

A scenic landscape featuring a wide river in the foreground, a wooden bridge on the right side, and a large, forested hill in the background under a cloudy sky. The text is overlaid on the upper portion of the image.

A Reference Guide to the Capital Region Transportation Council

January 2024 edition

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Cover Photo: The Mohawk River looking north to Saratoga County from the old Niskayuna rail station on the Mohawk-Hudson Bike/Hike trail. Photo by Transportation Council staff.

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1. The Basics

A basic understanding of the Capital Region Transportation Council can be distilled to the following:

- The Transportation Council is a transportation planning forum for local elected officials and transportation representatives in Albany, Rensselaer, Saratoga, and Schenectady counties. Note the Town of Moreau and the Village of South Glens Falls are part of the Adirondack Glens Falls Transportation Council, a neighboring transportation planning organization.
- The Transportation Council is required by federal law and supported with federal funding.
- Federal transportation funding controlled by the consensus decisions of the Transportation Council is substantial -- about \$75 million per year.
- The federal government does not direct or intervene in the Transportation Council 's decisions.
- The Transportation Council 's priorities are guided by its multi-disciplined, long-range, Metropolitan Transportation Plan.
- The Transportation Council has enjoyed a high degree of local success and national recognition due to a highly collaborative environment of mutual trust and respect.
- The Transportation Council requires unanimous consent of affected parties, a process that hinges on strong staff work and deliberations by a Planning Committee prior to recommendations for Policy Board action.



2. What is the Capital Region Transportation Council?

The Capital Region Transportation Council, formerly known as CDTC, is a designated "Metropolitan Planning Organization" (MPO) fulfilling key provisions of federal transportation law. The Transportation Council has its origins in the Federal Highway Act of 1962 that first established a requirement for a cooperative planning process in all urbanized areas over 50,000. Congress was concerned that local elected officials should have a say in the major Interstate highway construction program underway at the time. The Transportation Council was formed as the Capital District Transportation Study in 1964 by written agreement between New York State and each county, city, town and village in Albany, Rensselaer, Saratoga, and Schenectady counties (except the Town of Moreau and the Village of South Glens Falls which are in a neighboring MPO, the Adirondack Glens Falls Transportation Council).

Over the years, Congress has added additional responsibilities and resources to strengthen the MPO concept, allowing each region of the nation to tailor the transportation planning structure, process, and products to meet local needs. The Transportation Council has matured over the years while remaining flexible to meet changing circumstances. Today, the Transportation Council's Policy Board of local elected officials and transportation agency representatives guides an annual staff budget of about \$3.0 M and maintains a five-year implementation program of over \$600 M in federally aided highway and transit projects. These projects are selected from those submitted by dozens of municipalities and other sponsors, using the Transportation Council's established Metropolitan Transportation Plan, for guidance.

To put "teeth" in the MPO process, the **federal government will not approve funding for transportation planning, construction, or operation anywhere in the Capital Region unless the project comes from the Transportation Council's adopted long-range Metropolitan Transportation Plan or short-range program of capital projects, known as the Transportation Improvement Program (TIP).** The current legal authority for such a significant role lies in federal transportation legislation, the 2021 Bipartisan Infrastructure Law (BIL – also known as the Infrastructure Investment and Jobs Act).

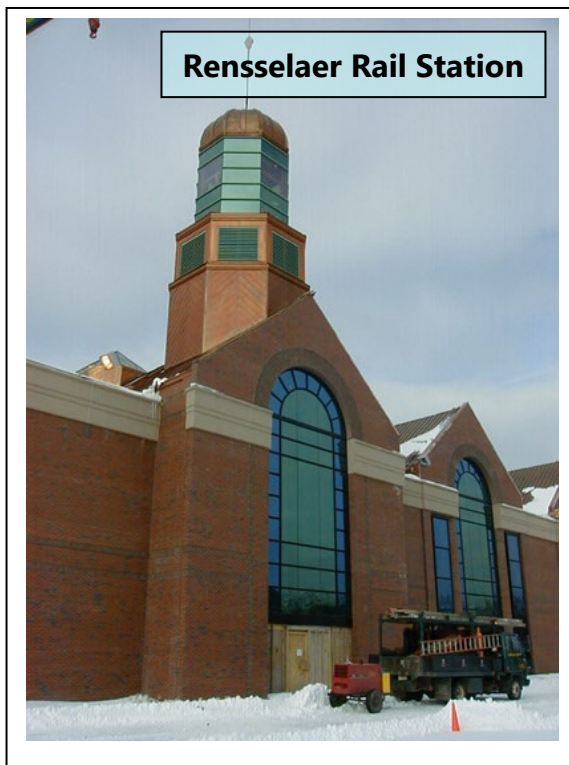
By law the Transportation Council must maintain a long-range Metropolitan Transportation Plan, a short-range Transportation Improvement Program, a Unified Planning Work Program for planning coordination and a Congestion Management Process (CMP).

When the New York State Department of Transportation (NYSDOT) repaves the Northway, when the Capital District Transportation Authority (CDTA) builds Bus Rapid Transit lines, when the City of Schenectady reconstructs Erie Boulevard -- odds are that federal transportation funds are involved. If federal funds are involved, then the Transportation Council's action has preceded the project, probably by several years.

3. What Subjects Does the Transportation Council Address?

Both the Bipartisan Infrastructure Law and the Transportation Council's practices encourage discussion of a broad spectrum of transportation, land use and economic development issues. There are very few issues related to transportation in which the Transportation Council is not involved. Safety and complete streets planning, resiliency and sustainability, asset management, freight issues, bicycle and pedestrian planning, human services agency transportation, transportation demand management, system operations, Generic Environmental Impact Statement traffic reviews, transit planning, traffic signal operations, airport access, suburban retrofits and downtown redevelopment planning are representative of the range of the Transportation Council's current planning and project development activities.

The Transportation Council's Metropolitan Transportation Plan elevates consideration of all these issues to the same level as more traditional concerns about traffic and pavement conditions.



It is important to recognize that there is a distinction among these subjects in terms of *how* the Transportation Council is involved. The Transportation Council staff is available to provide technical assistance in all subject areas, but the decision-making *authority* is generally limited to decisions related to federal transportation planning and implementation funds. For instance, staff can assist a community in updating its comprehensive plan or in reviewing a traffic impact study for a new development, but do not have the authority to approve or reject the products of such efforts.

The Transportation Council's Policy Board, however, does establish policies, principles, and priorities for the use of federal transportation funds. **Because federal funding is often critical to implementation of plans, the Transportation Council can be quite influential in encouraging careful and creative planning at the state and local level.**

4. How Does the Transportation Council Work?

The question of how the Transportation Council works can be described two ways - once in terms of "corporate culture" and a second way in terms of structure.

Perhaps the more important description is that of the Transportation Council's corporate culture or personality. **Through a conscious effort over many years, the members and staff have cultivated an MPO environment that is often characterized in very favorable terms of collaboration, innovation, technical credibility, and mutual trust.** It is common for the Transportation Council and its members to discuss and act in ways that are not typical of MPOs nationwide. Shared ownership of major decisions is a characteristic of this culture. This is also a true collaboration in which the strength of the whole also resides in the responsibilities of the parts.

The notion of agencies such as the New York State Department of Transportation (NYSDOT), Capital District Transportation Authority (CDTA), New York State Thruway Authority (NYSTA), Albany County Airport Authority, Albany Port District Commission, and Capital District Regional Planning Commission (CDRPC) adding their substantial authority in a collaborative fashion to that of county, city, town, and village officials is quite remarkable.

Some part of the reason for the collaborative environment can be found in the Transportation Council's requirement of consensus on all Policy Board and Planning Committee actions. Consensus is defined as unanimous voting of all affected parties. Over the years, the protection afforded all parties by requiring unanimous consent has provided a safe environment within which to create, innovate, compromise, and establish new roles.

Another reason for the collaborative environment is our regional perspective. Projects, studies, and programs with regional impacts receive additional credit, score higher in our evaluations, and are more often funded. As a result, the Transportation Council is often held up as a model of how an MPO should operate -- with the state working collaboratively with local governments to establish collective priorities around the MPO table, with the transit authority using its structure to help

implement the MPO's transportation plan, with local governments addressing local issues in a regional fashion.

Over the years, the Transportation Council has been honored by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the American Planning Association (APA) for Transportation Planning Excellence and by the Association of Metropolitan Planning Organizations (AMPO) for "Outstanding Achievement in Metropolitan Transportation Planning" for areas over 200,000 population.

The Transportation Council's reputation and past successes challenge members and staff to continue cooperative and technically sound practices into the future. Certainly, it is because of the environment of trust that sensitive issues are brought to the Transportation Council table, perhaps more frequently than is the case in other metropolitan areas.

5. How is the Transportation Council Structured?

The second way of describing how the Transportation Council works is to describe the structure. Key elements of the structure are the Policy Board, the Planning Committee, and the staff.

Ultimate authority for all the Transportation Council's actions rests with the Policy Board. From its origins in 1964, it has maintained the philosophy of direct membership for chief elected officials at the county and city level, together with the New York State Department of Transportation (NYSDOT). That is because these governments own most of the highway system eligible for federal aid. Later, the Capital District Transportation Authority (CDTA), Capital District Regional Planning Commission (CDRPC), New York State Thruway Authority (NYSTA), Albany County Airport Authority, and Albany Port District Commission were added as permanent voting members. Towns and villages are represented permanently through the counties, as well as through two additional Policy Board positions that rotate from community to community on an annual basis. In 2003, permanent membership was established for all municipalities with 50,000 or more residents, adding the Town of Colonie to the board as the second-largest municipality in the region. Federal agencies and the New York State Department of Environmental Conservation participate in an advisory capacity.

The Transportation Council's Policy Board typically meets four times a year, *usually* at 3:00 PM on the first Thursday of March, June, September, and December. (Strict adherence to this schedule is not possible.) Members can be represented by

alternates; an alternate has voting privileges and counts toward a quorum if designated in writing by the member. **Representation by the member or an alternate is very important; lack of representation may leave the Policy Board without a quorum.**

The Policy Board members are encouraged to bring forth issues and concerns at any time -- they are expected to be active participants in the process. Raising concerns during meetings or discussing them with other Policy Board members, Planning Committee members or the Transportation Council staff between meetings makes the process more effective, responsive, and relevant.

The second major component of the Transportation Council's structure is the Planning Committee. For a quarterly calendar of policy meetings and operation by consensus to succeed, much of the work necessary to develop recommendations about plans and programs is delegated to the Planning Committee. The Planning Committee is composed largely of technical counterparts to the Policy Board members. For example, mayors serve at the policy level while city engineers or planning directors serve on the Planning Committee. (The at-large Planning Committee member may or may not come from the town or village currently serving on the Policy Board.)

The Planning Committee usually meets at 9:30 AM on the first Wednesday of January, February, April, May, July, August, October, and November to provide input and direction to planning efforts. The Planning Committee also develops recommendations for action by the Policy Board. Beyond this, it has the delegated authority to approve small-scale changes to the Transportation Council's work program or to the Transportation Improvement Program.

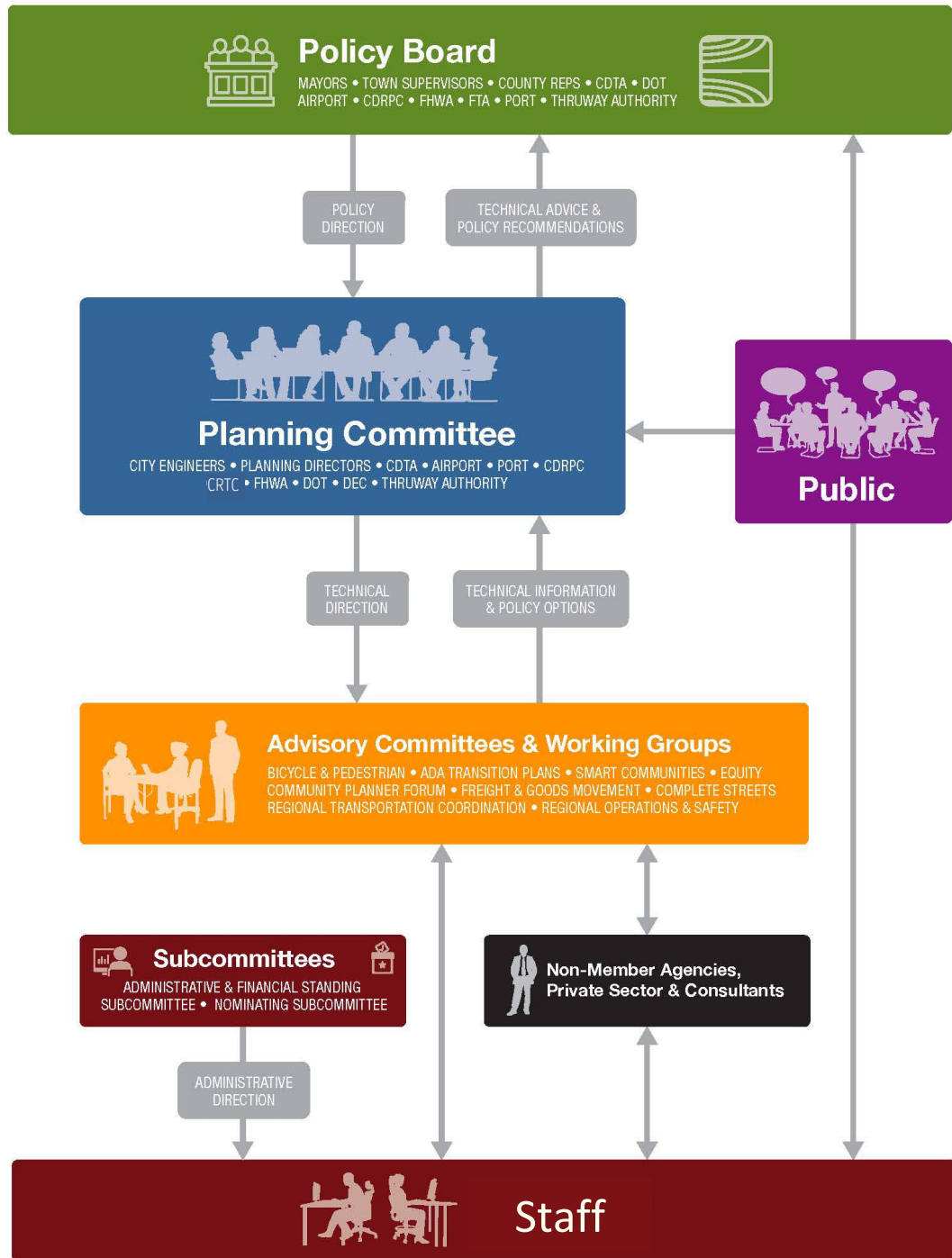
The third element in the structure is the Transportation Council staff. CDTA serves as the "host agency". This is to accommodate the fact that the Transportation Council is not established as a legal entity separate from its member governments and agencies. It also saves considerable cost since CDTA provides our payroll, purchasing, and other administrative services. By agreement, however, CDTA defers virtually all of the authority over the staff and contractual activities to the Transportation Council's Policy Board. The Policy Board maintains an Administrative & Financial (A & F) Standing Subcommittee composed of the Transportation Council Chair and other appointees. This subcommittee handles personnel and housekeeping issues on behalf of the Policy Board.

Staffing plans are established by the A & F Subcommittee and the work program of the staff is set annually through the Unified Planning Work Program (UPWP)

developed by the Planning Committee and adopted by the Policy Board. The UPWP also describes the federally assisted transportation planning work by CDTA, NYSDOT, CDRPC, local governments and others as part of the overall Transportation Council's effort.

The staff members serve as resources to the Policy Board and Planning Committee, both carrying out the assignments given to the staff by the Policy Board and Planning Committee through the UPWP and identifying opportunities for additional efforts or improved techniques. The staff seeks to apply a diverse set of skills to ensure that the Transportation Council's deliberations are founded on solid technical work and broad public access. The staff also represent the Transportation Council in public meetings. **The trust level that exists within the Transportation Council environment has produced a very stable staff situation that encourages initiative and creativity.**

Capital Region Transportation Council Structure



6. What is the Metropolitan Transportation Plan?

The Metropolitan Transportation Plan, referred to as *New Visions*, is the adopted long term long-range regional transportation plan for the Capital Region. The plan has its origins in the 1997 *New Visions for Capital District Transportation* plan and is updated every five years. The initial *New Visions* development effort, spanning nearly four years, represented a significant effort to expand the level of public participation and scope of issues covered in a regional transportation plan.

In September 2020, the Transportation Council adopted the *New Visions 2050 Plan*, reaffirming major regional transportation planning and project programming policies including:

- Preserving the existing transportation system (at least in current condition) is a top priority.
- Funding available to improve the system must be used to make steady improvements in **all** subject areas -- pavement condition, safety, bicycle and pedestrian access, transit access, goods movement, and others, regardless of funding levels.
- The basic purpose of the transportation system is to preserve and enhance community quality of life and economic and environmental health. Economic development, community compatibility and similar objectives are therefore legitimate purposes of the transportation program.
- Transportation Council policies and funding decisions should not disproportionately impact low-income and minority communities.
- Transit plays a vital role in the region. The region committed to building 40 miles of bus rapid transit but will explore options to determine both merit and support for expansion of transit commitments.
- Technology will offer significant benefits and the Transportation Council will budget resources for "Intelligent Transportation System" investments.
- Careful facility design is essential to ensure consideration of the needs of all modes and contribute to community plans.
- Modest but steady growth in the level of resources for transportation is required to achieve a modest set of long-range goals.
- Congestion management is dependent upon unprecedented success with both creative site design and urban revitalization. The Transportation Council hopes to reduce travel growth through better planning.
- Public participation in the transportation planning process is critical and ensuring equitable opportunities to participate is important.

Metropolitan Transportation Plan contains 15 planning and investment principles which guide decision-making at the Transportation Council.

Metropolitan Transportation Plan Planning & Investment Principles

- 1 Invest in a Quality Region
- 2 Support Economic Development
- 3 Make Investments Regionally Equitable
- 4 Preserve and Manage the Transportation System
- 5 Maintain Travel Reliability
- 6 Invest in Safety
- 7 Invest in Security
- 8 Invest in Complete Streets
- 9 Encourage Bicycle and Pedestrian Travel
- 10 Move Freight Efficiently
- 11 Invest in Transit
- 12 Provide Essential Mobility for All
- 13 Prioritize Affordable and Convenient Travel Options
- 14 Preserve the Environment
- 15 Leverage Technology

Since 1997, substantial or complete implementation has been achieved in a wide variety of the recommended actions in the “New Visions” plans. Among the recommended items recently completed or advanced are:

- Built I-87 Exit 3
- Supported CDTA in developing a transit system that was named Best Mid-Size Public Transportation System in North America by the American Public Transportation Association (APTA) in 2017
- Completed regional plans for Trails, Freight and Goods Movement, and Local Road Safety
- Created an Equity Advisory Committee
- Completed a Local Bridge Preservation Study
- Built the regional trail network at a rate of 7 miles per year
- Developed a Complete Streets Design Guide
- Developed a Smart Mobility Toolbox
- Incorporated a “merit score” in the Transportation Improvement Program project evaluation process
- Evaluated alternatives for I-787 in the I-787/ Hudson Waterfront Corridor Study
- Developed a Zero Emission Vehicle Plan (EV Charging Plugs Plan)
- Completed regional sidewalk and on-street bicycle facility inventories
- Constructed nearly 40 miles of Bus Rapid Transit
- Trained communities on implementing Complete Streets
- Supported the launch of a regional bike share system
- Funded over 100 Community and Transportation Linkage studies since 2000
- Developed a Technical Assistance Program in collaboration with CDRPC

7. What is Expected of Members?

Because of the reliance upon standing advisory committees and the continuing work of the Planning Committee, it is imperative that Policy Board members and Planning Committee members maintain good, continuing communication with each other. **Each policy maker needs to keep in touch with his or her Planning Committee representative to be sure that their community's or agency's perspective is being fairly represented in the discussions and consensus-building that takes place at Planning Committee meetings.** At-large town and village members on the Policy Board should freely contact the Transportation Council staff, county Planning Committee members or the at-large town and village Planning Committee members to be briefed on key issues. The Policy Board members receive notices and agendas for Planning Committee meetings so that items of importance can be flagged, and the jurisdiction's views properly represented.

It is also important that the Policy Board and Planning Committee members recognize their responsibilities to the whole region. **Members are ultimately responsible to the residents of the Capital Region for the quality of transportation service (and for the impact of transportation on the overall quality of life) that they will enjoy in five, ten- and twenty years' time.** This means that the Transportation Council members jointly share the responsibility for making sure that the Transportation Council considers the major transportation issues of today and tomorrow.

Members also need to remember that the federal government does not hold any approval authority over the decisions made locally by the Transportation Council nor does it dictate its priorities. **The choices facing the region** over issues ranging from the future of the Northway to the role of public infrastructure investment in urban revitalization, from treatment of suburban congestion to the use of funds to make the highway system compatible with neighborhoods, from the development of regional trail networks to the need for better sidewalks -- **all are judgments that must be made locally.**

8. How Does the Transportation Council's Funding Work?

Regarding *planning items*, the Transportation Council commits its available federal transportation planning funds to needed work through its Unified Planning Work Program (UPWP) which annually covers the state fiscal year of April 1st through March 31st. The Transportation Council receives federal planning funds from both the Federal Highway Administration and the Federal Transit Administration, over \$3.0 M annually.

Federal funds are provided to ensure that the Transportation Council's decisions are technically sound and comprehensive. Under federal law, the Transportation Council must assure that its planning process considers ten subjects, roughly summarized as: economic competitiveness, safety, security, accessibility, environmental protection, intermodal connectivity, system management, system preservation, resiliency and reliability, and travel and tourism. The Transportation Council must also base its planning and programming on performance measures identified in federal law for safety, bridge and pavement condition, system reliability, and asset management.

To carry this out, the staff and Planning Committee develop a comprehensive planning program that still leaves room for additional, locally-generated planning initiatives. The Community and Transportation Linkage Planning Program (also known as the Linkage Program) and Technical Assistance Program are the primary means of assisting local efforts. Proposals for such planning efforts can be received at any time, but typically will be considered during the development of the UPWP. Since 2000, over 100 Linkage studies have been approved for funding in 45 local communities.

Federal planning funds are used for staff work and member agencies such as NYSDOT and CDTA, consultants under contract, and for consultants under contract to local governments or member agencies. In addition, the Transportation Council is available to perform supplemental work under contract to members and others. For example, the Transportation Council has a small annual agreement with the Town of Colonie to review development proposals in the Airport area and suggest traffic mitigation actions.

On the *capital side*, the Transportation Council maintains a five-year Transportation Improvement Program (TIP), normally adopting a new program every three years. The 2022-2027 TIP was adopted in September 2022. TIP development includes an assessment of expected resources and updates from project implementers on the costs and schedules of existing commitments. Using this information, the

Transportation Council solicits proposals from members and all other municipalities in the four counties.

The Transportation Council assigns available funds to various project categories and selects projects within categories largely based on technical merit, including a benefit/cost ratio, and other criteria. The process of screening to eliminate unrealistic or non-compatible projects, scoring to find the best projects in each category, and developing a program that reflects its long-range plan has received national attention as a constructive model for other MPOs.

The primary federal fund sources that are programmed through this process include the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, and Transit Capital funds. In total, these amount to over \$600M when matched over five years. In addition, federal discretionary fund projects, projects selected through federally funded state transportation programs, and even Congressional earmarks must be included in the TIP before funds can be released to project implementers.

As much as possible, the Transportation Council participants seek to identify the strongest candidate projects to implement the New Visions plan and work to assign project fund source labels second. The flexibility in federal law to tailor the region’s program to meet local needs allows this type of approach. Representative projects funded through the 2022-2027 TIP include:

Sponsor	Project Name	Cost \$M
CDTA	Transit Bus Replacement/Expansion - Regional Project	68.9
NYSDOT	I-87 Exit 16 Interchange Improvements and Bridge Replacement, Town of Wilton	21.0
CDTA	BRT Implementation and Bus Plus Red Line Upgrades, Albany, and Schenectady Counties	33.5
NYSDOT	NY 7 Pavement Rehab from Rt 278 to Tomhannock Reservoir, Rensselaer County	12.7
NYSDOT	I-90 Pavement Resurfacing I-87 TO I-787, Albany County	11.7
NYSDOT	Traffic Management Center Operations, Engineering and ITS Support, Regional Project	10.8
NYSDOT	US 9W Bridge Replacement Over CSX/CP RAIL, Town of Bethlehem	10.1
NYSDOT	US 9 Bridge Replacement over I-90 (EXIT 11), Town of Schodack	9.9

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Sponsor	Project Name	Cost \$M
City of Schenectady	Craig Street Corridor Rehabilitation	9.4
City of Troy	NY 2 Corridor Project including Intersection Improvements at River/Ferry Street	8.3
NYSDOT	NY 146 Bridge Replacement over Chrisler Avenue, Town of Rotterdam	7.6
City of Schenectady	Kings Road (CR 65) Bridge Replacement over CSX	7.4
NYSDOT	NY 9 and NY 146 Intersection Safety Improvements, Town of Halfmoon	7.0
Albany County	NY 155/CR 157 New Karner Road Corridor Rehabilitation, Town/Village of Colonie, Town of Guilderland, City of Albany	6.6
City of Albany	Central Avenue Reconstruction Project	6.0
City of Cohoes	Columbia Street Pedestrian Accessibility Project	5.7
City of Watervliet	25th Street Corridor Rehabilitation	5.6
NYSDOT	I-787 Corridor Planning and Environmental Linkage Study	5.0
NYSDOT	Nelson Avenue Extension over I-87 Bridge Replacement	5.3
Schenectady County	Grand Boulevard Pavement Preservation & Bicycle Facility Improvement Project	1.1
Town of Wilton	Town of Wilton Traffic Safety and Pedestrian Connectivity Improvement Project	3.8
Village of Green Island	Arch Street Reconstruction and Improvement Project	2.1
Town of Glenville	Freemans Bridge Road Multi-Use Path Phase II	1.6

9. What Additional Documentation is Available?

Additional details about the Transportation Council operations and current plans, programs, and procedures are available in the following documents. Much of the current documentation is found at www.capitalmpo.org.

[Transportation Improvement Program, 2022-2027](#). Lists the currently adopted five-year program of projects and describes the Transportation Council's TIP development and project evaluation process. An online version of the TIP is kept current, reflecting amendments that have been made since the adoption of the program.

[Metropolitan Transportation Plan documents](#). Material includes an Executive Summary document and numerous chapters on subjects ranging from infrastructure to public participation.

[Unified Planning Work Program, 2023-2024](#). Describes in detail current and upcoming federally funded transportation planning initiatives.

[Linkage Program/Community Planning Study Reports](#). Summaries and full reports for completed Community and Transportation Linkage Planning Program studies are available on the Transportation Council's web site.

Additional items of interest include:

[Congestion Management Process](#) (2023)

[Coordinated Public Transit-Human Service Transportation Plan](#) (2023)

[Title VI/Nondiscrimination Policies](#)

[Public Participation Plan](#) (*updated April 2022*)

10. Who are the Key Regional Contacts for Information?

Information Needed	Key Contact
For general information on Transportation Council operations, transportation planning, TIP projects, federal transportation funding and technical assistance.	Sandra Misiewicz, AICP Transportation Council Executive Director 1 Park Place, Suite 101, Albany NY 12205 (518) 458-2161; email: smisiewicz@capitalmpo.org
For information on the status of current highway projects, state funding sources, federal bridge and safety programs, design standards and project implementation procedures.	Robert Rice, Reg. Planning & Program Manager New York State Department of Transportation, Region 1, 50 Wolf Road, Albany, NY 12232 (518) 388-0456; Robert.rice@dot.state.ny.us
For information about the Transportation Alternatives/Congestion Mitigation and Air Quality Programs.	Audrey Burneson, Transportation Analyst New York State Department of Transportation, Region 1, 50 Wolf Road, Albany, NY 12232 (518) 457-9938; Audrey.Burneson@dot.ny.gov
For information about transit funding, transit planning activities, transit service or bus rapid transit implementation status.	Michael Williams, Director of Planning Capital District Transportation Authority 110 Watervliet Avenue, Albany, NY 12206 (518) 437-6841; michaelw@cdta.org
For information about sustainability, economic development, water quality, Census data and community planning technical assistance programs.	Mark Castiglione, Executive Director Capital District Regional Planning Commission 1 Park Place, Suite 102, Albany, NY 12205 (518) 453-0850; mark@cdrpc.org
For information about New York State Thruway Authority and Canal Corporation programs and projects.	Phil Serafino, Division Director New York State Thruway Authority Interchange 23, Route 9W, Albany, NY 12209 (518) 436-3184; phil.serafino@thruway.ny.gov
For information about the Albany International Airport development plans and projects.	Connor Haskin Albany County Airport Authority ARFF Building, 2 nd floor, Albany NY 12111 (518) 242-2238; chaskin@albanyairport.com
For information about the Port of Albany's plans and projects.	Richard J. Hendrick, General Manager Albany Port District Commission Port of Albany, Albany, NY (518) 463-8763; rhendrick@portofalbany.us
For information about United States Department of Transportation (USDOT) oversight of the Transportation Council and information about specific federal programs	Richard J. Marquis, Federal Highway Administration Leo W. O'Brien Building, 11A Clinton Ave. Rm. 719 Albany, NY 12207 (518) 431-4127; rick.marquis@dot.gov Michael Culotta, Regional Administrator Federal Transit Administration 1 Bowling Green, Rm. 429 New York, NY 10004 (212) 264-8162; michael.culotta@dot.gov

11. Transportation Council Staff Contacts

Transportation Planning Topic	Staff Contact Name
ADA Compliance	Carrie Ward
Air Quality Conformity	Chris Bauer
Active Transportation Planning	Jennifer Ceponis
Clean Communities Program	Jacob Beeman
Climate Change/Resiliency	Jennifer Ceponis
Community Planning Assistance	Sandra Misiewicz
Complete Streets	Carrie Ward
Congestion Management Process/Operations	Andrew Tracy
Data Collection/Highway Condition Inventory	Teresa LaSalle
Environmental Justice/Title VI/Equity	Rima Shamieh/Stephen Maples
Freight Planning	Chris Bauer
General Information/Administration	Latanya Sellie/Kathi Quiles
Geographic Information Systems	Teresa LaSalle
Human Service Agency Transportation	Carrie Ward
Infrastructure	Andrew Tracy
Linkage/Community Planning Program	Jennifer Ceponis
Long-Range Metropolitan Transportation Plan	Jennifer Ceponis
Performance Based Planning	Jacob Beeman
Project Development Support	Chris Bauer
Project Tracking	Jacob Beeman
Public Participation	Stephen Maples
Safety Planning	Carrie Ward
Security Planning	Jennifer Ceponis
Signal Timing Program/ITS	Andrew Tracy
Smart Communities	Jennifer Ceponis
TIP Development and Maintenance	Jacob Beeman
Technical Assistance Program	Jennifer Ceponis
Traffic Volume Data	Teresa LaSalle
Transit Planning	Chris Bauer
Transportation Reviews for GEIS	Andrew Tracy
Travel Demand Management	Rima Shamieh
Travel Demand Model (STEP Model)	Chris Bauer
UPWP Development	Sandra Misiewicz
Website Management	Stephen Maples

General e-mail address for the Transportation Council is info@capitalmpo.org.

Staff e-mail addresses follow the convention of first initial, last name (example: jsmith@capitalmpo.org)

12. Transportation Council Policy Board Members (as of January 2024)

Chair

Mayor Kathy M. Sheehan, City of Albany

Vice-Chair

Carm Basile, CDTA

Secretary

Michael Arthur, NYSDOT Region-1

Albany County

Daniel P. McCoy

Joanne Cunningham

City of Troy

Mayor Carmella Mantello

Rensselaer County

Steven McLaughlin

Kelly Hoffman

City of Watervliet

Mayor Charles V. Patricelli

Saratoga County

Phillip C. Barrett

Thomas Werner

Town of Colonie

Peter Crummey

Schenectady County

Gary Hughes

Rory Fluman

Town and Village At-large Members

Cynthia Young, Malta,

Jaime Puccioni, Niskayuna

City of Cohoes

Mayor William T. Keeler

Town and Village Alternates

Stephen Donnelly, Coeymans

Mayor Scott Rice, Schaghticoke

City of Mechanicville

Mayor Michael Butler

Albany County Airport Authority

Philip F. Calderone, Esq.

City of Rensselaer

Mayor Michael E. Stammel

Albany Port District Commission

Patrick K. Jordan, Esq.

City of Saratoga Springs

Mayor John Safford

Capital District Regional Planning Commission

Lawrence R. Schillinger, Esq.

City of Schenectady

Mayor Gary R. McCarthy

New York State Thruway Authority

Phil Serafino

Non-Voting Members

Marie T. Dominguez, NYSDOT

Michael Culotta, FTA

Richard J. Marquis, FHWA