its knowledge and belief, that each Bidder/Contractor and any subcontractor or assignee is not identified on the Prohibited Entities List created pursuant to SFL § 165-a(3)(b).

Additionally, Bidder/Contractor is advised that once the Prohibited Entities List is posted on the OGS Website, any Bidder/Contractor seeking to renew or extend a Contract or assume the responsibility of a Contract awarded in response to this solicitation must certify at the time the Contract is renewed, extended or assigned that it is not included on the Prohibited Entities List.

During the term of the Contract, should the County receive information that a Bidder/Contractor is in violation of the above-referenced certification, the County will offer the person or entity an opportunity to respond. If the person or entity fails to demonstrate that he/she/it has ceased engagement in the investment which is in violation of the Act within 90 days after the determination of such violation, then the County shall take such action as may be appropriate including, but not limited to, imposing sanctions, seeking compliance, recovering damages or declaring the Bidder/Contractor in default.

The County reserves the right to reject any bid or request for assignment for a Bidder/Contractor that appears on the Prohibited Entities List prior to the award of a contract and to pursue a responsibility review with respect to any Bidder/Contractor that is awarded a contract and subsequently appears on the Prohibited Entities List.

I, Brian Miller, P.E., being duly sworn, deposes and says that he/she is the Vice President of the LaBell aAssociates, Design Professional

Corporation and that neither the Bidder/Contractor nor any proposed subcontractor is identified on the Prohibited Entities List.

SIGNED

SWORN to before me this

16th day of December

2025

Notary Public:

ALAINA M. MOHORTER
Notary Public - State of New York
No. 01MO6395850
Qualified in Ontario County
My Commission Expires August 5, 2027

RESPONDER'S NAME: LaBella Associates, D.P.C.

MACBRIDE FAIR EMPLOYMENT PRINCIPLES

Ulster County Resolution 108 of March 8, 2001, in an attempt to prevent discrimination in all forms, provides the requirement that vendors who do business with Ulster County read, initial and return the attached statement as part of their official document.

Please read and initial **either** Statement #1 or Statement #2.

DO NOT INITIAL BOTH STATEMENTS.

BM 1. The Bidder, and any individual or legal entity in which the Bidder holds a 10% or greater ownership interest and any individual or legal entity that holds a 10% or greater ownership interest in the Bidder, has no business operations in Northern Ireland.

___2. The Bidder, and any individual or legal entity in which the Bidder holds a 10% or greater ownership interest and any individual or legal entity that holds a 10% or greater ownership interest in the Bidder shall take lawful steps in good faith to conduct any business operations they have in Northern Ireland in accordance with the MacBride Fair Employment Principles and shall permit the independent monitoring of their compliance with such principles.

AUTHORIZED SIGNATURE

Brian Miller, PE

PRINT NAME:

INSURANCE REQUIREMENTS:

The following insurance acknowledgement must be completed and signed and submitted with this bid even if the bidder is unable to provide their certificate of insurance with their bid.

BIDDER NAME: LaBella Associates, D.P.C., if a successful bidder, agrees to provide an insurance certificate with endorsement, in compliance with the insurance requirements set forth in this bid. Insurance certificates, with County of Ulster listed as additional insured, must be supplied within ten (10) business days or as specified in the notice of award or the award may be rescinded.

BID TITLE: **CITY OF KINGSTON/TOWN OF ULSTER ALBANY/ULSTER AVENUE CORRIDOR MANAGEMENT PLAN**

Authorized Signature: _____

Name & Title of Authorized Signer: Brian Miller, PE - Vice President

Dated: 12/16/2025

Insurance Agency: Paris Kirwan Associates, Inc.

Address of Agency: 255 East Avenue, Suite 300, Rochester, NY 14604

Contact Person At Agency: Becky Tallman

Phone Number of Agency: 585-473-8000

Current Policy Limits:

$1,000,000	G/L Occurrence
$2,000,000	G/L Aggregate
$10,000,000	Umbrella or Excess
$1,000,000	Automobile
	Professional or Other Required

RESPONDER'S NAME: LaBella Associates, D.P.C.

ACKNOWLEDGEMENT OF RECEIPT OF ADDENDUMS

The responder acknowledges receipt of the following addendums to the Documents (Give number and date of each):

Addendum No. 1, dated December 1, 2025

Addendum No. _____, dated _____

Addendum No. _____, dated _____

Addendum No. _____, dated _____

Addendum No. _____, dated _____

Addendum No. _____, dated _____

Addendum No. _____, dated _____

SUBMITTED BY (Signature) _____

AGENCY/COMPANY NAME

LaBella Associates, D.P.C.

LaBella

Powered by partnership.

WWW.LABELLAPC.COM

(877) 626-6606