

*A Reference Guide to
the Capital District
Transportation
Committee (CDTC)*

March 2017 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 CDTC staff.

Other credits: Downtown Albany photo by NYSDOT. Rensselaer Rail Station photo by CDTA. NY 5 visualization produced by Community Design & Architecture for CDTC.

1. The Basics

A basic understanding of the Capital District Transportation Committee (CDTC) can be distilled to the following:

- CDTC is a forum for local elected officials and transportation representatives in Albany, Rensselaer, Saratoga and Schenectady counties.
- CDTC is required by federal law and supported with federal funding.
- Federal transportation funding controlled by the consensus decisions of CDTC is substantial -- about \$100 million per year.
- The federal government does not direct or intervene in CDTC's decisions.
- CDTC's priorities are guided by its multi-disciplined "New Visions 2035" which is a reaffirmation of New Visions 2030.
- CDTC has enjoyed a high degree of local success and national recognition due to a highly-collaborative environment of mutual trust and respect.
- CDTC 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 CDTC?

The Capital District Transportation Committee (CDTC) is a designated "Metropolitan Planning Organization" (MPO) fulfilling key provisions of federal transportation law. CDTC 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 have a say in the major Interstate highway construction program underway at the time. CDTC 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.

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. CDTC has matured over the years while remaining flexible to meet changing circumstances. Today, CDTC's Policy Board of local elected officials and transportation agency representatives guides an annual staff budget of about \$2,000,000 and maintains a five-year implementation program of over \$500,000,000 in federally-aided highway and transit projects. These projects are selected from those submitted by dozens of municipalities and other sponsors, using CDTC's established regional 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 District unless the project comes from CDTC's adopted long-range plan or short-range program.** The current legal authority for such a significant role lies in the Safe and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) the federal transportation legislation signed into law by President Bush in 2005. SAFETEA-LU has seen many Congressional extensions. Its successor, Moving Ahead for Progress in the 21st Century (MAP-21), was approved in June 2012.

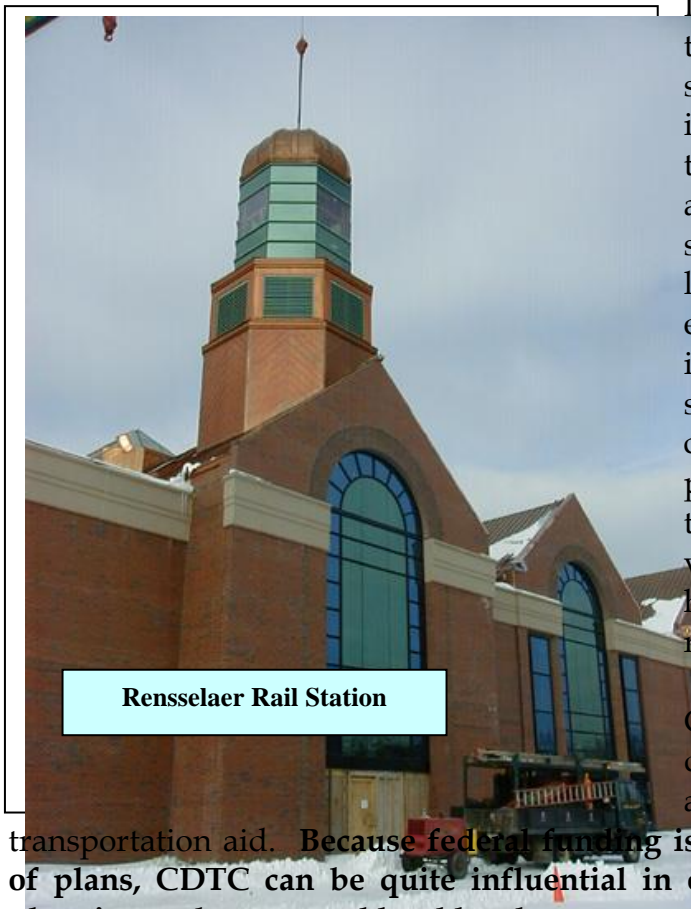
By law CDTC must maintain a long-range regional transportation plan, a short-range Transportation Improvement Program, a Unified Planning Work Program for planning coordination and a Congestion Management Process (CMP).

When the New York State Department of Transportation (NYSDOT) reconstructs the Northway, when the Capital District Transportation Authority (CDTA) purchases buses, when the City of Schenectady reconstructs Erie Boulevard -- odds are that federal transportation funds are involved. If federal funds are involved, then CDTC's action has preceded the purchase or reconstruction, probably by several years.

3. What Kinds of Subjects Does CDTC Address?

Both the MAP-21 enabling legislation and CDTC'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 CDTC is not involved. Freight issues, bike and pedestrian planning, human service agency transportation, community master plans, site reviews, transit and commuter rail planning, parking management, computerized traffic signal control, traveler and emergency communication, airport access, suburban growth and downtown redevelopment are representative of the range of CDTC's current planning studies, technical assistance and/or federal-aid construction projects.

CDTC's New Visions plan elevates consideration of all these issues to the same level as more traditional concerns about traffic and pavement conditions.



Rensselaer Rail Station

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

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

4. How does CDTC Work?

The question of how CDTC works can be described two ways -- once in terms of CDTC's "corporate culture" and a second way in terms of structure.

Perhaps the more important description is that of CDTC's corporate culture or personality. **Through a conscious effort over many years, the CDTC members and staff have cultivated an MPO environment at CDTC that is often characterized in very favorable terms of collaboration, innovation, technical credibility and mutual trust.** It is common for CDTC 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.

CDTC 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, Capital District Transportation Authority, New York State Thruway Authority, 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 CDTC's requirement of consensus on all actions. Consensus is defined by CDTC as unanimity 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 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, CDTC 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 plan, with local governments addressing local issues in a regional fashion. **Over the years, CDTC has been honored: by the national Association of Metropolitan Planning Organization (AMPO) for "Outstanding Achievement in Metropolitan Transportation Planning" for areas over 200,000 population; and by the Upstate Chapter of the American Planning Association award for "Outstanding Comprehensive Planning". The federal government has cited CDTC as a national best practice MPO in ten subject areas.**

CDTC'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 CDTC table, perhaps more frequently than is the case in other metropolitan areas.

5. How is CDTC Structured?

The second way of describing how CDTC works is to describe the CDTC structure. The key elements of CDTC's structure are the Policy Board, the Planning Committee and the staff.

Ultimate authority for all of CDTC's actions rests with the Policy Board. From its origins in 1964, CDTC 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 (because these governments own the vast bulk of the highway system eligible for federal aid). Later, the Capital District Transportation Authority, Capital District Regional Planning Commission, New York State Thruway Authority, 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. This added the Town of Colonie to the board, reflecting its importance as the second-largest municipality in the region. Federal agencies and the New York State Department of Environmental Conservation participate in an advisory capacity.

CDTC (meaning the 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 CDTC without a quorum.**

CDTC 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 CDTC staff between meetings makes CDTC more effective, responsive and relevant.

The second major component of CDTC's structure is the Planning Committee. In order 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 CDTC's Planning Committee. The Planning Committee is composed largely of technical counterparts to the policy members of the CDTC. For example, mayors serve at the policy level while city engineers or plan-

ning 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.)

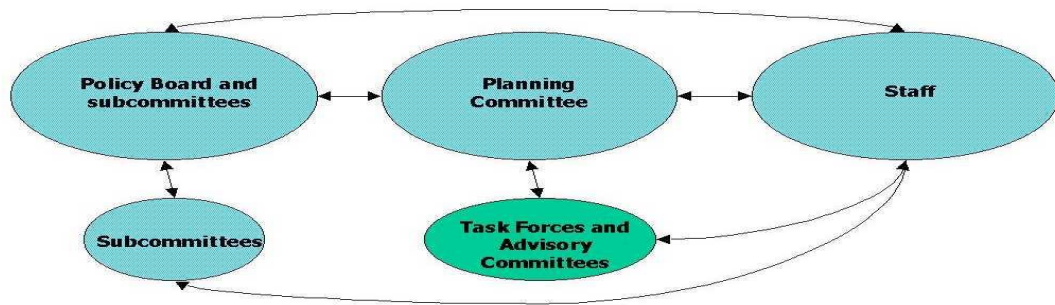
The Planning Committee usually meets at 9:30 AM on the first Wednesday of January, February, April, May, July, August, October and November to provide input and direction to planning efforts. The Planning Committee also develops recommendations for action by the Policy Board. Beyond this, it has the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

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

The CDTC 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 also identifying opportunities for additional efforts or improved techniques. The staff seeks to apply a diverse set of skills to ensure that CDTC's deliberations are founded on solid technical work and broad public access. The staff also represents CDTC in public meetings. **The trust level that exists in the CDTC environment has produced a very stable staff situation that encourages initiative and creativity.**

CDTC Structure



6. What is the New Visions Plan?

The New Visions for Capital District Transportation plan is CDTC's adopted regional transportation plan. 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.

The New Visions work began in 1993 with creation of nine task forces charged with identifying issues, guiding staff and consultant work, and recommending actions for inclusion in the plan. Much of the technical work continues to receive national attention. CDTC used broad performance measurements that included new measures for land use and transportation compatibility, transit access and "full cost" social and environmental benefit assessment. Extensive outreach through public meetings and a comprehensive workbook with response sheets generated a broad-based consensus about the appropriate policy direction for the Capital District.

Among the major policy choices resolved in the New Visions plan adopted in 1997 were:

- Preserving the existing system (at least in current condition) is CDTC's top priority.
- Funding available to improve the system must be used to make steady improvements in **all** subject areas -- pavement condition, safety, bike and pedestrian access, transit access, goods movement, and other subject areas, 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.
- Transit plays a vital role in the region. The region is not ready to commit to building, but will explore rail options to determine both merit and support for such a major expansion of transit commitments in the region.

- The Northway will remain the region's most significant congestion issue; management will be the prime focus for at least ten years while alternative long-term strategies that provide alternatives and restore the road's interstate function are explored.
- Technology will offer significant benefits and CDTC 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. CDTC hopes to reduce travel growth by one-third to one-half of the trend forecasts through better planning.

Significantly, the New Visions plan included 25 adopted principles to guide planning and investment and budget targets for 17 categories of investment. In a few short years, CDTC and member agencies honored these principles and budget targets and achieved an impressive level of success in implementing the policies and recommendations contained in the New Visions plan. **Substantial or complete implementation has been achieved in the vast majority of the recommended actions in the original New Visions plan of 1997.** Among the items already completed or advanced that were recommended in the New Visions plan are:

- Exploring the feasibility of a Commuter Rail demonstration project
- Designing a "best bus" and computerized signal system for NY5
- Adopting a \$200,000,000 NY 5 Land Use and Transportation Concept plan, including "Bus Rapid Transit" for NY 5.
- Refining highway design processes and increasing innovation in design
- Making the consideration of capacity aspects of routine infrastructure projects part of a tradeoff analysis to judge their urgency and value
- Constructing of Rensselaer and Saratoga Springs rail stations
- Creating a "spot improvement" program for bike and pedestrian projects
- Inaugurating a brokerage agency for human service transportation
- Establishing a Transportation Management Center for the region
- Revising criteria for funding non-traditional (bike, ped, freight, community enhancement) projects -- and assigning tens of millions of TIP dollars to such projects
- Stimulating urban reinvestment with projects such as the Schenectady State Street reconstruction and Albany's Hudson River Way pedestrian bridge
- Conducting over 70 joint regional-local, integrated transportation / land use "Linkage" plans in nearly 40 municipalities

- Adopting the results of a Major Investment Study for the I-90 Exit 8 Phase 2 connector

CDTC has now completed a New Visions 2040 plan. The new plan is both a confirmation of and extension of the original plan. Key extensions of the plan are the commitment to:

- Reconstructing or rehabilitating an aging expressway system, including several major Interstate bridges
- Developing a system-wide safety management system
- Refining the Linkage program to further ensure land use and transportation integration.
- Sketching out the details of over a dozen potential “big ticket” and “big idea” initiatives ranging from transit expansion to a greenway, from managed lanes on the Northway to redesign of riverfront arterials

7. What is Expected of Members?

Because of the reliance upon standing task forces, Linkage and other specific study groups 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 CDTC staff, county Planning Committee members or the at large town and village Planning Committee members to be briefed on key issues. CDTC 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 CDTC's Policy Board and Planning Committee members recognize their responsibilities to the whole region. **Members are ultimately responsible to the residents of the Capital District 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 year's time.** This means that CDTC members jointly share the responsibility for making sure that CDTC 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 CDTC nor does it dictate CDTC's priorities. **The choices facing the Capital District** 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 prospects for Light Rail to the need for better sidewalks – **all are judgments that must be made locally.**

8. How Does CDTC's Funding Work?

Regarding planning items, CDTC commits its available federal transportation planning funds to needed work through its biennial Unified Planning Work Program (UPWP) which covers CDTC's fiscal years of April through March. CDTC receives federal planning funds both from the Federal Highway Administration and the Federal Transit Administration on an annual, formula basis. The current annual level of federal planning funds is over one million dollars.

Federal funds are provided to ensure that CDTC's decisions are technically sound and comprehensive. Under the SAFETEA-LU law, CDTC must assure that its planning process considers seven subjects, roughly summarized as: economic competitiveness, safety, accessibility, environmental protection, intermodal connectivity, system management and system preservation.

To carry this out, the staff and Planning Committee develop a comprehensive planning program that still leaves room for additional, locally-generated planning initiatives. CDTC's "Community and Transportation Linkage Program" is a 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. Over sixty Linkage studies have been approved in the past seven years.

Federal planning funds are used for staff work by CDTC and member agencies such as NYSDOT and CDTA, consultants under contract to CDTC and for consultants under contract to local governments or member agencies. The New York State Department of Transportation provides 3/4 of the 20% non-federal match on CDTC staff and consultant work through in-kind services. (Local contracts typically must identify the source of the full match.)

In addition, CDTC is available to perform supplemental work under contract to members and others. For example, CDTC has a small annual contract with the

town of Colonie to review development proposals in the Albany International Airport area and suggest traffic mitigation actions.

On the capital side, CDTC maintains a rolling five-year Transportation Improvement Program (TIP), normally adopting a new program every two years. CDTC adopted its 2013-18 TIP in June 2013.

The development of the TIP includes an assessment of expected resources and updates from project implementers regarding the costs and schedules of existing commitments. Using this information, CDTC solicits proposals from members and all other municipalities in the four counties.

CDTC uses its New Visions budgetary guidelines to assign available funds to various project categories and selects projects within categories largely based on technical merit, including benefit/cost ratio and other criteria. CDTC's 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 federal funds that are programmed through this process include Interstate Maintenance, National Highway Performance Program, Surface Transportation Program, Congestion Mitigation / Air Quality and Transit Capital funds. In total, these amount to approximately \$500,000,000 when matched over five years. In addition, federal discretionary fund projects and even Congressional earmarks must be included in the TIP before funds can be released to project implementers.

As much as possible, CDTC 's 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 of MAP-21 to tailor the region's program to meet local needs allows this type of approach.

Additionally, CDTC is involved in the much smaller pot of SAFETEA-LU "Enhancement" funds. Under NYSDOT's administration, Enhancement candidate projects in the Capital District are evaluated jointly by CDTC and NYSDOT Region 1 staff; CDTC's highest priority candidates then move on to compete with projects from elsewhere in the state in a statewide evaluation by NYSDOT's advisory committee.

**Federal-Aid Projects with Total Funding Over \$7.0M
during the 2013-18 TIP Period**

(Amounts are in millions of dollars and exclude any expenses
expected to occur prior to October 2013 or past September 2018)

RG22	Bridge Inspection Set-Aside	10.500
RG110	State Bridge Preservation Set-Aside	28.409
RG117	State Pavement Maintenance Set-Aside	37.888
RG124	Intersection Safety Improvements	8.332
RG125	Pavement Preservation Set-Aside for Non-State	14.702
RG126	Bridge Preservation Set-Aside for Non-State	36.066
T17	Transit Bus Replacement/Expansion	20.695
T57	Preventive Maintenance	47.720
T91	Computer Aided Dispatch/Automatic	18.813
A240	I-87 Exit 4 Airport Connector	21.200
A321	NY85, Thruway Bridge to I-90: Reconstruction	25.060
A435	ITS Transit Signal Priority (Wash. & Western Ave.)	7.680
A525	NY 910D (Washington Ave. Ext.), Reconstruction	11.200
A547	South Mall Expressway Bridges	17.500
SA108	Balltown Road, Corridor Improvements	15.000
S96	Balltown Road, Corridor Improvements	15.000
S170	Western Gateway Transportation Center	14.600
S229	Hamburg Street (NY 146) Safety Improvements	8.400

Notes: Projects S96 & SA108 are two parts of the same project whose funding sums to the total of the project

(212) *What Additional Documentation is Available?*

Additional detail about CDTC operations and current plans, programs and procedures is available in the following documents. Much of CDTC’s current documentation is found at www.cdtcmppo.org.

Transportation Improvement Program, 2016-21. Lists the current adopted five-year program of projects and describes CDTC’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.

New Visions 2040 Plan documents. Material includes summary documents as well as detailed reports on subjects ranging from “big ticket” initiatives to land use planning.

Unified Planning Work Program, 2016-18, Describes in detail various current and upcoming transportation planning activities.

Linkage Reports. Summaries and full reports for dozens of completed Community and Transportation Linkage Planning Program studies are available at CDTC’s web site.

(212) *Who are the Key Contacts for Information?*

For general information on CDTC operations, current or proposed transportation planning proposals, Transportation Improvement Program development, traffic counts and traffic forecasts and long-range planning issues	Michael V. Franchini, Executive Director or Dave Jukins, Deputy Director or see following page for staff contacts Capital District Transportation Committee One Park Place, Albany, NY 12205 (518) 458-2161 (518) 729-5764 (fax) email: mfranchini@cdtcmppo.org
For information of the status of current highway projects, state funding sources, federal bridge and safety programs, design standards and project implementation procedures	Frank Bonafide. New York State Department of Transportation, Region 1 328 State Street Schenectady, NY 12305 (518) 388-0456
For information about the SAFETEA-LU Enhancement program MAP-21 Transportation Alternatives Program	Carrie Ward, CDTC (see above) or Rob Cherry, NYSDOT Region 1 (see above)
For information about transit funding, transit planning activities, transit service or commuter rail implementation status	Ross Farrell Capital District Transportation Authority 110 Watervliet Avenue Albany, NY 12206 (518) 437-6841
For information about Medicaid transportation service and other human service transportation brokering	Manager Access Transit 110 Watervliet Ave. Albany, NY 12206 (518) 453-8377

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For information about population projections, economic development activity or regional aviation system planning	Rocco Ferraro, Director of Planning Services Capital District Regional Planning Commission One Park Place Albany, NY 12205 (518) 453-0850	
For information about New York State Thruway Authority and Canal Corporation programs and projects	Joseph Moloughney New York State Thruway Authority Interchange 23, Route 9W Albany, NY 12209 (518) 436-3184	
For information about the Albany International Airport development plans and projects	Steve Iachetta, Airport Planner Albany County Airport Authority ARFF Building, 2 nd floor Albany NY 12111 (518) 464-5010	
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	
For information about United States Department of Transportation (USDOT) oversight of CDTC and information about specific federal programs	Peter Osborn, Federal Highway Administration Leo W. O'Brien Building, 11A Clinton Ave. Rm.719 Albany, NY 12207 (518) 431-4124	Marilyn Shazor, Regional Administrator Federal Transit Administration 1 Bowling Green, Rm. 429 New York, NY 10004 (212) 264-8162

CDTC Staff Contacts as of April 2016

Albany Airport GEIS mitigation fees	David Jukins
Bike and Pedestrian planning	Jen Ceponis, Carrie Ward
Clean Communities Program	Jen Ceponis
Community planning assistance	Michael Franchini
Complete Streets	Anne Benware, Aaron Xaevier
Congestion Management Process	Christopher O'Neill
Environmental Justice	Carrie Ward, Aaron Xaevier
Freight Planning	Chris Bauer , Michael Franchini
General requests	Latanya Sellie
Geographic Information Systems	Teresa LaSalle
Human service transportation	Anne Benware
Intelligent Transportation Systems	Christopher O'Neill
Internet site	Glenn Posca
Ipool2, carpool matching	Carrie Ward, Jen Ceponis
Linkage planning program	Sandra Misiewicz
Long-range Plan Development	Christopher O'Neill, Michael Franchini
Pavement conditions	Glenn Posca, Teresa LaSalle
Pavement forecasting	Glenn Posca
Project development support	David Jukins, Christopher O'Neill

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Regional Operations	Christopher O'Neill
Safety Management	Sandra Misiewicz
Site impact review	David Jukins
TIP development, status	Glenn Posca
Traffic model	Christopher O'Neill, Chris Bauer
Traffic volumes	Sandra Misiewicz
Transit Planning	Sandra Misiewicz , Anne Benware
Travel Demand management	Carrie Ward
Travel Surveys	Teresa LaSalle
UPWP development	Michael Franchini, Dave Jukins, Latanya Sellie

e-mail address for CDTC staff is staff@cdtcmpo.org

Individual e-mail addresses follow the convention of first initial, last name
(example: djukins@cdtcmpo.org)

CDTC Policy Board as of March 2017

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Vice-Chairman
Carm Basile

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Kevin Tollisen, Halfmoon

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Marilyn G. Shazor, FTA
Peter Osborn, FHWA

