

**DRAFT RESOLUTION 26-2**

**ADOPTION OF THE CAPITAL REGION TRANSPORTATION COUNCIL  
PUBLIC PARTICIPATION PLAN**

WHEREAS, the Capital Region Transportation Council (Transportation Council) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the four-county metropolitan planning area of Albany, Rensselaer, Saratoga, and Schenectady counties, except the Town of Moreau and the Village of South Glens Falls, as required by 23 U.S.C 134 and 49 U.S.C. 5303; and

WHEREAS, Title 23 U.S.C. Section 134 requires that MPOs develop and use a documented participation plan (i.e., Public Participation Plan) that defines a process for providing the public and interested parties with opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, the Public Participation Plan shall describe procedures, strategies, and desired outcomes for a range of outreach activities such as providing adequate public notice of key work products, providing reasonable access to information, and using visualization techniques to convey information; and,

WHEREAS, the Transportation Council has embarked on an update of its 2024 Public Participation Plan, informed by its own experiences and research on best practices; and

WHEREAS, the Transportation Council developed the new Public Participation Plan (the new Plan) to guide its actions and operations, ensuring public involvement at all stages of the planning process; and

WHEREAS, the new Plan identifies the following goals for public participation:

- Continuous: Outreach and engagement should result in community contributions in the earliest stages of, and throughout, a project, study, or other planning activity. Community contributions should be part of an ongoing relationship outside of the specific planning activity.
- Thorough: Outreach and engagement should be comprehensive, providing many options for how a person can be notified and get involved, with consideration for how an array of different modes of engagement can reach as broad of an audience as possible.

- Inclusive: Outreach and engagement should encourage diverse viewpoints and values to be integrated into the decision-making processes, incorporate community-initiated efforts into planning processes, proactively incorporate a broad representation of the community, and use engagement methods that are responsive and accommodating to a broad spectrum of the community.
- Effective: Outreach and engagement should demonstrate broad reach, representation, and contribution to the decision-making process. Engagement should be evaluated to assess effectiveness and bold, innovative, and creative strategies are encouraged to improve efforts.

WHEREAS, the new Plan also outlines ways to engage with populations that have been traditionally underserved by the existing transportation system; and

WHEREAS, the Transportation Council held a minimum 45-day public comment period for the new Plan, as required by federal regulations, starting April 3, 2026 and ending May 20, 2026;

NOW THEREFORE, BE IT RESOLVED, that the Capital Region Transportation Council has approved the Public Participation Plan following the minimum 45-day public comment period; and

BE IT FURTHER RESOLVED, in accordance with 23 CFR 450.334(a) the MPO hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable federal requirements.

#### CERTIFICATION OF RESOLUTION

The undersigned, duly qualified and Chair of the Capital Region Transportation Council, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting on June 4, 2026.

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Gary McCarthy  
Mayor, City of Schenectady  
Chair, Capital Region Transportation Council

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June 4, 2026