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Quotable Quote

“The reality about transportation is that it’s future oriented. If we’re planning for what we have, we’re behind the curve.”

-- Anthony Foxx,

U.S. Secretary of Transportation

SARATOGA REGIONAL TRAFFIC STUDY

The purpose of the Saratoga County Regional Traffic Study (SRTS) is to address mobility concerns in central Saratoga County, focused around the Northway (I-87) Exits 11 and 12 associated with population growth and increased development. The question of whether Exit 11A is needed after construction of two Fabs at Luther Forest is answered, while examining area wide safety concerns, bicycle and pedestrian needs, transit, and passenger vehicles operations. The Study identifies several ways to reduce impacts associated with future growth in central Saratoga County.

This study was administered by the Center for Economic Growth (CEG) with project management

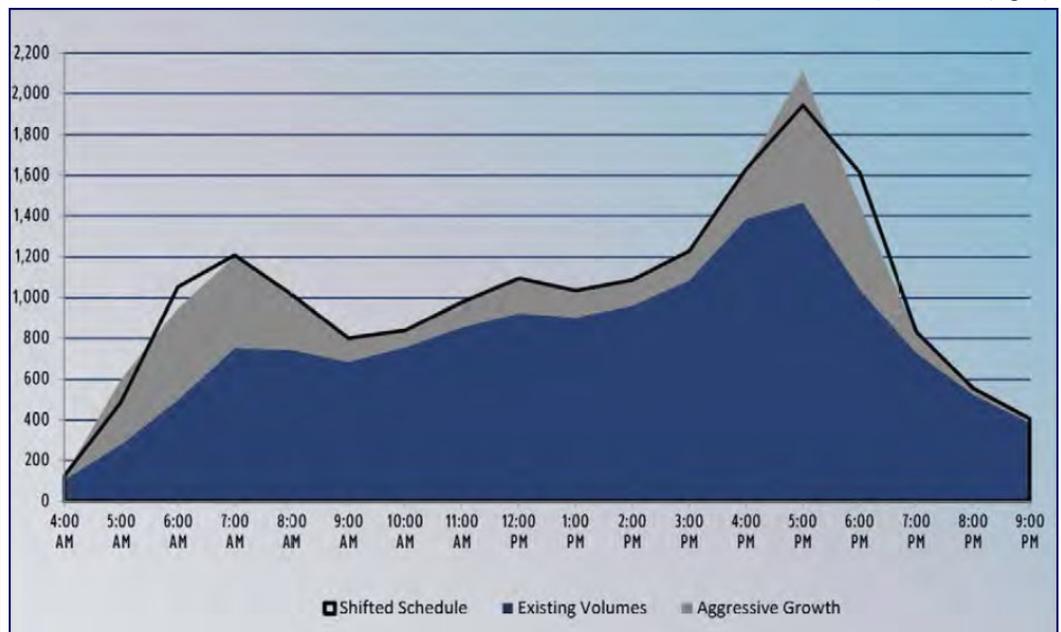
and technical assistance from CDTC. National Grid funded \$250,000 of the study through its Strategic Economic Development grant program with the remaining monies from CDTC, Saratoga County, the Towns of Malta and Stillwater, Global Foundries, and the Saratoga County IDA.

Each of the study area communities has zoning laws used to guide and frame growth. The zoning and land use development codes have become increasingly important to shape development as growth occurs. The Study evaluated the regional roadway network and 38 intersections that were determined to be reflective of regional mobility. Two future condi-

tions were evaluated: “Planned” and “Aggressive” growth scenarios over a ten year study period. The Planned scenario includes the projects that have some form of approval status, are currently under construction, and/or have been approved but not fully built out. The evaluation of the two scenarios provides the following conclusions:

Construction of Exit 11A does not “solve” all the traffic concerns and is not needed within the timeframe and conditions studied. Without construction of Exit 11A, intersection mitigation is recommended at nine study area intersections. The total cost is about \$15 million. With construction of Exit 11A, inter-

(Continued on page 7)



GLOBALFOUNDRIES has agreed to implement the shifted schedule, illustrated by the black line, and showing a reduction in the peak hour traffic demand in the aggressive growth scenario. Without implementation, there would likely be more intersections requiring additional evaluation and mitigation. This improvement represents a significant achievement of travel demand management.



LINKAGE CORNER

CDTC's Community and Transportation Linkage Planning Program (the Linkage Program) offers planning assistance via a consultant or CDTC staff for regional/local planning initiatives that link transportation and land use. It is a key implementation activity of New Visions and is the cornerstone of CDTC's local planning assistance and public outreach efforts.

The program provides financial and technical assistance to local communities for planning, with particular emphasis on projects that support implementation of innovative transportation and land use concepts. Examples include strategic zoning code changes/zoning code overlays, the development of complete streets design guidelines, strategic master plans, etc.

CDTC has funded 83 collaborative, jointly-funded studies over the past fifteen years. Study sponsors have included 40 separate urban, suburban and rural municipalities and counties as well as not-for-profits and other public entities. Roughly \$5.5 million in federal, state and local funds have been committed to the Linkage Program since its inception in 2000.

The Linkage Program is one of the most significant cooperative regional efforts in the nation. In recognition of this regional achievement, the Linkage Program received a 2010 National Planning Excellence Award from the Federal Highway Administration, the Federal Transit Administration and the American Planning Association.

CDTC ANNOUNCES THE 2016-2017 LINKAGE PROGRAM SELECTION

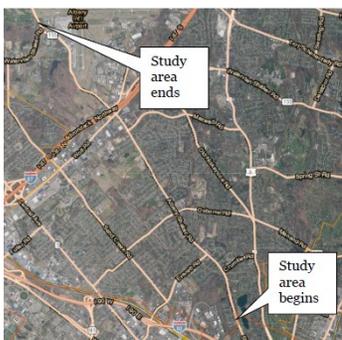
CDTC solicited for new projects in November 2015 with a December 18, 2015 deadline. Three submissions were received requesting \$210,000 in federal planning funds for consultant assistance. CDTC reserved roughly \$100,000 for consultant assistance and \$75,000 for staff assistance.

An evaluation team consisting of staff from CDTC, NYSDOT, CDTA and CDRPC used the established criteria to discuss each of the proposals in detail.

Projects approved for funding at the February 24th Planning Committee meeting are below.

Albany Shaker Road Corridor Study

The Town of Colonie and Albany County requested consultant assistance to address traffic issues related to future development along Albany Shaker Road (from the City of Albany line to just beyond Watervliet Shaker Road).



The purpose of the study is to first analyze problem areas in the corridor; including traffic signal operations and delays, lack of turn lanes, etc., and extrapolate how those problems may be exacerbated by future development. Second, the study will investigate and prioritize land use and roadway measures that could optimize the existing roadway.

Concepts to be explored include zoning and planning changes, intersection improvements such as signal coordination and retiming, turning lanes, roundabouts, other cross section changes, improvements to increase walking, bicycling and transit, and access management. The study is expected to produce a prioritized list of improvements and countermeasures with cost estimates, cost effectiveness analyses and feasibility considerations.

Consultant Total: \$80,000 (\$60,000 federal, \$10,000 Albany County, \$10,000 Town of Colonie)

CDTC Staff Assistance: \$10,000

Freemans Bridge Road Complete Streets Feasibility Study & Policy

The Town of Glenville requested consultant assistance and CDTC staff technical assistance to undertake a Complete Streets feasibility study on Freemans Bridge Road.

The goal of the study is to enable safe, attractive, and comfortable access and travel for users of the road to increase the walkability and livability of the town. Building upon the findings of the 2015 Traffic Evaluation of Freemans Bridge Road, the study will analyze the existing conditions and research feasible options for future road design concepts that incorporate Complete Streets features.

Getting buy-in from the public, property owners, other stakeholders and NYSDOT on the concepts is a key aspect of this project. Strategies to be evaluated include access management and mobility for automobiles, bicycle, pedestrians and the

potential for transit.

Consultant Total: \$50,000 (\$25,000 Federal, \$25,000 Local Cash Match)

CDTC Staff Assistance: \$2,500



Project sponsors will also be committing to the following milestones beginning April 1, 2016:

1. Within 1 year - Execute the Memorandum of Understanding with CDTC, hire a study consultant and have a kick-off meeting.
2. Within 2 years - 50% of the study scope of work completed by the consultant.
3. Within 3 years - 100% complete. This does not include legislative adoption of the study findings.

If a sponsor fails to meet these requirements they must come to CDTC's Planning Committee to provide an explanation and request more time to meet the milestone.

UPDATE ON THE TIP UPDATE

One of CDTC's most important responsibilities is the development of a multi-modal program of transportation projects that implements recommendations of the planning process, particularly those found in the region's long-range plan called New Visions. This program of projects is the Transportation Improvement Program (TIP) and represents a multi-year comprehensive program of federally-aided highway and transit projects in the Capital District's metropolitan area.

The Capital District Transportation Committee, as the federally designated Metropolitan Planning Organization (MPO) for the four-county Capital District region, prepares and adopts the TIP typically once every two or three years. All projects – highway, bridge, transit, bicycle, and pedestrian – that use federal funding or require federal action are part of the TIP. All projects included in CDTC's TIP must be consistent with the principles, strategies, and actions contained in the New Visions Plan, the regional transportation plan for the Capital District.

The TIP also provides the source of all Capital District projects to be included in the New York State Department of Transportation's State Transportation Improvement Program (STIP) that covers the first four years of CDTC's five-year TIP. Projects must be on the STIP to have access to federal funds.

In the fall of 2015, CDTC began the process of updating the TIP to cover the federal fiscal years (FFY) 2016-17 to 2020-21. (A FFY begins on October 1 and ends on September 30 of the next year.) Since then, CDTC has made significant progress toward adopting the 2016-21 TIP, such as:

- Determine that sufficient funds will exist to solicit for candidate projects and subsequently program new projects in the TIP,
- Give tentative approval to a process to evaluate candidate projects,
- Solicit potential project sponsors for project candidates,
- Evaluate 122 candidate projects,



- Approve projects funded with transit funds for the five-year programming period,
- Approve the continued funding of several projects on the current (2013-18) TIP, and
- Approve a handful of new projects.
- Fully program a draft 2016-2021 TIP

The current schedule is to make the draft TIP available for public review after the Policy Board March 29 with final adoption in early June 2016.

COMPLETE STREETS

CDTC will host a Complete Streets Educational & Technical Assistance Workshop Series to assist local governments in developing and implementing Complete Streets policies.

CDTC staff sent out a solicitation package in July 2015 for communities to apply to host a workshop. When completing the application, local jurisdictions proposed a workshop type and committed to assist with meeting logistics, including securing a meeting space and ensuring key stakeholder attendance.

CDTC's Planning Committee has approved funding for workshops in the following municipalities:

- City of Troy – Implementation
- Town of Malta – Implementation
- Town of Niskayuna – Basics

CDTC has developed materials to assist with securing participation of key officials, staff and appropriate stakeholders. The success of the workshops, and identified follow up actions, will depend in large part on participation by each communities' local planning staff/board members, public works and highway department staffs, elected officials, CDTA, state and county transportation staff, nonprofit organizations, businesses, community groups, and interested residents.

CDTC staff has met with each of the awardees, to begin coordinating the workshop logistics. It is anticipated the workshops will be held in March 2016.

BIKE TO SCHOOL DAY (CHALLENGE)

May 4th is National Bike to School Day. The first-ever National Bike to School Day took place in May 2012, in coordination with the League of American Bicyclists' National Bike Month. Each year, more Capital Region schools participate in the event, and its sister event, Walk to School Day in October.

Communities interested in participating should visit www.walkbiketotoschool.org to register their school and get started planning their event. Bike to School Day can be a catalyst for ongoing efforts to increase walking and bicycling to school all year and compliment Safe Routes to School projects and programs. As part of CDTC's bicycle and pedestrian education campaign, Capital Coexist, thousands of activity books, comic books, and safety give-aways have been distributed to schools throughout the region.

This year CDTC is expanding support for Bike to School Day. By county, the school with the most participating students will be awarded a trophy. A parent or teacher organizer must register the school and report how many students rode their bike to school on May 4th. One school from each of the four Capital District counties will be the winner, and hold the trophy until next year. Organizers planning events should email jceponis@cdtcmpo.org to request materials and loot for their students, and find out how to register for the 2016 Bike to School Challenge.

FAST ACT

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act."

It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects.

The FAST Act authorizes FHWA and FTA programs for five years, expiring on September 30, 2020. Acknowledging the U.S. Highway Trust Fund no longer generates enough revenue to support desired program levels, the Act authorizes a modest increase, totaling \$305 billion; \$226B for FHWA and \$61B for FTA.

Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit.

Changes and reforms to Federal transportation programs include streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects.

COMPLETE STREETS ADVISORY COMMITTEE

This Committee was formed to review "preservation" (i.e. maintenance repaving) projects for potential incorporation of complete streets improvements. Preservation First means "expected resources will not support a "build new" or "worst first" approach but must have a "preserve what we have" approach."

The Complete Streets Advisory Committee's purpose is to help identify opportunities and mechanisms to assist roadway improvement project implementers and municipalities, in partnership with roadway owners, in integrating complete streets elements into a variety of project types:

- Preservation First/ Maintenance and Operations projects
- Existing TIP infrastructure projects
- Land development/ redevelopment initiated improvements

The group researches and shares information with the Planning Committee and Policy Board on complete streets tools

and techniques that should be integrated into a range of projects. Initial emphasis has been on low cost techniques and partnerships to assist CDTC, NYSDOT, and municipalities to meet stated goals for transportation safety, multimodality, and sustainability. Fostering improved communication between project planners and designers to achieve integration is a major goal.



Planned outcomes include the following:

- Revised TIP Project Selection process that includes questions and evaluation criteria to incentivize incorporation of complete streets elements

into "preservation first"/ maintenance and operations type projects.

- Identification of complete streets elements that can be integrated into various categories of project types with an emphasis on low cost or shared cost elements.
- A list identifying "beyond preservation" projects on the TIP currently in the pipeline where there's a window of opportunity to identify and implement complete streets elements.
- Institutionalization of a process among NYSDOT, CDTC and municipalities to provide an ongoing mechanism for meaningful input that will be utilized in the design process to integrate complete streets elements into projects.
- Improved communication and coordination between NYSDOT and municipalities to ensure a unified approach to site plan review and approvals. In these fiscally challenging times, one key avenue for integration of complete streets elements is incremental improvements related to newly developed or redeveloped sites along major roadways.

PAVEMENT MANAGEMENT IN THE CAPITAL DISTRICT

CDTC places a strong emphasis on maintaining the region's transportation infrastructure.

CDTC's New Visions Plan uses a performance-based management strategy that says bridges should be painted before they corrode, pavements should be built to last, and design treatments should be matched to the function of the street or highway.

Projects selected for construction – those that are placed on CDTC's capital program called the Transportation Improvement Program – are screened to ensure only those projects with the greatest life-cycle benefit are chosen. Public transit, sidewalks, and bicycle facilities are included in the consideration.

Both CDTC's long-range plan and capital program rely on



Severe pavement deterioration can result in inconvenient road closures for repair.

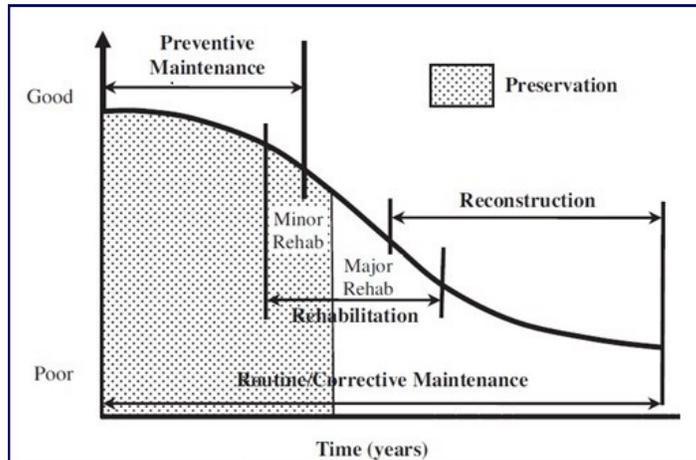
PAVEMENT MANAGEMENT IN THE CAPITAL DISTRICT (CONT.)

(Continued from page 4)

pavement condition data that is comprehensive, reliable, and easily accessible.

CDTC has conducted regular engineering surveys of the condition of locally-owned federal-aid roads – the major roads maintained by the four counties, eight cities, villages and towns – since 1983, shown in the graph below. In addition, CDTC has been under contract with the City of Albany and Albany County to collect condition information for roads maintained by these two jurisdictions. These surveys are completed by trained professionals using visual procedures developed and used by the New York State Department of Transportation. CDTC was the first MPO in the nation to undertake condition surveys for local federal-aid eligible roads.

Together with similar surveys conducted by the NYS Department of Transportation and some local municipalities, CDTC's surveys help form a complete picture of the condition of all roads in the region.



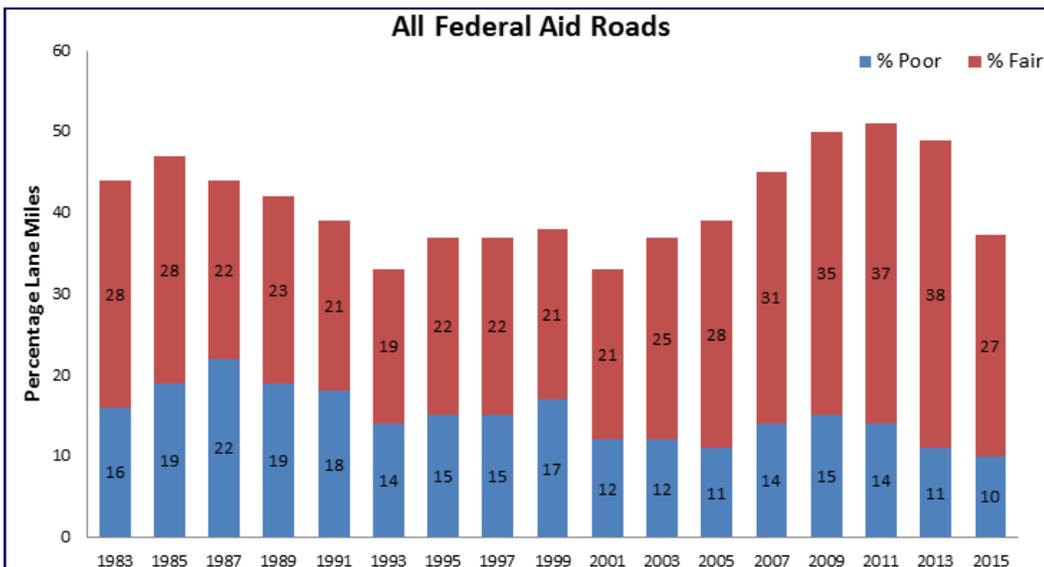
Graphic: www.pavementinteractive.org, May 27 2013. Typically the condition of pavement over time can be represented by a curve similar to the one shown above. The worse the condition gets, the more expensive the treatment required to restore the pavement to good condition.

All survey information is analyzed, published, and made available to all of the region's communities to integrate into their respective pavement management programs.

The condition survey information collected over time has been useful in tracking changes in the condition of the region's street and highway system. The data is used to determine system level conditions, estimate overall

deterioration rates, calculate costs to rehabilitate or repair the system, and determine the effects of various repair strategies on pavement serviceability.

For capital programming, the data is used to "red flag" roadway sections for resurfacing or reconstruction. Further engineering analysis is then conducted by facility owner in order to determine the best repair strategy.



The graph shows the change in pavement condition since CDTC began collecting data in 1983. Because of declining federal investment, the region experienced a decline in condition at the beginning of the decade. Recent focus on preservation has resulted in noticeable improvement in federal-aid system condition.

WESTERN AVE. SIDEWALKS

The New York State Department of Transportation recently completed a federal-aid transportation project that provides continuous sidewalks on both sides of Western Avenue (Route 20) in Guelderland between New Karner Road and the City of Albany border.

This project has also provided pedestrian signals and amenities. It represents a significant improvement to pedestrian access along the corridor.

The new Americans with Disabilities Act compliant sidewalks connect into the existing sidewalks in the City and provide direct pedestrian access to numerous businesses along Western Avenue. The total project cost was about \$2.2 million.



The project is a major achievement of planning and cooperation, especially given the limited federal-aid funds that are available for transportation improvements. The project represents a strong collaboration between the Town of Guelderland, the New York State Department of Transportation, and CDTC.

CDTC'S NEW WEBSITE TO BE LAUNCHED SUMMER 2016!

CDTC's first website was created in the early 1990's and was considered state of the art at the time. With rapid changes in technology, user needs and a significant increase in the range of CDTC's activities the current website has been challenging to organize and keep current. We have also had many requests for website improvements from the public, members, and state and federal agencies.

About three years ago, we began a process to fully redesign the website and improve its usability for years to come. To assist, CDTC hired Tailwind Associates, headquartered in Schenectady. Staff and Tailwind are now in the final stages of the project, with the website expected to launch by early summer.

In the beginning of the process, Tailwind reviewed and critiqued the current CDTC website. It was clear from their analysis that with the large amount of content on the current site key CDTC documents and other information were difficult to find. A complete reorganization of the home page was deemed necessary to more effectively serve as a communication tool for CDTC and as a resource for the Capital Region and beyond.

The new website will be designed for use by the following three basic groups: CDTC staff, Planning Committee & Policy Board members, and the general public. The goals of the project are to increase public awareness of CDTC, bring the appearance up-to-date, make it more usable



Screen shot of new home page

to the general public, and provide the general public with multiple options to provide feedback on a range of transportation related topics.

New and updated features of the site will include a reliable and responsive search engine, interactive maps, meeting calendars, and survey ability. In addition, CDTC's Facebook page and Twitter account will be integrated into the new website and the

overall use of graphics and video will be enhanced.

Perhaps of most interest will be the Transportation Improvement Program (TIP) keyword search functionality. A sneak preview of this is shown below. Users will be able to search for projects by fund source, sponsor, location, year, and phase and an advanced search option will allow for more in depth custom searches.

Finally, the new website will comply with the United States Access Board's Section 508 Standards for Electronic and Information Technology, and include a reliable way to dynamically translate the website into many different languages. Stay Tuned!



Search Keyword: -- Fund Source -- -- Sponsor -- -- Year -- -- Location -- [ADVANCED SEARCH](#)

Tip Number	PIN	Truncated Description
A240	1721.51	I-87 Exit 3 or 4 Airport Connector
A290	1347.07	Selkirk Bypass
A295	1753.60	New Karner Road (NY 155), from US 20 to
A321	1125.18	NY 85, Thruway Bridge to I-90:
A416	1460.42	NY 32 Bridge over the Mohawk River:
A433	1756.38	CR 53 (Jericho Road) Bridge over CSX
A434	1806.45	Washington Avenue over NY 85: Bridge
A435	1756.63	ITS Transit Signal Priority on
A436	1808.01	Western Avenue, Fuller Road to Albany
A451	1051.57	I-787, NYS Thruway Exit 23 to South Mall

Screen shot of new user-friendly TIP keyword search

BIKE TO WORK DAY CHALLENGE 2016

In 2013, CDTC joined with Bikeatoga to expand their Bike to Work Day program to the four county Capital Region. Again this year, online registration will be available for any employer located in the region, and four trophy categories will be distributed for each County. Bicycling groups and local artists provided the trophies, which are “owned” by the winners until the next year’s Bike to Work Day.

Trophies are awarded to winners in the following categories – the most riders, the highest percent participation for a large employer, the highest percent participation for a small employer (20 or fewer employees), and

the person who rode the farthest. Additionally, there is a region-wide trophy for the municipality with the highest percent participation including the mayor or supervisor – that trophy currently sits with the City of Schenectady.

Last year, over 400 people registered for the challenge in Albany, Rensselaer, Saratoga, and Schenectady Counties, amounting to over 4,000 bicycle miles, replacing about 166 gallons of fuel, 3,300 lbs of CO₂, and burning about 180,000 calories! A survey was distributed, which 113 registrants completed. About 97% of survey respondents did bike to work, and the

average number of miles was 12 round-trip.



This year, Bike to Work Day is Friday, May 20th. Participants can ride to work any day that week. To register, go to www.capitalmoves.org/b2w518

SARATOGA REGIONAL TRAFFIC STUDY (CONT.)

(Continued from page 1)

section mitigation is recommended at six study area intersections. The total cost is about \$80 million.

Traffic volumes will continue to increase with additional development. There will be increased capacity needed for east/west travel. The mitigation includes an additional westbound through lane at the Exit 11 ramps and completion of the roadway connection opposite Stonebreak Road to NY Route 67. Local roads will continue to see increased traffic volumes with additional development. Roadway connections like Hemphill Place between US Rt 9 and Dunning Street should be preserved and maintained. Construction of similar connections should be continued.

Facility upgrades are needed to serve pedestrians, bicyclists, and transit users and to maintain reasonable livability. Con-

struct pedestrian and bicycle accommodations on area roadways, especially local roads with increased traffic volumes. Implement speed enforcement to reduce travel speeds on area roadways, especially local roads. Plan for “complete streets” to accommodate pedestrians, bicyclists, and transit users with construction of all site developments and roadway mitigation projects.

Travel Demand Management (TDM) is an increasingly important part of land use planning and transportation mitigation. Use zoning laws and planning documents to create smart growth. Reduce peak hour travel by using flexible working hours and adjusting shift work. Provide travel options for all users.

The goal of the recommendations is to maintain and improve regional travel by encouraging walking, bicycling, and bus trips, promoting smart planning and community building, and accom-

modating future vehicular traffic with reasonable operations. A Task Force should be developed to implement the findings of the Study. The Task Force should include representation from the CDTC, National Grid, Saratoga County, NYSDOT, Town of Malta, CEG, Empire State Development, Town of Stillwater, Village of Round Lake, GLOBALFOUNDRIES, and Saratoga County IDA.

The responsibilities of the Task Force include:

- Traffic Volume Monitoring
- Travel Demand Management implementation.
- Educate all transportation system users.

Fund the Study recommendations through a mix of traditional funding opportunities, public/private partnerships (GEIS), and Highway Safety Improvement Projects (HSIP).

TRAIL CROSSING

Last fall, Schenectady County completed construction on the \$154,000 NYS Route 5S Mohawk/Hudson trail crossing in Rotterdam.

The project’s goal was to improve safety when trail users cross Route 5S on the Mohawk Hudson Bike/Hike Trail.

Trail improvements include a flashing beacon system that provide warning to motorists and trail users. The beacons to warn roadway traffic are motion activated by trail users, utilizing a microwave sensor.

A push button system serves as backup. An additional flashing beacon located on Route 5S in advance of the crossing is activated simultaneously with the beacons at the crossing.

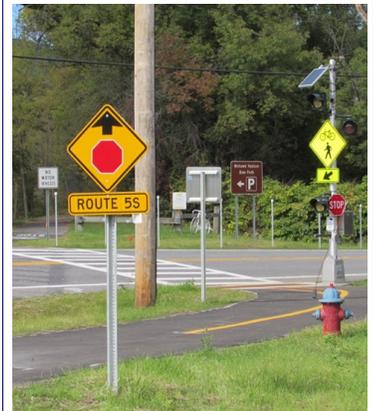


Photo: Schenectady County

Other improvements include realignment of the trail crossing to shorten the overall length of the crosswalk, new pavement markings on the trail and additional trail signage and vegetation clearing. Guide signs directing trail users to the Rotterdam Kiwanis Park now deter trail users from parking in areas adjacent to the trail crossing.



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Sean Ward

Rensselaer County

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Region 1**

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Peter Osborn, FHWA

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ADDRESS CORRECTION REQUESTED

CALENDAR

Please call CDTC to confirm

- 03/02/16 CDTC Planning Committee @ 9:30 AM, CDTC Office
- 03/29/16 CDTC Policy Board @3:00 PM, CDTC Office
- 04/06/16 CDTC Planning Committee @ 9:30 AM, CDTC Office
- 04/12/16 CDTC Bicycle-Pedestrian Advisory Committee @ 9:00 AM, CDTC Office
- 05/04/16 CDTC Planning Committee @ 9:30 AM, CDTC Office
- 05/10/16 CDTC Bicycle-Pedestrian Advisory Committee @ 9:00 AM, CDTC Office
- 05/18/16 CDTC Freight Advisory Committee @ 9:00 AM, CDTC Office
- 06/02/16 CDTC Policy Board @3:00 PM, CDTC Office
- 06/14/16 CDTC Bicycle-Pedestrian Advisory Committee @ 9:00 AM, CDTC Office
- 06/16/16 Capital District Clean Communities Coalition @ 10:00 AM, Location TBD

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Editing and Layout: Carrie Ward

Comments and requests to be added or deleted from the mailing list or to receive the newsletter electronically are welcome and should be sent to:

newsletter@cdtcmpo.org