

IN MOTION

THE PLAN TO 2050

APPENDICES



CAPITAL REGION
**Transportation
Council**

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APPENDIX A

GLOSSARY AND ABBREVIATIONS

This appendix defines technical terms and acronyms used throughout the In Motion plan, helping to ensure a clear understanding for all readers by simplifying complex language commonly found in transportation planning.

Glossary of Terms

Term	Meaning
3-C Process	MPOs under federal planning law provide a forum for local officials to cooperate with states and public transportation providers to undertake a continuing, comprehensive, and cooperative (3C) multimodal transportation planning process.
Adaptive Signal Systems	Traffic signal timing is adapted to the measured traffic in real time (Unlike conventional signals that use fixed schedules).
AgileAssets	NYS DOT's software system used to predict the impacts of maintenance investment on infrastructure asset condition
Additional Funding	A relatively small fraction of federal funding programmed by the Transportation Council on the Transportation Improvement Program is known as <i>additional funding</i> . These funds are awarded to NYS, and NYS distributes them to awarded projects across NYS on a competitive basis. Therefore, the amount of additional funding available to the Transportation Council is less predictable from year to year than <i>core funding</i> (see definition below).
Capital Region	The Transportation Council's four county planning area of Albany, Rensselaer, Saratoga, and Schenectady counties, excluding the Town of Moreau and the Village of South Glens Falls (which are part of a neighboring MPO).
Compact Growth	Making efficient use of land and other resources by reducing the footprint of new construction, building up rather than out, and preserving green space.
Complete Streets	Standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, personal conveyance and micromobility users, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.
Core Funding	The majority of federal funds that are programmed by the Transportation Council on the Transportation Improvement Program are known as <i>core funding</i> . These funds are predictable from year to year. See also <i>additional funding</i> above.
Discretionary Funding	Transportation funding that is awarded by the federal and state governments in response to grant applications. Whether discretionary funding is awarded is based on an evaluation of the merits of each application and the amount of available funding.
Excessive Delay	A measure of roadway congestion, specifically the extra time spent by vehicles when travel speed is below 60% of free-flow speed on a roadway.
Financial Plan	The portion of an MTP in which future funding revenues and expenditures are summarized and reconciled.

Fiscally Constrained	Fiscal constraint in long-range transportation planning is intended to ensure that plans are based on a reasonable expectation of sufficient revenues to support the costs of maintaining the existing metropolitan area transportation system and any planned expansion of the system over at least a 20- year time frame. “fiscal constraint” is a related term.
Formula Funding	Transportation funding that is provided by the federal government to each state based on a specified and persistent apportionment per state (i.e. a “formula”). In the Capital Region, the Transportation Council is responsible for allocating the region’s share to individual projects on the Transportation Improvement Program. Formula funding includes both <i>core</i> and <i>additional</i> funding (see related definitions above)
Gas Tax	A tax levied per gallon of gasoline sold and typically included in the retail price. As of 2025, the federal gas tax is been 18.4 cents/gallon. The gas tax is not indexed for inflation.
Illustrative Listing	The Financial Plan of an MTP must be fiscally constrained. However, if additional needs are identified that do not fall within the fiscally constrained Project Listing, those projects can be listed in an Illustrative Listing of unfunded projects.
Infill Development	The construction of buildings or other facilities on previously unused or underutilized land located within an existing urban–or otherwise developed–area.
IRI Rating	International Roughness Index. This measure of pavement smoothness is widely used in pavement-asset management
ITS Architecture	Intelligent Transportation System (ITS) Architecture lays out the boundaries, players, and strategies for the implementation and management of digital systems that enhance the transportation network.
Limited English Proficiency	Persons who speak English less than very well; the prevalence of Limited English Proficiency speakers is tracked by the federal government for Title VI purposes
Metropolitan Planning Organization	Designated by the governor of each state for every urban area with at least 50,000 residents. MPOs develop solutions to regional transportation problems and address other important issues such as land use, air quality, energy, economic development, commerce, and quality of life.
Metropolitan Transportation Plan	Also known as a “Regional Transportation Plan” or “Long Range Regional Transportation Plan”. Describes the vision for transportation in the region and strategies, actions, and projects to move toward that vision for the next 20 years.
Microtransit	A form of Demand Responsive Transit offering flexible routing and/or flexible scheduling of minibus vehicles.

Mixed Use Development	Real estate development that incorporates two or more land uses into the same building or general area. The term often refers to development that combines residential functions with commercial or even industrial ones, but can also encompass cultural and institutional uses as well as public amenities.
Mode Share	The percentage of journeys made using a particular type of transportation. Major Transportation modes include driving alone (single-occupancy vehicles), carpooling (high-occupancy vehicles), transit, walking, and biking.
National Highway System	A network of strategic highways within the United States, including the Interstate Highway System and other roads serving major airports, ports, rail or truck terminals, railway stations, pipeline terminals and other strategic transport facilities.
Needs Assessment	A process for determining gaps in a transportation network and the resources required to fill them.
Off-Road Trails	Paths for active travel (walking, cycling) that are separate and distinct from the road network, in contrast to sidewalks which parallel roads.
Parking Cash Out	A program in which an employer offers employees the option to accept taxable cash income instead of a free or subsidized parking space at work.
Performance Measures	Numerical data that summarize the performance of the transportation system in areas including condition of assets, road safety, and extent of traffic congestion.
Policy Board	The Transportation Council's body responsible for voting to adopt the In Motion Plan, as well as other major work products of the Transportation Council.
Preservation	Preventive and corrective maintenance and general repairs to the transportation network.
Reimagine I-787	A Planning and Environment Linkages study led by NYSDOT encompassing Interstate 787 from Interchange 2 (NY Route 32) at the Port of Albany to Interchange 9 (NY Route 7) in the Town of Colonie, as well as the South Mall Expressway in Albany, the Dunn Memorial Bridge over the Hudson River, and a section of US Route 9/20 in Rensselaer (the "I-787 corridor").
Resilience	The ability of the transportation system to recover and regain functionality after a major disruption or disaster.
Resilience Improvement Plan	A type of plan to enhance transportation system resilience (see <i>resilience</i> definition above) that meets specified federal requirements and, when adopted, helps a region secure discretionary federal funding for resilience projects.
Ridesharing	An agreement in which passengers travel in a private vehicle together, driven by its owner, for free or for a fee. May also be called a "carpool."
Scenario Planning	An approach to planning for a range of multiple possible future scenarios rather than a single projected future forecast.

Section 5307	An FTA funding program known as <i>Urbanized Area Formula Funding</i> for transit capital and in certain circumstances, operating assistance as well as transportation-related planning in urbanized areas. Of Section 5307, 5310, and 5311 funding, the CDTA receives more from Section 5307 than the other two sources. Section 5307 is a formula program.
Section 5310	An FTA funding program known as <i>Enhanced Mobility of Seniors & Individuals with Disabilities</i> that supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities. Section 5310 is a formula program.
Section 5339	An FTA funding program known as <i>Buses and Bus Facilities program</i> used to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Section 5339 is a formula program.
Shared mobility	Refers to the shared use of a vehicle, bicycle, or other transportation mode. It is a transportation strategy that allows users to access transportation services on an as-needed basis.
Sprawling Growth	In contrast to compact growth, sprawling growth involves low-density land development usually but not always on the outer edge of a metropolitan region, which is often highly car-dependent for daily travel needs.
Storymap	Cloud-based, data presentation tools used to communicate geospatial data in narrative format.
Superload	In New York, a superload is any vehicle or combination of vehicles which exceed 16 feet in width; or 16 feet in height or greater; or greater than 160 feet in length; or 200,000 pounds or greater in gross weight; or a combination of the above.
System Enhancement	In contrast to maintenance/preservation, investment in system enhancement is intended to improve the transportation system rather than only to maintain existing assets to continue operating as at present.
Telecommute	Also known as “Telework”, this is the practice of working from home or at some other location away from the workplace by making use of the internet, email, and telephone.
Transit-Oriented Development	A type of urban development intended to promote transit usage by concentrating development in the vicinity of transit stops.
Transportation Demand Management	Refers to programs, policies and services that make it easier for people to choose a mode of travel other than driving alone in a private car.

Transportation Improvement Program	A list of upcoming transportation projects in at least a four-year period. Each Metropolitan Planning Organization is federally required to maintain a Transportation Improvement Program for projects within their metropolitan planning area.
Universal Design	Universal design is a concept in which products and environments are designed to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.
Vehicle Miles Traveled	The amount of travel for all motorized roadway vehicles in a geographic region over a given period of time. It is calculated as the sum of the number of miles traveled by each vehicle.
Vision Zero	A strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and fair mobility for all.
Vulnerability Assessment	An evaluation of the impact of disruption on the transportation network; a function of exposure, sensitivity, and ability to adapt.
Vulnerable User	Vulnerable users of the transportation system are people who are unprotected when traveling and people with limited mobility. They include pedestrians, bicyclists, those with disabilities, seniors, and children.
Zoning	A widely used form of land use policy enacted by a municipality in which the use, density, and physical characteristics of real estate development are regulated.

Glossary of Abbreviations

ADA	Americans with Disabilities Act
BFP	Bridge Formula Program
BIN	Bridge Identification Number
BUILD	Better Utilizing Investments to Leverage Development
BRT	Bus Rapid Transit
AV	Autonomous Vehicle
CDPHP	Capital District Physicians' Health Plan
CDRPC	Capital District Regional Planning Commission
CDTA	Capital District Transportation Authority
CHIPS	Consolidated Local Street and Highway Improvement Program
CMAQ	Congestion Mitigation Air Quality Program
CMP	Congestion Management Process
CRP	Carbon Reduction Program
FHWA	Federal Highway Administration
FRA	Federal Rail Administration
FTA	Federal Transit Administration
GEIS	Generic Environmental Impact Statement
HSIP	Highway Safety Improvement Program
IJA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation System
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
NYS	New York State
NYSDOT	New York State Department of Transportation
PEL	Planning and Environment Linkages
POP	Pave Our Potholes – NYS Funding Program
PROWAG	Public Right-of-Way Accessibility Guidelines
RCP	Reconnecting Communities Pilot Program
RTP	Recreation Trails Program
SMART	Strengthening Mobility and Revolutionizing Transportation
SS4A	Safe Streets and Roads for All Program
STR	State Touring Routes – NYS Funding Program
STBG	Surface Transportation Block Grant Program
TAP	Transportation Alternatives Program
TDM	Transportation/Travel Demand Management
TDP	Transit Development Plan
TIP	Transportation Improvement Program
TMC	Transportation Management Center
TSMO	Transportation Systems Management and Operations Unified
UPWP	Planning Work Program
USC	United States Code
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled



APPENDIX B

POLICY BOARD MEMBERS

This appendix lists the current Policy Board members, including their titles and organizational affiliations. It also identifies the board structure, which includes officers, voting members, and advisory members.

Policy Board Members (as of August 6, 2025)

Officers:

Chair: The Honorable Kathy M. Sheehan, Mayor, City of Albany

Vice-Chair: Capital District Transportation Authority: Frank Annicaro, Chief Executive Officer

Secretary: New York State Department of Transportation - Region 1: Michael Arthur, Regional Director

Voting Members:

Albany County: Daniel P. McCoy, Albany County Executive

Albany County: Joanne Cuningham, Chair, Albany County Legislature

Albany County Airport Authority: Peter Stuto, Chief Executive Officer

Albany Port District Commission: Christine Stuto, Chief Financial Officer

Capital District Regional Planning Commission: Lawrence R. Schillinger, Esq., Chair

City of Albany: Kathy M. Sheehan, Mayor

City of Cohoes: William T. Keeler, Mayor

City of Mechanicville: Michael Butler, Mayor

City of Rensselaer: Michael E. Stammel, Mayor

City of Saratoga Springs: John Safford, Mayor

City of Schenectady: Gary McCarthy, Mayor

City of Troy: Carmella Mantello, Mayor

City of Watervliet: Charles V. Patricelli, Mayor

New York State Thruway Authority: Phil Serafino, Albany Division Director

Rensselaer County: Steven McLaughlin, Rensselaer County Executive

Rensselaer County: Kelly Hoffman, Chair, Rensselaer County Legislature

Saratoga County: Philip C. Barrett, Chair, Saratoga County Board of Supervisors

Saratoga County: Thomas C. Werner

Schenectady County: Gary Hughes, Chair, Schenectady County Legislature

Schenectady County: Rory Fluman, County Manager

Town of Colonie: Peter Crummey, Supervisor

Town of Milton: Scott Ostrander, Supervisor

Town of Rotterdam: Mollie Collins, Supervisor

Advisory Members (Non-Voting):

Federal Highway Administration: Richard J. Marquis

Federal Transit Administration Region-2: Michael Culotta, Regional Administrator



APPENDIX C

FEDERAL REQUIREMENTS

This appendix includes a Technical Memorandum explaining the federal planning factors that shaped the In Motion plan. It outlines key elements of the Infrastructure Investment and Jobs Act (IIJA), including housing considerations, air quality conformity, federally mandated performance measures, and fiscal constraint requirements.

Technical Memorandum

DATE: April 5, 2025
TO: In Motion Task Force
FROM: Sandy Misiewicz, Transportation Council Staff
RE: Federal requirements for development of the MTP

The roles and responsibilities of MPOs, State Departments of Transportation (DOTs), transit agencies, and others receiving federal transportation funding, as well as the requirements and updates for development of the MTP and other core programs, are outlined in the rule finalized in June 2016 following the passage of the FAST Act. The FAST Act established performance-based goals and measures to assess transportation system performance.

The Infrastructure Investment and Jobs Act (IIJA), the current federal transportation legislation, was passed by Congress and signed into law in November 2021. The IIJA continues performance based goals and measures and reauthorized federal surface transportation funds for five years to invest in roads and bridges, railways, public transit infrastructure, transportation alternatives, and safety.

Federal Planning Factors

Federal planning factors for transportation are a set of key considerations and criteria that guide the planning and development of transportation projects and policies that receive federal funding. These factors, as established in 23 CFR 450.306(b), are important for ensuring that transportation planning is comprehensive, sustainable, and aligned with national goals and objectives. Below are the ten (10) factors that will guide the development of the MTP.

1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the **safety** of the transportation system for motorized and non-motorized users.
3. Increase the **security** of the transportation system for motorized and non-motorized users.
4. Increase **accessibility** and **mobility** of people and freight.
5. Protect and **enhance the environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the **integration** and **connectivity** of the transportation system for all modes.
7. Promote efficient **system management** and operation.

8. Emphasize **preservation** of the existing transportation system.
9. Improve the **resiliency** and **reliability** of the transportation system and reduce or mitigate stormwater impacts of the surface transportation; and
10. Enhance **travel** and **tourism**.

IIJA Program Areas

The IIJA introduced new funding programs with planning requirements, some of which allocated funding directly to MPOs. The following summarizes new programs and planning requirements in the IIJA.

1. Carbon Reduction Program

The Carbon Reduction Program (CRP) provides funding for projects to support the reduction of transportation emissions, defined as carbon dioxide emissions from on-road highway sources. CRP funds may be obligated for projects that support the reduction of transportation emissions such as a congestion management technologies, public transportation, on-road and off-road trail facilities, intelligent transportation systems, transportation demand management, etc.

2. PROTECT Program

The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program provides funding to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. Eligible activities include developing a Resilience Improvement Plan, resilience improvement projects to improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event, natural disaster, or changing conditions, evacuation route planning, and adapting at-risk coastal infrastructure.

3. Complete Streets

The Transportation Council has defined "Complete Streets" as "streets designated and operated to enable safe, convenient access for all users of all ages and abilities, including pedestrians, bicyclists, public transportation users, motorists, and the movement of goods, and are appropriate to the community context. The IIJA includes funding to increase safe and accessible transportation options including complete streets policies and programs. FHWA seeks to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists.

4. Public Involvement

The Transportation Council's Public Participation Plan establishes a goal of a "thorough, inclusive process that uses effective approaches to offer the public continuous opportunities to shape the region's transportation system." MPOs are encouraged to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. An In Motion Public Involvement Plan was developed to guide outreach and engagement activities and strategies in all phases of the MTP process.

5. Planning and Environment Linkages (PEL)

The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human natural resources. MPOs and Public Transportation Agencies are encouraged to implement PEL as part of the transportation planning and environmental review processes.

Housing Coordination

The IJJA includes housing considerations in the metropolitan transportation planning process. According to 23 U.S.C 134, "the transportation planning process... may address the integration of housing, transportation, and economic development strategies through a process that provides for effective integration, based on a cooperatively developed and implemented strategy, of new and existing transportation facilities..."¹ Housing coordination connects housing to reliable transportation systems.

A recent (2022) study by the Transportation Council found that lower-income households are the most burdened with housing and transportation costs. The [Jobs Access in New York's Capital Region](#) report provides data-driven information on how the location of affordable housing relative to the location of low-wage jobs creates inequities in the transportation system.

Air Quality Conformity

In compliance with the Clean Air Act (CAA) of 1977 and CAA Amendments of 1990, the Transportation Council reviews metropolitan transportation plans, including the MTP and TIP, for consistency with the State Implementation Plan (SIP) for meeting federal air quality standards.

¹ Housing Coordination Process, <https://www.law.cornell.edu/uscode/text/23/134>

This means that projects contained in the MTP must comply with current air quality standards because federal transportation funding and approvals are only given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standards, or any interim milestone. The Air Quality Conformity Analysis is required under both federal (40 CFR 93.112) and state (6 NYCRR Part 240) law. The Transportation Council coordinates with the Interagency Consultation Group (ICG), which consists of representatives from NYSDEC, NYSDOT, FHWA, FTA, and USEPA.

Albany-Schenectady-Troy 1997 Ozone Nonattainment Area

On June 15, 2004, the United States Environmental Protection Agency (EPA) designated the Albany-Schenectady-Troy, NY area consisting of Saratoga, Schenectady, Albany, Rensselaer, Montgomery, Greene, and Schoharie Counties nonattainment for the 1997 8-hour ozone standard (0.08 parts per million). This designation was based on the results of ambient air monitoring data collected by the New York State Department of Environmental Conservation from calendar years 2001-2003. This data established an 8-hour ozone “design value” of 0.087 ppm for the area. The current design value for the area, based on 2020-2022 data, is 0.058 ppm.

On July 20, 2012, the USEPA designated the Albany-Schenectady-Troy, NY attainment for the 2008 ozone standard (0.075 ppm). The area was designated attainment for the 2015 ozone standard (0.070ppm) on January 16, 2018.

Performance Measures and Targets

Federal law enacted in 2012 known as MAP-21 (Moving Ahead for Progress in the 21st Century) established a set of seven national goals for the Federal-Aid Highway Program, with associated performance measures. The In Motion Plan will define regional goals that align with the national goals. MAP-21, and the 2015 FAST Act (Fixing America's Surface Transportation Act), established a performance- and outcome-based transportation program that increased the focus on the national goals.² The objective is for States and transit agencies to invest resources in projects that collectively make progress toward the achievement of national goals. The Transportation Council, as an MPO, is required to coordinate with the state and transit agencies through its planning and programming activities to assist the state in meeting its goals.

1. **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition** – To maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion Reduction** – To achieve a significant reduction in congestion on the National Highway System.
4. **System Reliability** – to improve the efficiency of the surface transportation system.

² 23 U.S.C. 150(b)

5. **Freight Movement & Economic Vitality** – to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets and support regional economic development.
6. **Reduced Project Delivery Delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The In Motion Plan will include additional MTP performance measures that are appropriate to support plan goals and objectives. The following Performance Measure categories have been adopted by the Transportation Council to support projects that contribute toward the accomplishment of the State DOT targets for safety, pavement and bridge conditions, system performance and freight reliability, and transit asset and safety measures set by the Capital District Transportation Authority (CDTA).

Fiscal Planning and Fiscal Constraint

Federal transportation legislation requires that the MTP demonstrate fiscal constraint. Fiscal constraint is a key component of the metropolitan transportation planning process. It means that the In Motion Plan must include sufficient financial information to demonstrate that the projects in the MTP and TIP can be implemented using committed, available, or reasonably available Federal, State, local, and private revenues, with the assurance that the federally supported transportation system is being adequately operated and maintained. The Transportation Council aims to develop an aspirational and bold but fiscally responsible transportation plan. A Financial Plan that includes a review of existing and project funding will be included in the final In Motion Plan.



APPENDIX D

REGIONAL TRENDS REPORT

This appendix presents the updated 2025 Regional Trends Report, which describes current conditions in the Capital Region, including transportation systems, infrastructure, population and housing trends, economic indicators, and environmental challenges such as air pollution and extreme weather events.

IN MOTION

THE PLAN TO 2050

Regional Trends Report

Prepared April 2024, Revised July 2025





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TITLE VI AND NONDISCRIMINATION POLICY STATEMENT

The Capital Region Transportation Council (Transportation Council) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its metropolitan transportation planning process on the basis of race, color, or national origin as protected by Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d). Additionally, the Transportation Council will provide meaningful access to services for persons with Limited English Proficiency (LEP). The Transportation Council is also committed to ensuring that no person is excluded from participation in, or denied the benefits of, its transportation planning process on the basis of sex, age, or disability as protected by Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. § 324), the Age Discrimination Act of 1975, Section 504 of the Rehabilitation Act of 1973, and the Americans with Disabilities Act of 1990.

If information is needed in another language, contact 518-458-2161 or send an e-mail to info@capitalmpo.org.

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DISCLAIMER

This document was prepared and published by the Capital Region Transportation Council, the Metropolitan Planning Organization (MPO) for a planning area that includes the counties of Albany, Rensselaer, Saratoga, and Schenectady (except for the Town of Moreau and the Village South Glens Falls, which lie within the adjoining MPO region for the Adirondack-Glens Falls Transportation Council). This report was funded in part through grants from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation. The views and opinions of this report do not necessarily state or reflect the official views or policy of the U. S. Department of Transportation.

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Executive Summary

The Capital Region Transportation Council (Transportation Council) is initiating an update to its Metropolitan Transportation Plan (MTP), *In Motion: The Plan to 2050*. This long-range, strategic plan will develop a blueprint for how the region invests in and enhances the transportation system to meet the needs and aspirations of residents and visitors. It is a ground-up reimagining of transportation policy and strategy for the Capital Region.

The Capital Region boasts a constellation of cities and a tapestry of natural and urban landscapes with historic landmarks that offer a high quality of life. It has been named a “forward ready” metropolitan area by Tulsa Innovation Labs and the Aspen Institute for its inclusive economic growth trajectory,ⁱ and ranked among the top 25 “Best Places to Live in the U.S. in 2023-24” by U.S. News and World Report because of its high quality of life and strong job market.ⁱⁱ The region has steadily developed and evolved as a thriving metropolitan area at the intersection of transportation, recreation, culture, and government. As the region continues to grow and diversify, the need for a comprehensive and forward-looking plan for the region’s transportation system has become more crucial. A long-range transportation plan must build upon the region’s unique strengths and address its challenges.

Data and information compiled to prepare the Regional Trends Report identified a range of challenges, many of which are systemic but compounded by transportation issues:

- Slow population growth
- Growing housing affordability concerns
- An aging population with increasing needs
- An increase in traffic crashes
- Economic disparity
- Aging infrastructure
- Disconnected development
- Increasing number of transportation options and advanced technologies
- A significant shift to working-from-home
- Extreme weather

We are confident the Capital Region can adapt and thrive despite the challenges we face. The Regional Trends Report is the first step in the process of defining the vision and goals for developing new strategies and policies that will shape the region’s landscape and build the next generation transportation system. How do we leverage transportation investments to continue to thrive and provide opportunities for everyone that lives, visits, or does business in the Capital Region?

About the Capital Region Transportation Council

The Capital Region Transportation Council is a forum for local, regional, and state government agencies to work together to share ideas and make decisions about transportation planning and major capital investments in the region. Federal law requires every urban area with at least 50,000 residents to have a designated Metropolitan Planning Organization (MPO). The Transportation Council's designated planning area includes the counties of Albany, Rensselaer, Saratoga, and Schenectady (except the Town of Moreau and the Village of South Glens Falls). It has 25 voting members, whom through consensus establish a cooperative, continuous, and comprehensive framework for regional transportation planning.





IN MOTION

THE PLAN TO 2050

Introduction

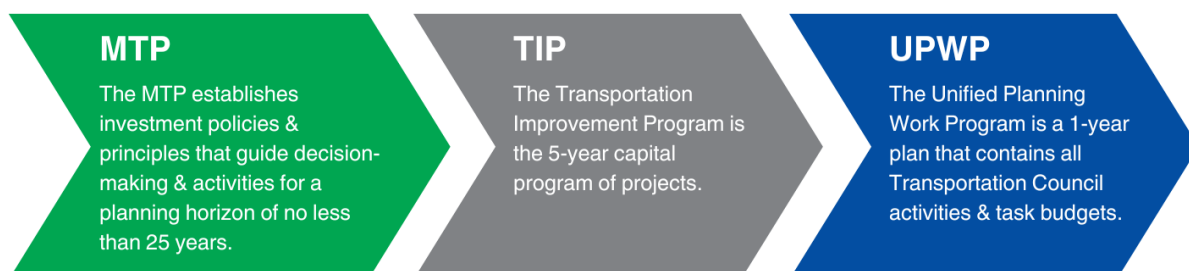
What is the Metropolitan Transportation Plan?

The Metropolitan Transportation Plan (MTP) is one of three core MPO products. The MTP is a comprehensive strategy for coordinating transportation planning, promoting collaboration, and ensuring that transportation investments align with the needs and aspirations of all users of the transportation system. The Capital Region Transportation Council (Transportation Council) is beginning the process of updating the MTP, its long-range transportation plan, for the region. This new plan is not simply an update but a true new vision for regional growth and reimagining the foundational principles and goals that will steer transportation policy and decision-making in the Capital Region for the next twenty-five (25) years.

The strategies and principles that will be identified in the MTP process will be advanced through the Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP). Projects must be identified in the MTP or contribute toward meeting performance measure targets to be eligible for funding through the TIP.

Metropolitan transportation planning:

"metropolitan planning organizations... in cooperation with the State and public transportation operators, shall develop long-range transportation plans and TIPS [transportation improvement programs] through a performance-driven, outcome-based approach to planning..." 23 CFR 450.306(a)



The MTP Process

The MTP is developed as part of a continuing, cooperative, and comprehensive planning process carried out to help meet current needs while preparing for future challenges and opportunities. As the MPO, the Transportation Council develops a long-range transportation plan to guide transportation decision making and activities. New Visions 2050 was adopted in September 2020 and is the current long-range transportation plan. Below are the five phases of supporting the development of the new plan to be known as In Motion: The Plan to 2050.

Phase 1: Data Collection (April 2023 – December 2023)

The Transportation Council will collect and compile key data and information about regional growth trends, land use, transportation and mobility, demographics, safety, and other topics to identify challenges and opportunities.

Phase 2: Inform (December 2023 – September 2024)

The Transportation Council will announce that it is initiating the update of the MTP, the purpose of the MTP, and how the public will be involved in its development. A summary of the information collected in phase 1 will be promoted and distributed to the public and stakeholders. The information is meant to help identify transportation needs and challenges facing the region. A range of public engagement strategies will be used to gather input from stakeholders to better understand their transportation priorities and preferences.

Phase 3: Imagine (January 2024 – February 2025)

During this phase, the residents and stakeholders will identify the future vision for transportation in the Capital Region. The vision will align with transportation goals and identify big ideas that align with the region's priorities and needs.

Phase 4: Decision-Making (November 2024 – June 2025)

This phase will combine all the feedback, ideas and information collected in phases 1-3 with a technical analysis of various transportation alternatives and scenarios identified to achieve the MTP vision and goals. Stakeholders will be invited to provide input on key policy decisions that will affect the development of the draft MTP.

Phase 5: Review & Adopt (July 2025 – September 2025)

This last stage of the engagement process will be the final review and approval of the MTP vision and goals. Approval and adoption of the MTP requires a minimum of a 25-day public review period. The Transportation Council plans to present In Motion: The Plan to 2050 for adoption at the September 4, 2025 Policy Board meeting.

Issues & Trends

Development of the In Motion Plan begins with an understanding of the context of the Capital Region. This context includes information on the transportation system as it exists today, including multimodal system attributes, condition, and performance, as well as other factors that affect the planning area like demographic, land use, geographic, and environmental conditions. Shifts and changes in these factors influence travel behavior, where people choose to live and/or work, and the region's overall quality of life.

This section also includes data that helps us understand how accessibility, mobility, safety, and other system performance characteristics vary across the region and demographic groups. This information is critical for understanding the needs of all users of the transportation system. Past policy and investment decisions often created barriers or disproportionate burdens on minority and low-income communities. Understanding these impacts is essential to appreciating the challenges facing these communities and considering what strategies can be implemented to repair historic damages and ensure mistakes are not repeated.

Regional Context

The Capital Region has been named a "forward ready" metropolitan areaⁱⁱⁱ and ranked among the top 25 in best places to live in the United States and best place to live in New York.^{iv} The region has steadily developed and evolved as a thriving metropolitan area at the intersection of transportation, recreation, culture, and government. It earned the "forward ready" designation from the Tulsa Innovation Lab and the Aspen Institute because it ranked number two for its inclusive economic growth trajectory, characterized by stable and consistently growing knowledge economics. The designation also considered the diversity of tech program enrollment, labor force participation by race and sex, and local ownership of firms as strong indicators of a city's tech growth creating accessible opportunities. The region was ranked second, only behind Salt Lake City, Utah and closely followed by Hartford-West Hartford-East Hartford, Connecticut. It was ranked among the top 25 of the country's 150 most populated metropolitan areas in U.S. News & World Report's "2023-24 Best Places to Live rankings." The ranking was based on how it scored for desirability, value, job market, and quality of life.

The region sits at the confluence of the Hudson and Mohawk rivers on the traditional lands of the people of the Delaware, Mohawk Haudenosaunee, and Stockbridge-Munsee Community Band of Mohicans. The Capital Region Transportation Council recognizes that we live, work, and move on the homelands of sovereign native nations with histories and cultures that continue today and are reflected in the names given to many towns, creeks and mountains that are part of our region's vocabulary.

The Capital Region has long been at the forefront of transportation technology from the first turnpike to the creation of the Erie and Champlain Canals. It is also where the first passenger railroad began its operations and home to the nation's first municipal airport. Today, interstates,

Amtrak, the Empire State Trail, and the Albany International Airport make the region a major crossroads of the Northeastern United States. It is centered within a short drive, bus, or train ride distance to New York City, Boston, and Montreal.

The Transportation Council area is made up of seventy-seven (77) municipalities plus four county governments. The transportation network is composed of numerous public and privately owned infrastructure assets which serve all modes of transportation, including private vehicles, trucks, public transit, taxis, Transportation Network Companies (i.e. Uber and Lyft), bicyclists, pedestrians, rail, and aviation among others. Preserving and managing the region's transportation infrastructure has been a central principle of the Transportation Council's previous long-range plans and project programming priorities. The strong emphasis on maintaining this infrastructure is demonstrated in how funding is allocated in the Transportation Improvement Program (TIP), where approximately 80% of funding has been committed to infrastructure repair and renewal.

Pre-
1600

The Capital Region was inhabited by Indigenous populations, including the Mohican, who established trade networks and villages along the Hudson River Valley.

1609

Albany was established as a Dutch trading post

1799

The first turnpike was built by the Great Western Turnpike Company between Albany and the Finger Lakes (eventually became US Route 20).

1825

The Erie Canal put Albany and New York State on the map, it was the greatest public works project in North America and helped make New York the leader in population, industry, and economic strength that it is today.

1831

The first successful steam passenger railroad in the U.S. began running regularly scheduled service between Albany and Schenectady, later to become part of the New York Central Railroad system.

1908

Albany's municipal airport was the first in the country and the international airport is the oldest in the United States.

1910

Albany becomes the point of origin for the first long distance airplane flight.

1967

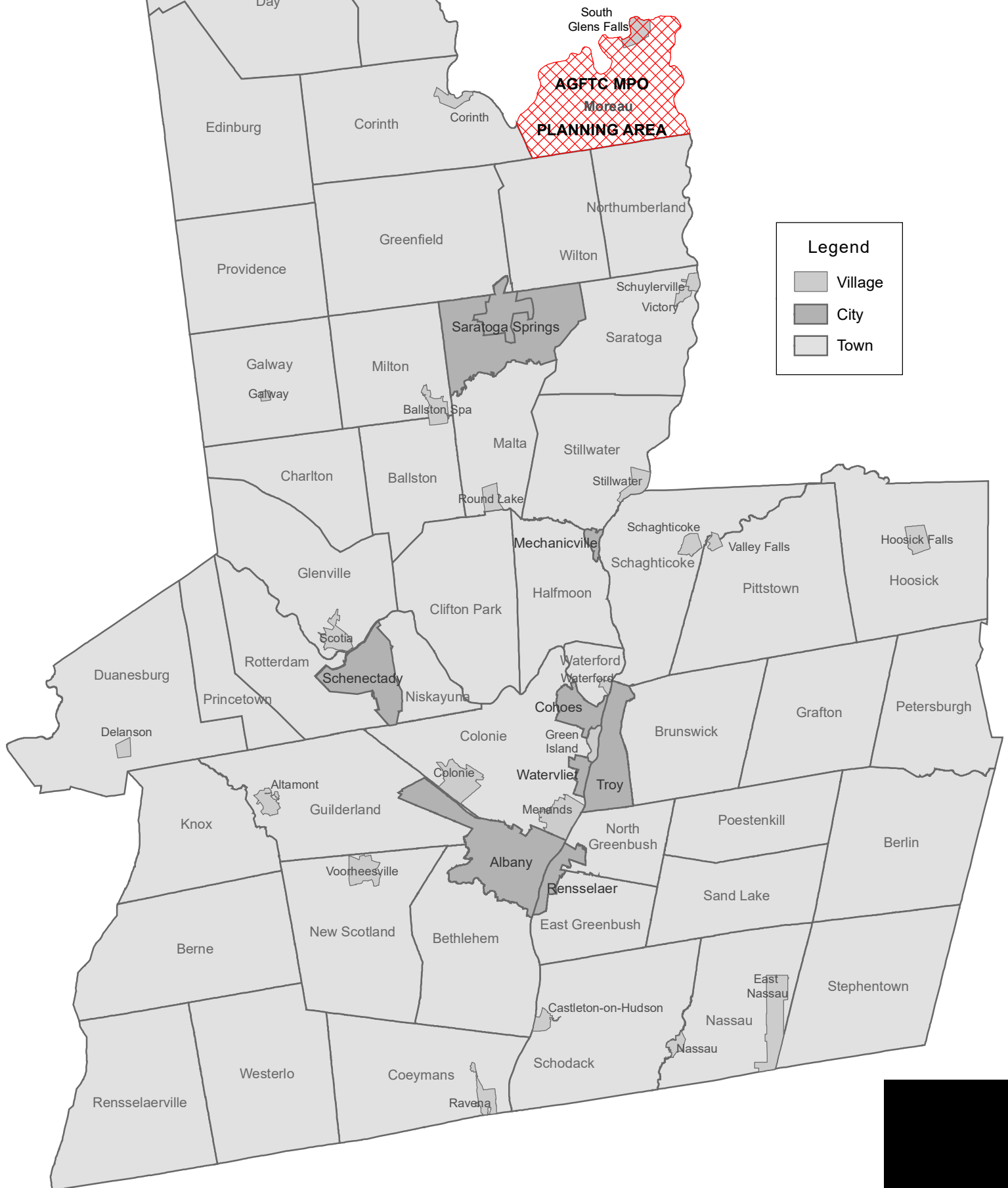
Construction of the Adirondack Northway, now commonly referred to as "The Northway" is completed.

Today

The Capital Region sits at multiple crossroads – the Hudson and Mohawk rivers, Interstates 87 and 90, and the recently completed Empire State Trail.



Capital Region Transportation Council Planning Area



Legend

- Village
- City
- Town

Our Multimodal Transportation System

The region's extensive network of highways, roads, and bridges has an estimated replacement value exceeding \$20 billion. Bicycle and pedestrian infrastructure, which includes paved trails, sidewalks, and bike facilities has an estimated replacement value of over \$1 billion. The average pavement condition has neither improved nor worsened since 2009 due to continued investments in preservation strategies by state and local governments. Local roads owned by towns, cities, and villages that are not eligible for Federal aid are in the poorest condition. Bridges, which are critical to the regional transportation system, deteriorate faster than they can be repaired. This does not mean that many bridges in the region are structurally deficient, but there is a need to invest in their repair and maintenance to reverse this trend.

Table 1. Overview of Transportation Network Assets (as of 2024)

	14,000 lane-miles of roadway (including 800 miles of Interstate Highways)
	1,148 Traffic signals 313 in the City of Albany 137 in the City of Schenectady 120 in the City of Troy
	Over 1,000 bridges
	Over 160-miles of paved trails
	67 miles of bike facilities Including traditional bike lanes & separated bike lanes or cycle tracks
	1,266 miles of sidewalks
	41 miles of Bus Rapid Transit (BRT)



Above: The I-87 Thaddeus Kosciuszko Bridge, also known as, the “Twin Bridges,” was built in 1959. The bridge spans the Mohawk River and connects Albany and Saratoga counties. Over 100,000 vehicles cross the Twin Bridges each day.

Roads and Bridges

There are over 14,00 lane-miles of roadway and over 1,000 bridges owned by NYS, counties, cities, towns, and villages in the Capital Region. Of the twenty-six (26) highway and railroad bridges that cross the Hudson River, sixteen (16) are in the Capital Region, including two (2) rail bridges and one (1) mixed-use trail bridge. The roadway network can be divided into roadways that are eligible for federal aid and roadways that are not. For a roadway to be eligible for federal aid it must either be on the National Highway System (NHS) or have an eligible functional classification designation. These designated roadways mainly include interstates, other freeways and expressways, principal arterials, major collectors, and urban minor collectors.

The National Highway System (NHS) is a network of nationally significant highways, including toll facilities, which serve major population centers, international border crossings, ports, airports, public transportation facilities, other intermodal transportation facilities and other major travel destinations. The Capital Region has over 400 bridges on the NHS system. The NHS must meet national defense requirements and serve interstate and interregional travel. It includes all interstate routes.

Table 2. Capital Region Lane Miles (as of 2024)

Roadway		
	Lane Miles	% Regional Lane Miles
Total Lane Miles	14,289	100%
NYS Owned Lane Miles	2,583	18%
Locally-owned Lane Miles	11,707	82%
Federal Aid Eligible Lane Miles	4,158	29%
National Highway System		
Total Lane Miles	1,800+	13%

Much of the road and bridge system in the Capital Region was constructed during the mid-20th century. These facilities will soon approach, or already have reached, the end of their intended service life. Preservation and repair projects may extend the useful life of some of these assets, but many will need to be replaced, particularly bridges, or the region could lose key links in its transportation network. Some of the most critical links in the transportation network include bridge crossings over the Hudson and Mohawk Rivers. These bridges carry over 500,000 vehicles per day and serve as vital freight and commuter corridors.

Table 3. Hudson River Crossings in the Capital Region (as of 2024)

Hudson River Crossings				
Bridge(s)	Vehicles per day	Year built	Age (in 2024)	Responsible Agency
Alfred H. Smith Bridge	Rail Bridge	1924	100	Rail
Castleton Bridge (NYS Thruway Berkshire Spur)	14,000	1958	66	NYS Thruway
Dunn Memorial Bridge (US-20)	35,000	1969	55	NYSDOT
Livingston Avenue Bridge (CSX and Amtrak) *	Rail Bridge	1902	122	Rail
Patroon Island Bridge (I-90)	65,000	1968	56	NYSDOT
Troy-Menands Bridge (NY-378) **	37,000	1932	92	NYSDOT
Congress Street Bridge (NY-2)	12,000	1969	55	NYSDOT
Green Island Bridge	13,000	1982	42	NYSDOT
Collar City Bridge (NY-7)	49,000	1981	43	NYSDOT
NY-470 Bridge	14,000	1924	100	NYSDOT
Troy-Waterford Bridge (US-4)	11,000	1909	115	NYSDOT
Mechanicville Bridge (NY-67)	7,000	1946	78	NYSDOT
Rail Bridge, Stillwater (B&M Railroad)	Rail Bridge	1914	110	Rail
Stillwater Bridge	4,000	1930	94	NYSDOT
Schuylerville Bridge	9,000	1997	27	NYSDOT
Dix Bridge (Shared-use trail)	Trail	1895	129	NYSDOT
Northumberland Bridge	4,000	1917	107	NYSDOT

**The final design of the Livingston Avenue Bridge replacement is expected to begin in Spring 2024 and construction is expected to be completed in 2028*

***NYSDOT Region 1 completed a Bridge Scoping/Planning and Environmental Linkages (PEL) Study in 2023 in conjunction with the Transportation Council and FHWA.*

Table 4. Mohawk River Crossings in the Capital Region (as of 2024)

Mohawk River Crossings				
Bridge(s)	Vehicles per day	Year built	Age (in 2024)	Responsible Agency
NY-32 Bridge	15,000	2018	6	NYSDOT
D&H Railroad Bridge, Cohoes	Rail Bridge	1921	103	Rail
Route 9 Bridge	20,000	1996	28	NYSDOT
I-87 Thaddeus Kosciuszko Bridge ("Twin Bridges")	103,000	1959	65	NYSDOT
Rexford Bridge (NY-146)	23,000	2017	7	NYSDOT
D&H Railroad Bridge, Schenectady	Rail Bridge	1911	113	Rail
Freeman's Bridge	26,000	1985	39	NYSDOT
CSX Railroad Bridge, Schenectady	13,000	1982	42	Rail
Western Gateway Bridge (NY-5)	23,000	1974	50	NYSDOT
NY-890 Bridge (Thruway interchange)	19,000	1998	26	NYSDOT
Springfield Terminal Bridge, Rotterdam	Rail bridge	1912	112	Rail
NY-103 Bridge, Rotterdam	2,000	1914	110	NYSDOT
CSX Bridge, Rotterdam	Rail bridge	1925	99	Rail

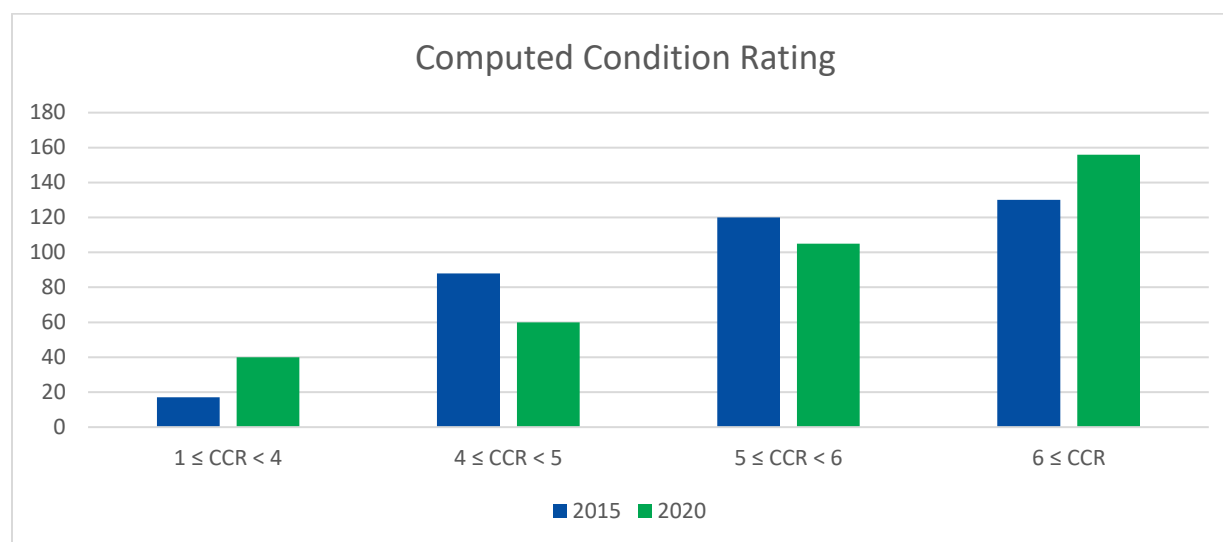
In addition to the major river crossings listed in the above tables, much of the region's highway infrastructure is also vulnerable due to its age. The NYS Thruway was constructed in the 1960s and the Adirondack Northway (I-87), or "the Northway," was completed in 1967. Many key assets are expected to reach their useful service life within the 25-year planning horizon of the In Motion Plan.

Bridge Conditions

There are over 1,000 bridges in the Capital Region. Of those bridges, 377 are owned and maintained by local municipalities (counties, cities, towns, and villages). Based on the Transportation Council's 2021 [Bridge Preservation Report](#), which examined NYSDOT Bridge Inspection Reports from 2019 and 2020, approximately 189 of these 377 locally owned bridges are either structurally deficient (81) or functionally obsolete (108). FHWA defines bridges as structurally deficient if significant load carrying elements are found to be in poor or worse condition due to deterioration, or the bridge has inadequate load carrying capacity. A bridge which does not meet current standards for managing traffic volume is considered functionally obsolete. In addition, fourteen (14) bridges are closed to all traffic and one (1) bridge was closed due to construction during the most recent biennial inspection.^v

A similar study of bridges was conducted by the Transportation Council in 2015. The bridge conditions were rated on a 1-9 rating system. Based on this system a condition rating of "9" indicates "condition and/or existence unknown," and a condition rating of "8" means "not applicable/element does not exist." The remaining 1-7 ratings are assigned to bridges with "1" being "totally deteriorated or in failed condition" and "7" being "new condition or no deterioration." A comparison of bridge condition ratings between 2015 and 2020 is below. Based on bridge conditions in 2020, the cost to bring all local bridges into a state of good repair was nearly \$12 billion (2021 dollars).

Figure 1. Computed Bridge Condition Rating (2015 vs. 2020)



Source: Bridge Preservation Report (2021)

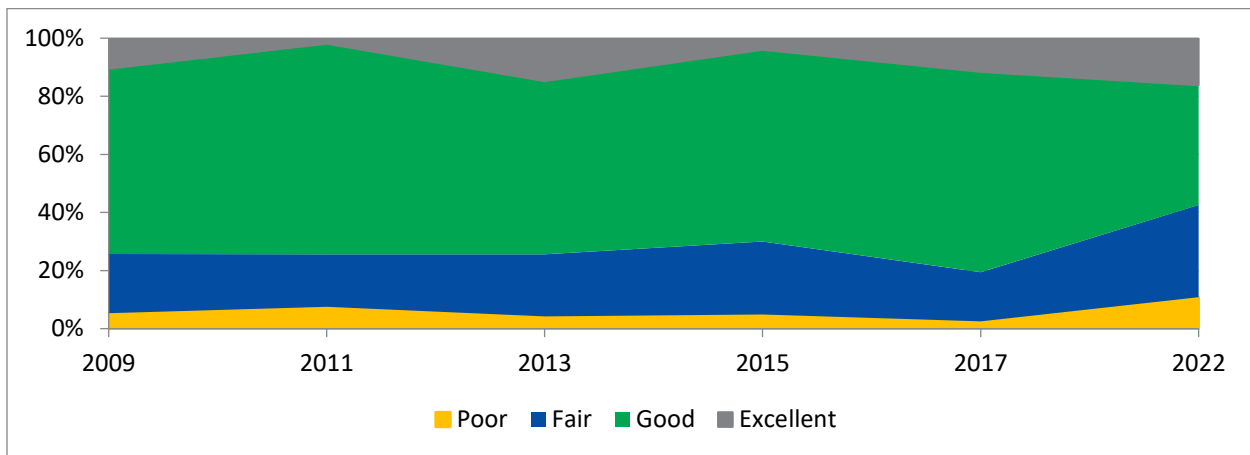
Pavement Condition

A road network in good condition is vital to the region's economic success and maintaining the existing road network has been one of the highest priorities of the Transportation Council. NYSDOT collects pavement condition data for the NHS and Federal Aid eligible roads in the Capital Region. The Transportation Council collected pavement condition data for local roads up until 2018. Generally, data has indicated that local roads that are not eligible for federal aid and are primarily owned by local counties, towns, cities, and villages, are in the poorest condition compared to Federal Aid eligible roadways (Source: NYSDOT

Figure 4).

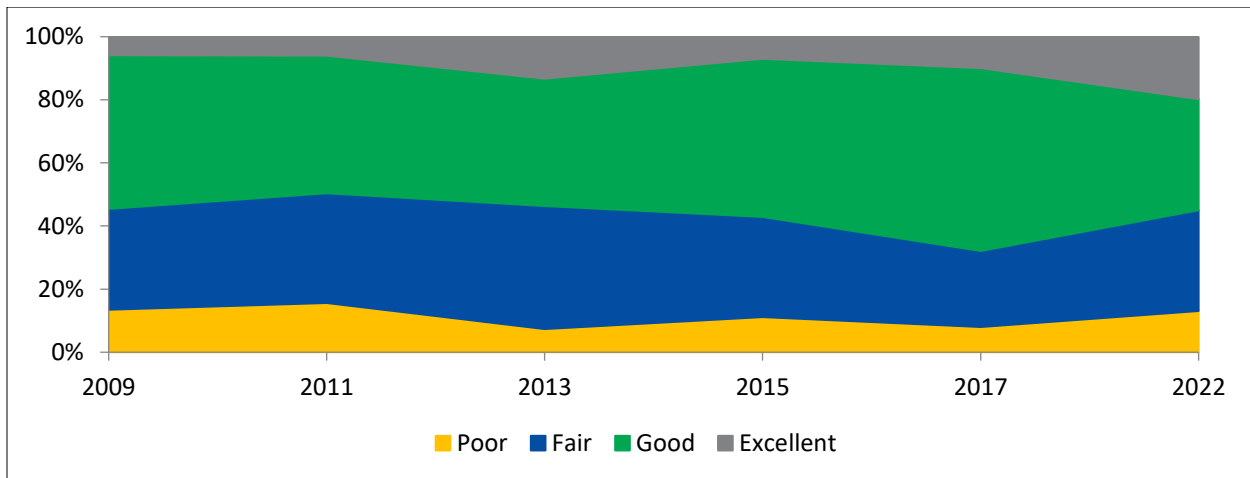
Pavement condition data for the NHS and Federal aid eligible roadways indicates that the average pavement condition in the Capital Region has neither improved nor worsened since 2009 (Figure 2) and Federal aid road conditions have improved slightly (Figure 3). However, the percentage of roadway miles rated "poor" has increased for both NHS and Federal aid eligible roadways.

Figure 2. Pavement Condition of National Highway System, including interstates, in the Capital Region (2009-2022)



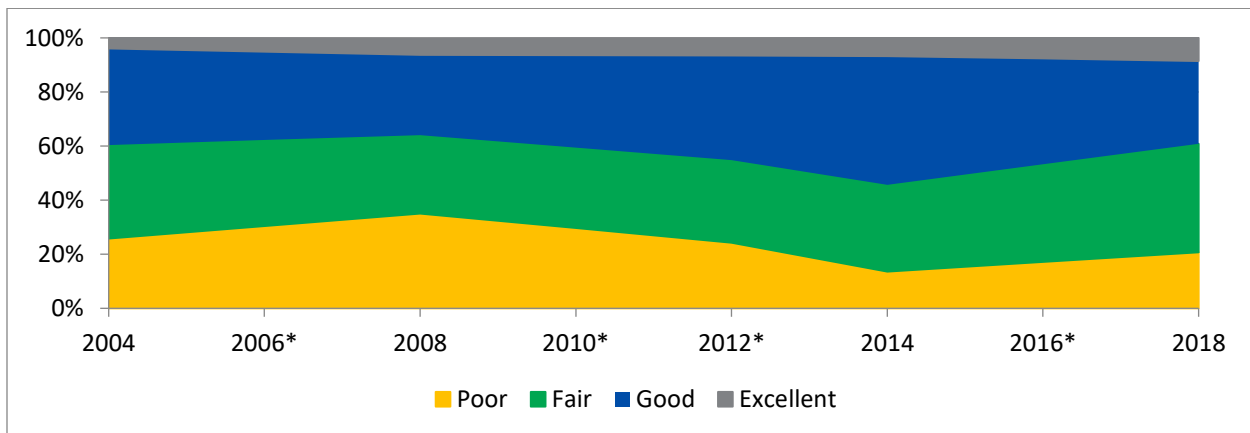
Source: NYSDOT

Figure 3. Pavement Conditions of Federal Aid System (2009-2017)



Source: NYSDOT

Figure 4. Pavement Conditions of Local Roads (2004-2018), Source: Transportation Council



Vulnerable infrastructure

The region's transportation system has experienced costly infrastructure damage, failures, and disruptions due to extreme weather events. While the region, based on its climate zone, experiences four distinct seasons with large seasonal temperature differences, there has been an increase in the number of floods, temperature swings, and precipitation frequency and intensity. Stressors on critical infrastructure, like roads and bridges, include freeze-thaw cycles, increased precipitation, and an increasing number of very hot days and heat waves that affect the rate of erosion, pavement degradation, and structures.

Table 5 below shows the number of bridges and culverts in the 100-year floodplain, as well as the number of road miles affected. The maps on the following pages show the 100-year and 500-year flood vulnerability maps for each county in the Capital Region.

Table 5. Capital Region Infrastructure Affected by the 100-year Floodplain

	Bridge	Large Culvert	Federal Aid Eligible Road (Centerline miles)	Local Road (Centerline miles)
Total Facilities in 100-year floodplain	361	103	361.6	742.5

Identifying the exposure and sensitivity of critical transportation infrastructure is an urgent regional issue due to the increasing costs and the potential impact on human lives. But system failures or harm can also disrupt supply chains and hinder economic activity and growth.

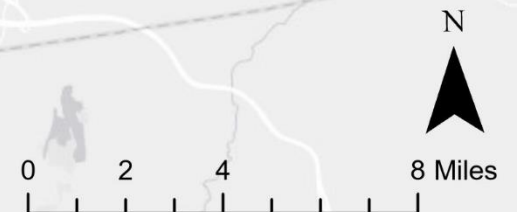
Albany County Infrastructure Within 100 Year Floodplain



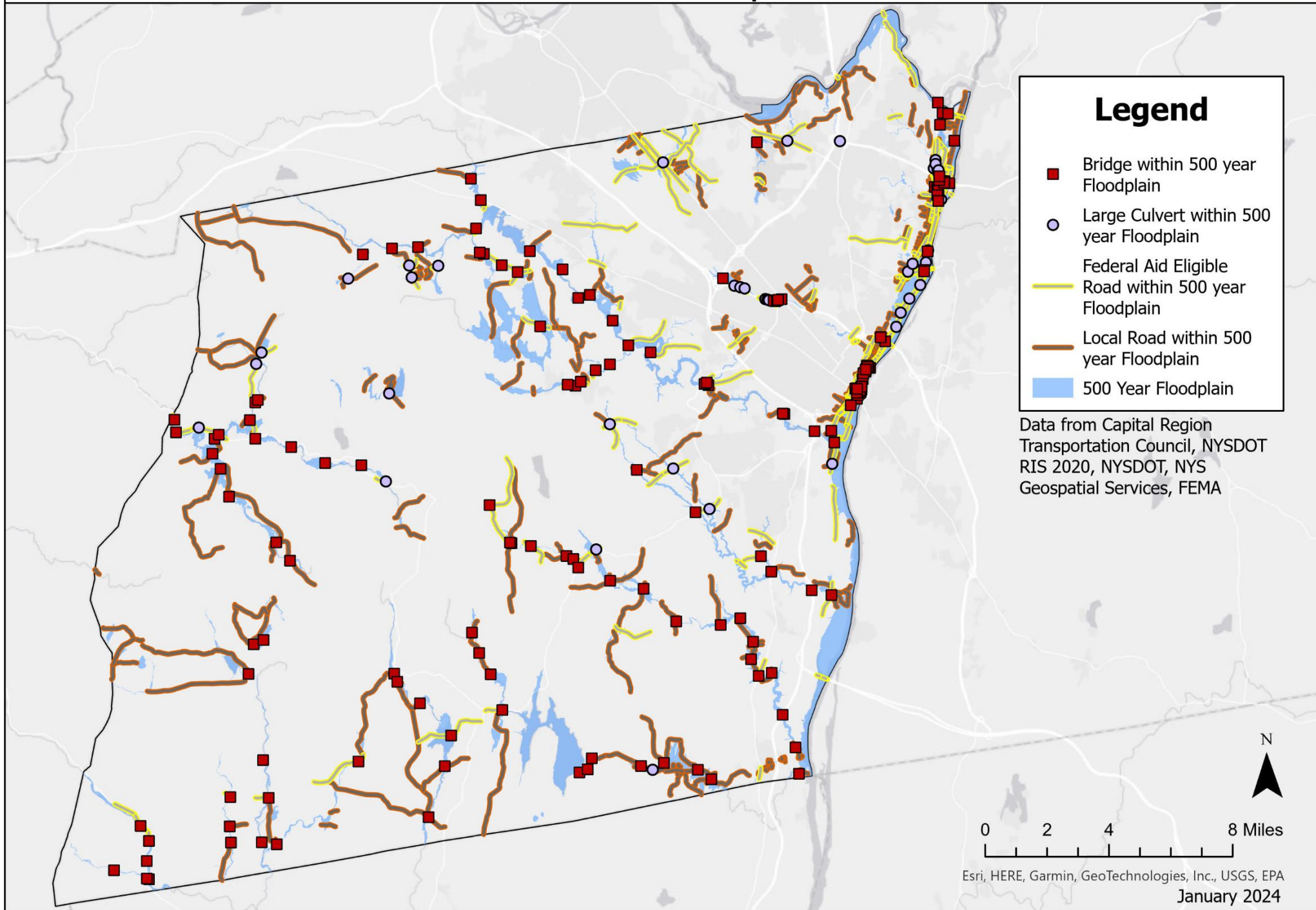
Legend

- Bridge within 100 year Floodplain
- Large Culvert within 100 year Floodplain
- Local Road within 100 year Floodplain
- Federal Aid Eligible Road within 100 year Floodplain
- 100 Year Floodplain

Data from Capital Region
Transportation Council, NYSDOT
RIS 2020, NYSDOT, NYS
Geospatial Services, FEMA



Albany County Infrastructure Within 500 Year Floodplain



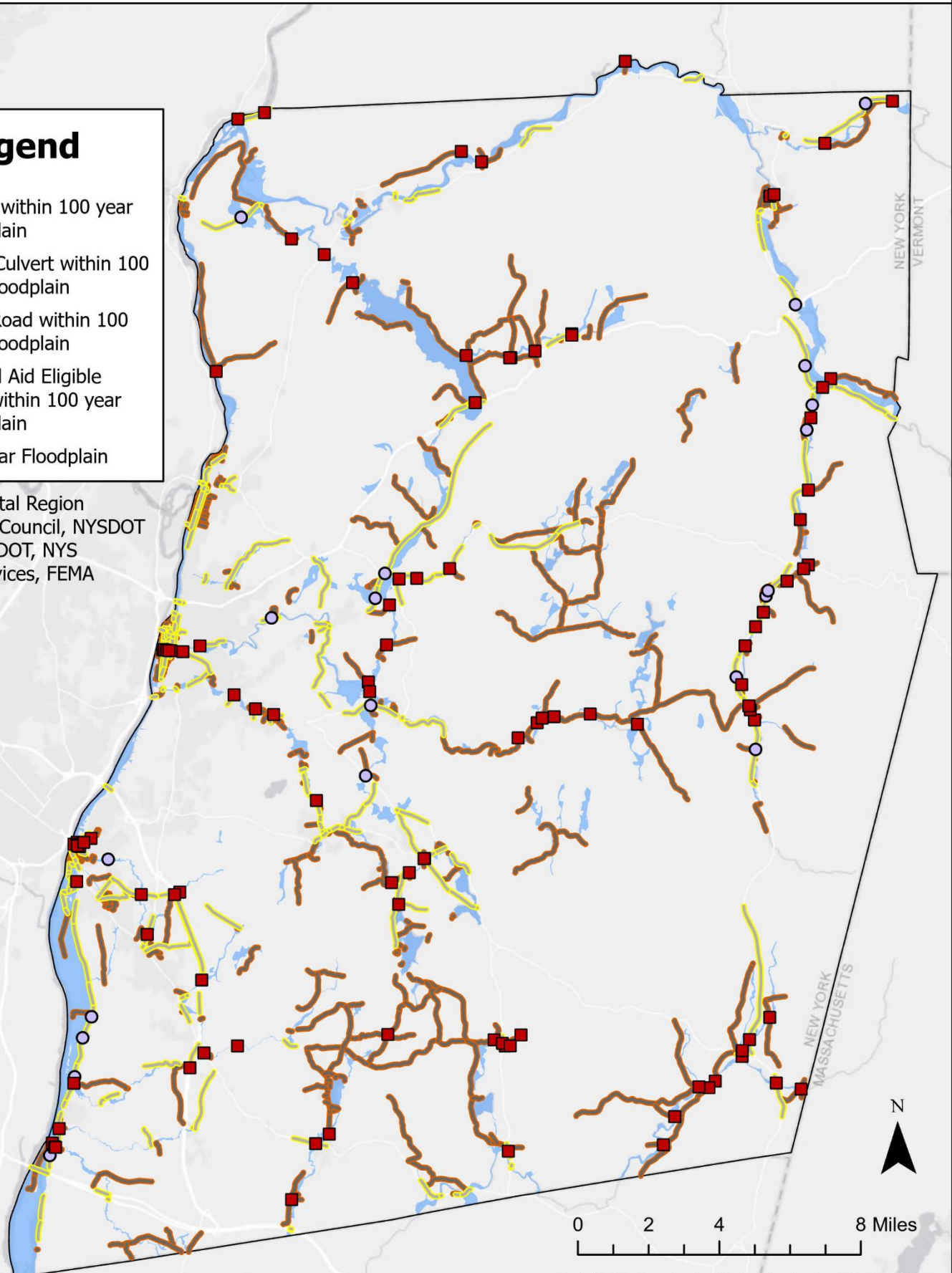
Rensselaer County Infrastructure Within 100 Year Floodplain



Legend

- Bridge within 100 year Floodplain
- Large Culvert within 100 year Floodplain
- Local Road within 100 year Floodplain
- Federal Aid Eligible Road within 100 year Floodplain
- 100 Year Floodplain

Data from Capital Region
Transportation Council, NYSDOT
RIS 2020, NYSDOT, NYS
Geospatial Services, FEMA



Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA

January 2024

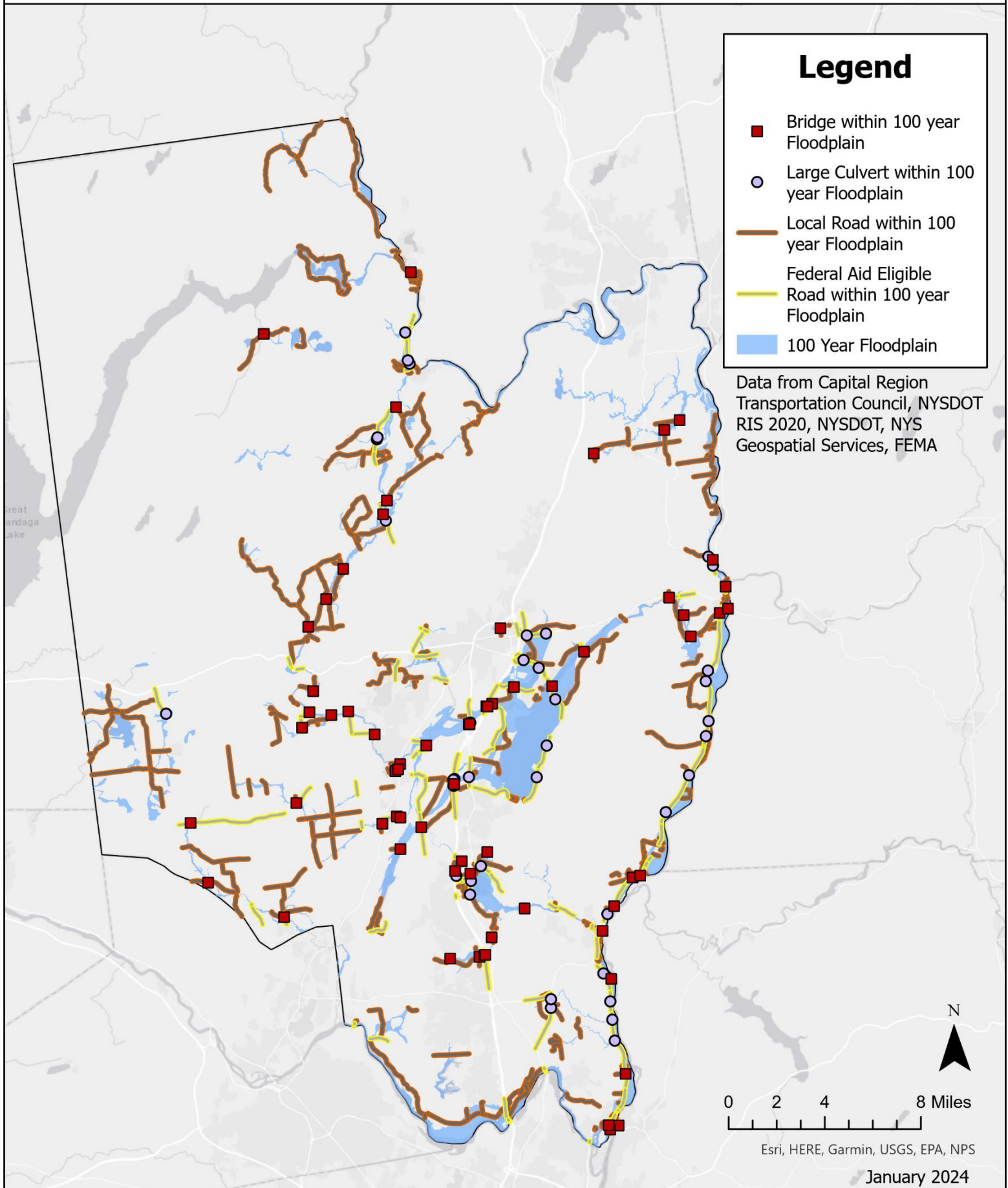
Saratoga County Infrastructure Within 100 Year Floodplain



Legend

- Bridge within 100 year Floodplain
- Large Culvert within 100 year Floodplain
- Local Road within 100 year Floodplain
- Federal Aid Eligible Road within 100 year Floodplain
- 100 Year Floodplain

Data from Capital Region Transportation Council, NYSDOT RIS 2020, NYSDOT, NYS Geospatial Services, FEMA



Esri, HERE, Garmin, USGS, EPA, NPS

January 2024

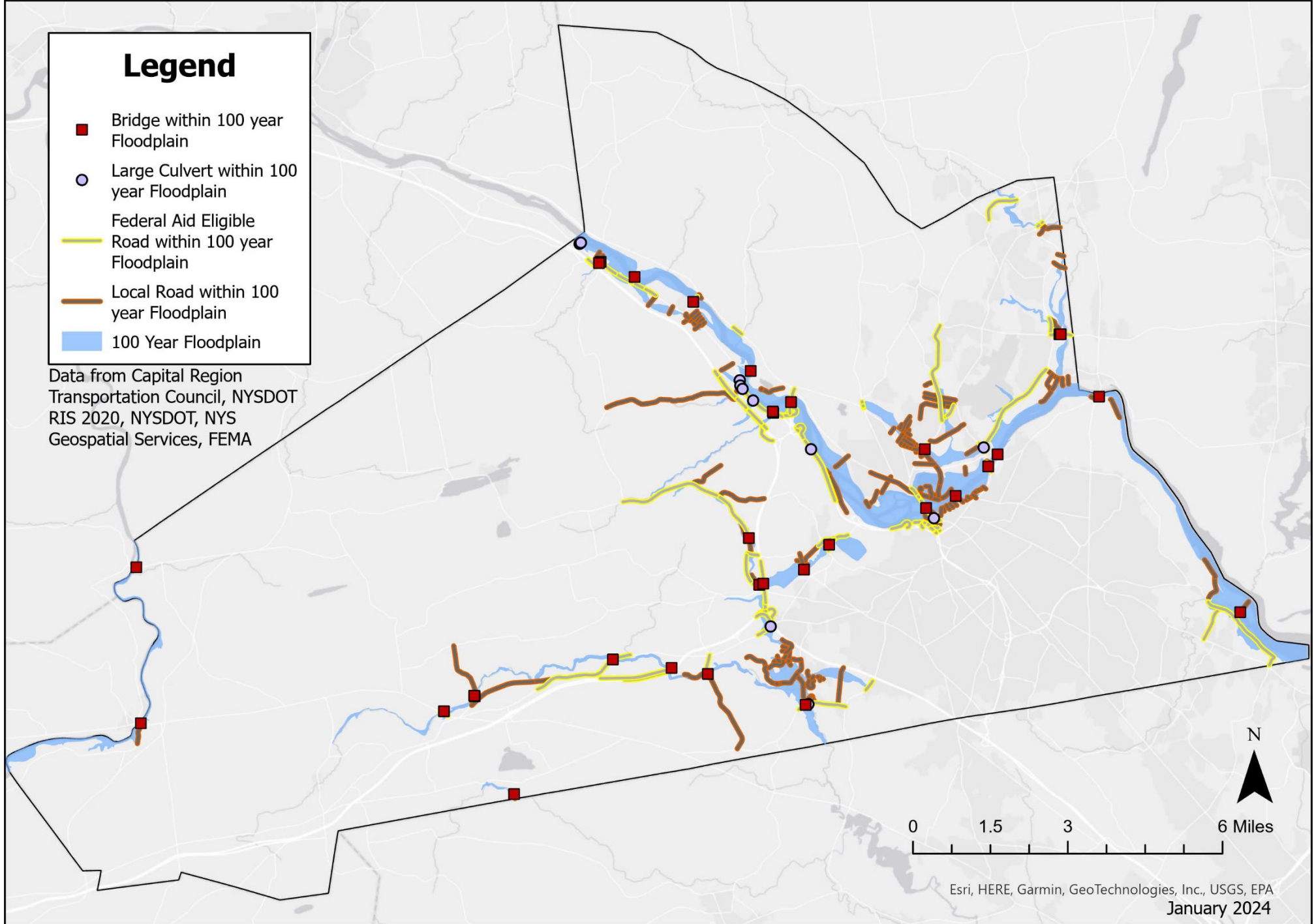
Schenectady County Infrastructure Within 100 Year Floodplain



Legend

- Bridge within 100 year Floodplain
- Large Culvert within 100 year Floodplain
- Federal Aid Eligible Road within 100 year Floodplain
- Local Road within 100 year Floodplain
- 100 Year Floodplain

Data from Capital Region
Transportation Council, NYSDOT
RIS 2020, NYSDOT, NYS
Geospatial Services, FEMA

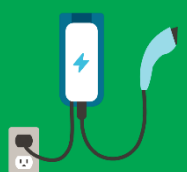


Electrification of the Transportation System

Under the New York State Climate Leadership & Community Protection Act, the state is aiming for all sales or leases of new light-duty passenger vehicles, new medium-duty vehicles, and new heavy-duty vehicles to use alternative fuels that reduce the impacts of the transportation system by 2045. Beginning July 2027, all school districts may only purchase or lease alternative fuel school buses. Electric vehicle (EV) deployment is a key strategy to meet the 2045 goal and EV charging infrastructure must be widely available.

Electric Vehicle Supply Equipment (EVSE) refers to the infrastructure and components that facilitate the charging of EVs. There are three (3) types of EV charging infrastructure and they are installed in a variety of places, depending on the needs of drivers/customers. Drivers have cited access to public charging stations among the greatest challenges of owning an EV.^{vi}

LEVEL 1



- 120V wall outlet, 1 kW
- Compatible with all EVs
- 5 miles per/hour of charge
- Best suited for homes/workplaces



LEVEL 2

- 240V outlet, 3-6kW
- Compatible with all EVs
- 20-60 miles/hour of charge
- Best suited for curbside, shopping centers, restaurants, parking lots, & other business

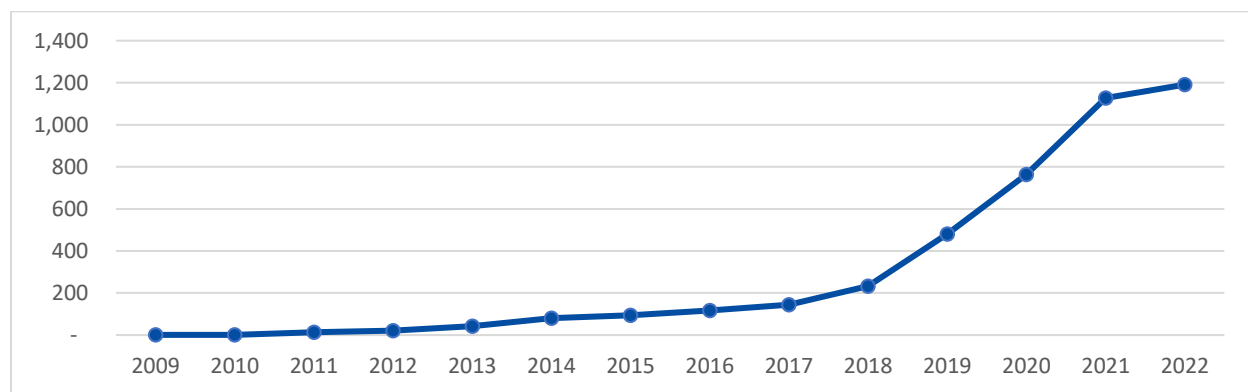


LEVEL 3 (DCFC)

- 480+V, 25 kW, 50+ kW
- Battery must have fast charge feature
- 60-100 miles/20 minutes of charge
- Best suited for rest stops, parking garages & lots

The number of Level 2 stations in the Capital Region today is about ten times what there were in 2016. The first Level 3, or Direct Current Fast Charging (DCFC), station was opened in 2016 and as of 2020 there were forty-four (44) DCFC stations in the region. The map on the next page of current EV charging stations locations shows a relatively high density of stations but gaps in the network remain.

Figure 5. Public EV Charging Outlets in the Capital Region (2009-2022)



Source: U.S. Department of Energy Alternative Fuels Data Center

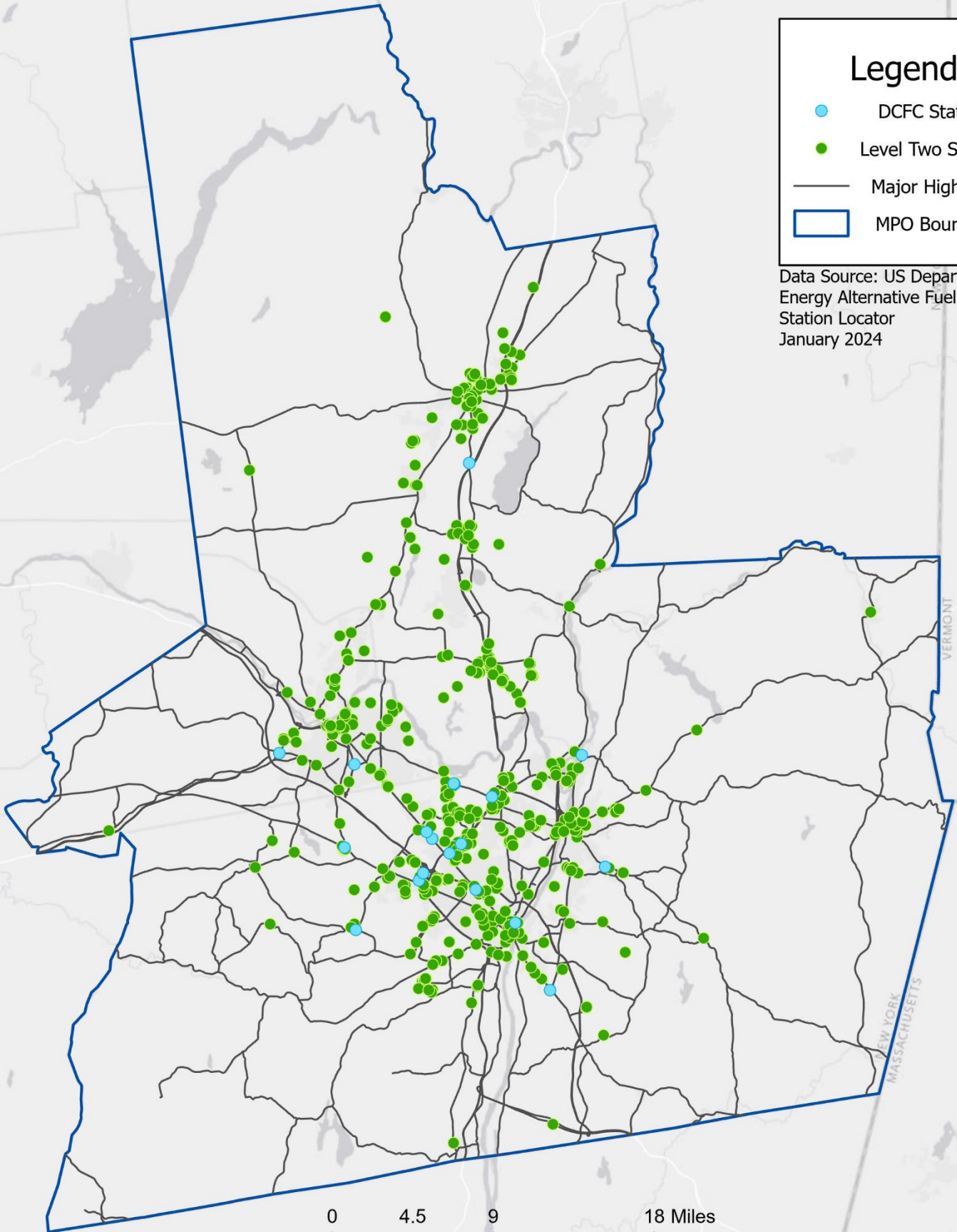


Public Electric Vehicle Charging Station Locations

Legend

- DCFC Stations
- Level Two Stations
- Major Highways
- MPO Boundary

Data Source: US Department of Energy Alternative Fueling Station Locator
January 2024





Above: CDTA introduced the first electric bus in Upstate New York in 2020. The bus, purchased from New Flyer of America, is 1 of 8 electric buses in CDTA's fleet.

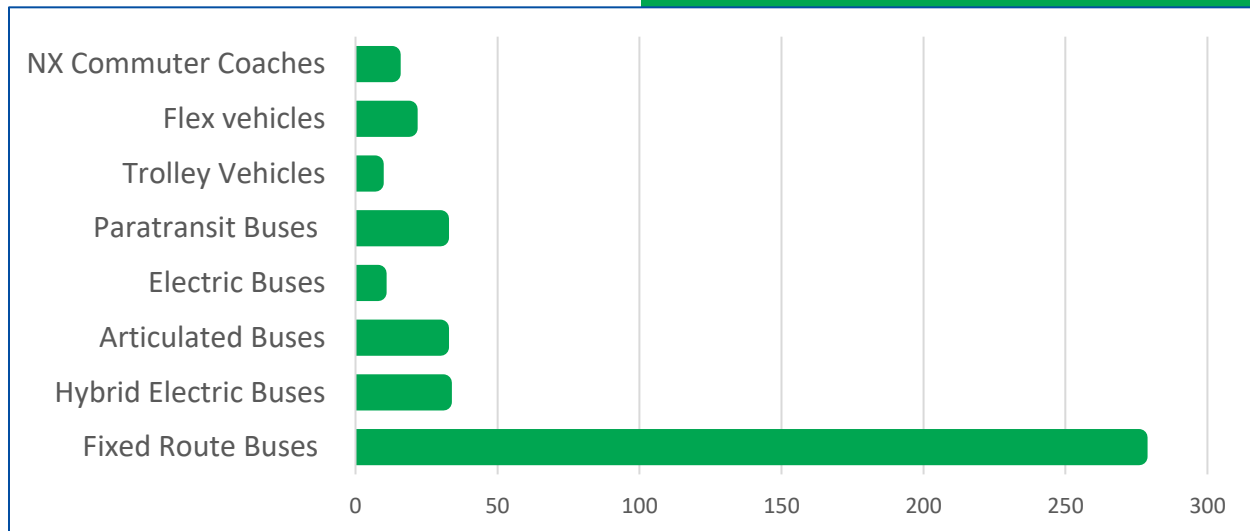
Transit Service & Infrastructure

The Capital District Transportation Authority (CDTA) is the region's direct recipient of federal funds through the Federal Transit Administration (FTA) and provides transportation services within Albany, Rensselaer, Saratoga, and Schenectady counties. In 2022, CDTA began operating in Montgomery County and in 2023 they expanded service to Warren County, both of which are outside of the area covered by the Transportation Council. CDTA provides fixed route service, commuter express service, and paratransit service for people with disabilities. It also provides trolleys and microtransit (CDTA Flex) in limited areas. The vast majority of CDTA's trips are for work and shopping purposes but also include trips for school, medical, and recreation purposes.

The region's transit assets are comprised of a significant bus fleet (see Figure 6. CDTA Fleet (as of 2024)), shelters and street amenities, several stations, park and ride lots, and supportive facilities and infrastructure. CDTA operates a fleet of over 400 vehicles, over 2,600 bus stops, over 300 bus shelters, and 29 park-and-ride-lots. Additional amenities, including electric vehicle charging stations, travel information displays, bike racks, heated sidewalks and other connected pedestrian facilities have been constructed in recent years to enhance existing transit services and infrastructure. CDTA also owns and operates three (3) bus garages – Albany, Troy, and Schenectady.

Several other rural and local bus services are available for travel to/from places within the Transportation Council's planning area. Rensselaer County provides bus transportation operated by Yankee Trails between downtown Albany, Hoosick Falls, and Bennington, Vermont. The City of Mechanicville provides bus transportation through a partnership with New York State and the Saratoga County Office for the Aging, within the City of Mechanicville, Monday through Friday and on Saturdays. Commuter transportation is provided by Brown Coach to and from Montgomery and Fulton Counties while Columbia and Schoharie Counties provide their own transportation to and from downtown Albany.

Figure 6. CDTA Fleet (as of 2024)



Source: CDTA Annual Report, 2022

Emerging Mobility Network

CDTA has incorporated new mobility options and products to connect more customers to transit. The CDPHP Cycle! bike sharing program launched in 2017 with 264,376 trips to date. The system has 100 stations throughout the Capital Region and over 400 pedal bicycles. The bike share program was rebuilt in 2023 with the addition of over 200 electric-assist bicycles.

CDTA's Flex On Demand service operates in a 16-square mile service area with nineteen (19) vehicles across Colonie, Guilderland, and Latham. The program, which has been operating for over three (3) years, offers customers on-demand or call-in booking to request rides in a CDTA-operated, shared use vehicle.

The *DRIVE* car sharing program hit the road in January 2023. It is an all-electric car share operating in six (6) locations in Albany County. Customers are able to make reservations online or with the Mio Car application and book a vehicle by the hour.

Photos Below: The top picture is the launch of CDTA's all electric *DRIVE* car share program in January 2023. The bottom picture is a CDPHP Cycle! hub in Albany.



Intercity Transit Service & Infrastructure

Transportation providers include intercity bus operators and rail passenger service. Based on data from the U.S. Bureau of Transportation Statistics, the region's three (3) Amtrak Stations – Albany-Rensselaer, Schenectady, and Saratoga Springs – have moved over 10 Million people since 2010.^{vii} Albany-Rensselaer Railroad Station is the 2nd busiest station in New York after New York City's Moynihan (formerly known as "Penn") Station and was the 8th busiest station in the U.S. in 2022. CDTA owns and operates the Rensselaer Rail Station and Saratoga Springs Train Station.

Table 6. Capital Region Bus & Passenger Rail Infrastructure Overview (as of 2024)

		
Local & Commuter Bus Services: 60 fixed routes (CDTA) 41 miles of Bus Rapid Transit (CDTA) - Northway Express (Upstate Transit) - Columbia County Public Transportation - Rensselaer County – Yankee Trails - Schoharie Public Transit - Montgomery County – Brown Coach - City of Mechanicville Public Transit	Passenger Rail: - Albany-Rensselaer, Schenectady and Saratoga Springs Stations provide connections to Boston, Burlington, New York, Buffalo, and Montreal. - Total number of trains that depart/arrive in Albany: 21; Schenectady: 24; Saratoga Springs: 4*	Inter-City Bus Service: - Greyhound - Albany Trailways - Megabus - Fox Bus - Peter Pan

Note: These numbers are on a peak day when all trains are running; Albany numbers account for the split of the Lake Shore Limited in Albany/Rensselaer.



The Port of Albany/Rensselaer encompasses 400 acres on both sides of the Hudson River in the Cities of Albany and Rensselaer and in the Town of Bethlehem. Photo courtesy of The Albany Port District Commission.

Port Infrastructure

The Capital Region provides an important link for waterborne cargo. There are two (2) active ports in the Capital Region – The Port of Albany/Rensselaer and the Port of Coeymans. The Port of Albany/Rensselaer is the second most active cargo seaport in New York State and supports over 1,400 local and 4,500 statewide jobs. The Port is located 124 nautical miles north of New York Harbor on the Hudson River. Channel depths reach 32 feet, and deep-water facilities exist on both sides of the river. Current Port tenants lease space for both short- and long-term periods. Major tenants include manufacturers, metal recycling businesses, asphalt producers, and others.

The Port of Albany/Rensselaer

The Port of Albany/Rensselaer encompasses 400 acres on both sides of the Hudson River in the Cities of Albany and Rensselaer and in the Town of Bethlehem. Cargo including molasses, fertilizer, grain, wood pulp, scrap iron, calcium chloride, and increasingly on-shore wind equipment are received at and moved through the port. Recent upgrades and modernization of port facilities and equipment have increased capacity and attracted new customers. The Port of Albany/Rensselaer is currently undergoing an expansion project to support regional manufacturing and supply chain activities, especially the growing renewable energy industry in New York.

Table 7. Port of Albany/Rensselaer Infrastructure Overview

	
• 450 acres • 5,400 feet of wharf • Two Class 1 rail services • 2 heavy lift mobile harbour cranes with combined capacity of 250 tons	• 7 maritime terminal warehouse • 375,00 SF of covered storage space • 219,789 man-hours worked each year • 5,900 local & statewide jobs supported • Plans to add 550 jobs with Port Expansion Project

The Port of Coeymans

The Port of Coeymans is a privately owned facility located 10-miles south of the Port of Albany on the Hudson River and about 100-miles north of key Port Authority of New York and New Jersey port facilities. Coeymans accommodates ships up to 750-feet long and offers stevedoring, tug, barge, heavy lift, and break-bulk services. The 450-acre port includes a 300-foot inlet channel and 30-foot fresh water deep draft. The Port also has warehouse and outdoor storage space, as well as welding, cutting, grinding, and other services.

Table 8. Port of Coeymans Infrastructure Overview

	
• 450 acres • 300-foot inlet channel • 30-foot draft	• 375,000 SF warehouse space • Employs more than 200 people



Above: Interstate 87 Exit 3 opened in November 2019. The new connection spurred over \$40 million in investments to expand and improve the airport. Photo courtesy of Albany County Airport Authority

Air Transportation

The Transportation Council's planning area encompasses thirteen (13) commercial and general aviation airports. The Albany International Airport serves as the region's hub for dedicated air cargo operations, including FedEx and UPS, and commercial airline services. Commercial airline services available at Albany International Airport include Allegiant Airlines, American Airlines, Delta Airlines, Frontier Airlines, JetBlue, Southwest Airlines, Avelo Airlines, and United Airlines.

Albany International Airport

The Albany Airport, located in the Town of Colonie, is within a 75-mile radius of over 1.3 million people and many businesses within New York State, southern Vermont, and western Massachusetts. The airport encompasses over 1,000 acres including two (2) active runways, fifteen (15) taxiways, parking garage and lot capacity for over 6,000 vehicles, rental car facilities, and a three-level terminal. The airport property also includes air cargo facilities, other general aviation facilities, seventeen (17) hangars, refueling stations, maintenance facilities, and an air traffic control tower. On average, the airport has 100 landings per day.

Albany International Airport is one of the top economic development generators in Upstate New York. The importance of the airport to the region is reflected in its estimated economic contribution of \$750 million annually to New York State. The Airport's capital assets were valued at \$267,625,014 in 2022. The 2022 capital plan included \$8.4 million in projects, which included rehabilitation of a taxiway.^{viii} There are several recent and ongoing projects including parking expansion, security checkpoint expansion, and renovation of Concourse A. In 2019, direct interstate access was opened to the Airport with the construction of the new I-87 exit 3-4

interchange. The Albany County Airport Authority is updated the Airport Master Plan in 2023 to identify facility needs to meet future aviation demand.

Table 9. Albany International Airport Infrastructure Overview

	
• 1,163 acres • 2 (8,500 & 7,200 feet) runways • 6,000 available parking spaces • Access to 7 commercial airlines	• 17 hangars • 370,000 SF apron • 70,000 SF sorting facility • 3 major shipping operations (FedEx, UPS, Mobil Air Transport)



Above: the Joseph L. Bruno Rail Station, or Albany-Rensselaer Train Station, opened in 2002 and is the 8th busiest station in the country serving over 800,000 people each year.

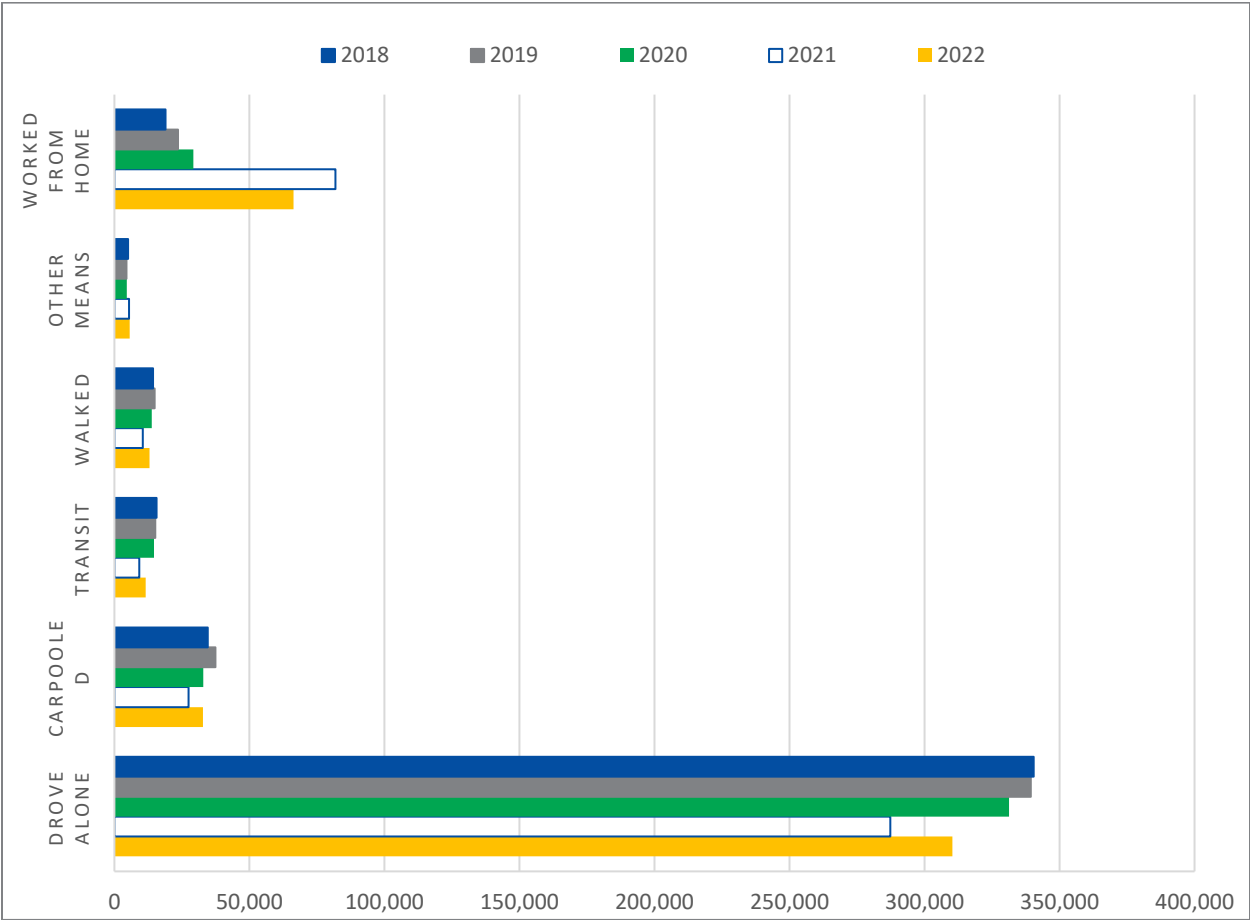
Mobility & Travel

A key objective of the MTP is to support, through planning and investment, the transportation choices that people want in order to move more people, more efficiently, and more safely. Our mobility choices are influenced by a variety of factors in our lives and these factors vary depending on each person's preferences, circumstances, and trip type(s). As lifestyles change, so do mobility choices and travel patterns.

Data related to how we travel in the Capital Region suggests that since the COVID-19 pandemic, there are 250% more people working from home (See Figure 7). While so many have ditched their commutes, the total vehicle miles traveled (VMT) in the region has nearly rebounded to pre-pandemic levels, according to data collected by NYSDOT (See Figure 8. Annual Vehicle Miles Traveled (VMT) (2011-2022). And, on average, commuters are spending almost two (2) more minutes traveling to work than they did pre-pandemic. Other available datasets, such as Replica, show monthly vehicle traffic in 2022 higher than in 2019. This may suggest vehicle traffic is growing on other roadways in the region that are not included in NYSDOT's count program.

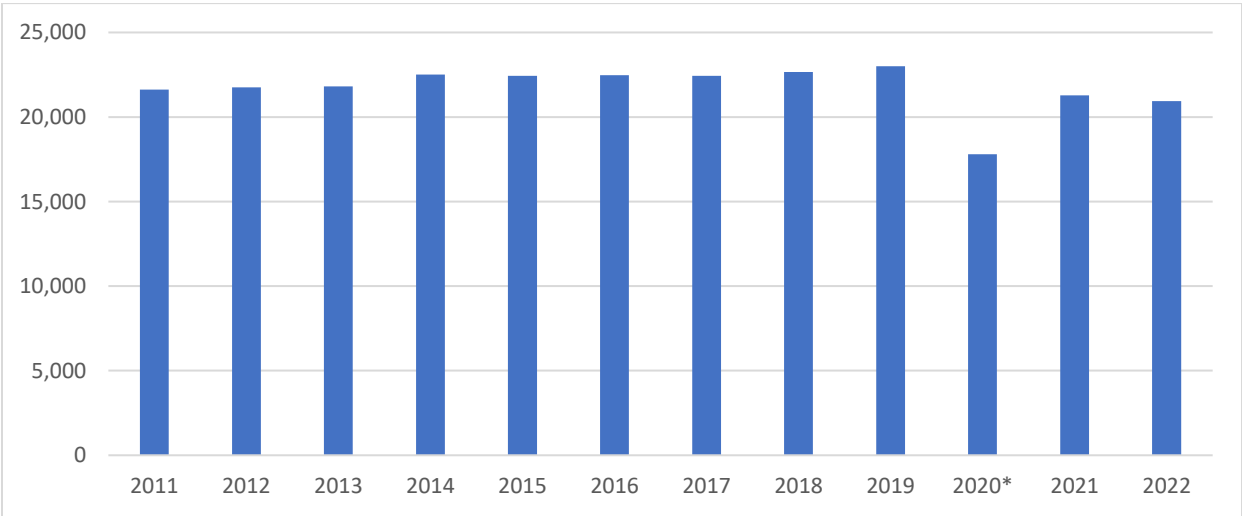
Data collected by the Transportation Council indicated the largest change in traffic is on roadways near office complexes and colleges/universities. Based on the same data, every type of roadway location had greater reductions in peak hour vehicle flows than daily traffic flows. This means that travel is spread more evenly throughout the day. A [Technical Memorandum](#) is available to review the Transportation Council's findings of post-pandemic traffic trends.^{ix}

Figure 7. Capital Region Commute to Work Mode Share (2018-2022)



Source: U.S. Census Bureau, American Community Survey 1-Year Estimates Data: ACSDP1Y2018, ACSDP1Y2019, ACSDP1Y2020, ACSDP1Y2021, ACSDP1Y2022

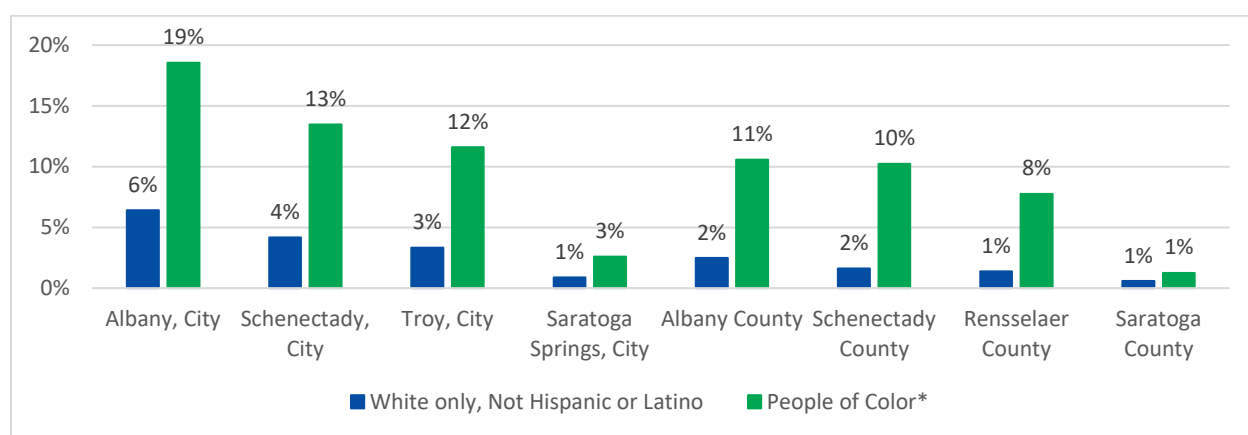
Figure 8. Annual Vehicle Miles Traveled (VMT) (2011-2022)



Source: NYSDOT

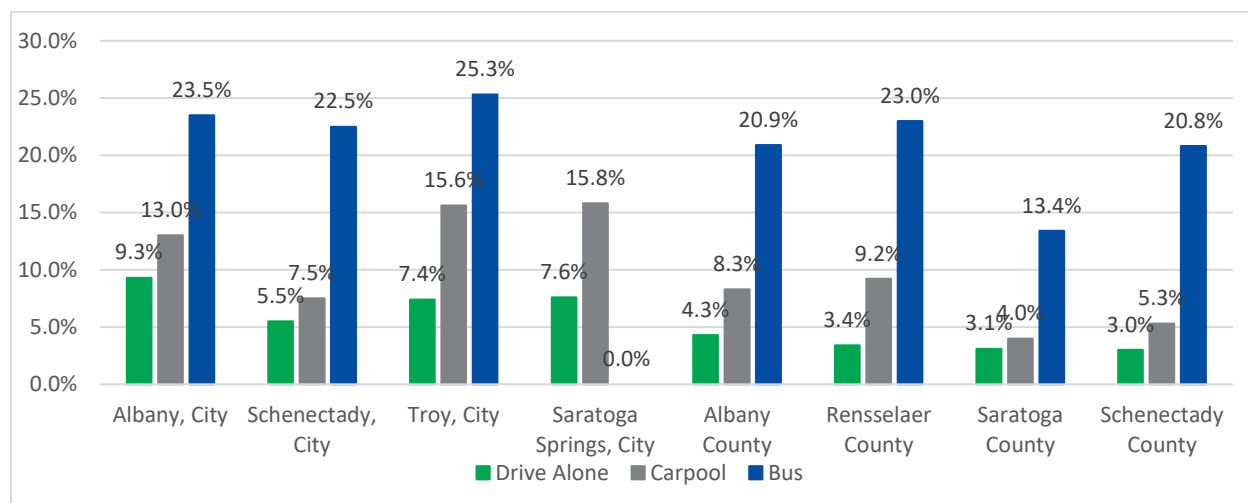
As seen in Figure 7, most people in the region are driving alone to work and are likely driving alone for most non-work trips as well. The percentage of commuters using transit has hovered between 3-4% and a similar percentage walk. Land use patterns, the cost of car ownership, availability of transit, and housing locations influence travel mode choices and access. The [Job Access in New York's Capital Region](#) report found that transit ridership in the region is strongly linked to whether someone lives in a household with access to a vehicle. 2017 ACS data showed that in Albany, Schenectady, and Rensselaer Counties the share of workers in a carless household who commute by transit is 47%, 44%, 48%, respectively. The numbers are even higher in the Cities of Albany, Schenectady, and Troy, with 56%, 49%, and 57% of workers in a carless housing using transit to commuter to work, respectively.^x

Figure 9. Percent Commuters by Race Who Take Public Transportation



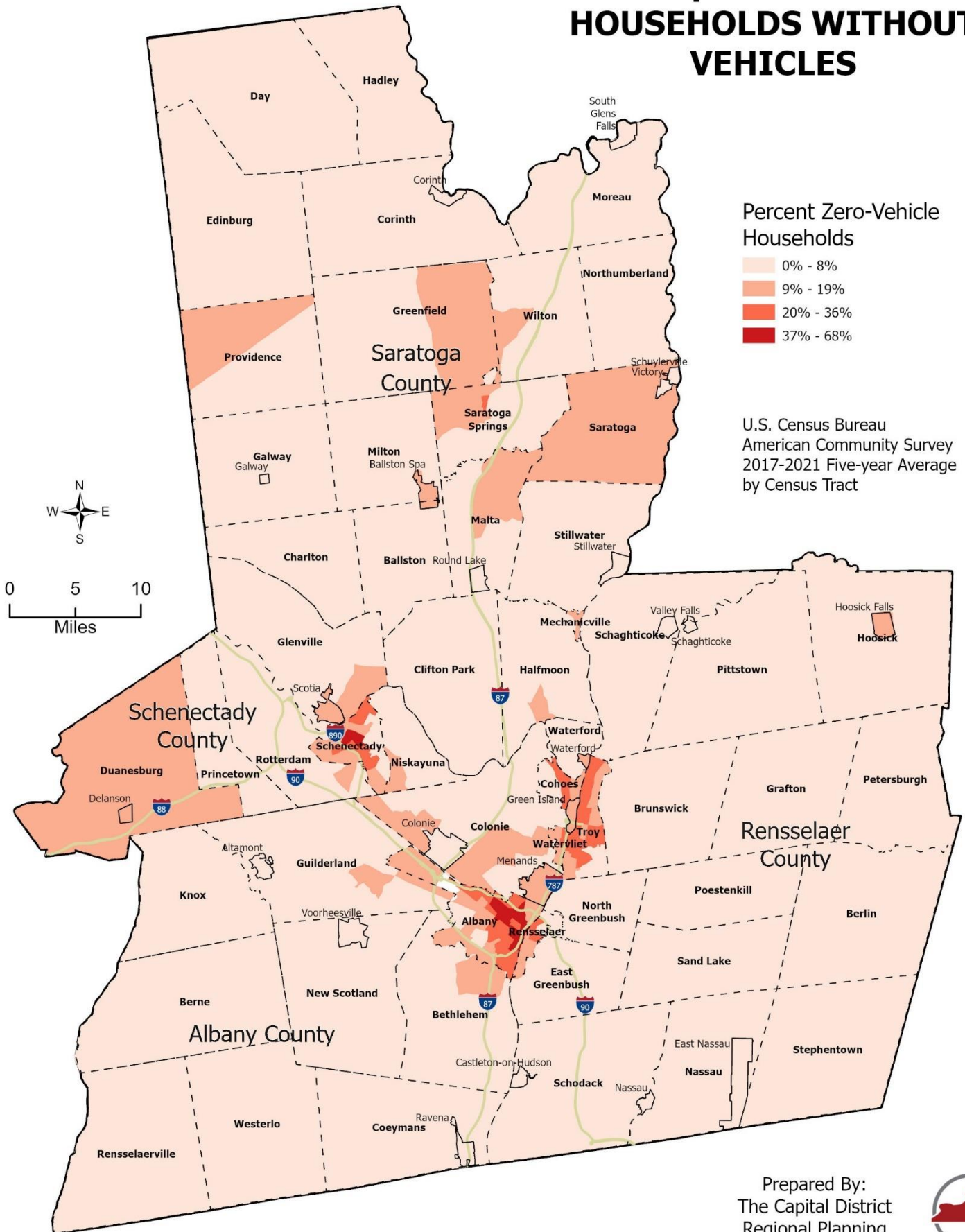
Source: ACS 2022 5-year estimate (B08105A-1) and author's calculations. Calculations do not account for margins of error.

Figure 10. Share in Poverty, by Mode of Travel to Work



Source: ACS 2022 5-year estimate (S0802)

Capital District HOUSEHOLDS WITHOUT VEHICLES



Prepared By:
The Capital District
Regional Planning
Commission
2023



Active Transportation

The Transportation Council measures pedestrian and bicycle activity at fifteen (15) locations in the Cities of Albany, Schenectady, Troy, and Saratoga Springs. Until 2023, staff collected the data based on an in-person visual survey/count. In 2023, the Transportation Council contracted with a consultant who deployed video cameras to the intersections and estimated activities using specialized software. A comparison of daily pedestrian (see Figure 11. Daily Pedestrian Trips by City (1995-2023)) and bicycle (see Figure 12) activity suggests fewer people are walking and bicycling. However, Replica data shows similar, or more, pedestrian trips and unchanged bicycle activity. The data discrepancy suggests, similar to VMT data, that pedestrian activity is steadily increasing but has shifted to facilities not included in the count program. This may be a post-pandemic trend related to the increase in work-from-home.

Figure 11. Daily Pedestrian Trips by City (1995-2023)

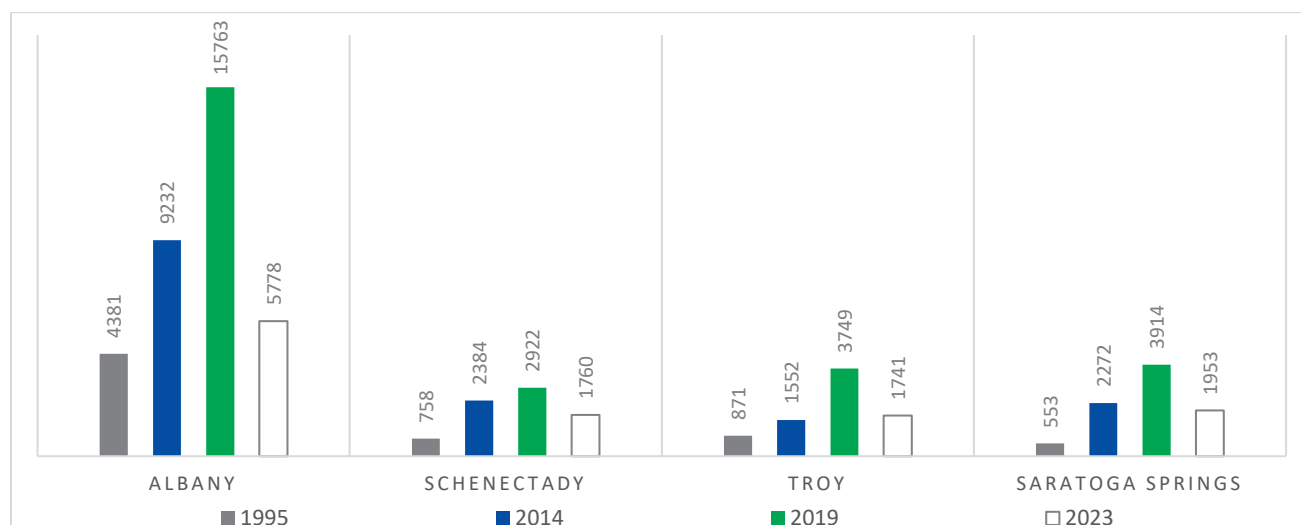


Figure 12. Daily Bike Trips by City (2019-2023)

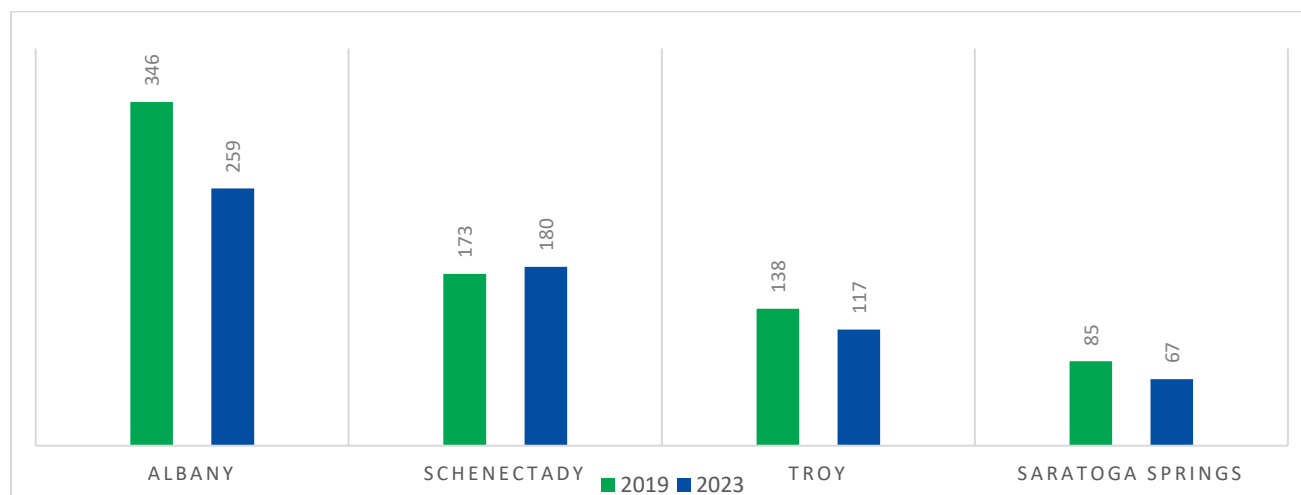
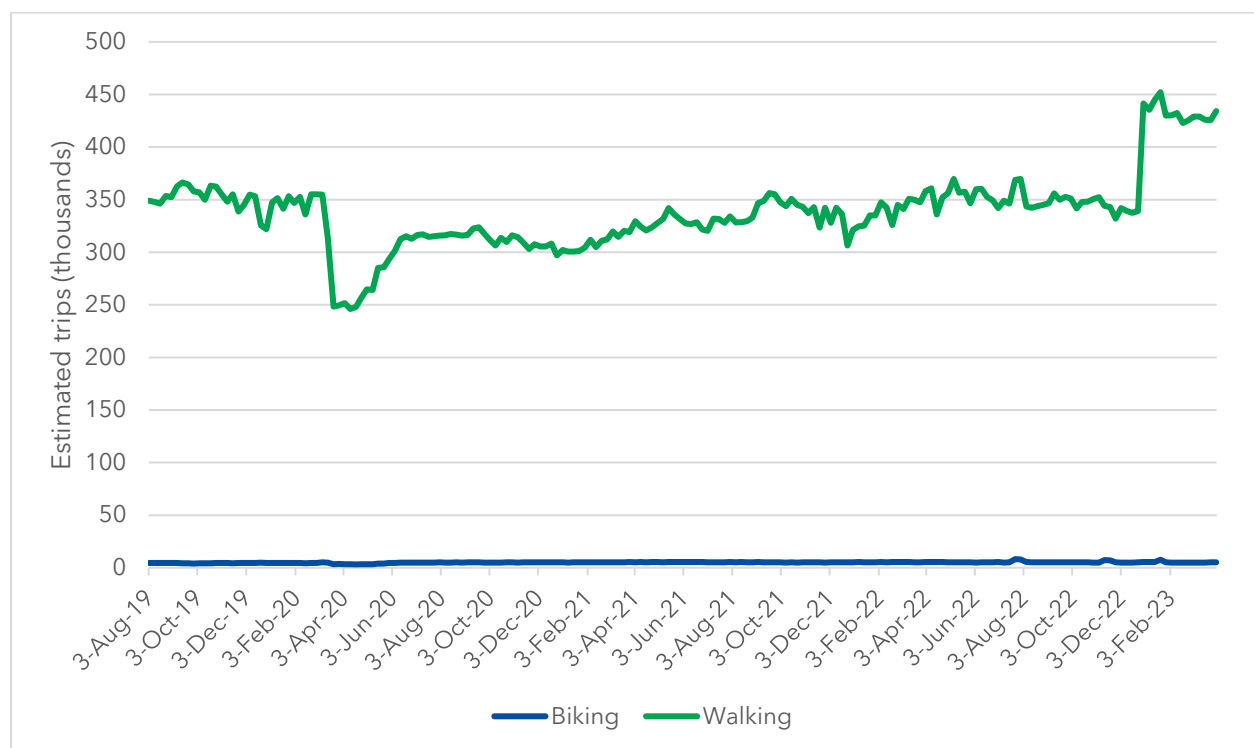


Figure 13. Estimated Walking & Bicycling Trips Estimated by Replica



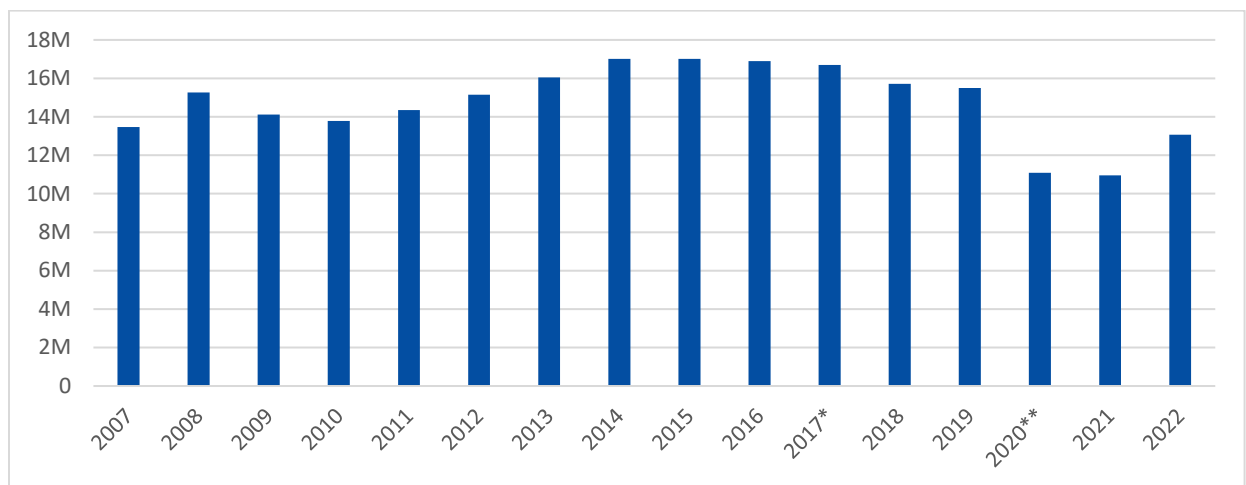
Source: Replica

Transit

There have been significant reductions in transit ridership at the national level due to the COVID-19 pandemic. Restoring ridership has been challenging for many transit agencies, but CDTA has continued to see growing ridership and by the end of 2022, ridership returned to 90% of pre-pandemic levels.^{xi}

There have been several notable expansions and investments in transit service and facilities in the Capital Region. Many of these investments improve connectivity and accessibility to transit and have likely contributed to CDTA's ridership rebound. In 2022, CDTA expanded to Montgomery County and began providing service to Amsterdam which is about 20 miles west of Schenectady. In 2023, CDTA merged with Glens Falls Transit in Warren County, just north of the Capital Region less than 20 miles from Saratoga Springs. Other major investments include the Gateway Mobility Center in Schenectady, completion of the BusPlus Purple and Blue lines, a roundabout at Crossgates Mall, and an expanded operations facility/garage in Albany. Other strategic investments that improve service quality and connect more people to transit, are new bus shelters, new sidewalks and pedestrian signals, street trees, queue jumpers, and heated sidewalks.

Figure 14. CDTA Ridership (2007-2022)



Source: CDTA

*Transportation Network Companies (TNC) like Uber and Lyft begin operating in the Capital Region.

**NYS enacted "NYS on Pause" in response to the COVID-19 pandemic which implemented quarantine requirements for travel, required some businesses to close, and encouraged employers to provide work-from-home accommodations to slow the transmission of the COVID-19 virus.

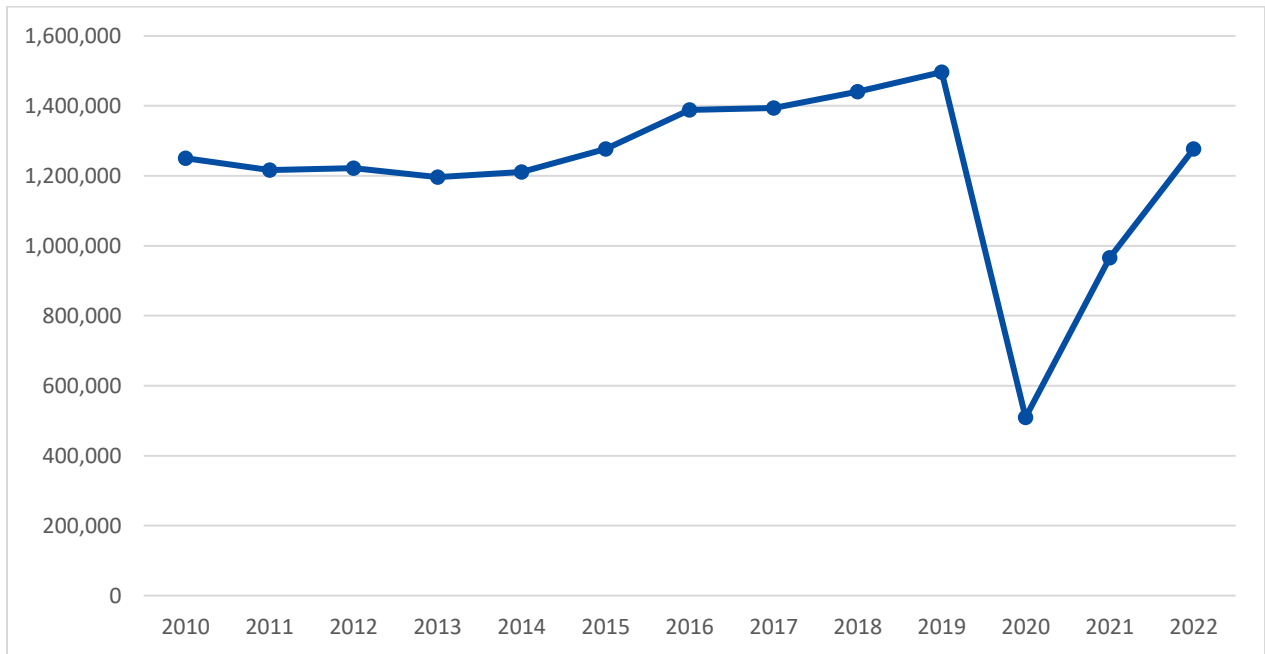
Travel and Tourism

The region's transportation network also supports travel and tourism. People traveling to and through the region rely on an integrated, multimodal transportation network to provide reliable, low-cost travel. The region's location and its own tourist destinations, including but not limited to the Saratoga Race Course and State Capitol, attract a large number of visitors each year.

In addition to the 14,000 miles of roadway, the three (3) Amtrak Stations, Albany International Airport, and Greyhound Station in downtown Albany are the key transportation facilities that serve and facilitate tourism in the region. Over fourteen (14) million people have boarded planes at Albany International Airport and Amtrak has moved over 10 million people since 2010. The Albany-Rensselaer Railroad Station (Joe Bruno Station) is the second busiest station in New York after New York City's Moynihan Station (former "Penn" Station), and the eighth busiest station in the United States.

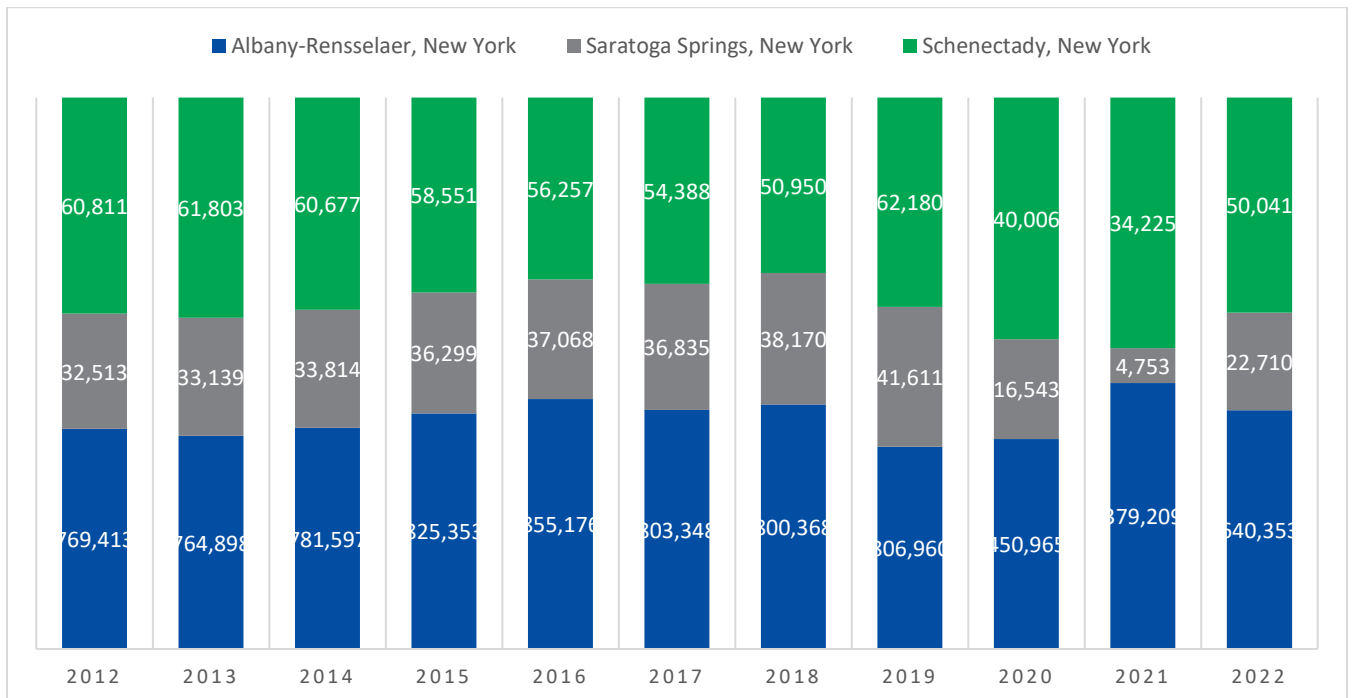
Tourism and travel fell globally in 2020 due to the COVID-19 pandemic. Data shows a significant reduction in enplanements (see Figure 15. Airport Enplanements (2010-2022) and Amtrak ridership (see Figure 16. Amtrak Ridership in the Capital Region (2012-2022) in 2020 and 2021. Air and train travel have started to rebound and there is confidence that it will return to pre-pandemic levels.

Figure 15. Airport Enplanements (2010-2022)



Source: Federal Aviation Administration

Figure 16. Amtrak Ridership in the Capital Region (2012-2022)



Source: Bureau of Transportation Statistics

Congestion

The Transportation Council measures congestion by “Total Excessive Delay and Total Excessive Delay per mile”. The map on the following page shows Total Excessive Delay per mile on each roadway segment in the region with NPMRDS^{xii} data availability. Total Excessive Delay means the total amount of extra time spent in congested conditions on all roadways (with available data) when travel speed is below 60% of observed free-flow speed or 21 mph, whichever is greater.

Roadway segments with Total Excessive Delay exceeding 100,000 person-hours per year are displayed on the map on the next page in red. These segments include many signalized arterials that experience recurring congestion, including NYS Route 7 (Hoosick Street and Hoosick Road) in Rensselaer County, NYS Route 5 (Central Ave) in Albany County, and NYS Route 146 in Saratoga County.

Congestion costs us our time, extra fuel, greater vehicle maintenance and depreciation costs, delay of emergency services during crises and incidents, increases in cost to household services, and freight and supply chain costs.

Table 10. Mean Travel Time to Work (2018-2022)

	Mean travel time to		2018-2022 Change
	Year	work (minutes)	
Capital Region	2018	22.8	1.8
	2019	23.7	
	2020	23.4	
	2021	22.6	
	2022	24.6	

Based on assumptions used by the Texas Transportation Institute, the Transportation Council calculates the cost of delay on all Capital Region roadways to be more than \$300 million each year. The Transportation Council completed its update to the Congestion Management Process in December 2023 and released [a full report](#) outlining causes of congestion on Capital Region roadways and identifying strategies for managing congestion with technology and travel demand management.

Total Excessive Delay per mile in the Capital Region, 2022



Total Excessive Delay Person-hours per mile

- 100,000 or more
- 50,000 to 99,999
- 10,000 to 49,999
- Less than 10,000

0 2.5 5 10 Miles

Data source: NPMRDS via AVAIL
Map prepared September 2023

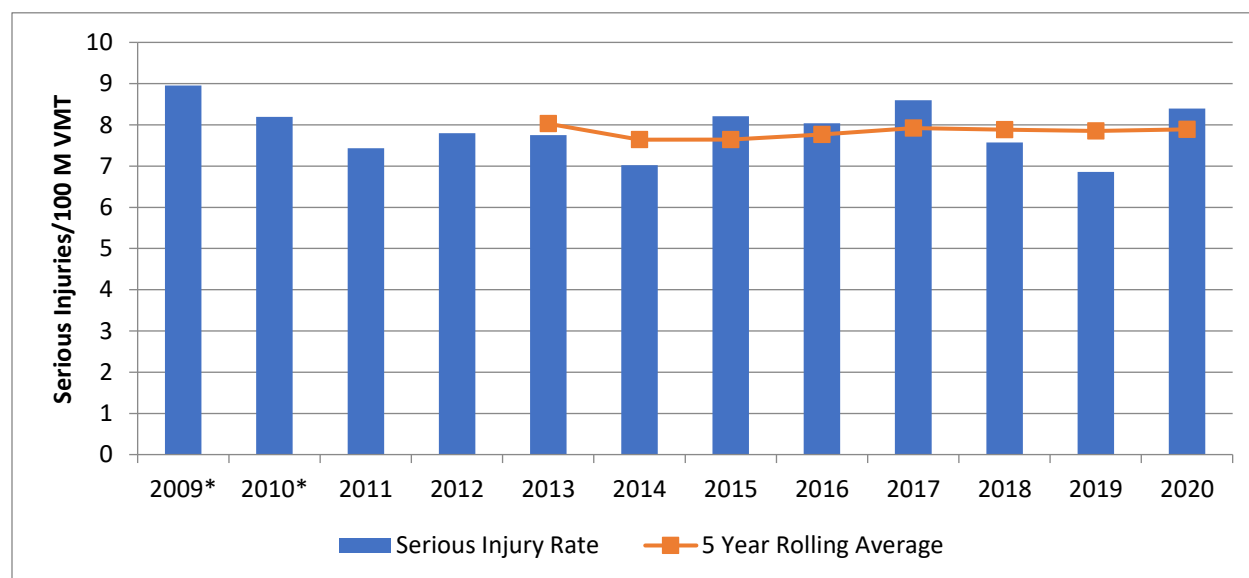


Traffic Safety

Traffic fatalities reached a 16-year high in 2021 in the United States.³ This figure is particularly alarming because there was a sharp drop-off in vehicle-miles traveled (VMT) – which is the total distance all vehicles traveled- in 2020 and VMT started to bounce back in 2021 but never reached pre-2020 levels. We have also seen a similar uptick in fatal and injury crash rates in the Capital Region after several years of decline. Figures 18, 19, and 20 show the regional crash data trends for traffic safety.

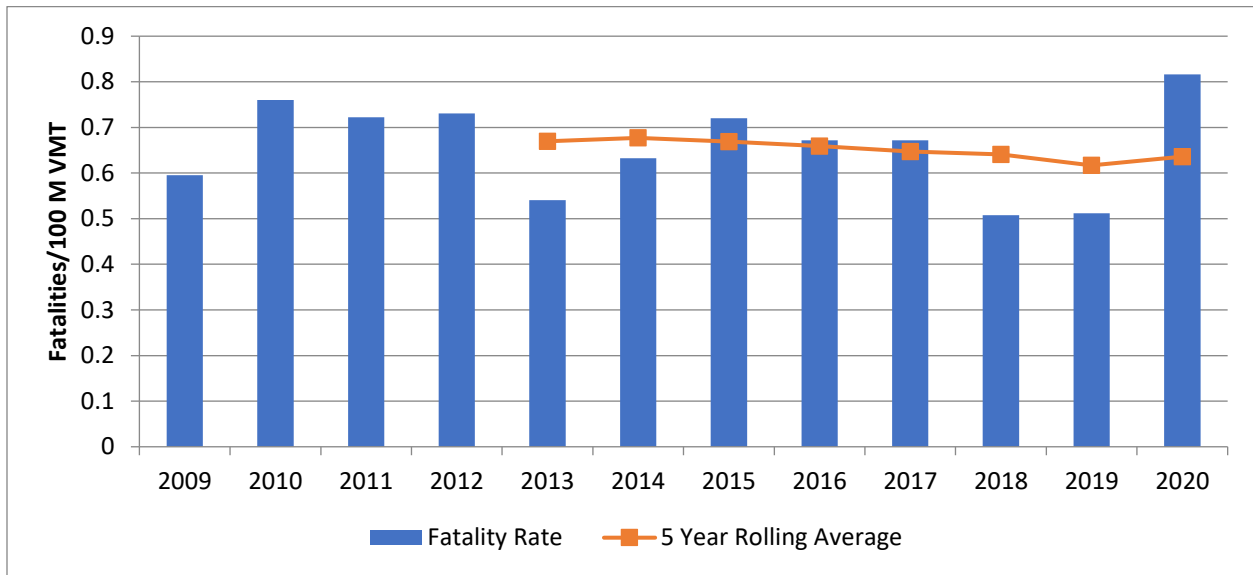
The upward trend of crashes on our roadways, particularly serious injuries and fatalities, is concerning. Advanced vehicle safety technologies like collision avoidance, lane departure warnings, and emergency braking have aimed to reduce the severity of crashes and improve road safety. However, distracted driving, impaired driving, and speeding remain significant contributing factors to the upward trend of crashes in the region. The Transportation Council has received a \$1 million grant through the Bipartisan Infrastructure Law's Safe Streets for All program to conduct a region-wide safety assessment and develop a Vision Zero Plan for the Capital Region. "Vision Zero" would set an ambitious goal of eliminating traffic fatalities and severe injuries.

Figure 17. Capital Region Serious Injury Rate from Crashes (2009-2020)



Source: NYSDOT CLEAR (Crash Location and Engineering Analysis Repository)

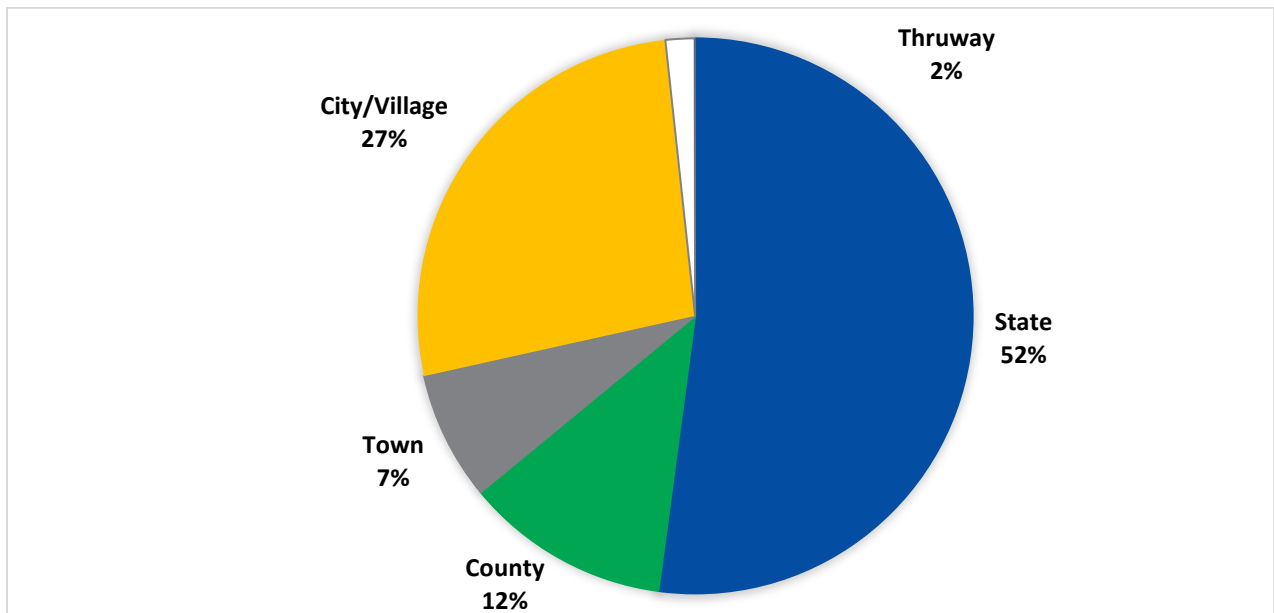
Figure 18. Capital Region Fatality Rate from Crashes (2009-2020)



Source: NYSDOT CLEAR (Crash Location and Engineering Analysis Repository)

Available crash data shows that over half of serious and fatal injury crashes occur on the state highway system and about 46% occur on local roads, or those owned and maintained by a county, city, town and village. The Transportation Council's Local Road Safety Action Plan (2019) identified six (6) emphasis areas (crash types that have a comparable or higher percentage of fatal and serious injury crashes than total crashes) – intersections, road user behavior, age related, vulnerable users, lane departure, and speed. The emphasis areas vary by county and community type (urban, suburban, rural).

Figure 19. Capital Region Serious & Fatal Injury Crashes by Road System (2015-2023)



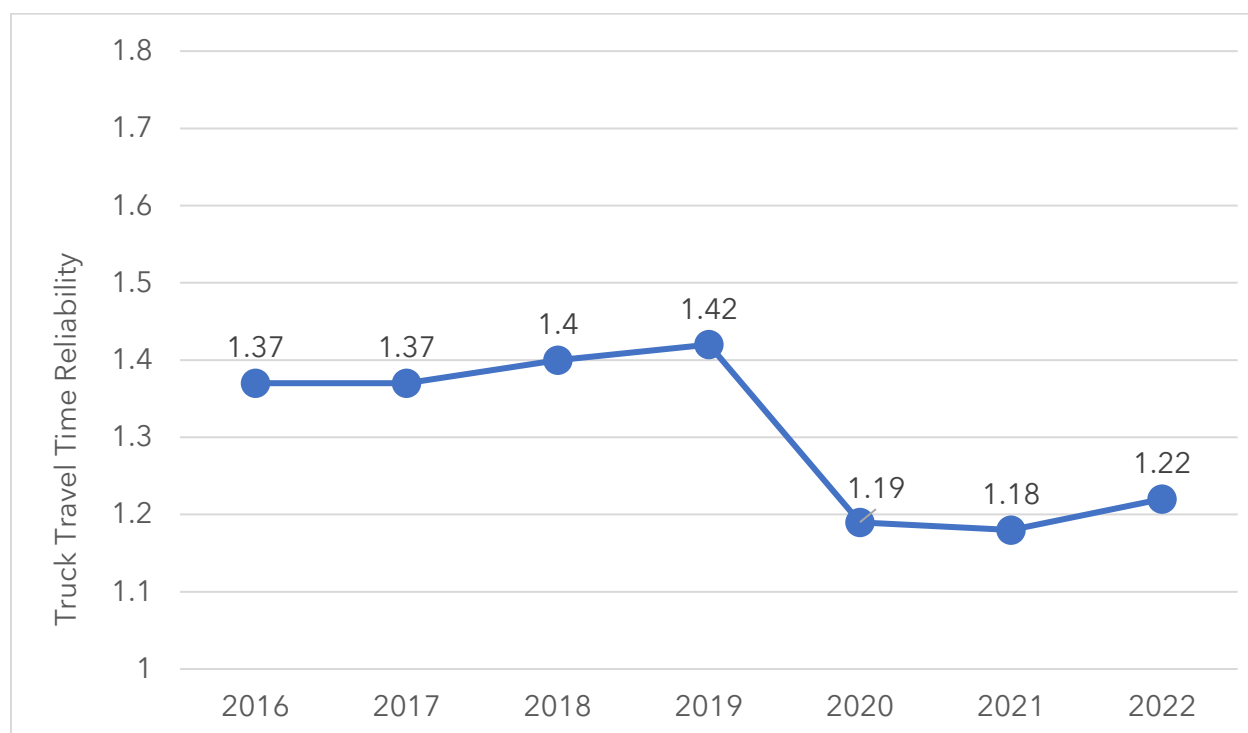
Source: NYSDOT CLEAR (Crash Location and Engineering Analysis Repository)

Moving Freight in the Capital Region

Freight moves by five primary modes: truck, rail, water, air, and pipeline. Some trips are by a single mode; others are multimodal and involve transfer at a terminal facility. Globally, shippers and receivers choose modes of transportation based on cost, timeliness, and reliability. Each mode has advantages and disadvantages for the shippers and receivers, as well as for the environment and society.

Truck Travel Time Reliability held steady at approximately 1.4 from 2016 through 2019. A value of 1.0 represents highly reliable travel times, and a value of 1.5 or above suggests highly unreliable travel times. This suggests that trucks must budget an additional 40% travel time to ensure on-time delivery at least 95% of the time. This measure improved in 2020 due to COVID traffic reduction and has remained at approximately 1.2 since then.

Table 11. Truck Travel Time Reliability - Interstate



Source: National Performance Management Research Data Set, March 2023

The goods carried on the trucks, trains, ships, planes, and pipes in the Capital Region do not all originate or end here. Many goods may pass through the region without stopping, contributing to costs in terms of wear on infrastructure, congestion, air pollution, and safety hazards without creating a direct benefit. Other trips that either begin or end at locations in the region provide support to local industries that do business beyond the Transportation Council's four-county area. In 2018, the total value of the movement of goods to, from, and within the region was valued at over \$55 Billion. The majority of that total value came from goods carried by trucks.

Table 12. Tons and Value of Freight Moved In, Out, and Within the Capital Region (2018)

		Inbound Freight	Outbound Freight	Within Region	Totals
Truck	Tons	15,802,634	19,856,291	3,645,624	39,304,549
	Value	\$14,285,255,966	\$19,972,399,154	\$2,857,364,506	37,115,019,626
Water	Tons	4,796,809	2,115,181	139,701	7,051,691
	Value	\$3,289,934,669	\$372,656,344	\$52,437,456	3,715,028,469
Rail	Tons	3,794,085	900,836	9,000	4,703,921
	Value	\$8,945,260,685	\$3,565,351,131	\$2,994,774	12,513,606,590
Air	Tons	11,835	10,234	0	22,069
	Value	\$1,518,406,494	\$730,539,430	\$0	2,248,945,924
Other	Tons	89	136	0	225
	Value	\$1,425,190	\$434,628	\$0	1,859,818
Total	Tons	24,405,452	22,882,678	3,794,325	51,082,455
	Value	\$28,040,283,004	\$24,641,380,687	\$2,912,796,736	55,594,460,427

Source: TRANSEARCH**

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Above: A crowd enjoying Rockin on the River concert series at Troy's Riverfront Park

Who lives in the Capital Region?

This section explores and compares demographic data, or information relating to the structure of the population, for the Capital Region. Demographic data provides important insights into population size, growth, and distribution that helps us understand where people live and how to anticipate demands on the transportation system. Factors such as age, income, employment status, and even household composition influence how people travel, their mode choices, and the frequency of trips. Demographic data also helps identify communities and populations with specific needs, such as communities with higher proportions of elderly and/or low-income residents.

About the Data

The Capital Region Transportation Council relies on data collected by the U.S. Census Bureau for critical population data. Census data provides detailed information about the population, including its size, age distribution, race and ethnicity, income levels, and more. The Transportation Council uses this data to understand the demographic composition of the region and to help make informed decisions about transportation and infrastructure planning. The Census results also inform how federal funding is distributed, based on population, economic, and other demographic data, this includes funding for transit and other transportation programs and infrastructure. Accurate Census data is essential to ensure fair allocation of resources.

The 2020 Census was the first in which people could complete the survey online, in addition to submitting it by mail and by phone. The COVID-19 pandemic had a significant impact on the 2020 Census, disrupting many aspects of the process from data collection to outreach. Hard-to-reach populations, such as those in poor, urban and rural areas, were most at risk for an

undercount in the 2020 Census. According to the Capital District Regional Planning Commission, several census tracts in the poorer neighborhoods of the City of Albany, have historically been undercounted. There were also low response rates in some of the more rural census tracts that included a higher percentage of populations 65-years and older.

Population Change

The recently released U.S. Census Demographic and Housing File for 2020 reveals intriguing trends and changes in the demographics of New York State and the Capital Region, when compared to the 2010 Census. In 2020, New York state's population totaled more than 20.2 million, up 4.1% since 2010. Most Upstate metropolitan areas in New York saw a decline in their populations in 2020. The Capital Region's population totaled 869,548, a modest increase of 3.8%. The percentage of children under 5-years old declined, indicating potential shifts in birth rates and migration patterns.

Table 13. Key Changes in the Capital Region Population (2010-2020)

	
• Total population increased 3.8% • Median age increased from 39.6 to 40.5 • The percent of older adults 60-years of age and older increased from 20% to 25% of the population	• The percent of children under 5-years old decreased from 5.5% to 5.0% of the population

Source: U.S. Census Bureau, 2010-2020

After many years of decline, populations in the region's cities (Albany, Schenectady, Saratoga Springs, and Troy) increased. This is a hopeful sign that the historic trend of urban flight and disinvestment is reversing. In terms of population growth in the Capital Region, Saratoga County stands out with a remarkable increase of 15,902 individuals, followed closely by Albany County with an increase of 10,644 individuals. Saratoga County has the most municipalities with a positive percent growth between 15.01-32.91% and Rensselaer County has the most municipalities with a negative percent growth between -17.5-0%. The top areas in the region for largest net population change are highlighted in Table 15.

Available data released by the Internal Revenue Service (IRS) and summarized by the Capital District Regional Planning Commission (CDRPC) indicates that thousands of people moved into the Capital Region during the start of the COVID-19 pandemic. From 2019 to 2020, the top counties from which the most people moved into the Capital Region are in the New York City area with a total of 3,281 people, followed by Warren County, NY with 1,128 people, and Washington County, NY with 933 people. The top counties outside of the state which lost their population to the Capital Region are Middlesex County, MA with 165 people, Berkshire County, MA with 150 people, and Los Angeles County, CA with 120 people.

Table 14. Population Change (2000-2020)

County	% change (2010-2020)	Total Population (2020)	% change (2000-2010)	Total Population (2010)	Total Population (2000)
Albany	3.50%	314,848	3.27%	304,204	294,565
Rensselaer	1.07%	161,130	4.52%	159,429	152,538
Saratoga	7.24%	235,509	9.46%	219,607	200,635
Schenectady	2.15%	158,061	5.58%	154,727	146,555
Total	3.77%	869,548	5.50%	837,967	794,293
Total MPO Area	3.65%	849,602	5.48%	819,721	777,099

Source: U.S. Census Bureau, 2000-2020

Table 15. Communities with a Significant Net Population Change

			
Halfmoon	+4,127	Scotia	-457
Colonie	+3,447	Hoosick Falls	-285
Malta	+2,160	Pittstown	-218
Ballston	+2,142	Duanesburg	-217
Guilderland	+1,590	Poestenkill	-208

Source: U.S. Census Bureau, 2020

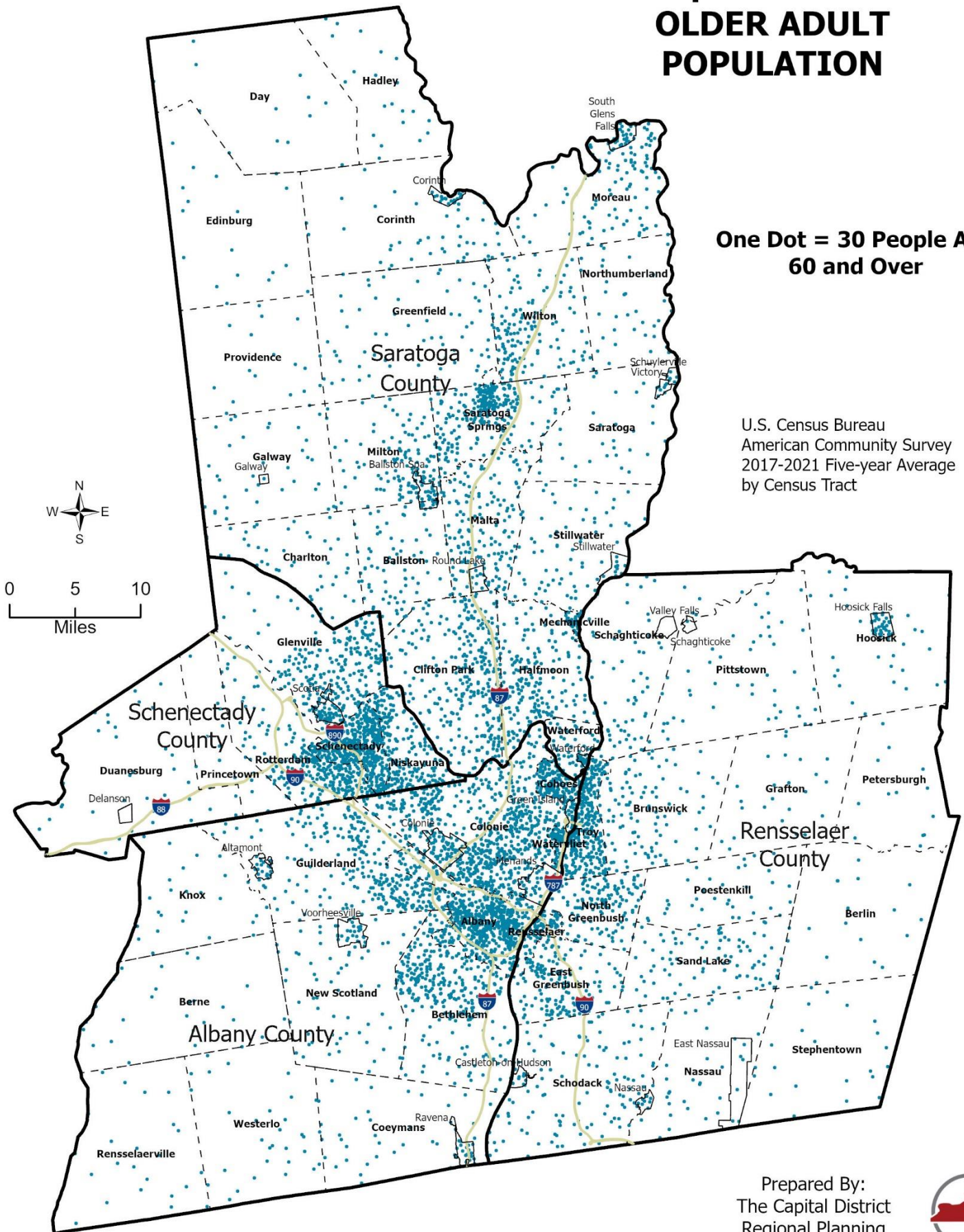
The top places people left the Capital Region for include the New York City area with 1,198 people, followed by Warren County, NY with 1,168 people, and Washington County, NY with 826 people. The top counties outside of the state to which the population was lost are Middlesex County, MA with 246 people, Maricopa County, AZ with 229 people, and Pinellas County, FL with 188 people.

A key 2020 Census trend is the population 60-years of age and older increased to 25% of the total population. As the older population grows, the number of people with a disability is also likely to grow at a rapid rate. The highest concentrations of older adults aged 60 and older are living in the region's urban areas and surrounding suburbs. However, older adults are increasingly living in rural areas. The maps on the following pages show the distribution of older adults and people with disabilities throughout the Capital Region. The [Coordinated Public Transit-Human Services Transportation Plan for the Capital Region](#) (2023) details the specific transportation challenges faced by the older adult population and people living with a disability.

Capital District OLDER ADULT POPULATION

**One Dot = 30 People Age
60 and Over**

U.S. Census Bureau
American Community Survey
2017-2021 Five-year Average
by Census Tract



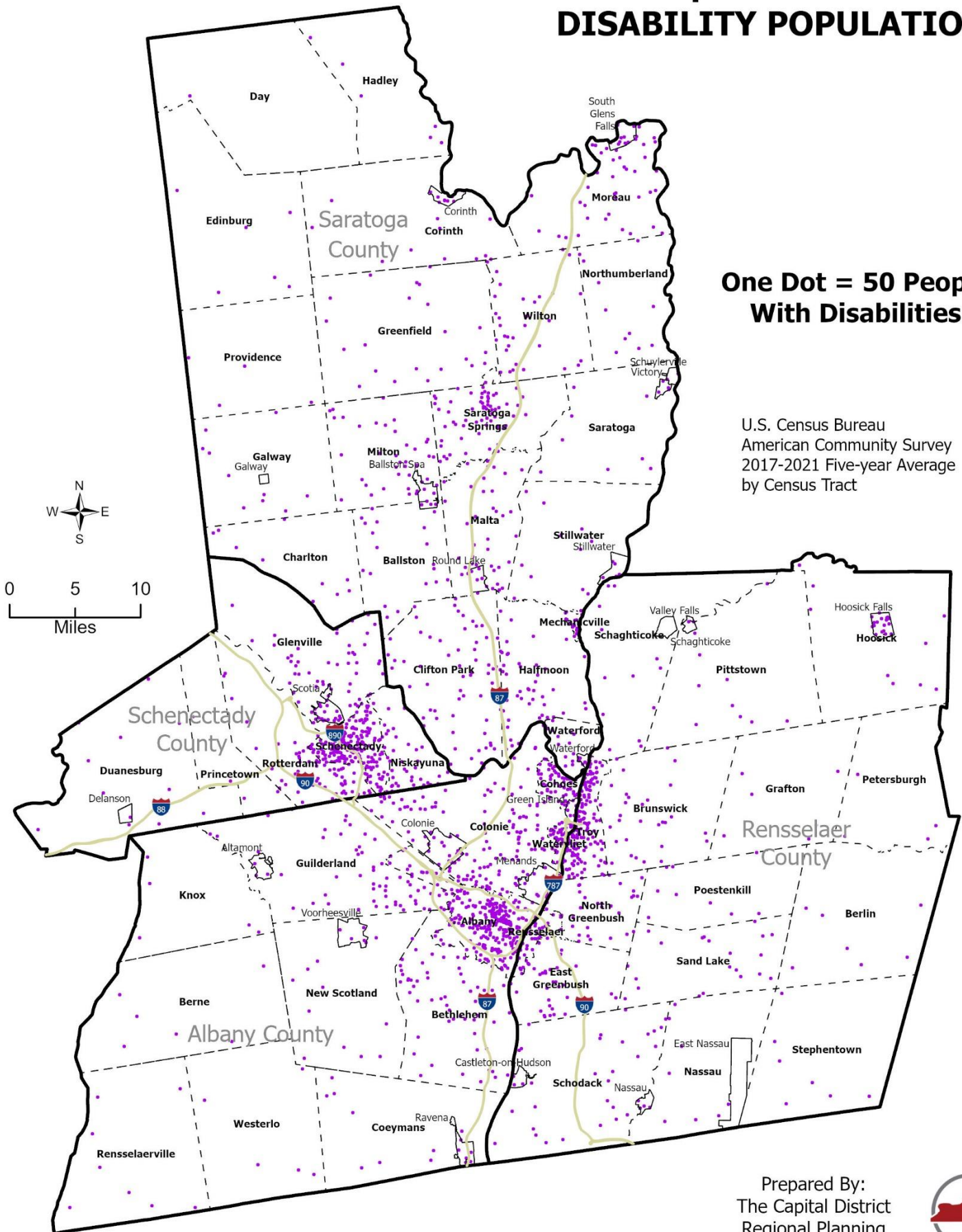
Prepared By:
The Capital District
Regional Planning
Commission
2023



Capital District DISABILITY POPULATION

**One Dot = 50 People
With Disabilities**

U.S. Census Bureau
American Community Survey
2017-2021 Five-year Average
by Census Tract

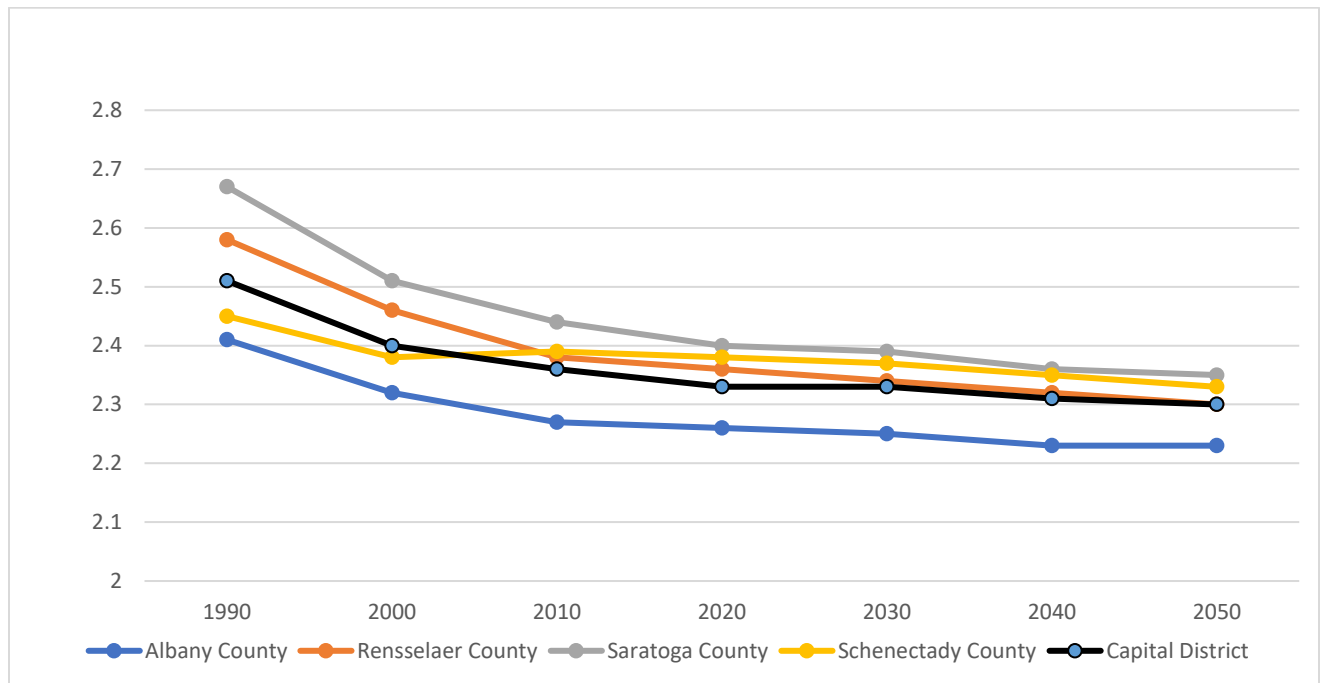


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2023



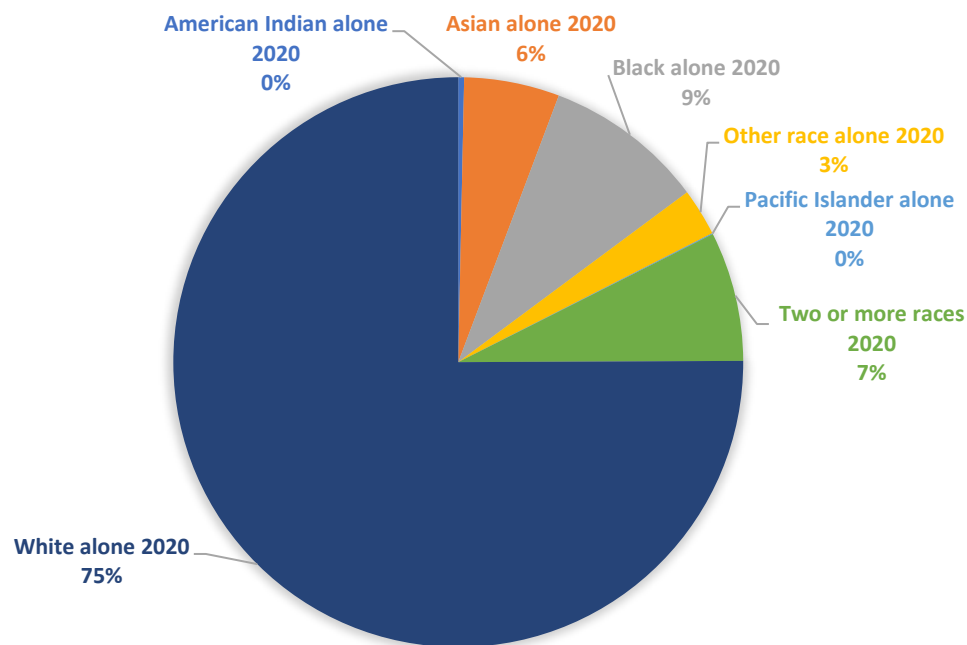
While the population has grown, the average household size has declined. In 1970, the average US household size was 3.14. By 2020, the average US household size had fallen to 2.53. In the Capital Region, the average household size was 2.51 in 1970 and dropped to 2.33 by 2020. The number of 1-person households has increased across the region. As families get smaller and more people live alone, the trend will have implications for housing markets and design, as well as transportation and land use.

Figure 20. Household Size Projections (1990-2050)



Census trends show that the Capital Region's demographics are shifting in multiple ways. In addition to the increase in older adults, the region's population is becoming more racially and ethnically diverse. The Pew Research Center has projected that more than 80% of population growth between 2010 and 2050 will be attributable to immigrants and their US-born descendants.^{xiii} This, in combination with comparatively low birthrate among non-Hispanic Whites, is increasing the country's racial and ethnic diversity. In the Capital Region, the population identifying as one race other than White (i.e. Black/African American, American Indian/Alaska Native, Asian, Native Hawaiian/Other Pacific Islander, some other race, or two or more races) grew from 18.3% in 2010 to 26.5% in 2020. The number of people identifying as white declined in every county in the Capital Region except Saratoga.

Figure 21. MPO Area Population by Race & Ethnicity



Source: U.S. Census Bureau

While the region is growing more diverse, there remains economic disparity. Past policy, planning efforts, and investment decisions often resulted in unfair land-use patterns and disproportionate economic impacts. In 1938, “redlining maps” steered investment away from neighborhoods with large minority populations. Until the Fair Housing Act of 1968 prohibited racial discrimination in housing, homebuying and real estate investment opportunities were limited for minorities and immigrants. The region has struggled to undo or reverse the impacts of redlining from 1938. An interactive map displaying areas that were designated as “hazardous” for real estate investment by the Home Owners’ Loan Corporation beginning in 1938 can be viewed in the [Regional Trends StoryMap](#).

The Transportation Council analyzes data from the U.S. Census Bureau, using demographic parameters set in federal nondiscrimination laws and regulations to determine which census tracts meet the threshold of a higher percent of residents of protected characteristics. The [2023 Title VI Analysis](#) is available for review to learn more information about the distribution of the Title VI populations within the region and an analysis related to the distribution of transportation resources.

Redlining's Harmful Legacy

The term “redlining” comes from government homeownership programs created in the 1930s as part of the New Deal. Programs offered government-insured mortgages for homeowners in order to prevent massive waves of foreclosures in the wake of the Depression. Across the United States, color-coded maps designating neighborhoods and ranking their loan worthiness from least risky to most risky (“A” through “D” were drawn by the Home Owners’ Loan Corporation beginning in 1938. Not coincidentally, neighborhoods where Black residents and immigrants lived were marked in red and designated as “D.” These redlined areas were determined to be too risky and not worthy of homeownership and lending programs.

Study after study has found that the impacts of redlining are still felt today. Low homeownership rates, poverty, health impacts, and even lower graduation rates persist in these neighborhoods despite efforts over decades to reverse these trends. Similar maps were drawn for the cities of Schenectady and Troy and can be found on University of Richmond’s website: <https://dsr.richmond.edu/panorama/redlining>.

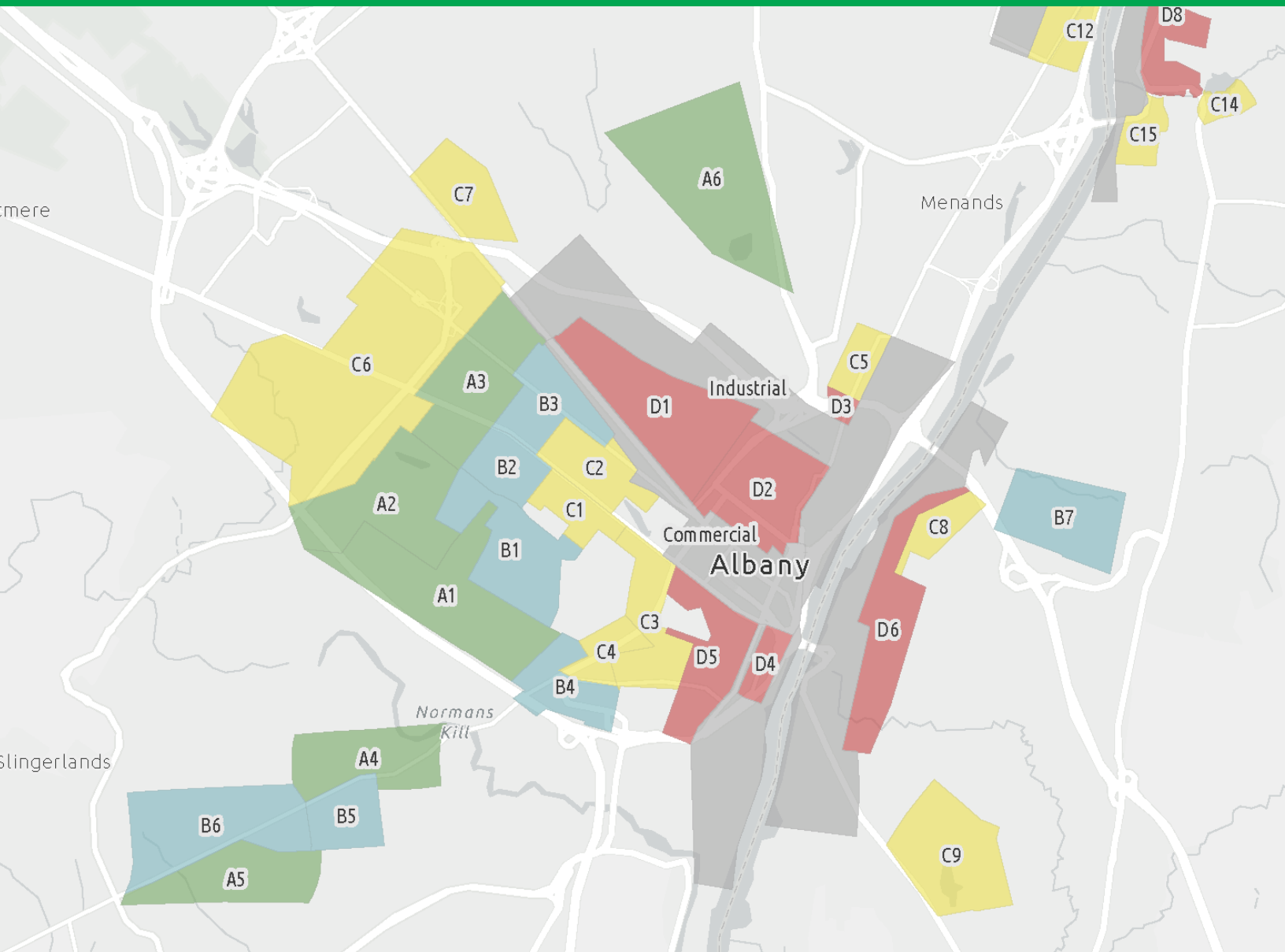
Below: the 1938 map drawn by the Home Owners’ Loan Corporation ranks neighborhoods:

A “Best”

B “Still desirable”

C “Definitely Declining”

D “Hazardous”





Above: The Blue Heron Trail complex is a new energy-efficient apartment community in Ballston Spa.
Photo credit: Madison Hrysko (CDRPC)

Housing and Land Use

Land use and transportation are inextricably linked. The mix, location, and density of land uses drive travel demand; interacting with one another to determine the cost of transportation, viability of different transportation modes and investments, and ability of travelers to combine modes to complete trips. When different land uses are separated, like housing and commercial areas, trip lengths tend to increase, resulting in people having to travel further. Longer trip lengths often lead to more driving and make it difficult to use other transportation options like walking or transit.

Land use and development patterns are the result of a complex relationship between economic, policy, social, and other forces. Economic and market forces include land and construction costs, available financing, and supply and demand. Whereas social and cultural factors refer to lifestyle choices, family size, and consumer values or preferences. However, policy and regulation, whether at the local, state, or federal level, often have an outsized influence and can steer these economic and social factors.

Since the early 1900s, policy and regulation have been used as tools by federal and state governments to improve living conditions and housing, conserve resources, stabilize housing markets, expand homeownership, and pay for public infrastructure like roads and bridges. Many of these policies, such as functional zoning that divides and separates different types of land uses, the creation of the Federal Housing Administration and Federal Savings and Loan Insurance Corporation, and Serviceman's Readjustment Act (or G.I. Bill) contributed to the prevailing pattern of disconnected and segregated suburban growth within metropolitan

regions across the U.S. They have also contributed to the imbalance of investment in urban, suburban, and rural communities.

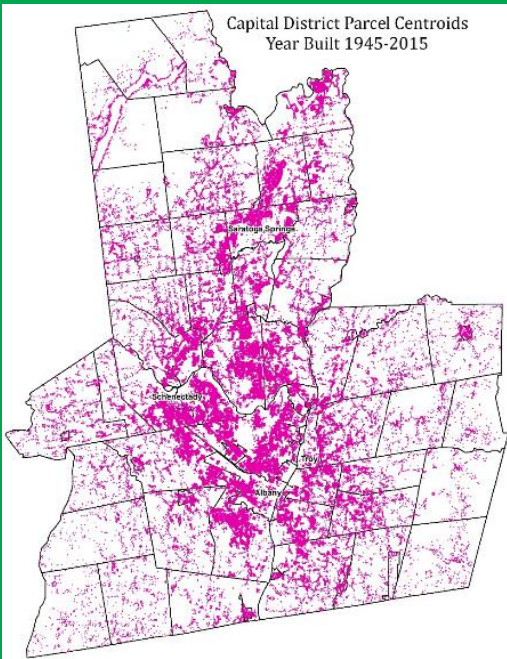
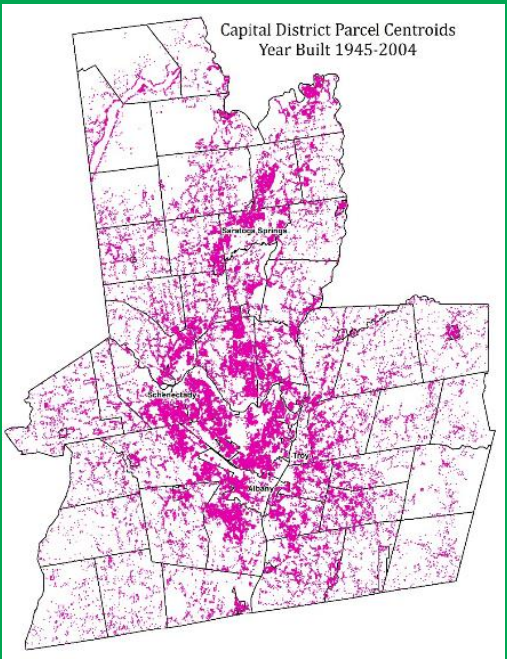
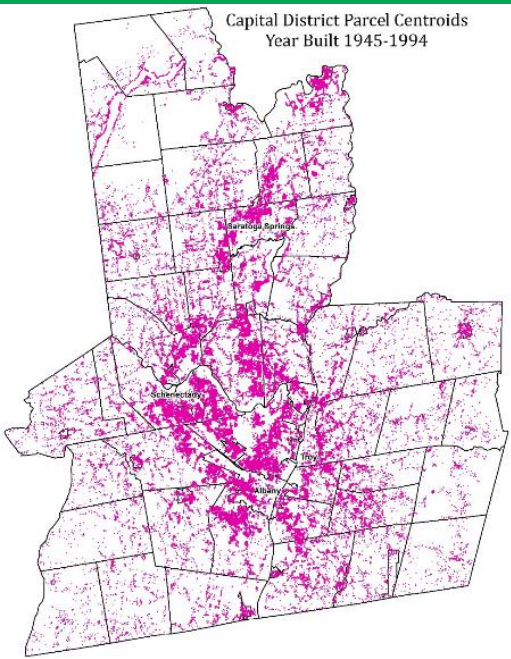
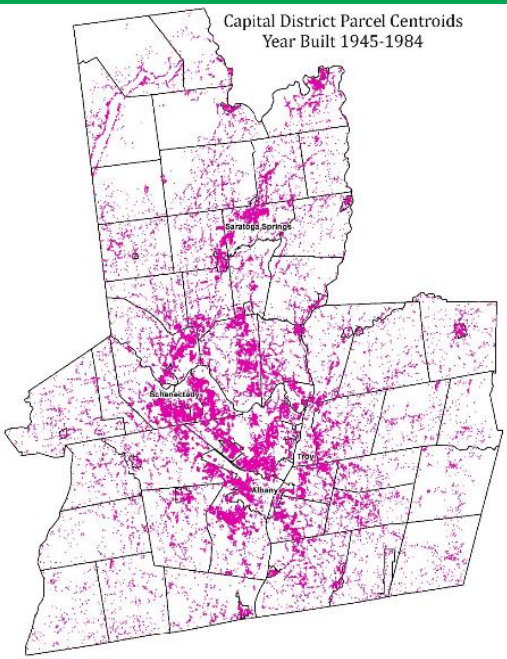
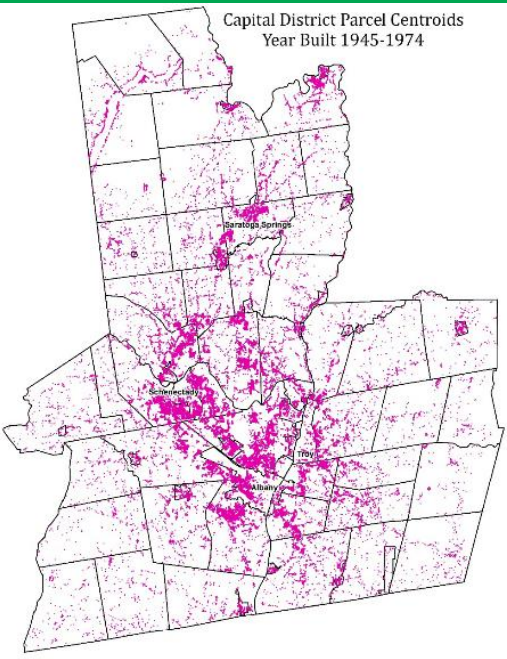
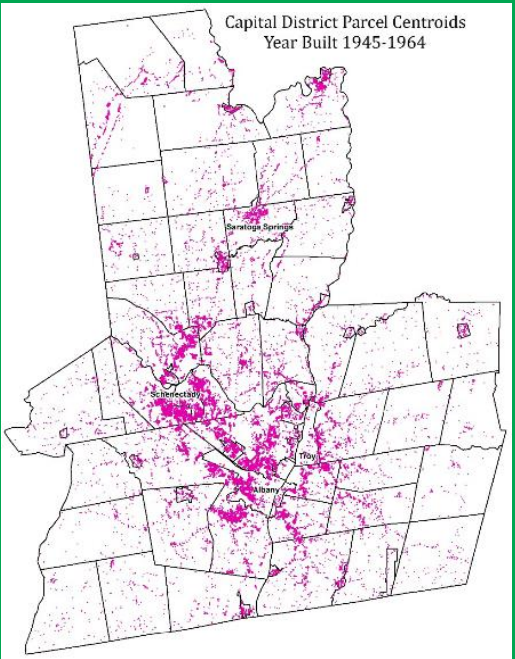
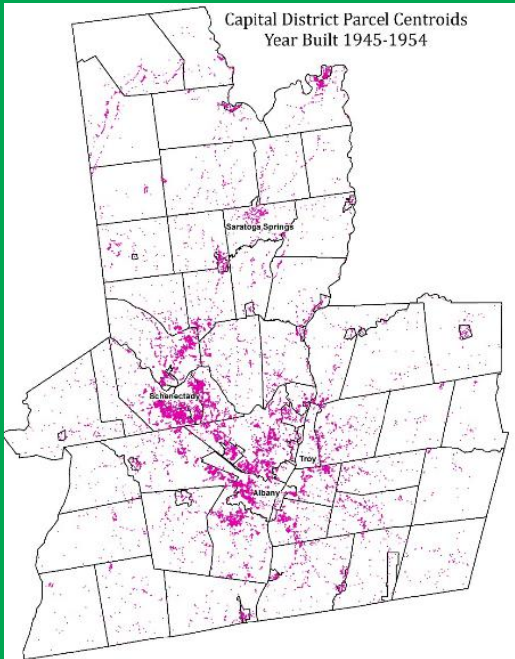
As seen on the next page, this pattern of disconnected suburban growth expanded rapidly in the mid-20th century. The passage of The Federal Highway Act of 1956 resulted in the construction of the Adirondack Northway (I-87), which began in 1957 and was completed by 1967. The construction of the highway began at the southern end in Albany, stretched 176 miles north to the Canadian border, and cost \$208 million to build which is about \$2.3 billion in 2024 dollars. The federal government paid 90 percent of the cost. Portions of I-90 and I-890 were also constructed during the 1960s and 1970s. The zoning regulations that followed resulted in large, low-density residential areas that require most if not all trips to be taken in private vehicles. Suburbanization and the highway construction boom led to a doubling of the number of vehicles registered in the Capital Region between 1970 and 1990.

The region has inherited this extensive public infrastructure, the cost of its regular rehabilitation and replacement, the loss of the land this infrastructure occupies, and the land use and travel patterns that resulted from it. The “one-size-fits-all” approach to transportation infrastructure building of the 1960s and 1970s is incompatible with creating connected neighborhoods that promote public health and well-being. The burden associated with the ongoing maintenance and replacement of transportation infrastructure limits the amount of resources available for updating, modernizing, and improving multimodal facilities. The region has balanced preservation with incremental modernization, but as discussed in the infrastructure and mobility sections, it continues to be a challenge to maintain all facility types in a state of good repair and continue to provide feasible transportation alternatives that connect all communities.

Regional planning and land use face numerous challenges in New York State because the authority to regulate land use through planning and zoning is rooted in the Statute of Local Governments^{xiv} and within the Municipal Home Rule Law.^{xv} This means that counties, cities, towns and villages are granted broad powers to regulate the quality of life in communities and provide direct services to people. In addition to these 77 municipal corporations in the region there are forty-three (43) school districts with separate elected boards with the ability to make laws, adopt policies, and assess taxes and fees. New York State also allows for special purpose government units to furnish some basic services, of which there are many of these special districts, including parks, lighting, fire response, library use, potable water, sewage treatment, garbage disposal, and more. The cumulative effects of thousands of local land use and policy decisions over time adds up to numerous regional issues, like traffic congestion, air pollution, solid waste disposal, water quality, racial and economic segregation, housing availability and affordability, and fiscal disparities and inefficiencies.

This series of maps represents one decade of development based on "year built" attribute from tax parcel records. It begins at 1945 and ends at 2015.

Maps courtesy of CDRPC



Capital Region LAND USE

Legend:

- Water
- Agricultural
- Outdoor Recreation
- Wild/Conservation Lands
- Commercial
- Recreation and Entertainment
- Industrial
- Community Services
- Mixed-Use
- Single Family
- Multi-Family
- Large Lot Residential
- Public Services and Utilities
- Vacant Land

Counties and Towns:

- SARATOGA COUNTY:** Hadley, Day, Edinburg, Corinth, S. Glens Falls, Moreau, Northumberland, Wilton, Greenfield, Saratoga Springs, Schuylerville, Victory, Saratoga, Stillwater, Malta, Round Lake, Clifton Park, Halfmoon, Schaghticoke, Valley Falls, Hoosick Falls, Hoosick, Pittstown, Grafton, Petersburg, Brunswick, Troy, North Greenbush, Poestenkill, Sand Lake, Berlin, Stephentown, Schodack, East Nassau, Nassau, Castleton-on-Hudson, Coeymans, Ravena, Westerlo, New Scotland, Bethlehem, Albany, Menands, Watervliet, Green Is., Cohoes, Waterford, Schenectady, Rotterdam, Scotia, Glenville, Charlton, Ballston, Ballston Spa, Galway, Milton, Providence.
- SCHENECTADY COUNTY:** Delanson, Princtown, Altamont, Knox, Guilfordland, Voorheesville, Berne, Schenectady, Rotterdam, Scotia, Glenville, Charlton, Ballston, Ballston Spa, Galway, Milton, Providence.
- RENSSELAER COUNTY:** Waterford, Schaghticoke, Valley Falls, Hoosick Falls, Hoosick, Pittstown, Grafton, Petersburg, Brunswick, Troy, North Greenbush, Poestenkill, Sand Lake, Berlin, Stephentown, Schodack, East Nassau, Nassau, Castleton-on-Hudson, Coeymans, Ravena, Westerlo, New Scotland, Bethlehem, Albany, Menands, Watervliet, Green Is., Cohoes, Waterford, Schenectady, Rotterdam, Scotia, Glenville, Charlton, Ballston, Ballston Spa, Galway, Milton, Providence.
- ALBANY COUNTY:** Delanson, Princtown, Altamont, Knox, Guilfordland, Voorheesville, Berne, Schenectady, Rotterdam, Scotia, Glenville, Charlton, Ballston, Ballston Spa, Galway, Milton, Providence.

Data Source: 2015 County Tax Parcel Boundaries.
Map Created: September, 2017

CAPITAL DISTRICT



CAPITAL DISTRICT
**Regional
Planning
Commission**

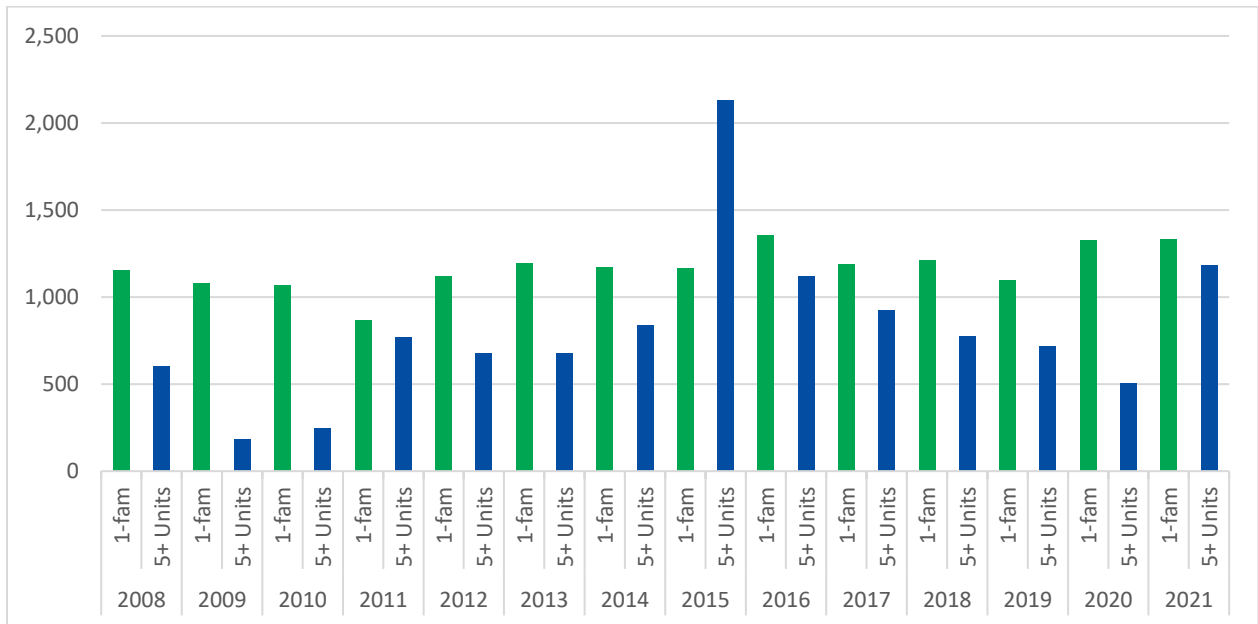
As seen in the land use map on page 55, much of the region is dominated by residential, commercial, and some industrial land uses. Some agricultural lands and wilderness are outside of the region's urban areas and inner suburbs. The northwest corner of the region is in what's referred to as "the Blue Line." This area that includes the towns of Hadley, Day, Edinburg, and parts of Providence and the village of Corinth. The Blue Line encompasses 6.1 million acres that make up the Adirondack Park, the largest park in the contiguous United States. Land within the Blue Line is managed by the Adirondack Park Agency which maintains the State Land Master Plan and Private Land Use Development Plan to protect the public and private natural resources of the park.

As the region recovered from the Great Recession (2008) and after-effects of the housing bubble, construction of new homes slowed across the region. When new home construction returned, there was a shift from single-family to multi-family home construction. Between 2015 and 2019, permits for multi-family housing exceeded the number of permits for single-family housing unit-for-unit. Since 2019, building permit issuances have increased. In fact, building permit issuances increased by 39.3% between 2020 and 2021. In 2021, single-family issuances were the highest value they have been since 2015, a 9.3% increase from single-family issuances in 2020.

Of all the building permits issued between 2008 and 2021, Saratoga County issued the most with nearly half (49%) of all permits. The Town of Halfmoon issued the most building permits during the same period, totaling 2,982. The Town saw the highest net population change between 2010 and 2020, with a population increase of 4,127. Rental housing is still concentrated in cities and inner suburbs, but multi-family housing/apartment complexes are increasingly locating in more suburban and exurban areas of the region. Despite this development, there are still indications that the region's housing supply is not keeping pace with demand.

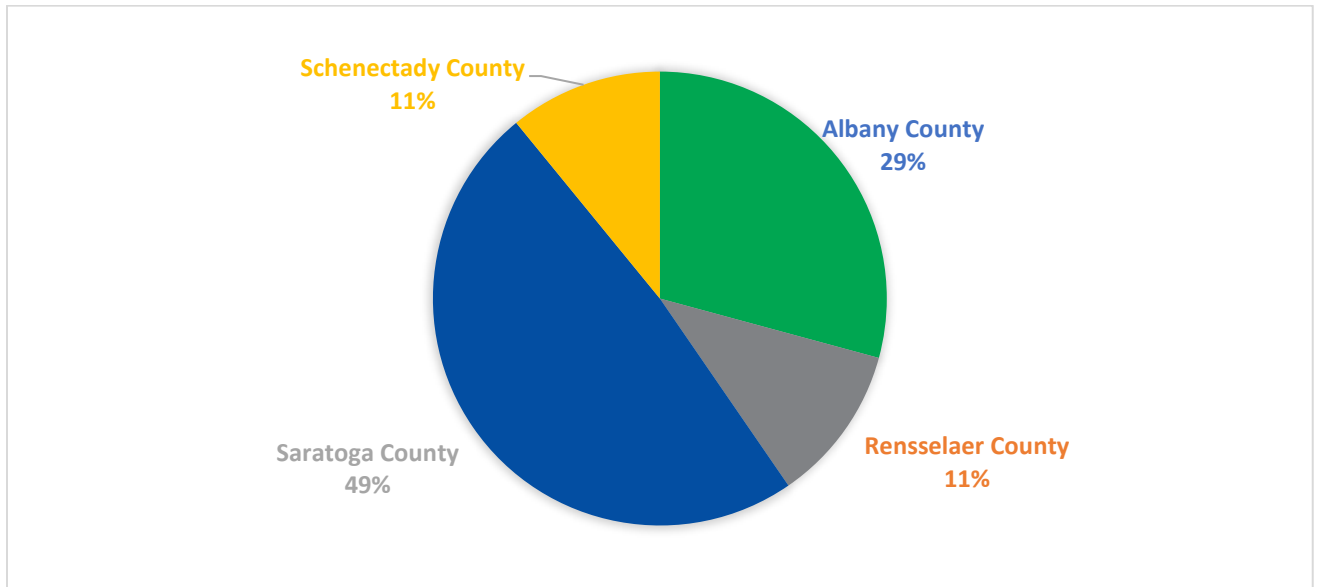
The United States has a housing supply shortage of over 3 million units. In response to the housing crisis, New York has proposed a plan to build 800,000 new homes over the next decade. The plan is called "The New York Housing Compact," and will encourage growth by removing barriers to housing production, incentivizing new construction, and setting local housing targets across every New York community.^{xvi} The original Housing Compact called for municipalities to grow their housing stock by 1% over a three-year period, using the 2020 Census as a baseline. CDRPC conducted [an exploratory analysis](#) to better understand if communities in the Capital Region have reached the 1% target over the past three years. Based on their analysis, it was estimated that the Capital Region issued 2,341 building permits between 2019-2021, which is 1,897 short of the 4,238 units needed to meet the Housing Compact goals. Continued housing shortages have a significant impact on housing prices, making it more difficult for people to afford homes and contributing to affordability challenges in many markets.

Figure 22. Single-family Home vs. Multi-Family (5+ Units) Building Permits (2008-2021)



Source: U.S. Census Bureau

Figure 23. Total Building Permits Issued by County (2008-2021)



Source: U.S. Census Bureau

Table 16. Housing Trends (2010 vs. 2020)

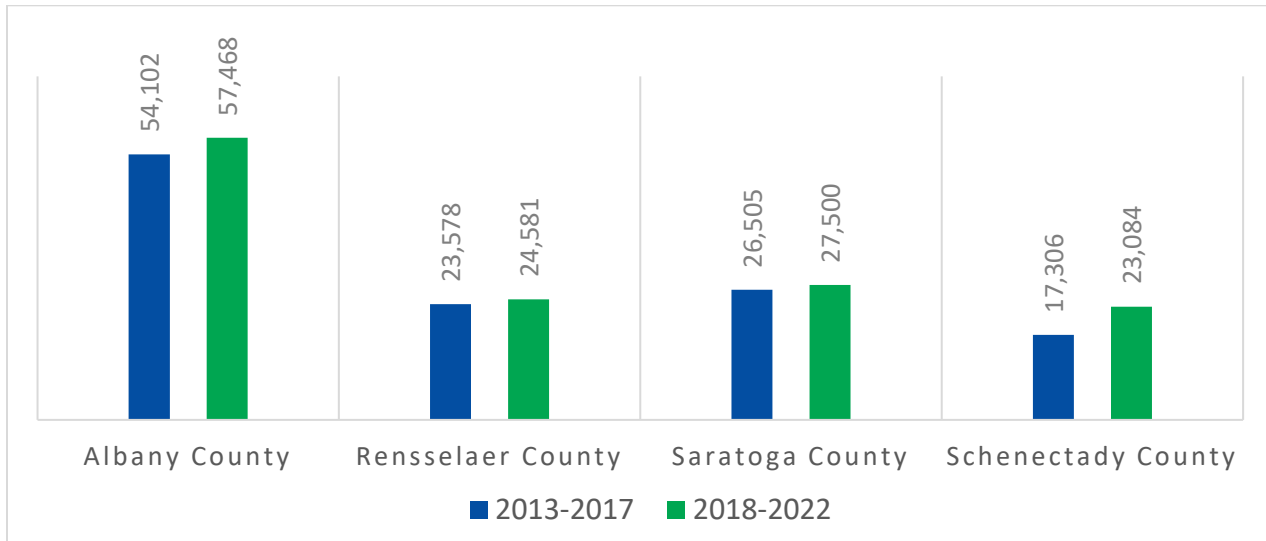
	Albany County		Rensselaer County		Saratoga County		Schenectady County	
	2010	2020	2010	2020	2010	2020	2010	2020
Total Housing Units	137,739	146,131	71,475	74,197	98,656	109,919	68,196	70,794
Housing - Owner Occupied	72,577	73,383	41,336	41,104	64,205	69,148	40,730	40,299
Housing - Renter Occupied	53,673	59,429	23,366	25,800	24,091	29,608	22,156	24,658
Housing - Vacant Units	11,488	13,319	6,773	7,293	10,360	11,163	5,310	5,837

Source: U.S. Census Bureau

Housing availability and options are key components to a quality region of diverse communities. Housing availability also effects affordability because when housing supply cannot meet the demand, it can lead to increased competition for available units, driving prices up and making housing less affordable. Local trends indicate a shift from homeownership to an increasing number of renters in every county (see [Figure 24](#)). At the same time, incomes have risen at a slower pace than housing costs, making a 2-bedroom apartment unaffordable for single renters in all four (4) of our region's counties and a 1-bedroom apartment unaffordable for single renters in Rensselaer and Schenectady counties (see

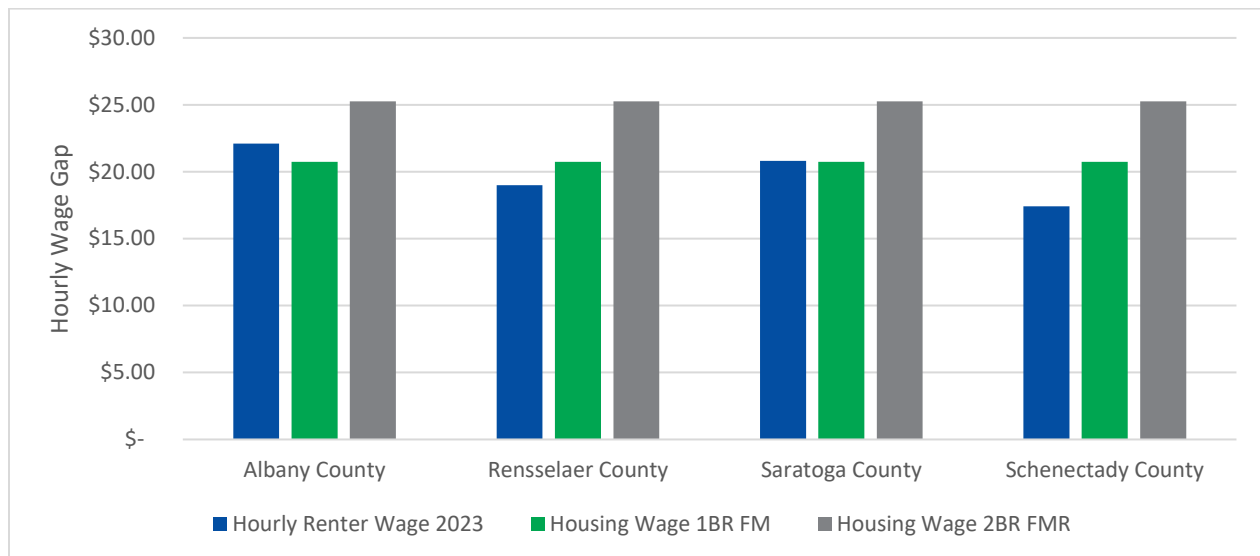
Figure 25). Low-income households may find it increasingly difficult to afford housing, which can lead to housing stress or even homelessness.

Figure 24. Change in the Number of Renter Occupied Housing (2013-2017 vs. 2018-2022)



Source: U.S. Census Bureau, 5-Year Estimates 2013-2017, 2018-2022

Figure 25. 2023 Renter Hourly Wage vs. Necessary Hourly Wage to Afford 1 Br and 2 Br Apartments



Source: Capital District Housing Analysis, prepared by Capital District Regional Planning Commission

Homeownership has been the bedrock of the “American Dream” and primary vehicle for building wealth since the Post-War Boom of the 1950s. Rising rents can make it more difficult for individuals and households to save for a down payment on a home. This can delay or prevent homeownership, particularly those with lower incomes or limited financial resources. In an analysis prepared by CDRPC, it compared the area median income (\$79,310) to the mortgage needed to afford a median priced home in each county, assuming a 6% down payment. If housing costs are to be less than 30% of gross monthly income, an individual earning the area median income would qualify for a mortgage of \$234,483. It found that a mortgage needed for a median priced home is, at a minimum, \$239,553. This makes homeownership out of reach for a single person making the area median income in all four (4) counties. This gap varies from county-to-county and narrows when another person earning the area’s median income is added.

Table 17. Mortgage Gap Comparison by County

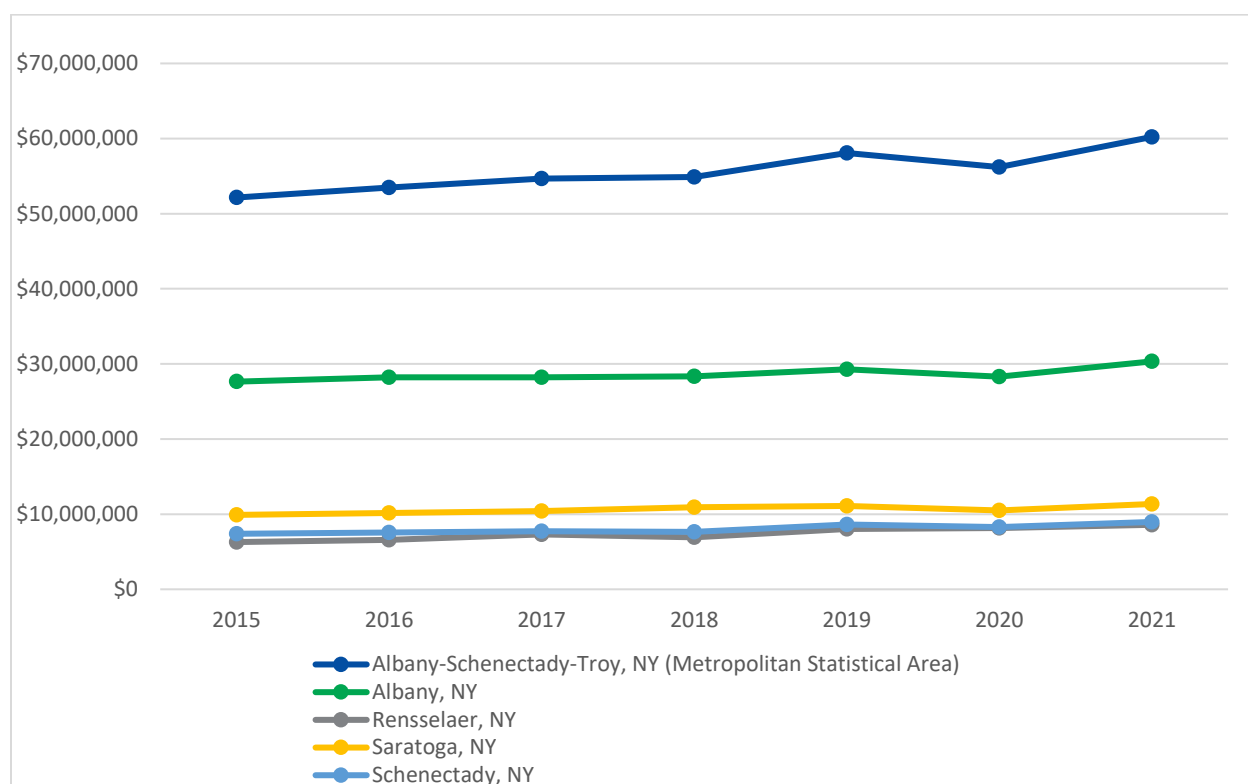
	Median Sale Price	Mortgage Needed (assume 6% down payment)	1-person household mortgage gap	2-person household mortgage gap
Albany County	\$302,500	\$284,350	(\$49,867)	(\$10,523)
Rensselaer County	\$266,500	\$250,510	(\$16,027)	\$23,317
Saratoga County	\$399,950	\$375,953	(\$141,470)	(\$102,126)
Schenectady County	\$254,950	\$239,653	(\$5,170)	\$34,174

Source: Capital District Housing Analysis, prepared by Capital District Regional Planning Commission

Economy

The Capital Region has a thriving economy. As the home to New York's capital city (Albany), government related industry remains the region's most significant employer but of note are growth in educational and health services, professional and business services, and leisure and hospitality. Outside of the New York Tri-State Area, the Capital Region is the state's second largest regional economy. Gross Domestic Product (GDP) growth has outpaced statewide growth since 2015. The onset of COVID in the beginning of 2020 effected the economy but GDP rebounded and exceeded pre-pandemic levels in 2021 (see Figure 26).

Figure 26. Regional Gross Domestic Product (GDP) by County (thousands of chained 2012 dollars), 2015-2021



Source: Bureau of Economic Analysis

Data from the U.S. Census Bureau shows that between 2010 and 2020 the region saw its high-tech sector employment increase by 39.1%, the fastest growth rate among New York's twelve (12) metropolitan statistical areas.^{xvii} The region was rated one of the top Inclusive Economic Growth Trajectories, according to Tulsa Innovation Labs, Aspen Institute, and Heartland Forward,

and the third highest median household income among New York metro areas. Paired with having a large concentration of educational institutions, the region is a major talent generator.^{xviii}

The highest concentration of jobs in the region are within the city limits of Albany, Schenectady, and Troy (47%) and in the Town of Colonie (18%). These employment areas are along the I-87, I-90, and New York Route 5 corridors. However, telecommuting has more than tripled since 2018, changing travel patterns and dispersing daytime populations away from these traditional job centers.

The number of retail and hospitality jobs have increased in the region, but these jobs are outside the cities of Albany, Schenectady, and Troy where most other jobs are concentrated. To learn more about the mismatch between the location of jobs and affordable housing, read the [Job Access in New York's Capital Region report](#) prepared by the Capital Region Transportation Council.

Despite the region's strong economy, income has not kept up with the rising cost of living. Costs for groceries, health care, housing, and utilities have increased for Capital Region households. The increase in housing costs is particularly notable. On average, home prices are seven (7) times higher than they were in 1980 whereas incomes are less than five (5) times higher than they were. According to a report by the CoStar Group, monthly average rents for the region were \$1,519, which is sometimes more than the typical mortgage payment.^{xix} When you add property taxes and homeowners insurance, monthly housing costs are at or more than 30% of annual income if you earn the median household income of \$77,808. This means more middle-class families are financially burdened by housing costs.

Capital Region Economic Development Council 2024-2028 Strategic Plan Goals & Priorities

Economic Development Goals

- Net employment gain at 20,000
- Net population gain at 30,000
- Increase the labor force by at least 7,000
- Lower the unemployment rates by 2 percentage points for Black and African American and Hispanic and Latino workers
- Net increase in the Capital Region's number of housing units by 26,600
- Launch at least 50 new manufacturing and/or tech-related start-ups annually
- Attract more than \$2 million in seed funding for start-ups and/or early stage, high growth potential companies annually
- Limit the elevation of the region's severely cost-burdened household ceiling rate to no more than 3 percentage points through a combination of higher wages via upskilling and more housing inventory
- Grow the Gross Regional Product to 2.0%

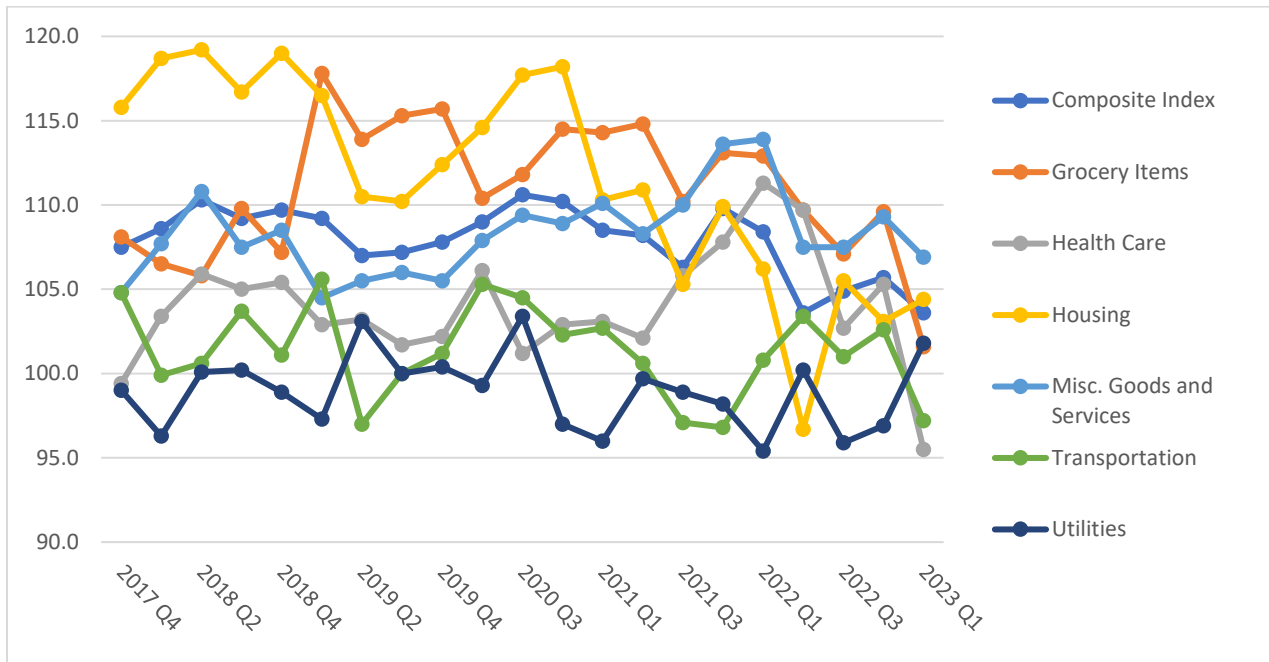
Regional Priorities

- Economic Growth
- Social and Economic Integration
- Community Vibrancy and Sustainability

Source: Capital Region Economic Development Council, 2024-2028 Strategic Plan.

https://regionalcouncils.ny.gov/sites/default/files/2023-12/CREDC_Strategic_Plan_2023.pdf

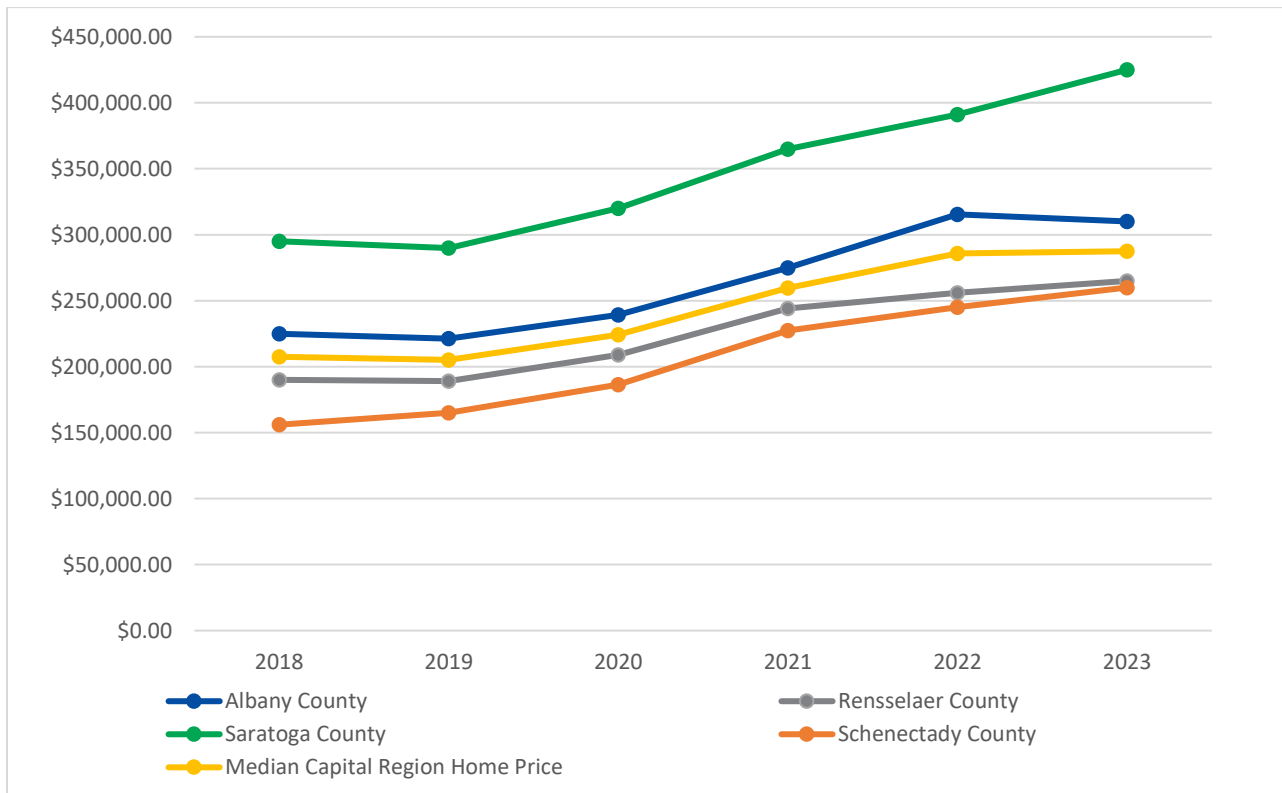
Figure 27. Capital Region Cost of Living



Source: ACCRA Cost of Living Index created by C2ER, the Council for Community and Economic Research

*Values above 100 show a higher-than-average cost in that category for the metropolitan area

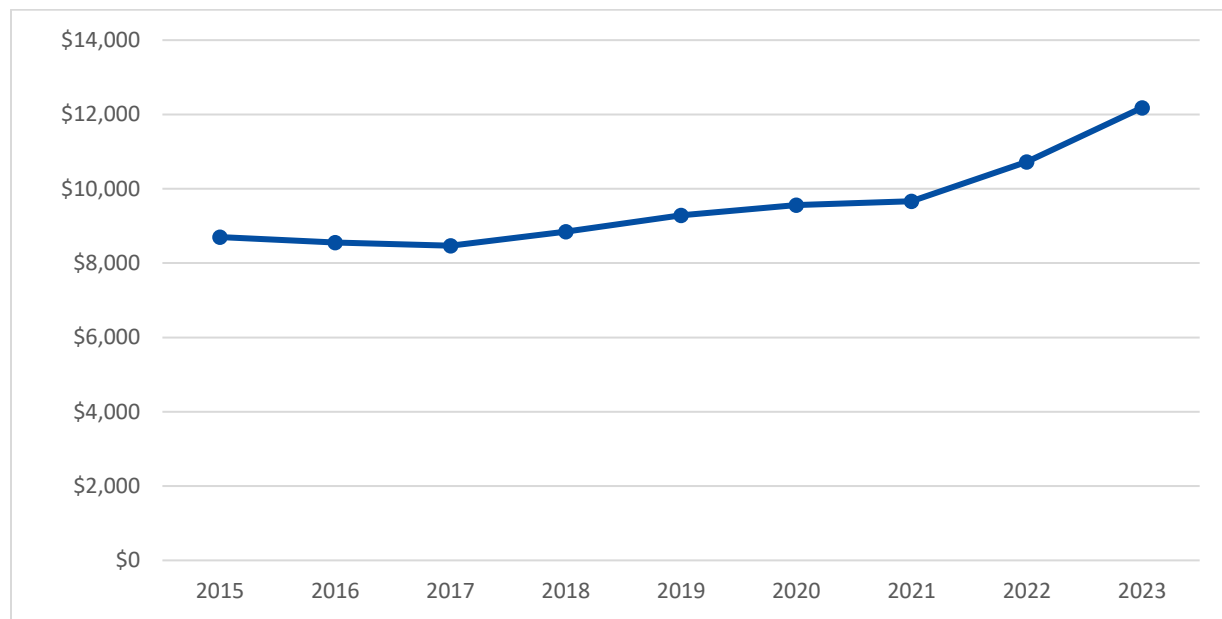
Figure 28. Median Capital Region Home Price by County (2018-2023)



Source: Redfin Housing Market Data

Transportation Costs, particularly private transportation (new and used vehicles and fuel), have also increased. According to the American Automobile Association (AAA), the average annual cost of owning and operating reached \$12,182 or \$1,015 per month, including depreciation, financing, fuel, insurance, license, registration, taxes, maintenance, repair, and tires over that time. As of March 2023, Kelly Blue Book reported the median price of a new vehicle to be \$48,008, which is 27.8% higher than pre-pandemic prices and 57.3% higher than the median new vehicle price in 2012.

Figure 29. Annual Average Cost of Owning & Operating a Vehicle (2015-2023)

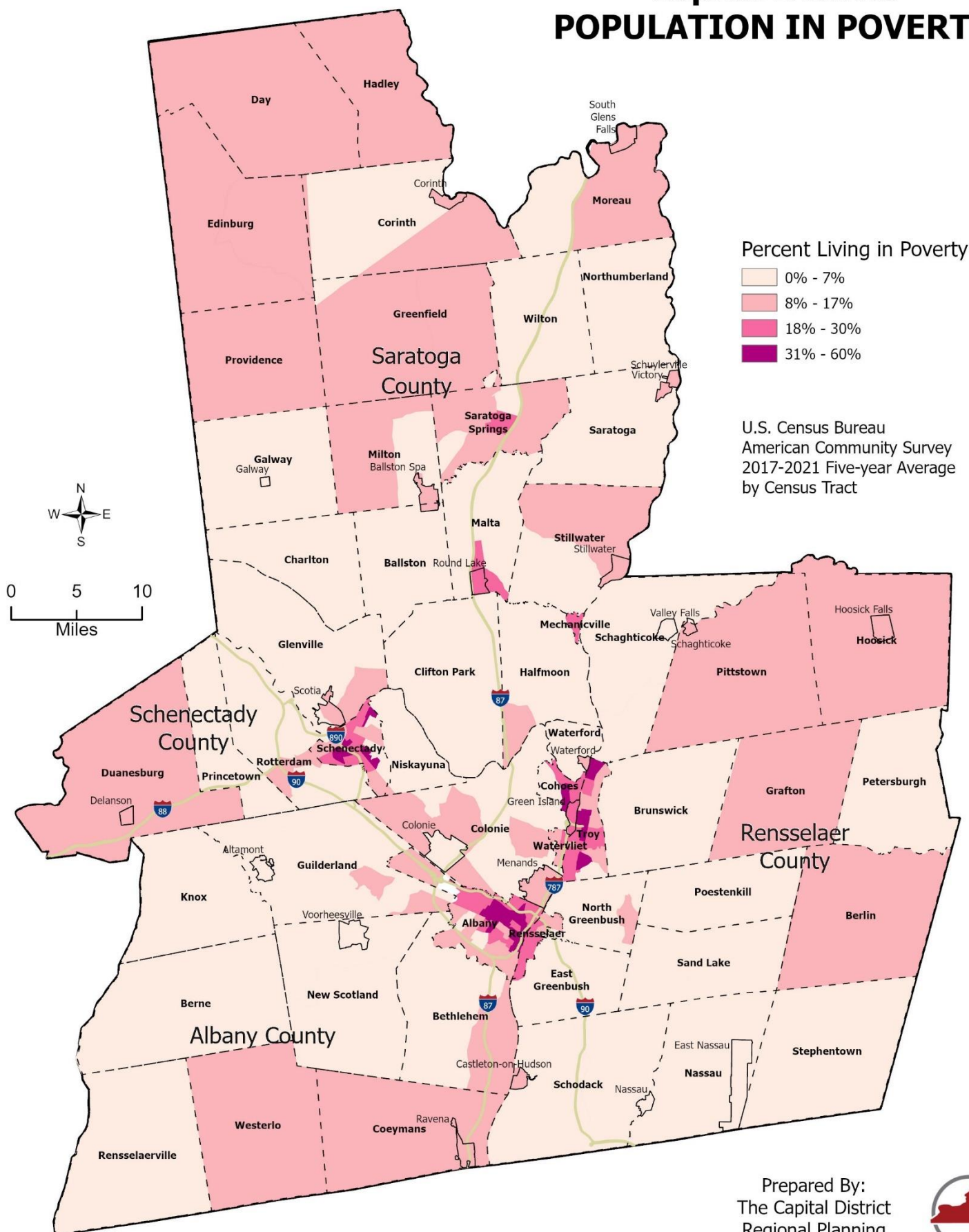


Source: AAA

Data from the Bureau of Labor Statistics shows a strong labor market in the Capital Region. Unemployment stayed below 4.0% in 2022, reaching a similar rate to pre-pandemic times. Unemployment from October 2022 to December 2022 is the lowest rate of unemployment since April 2019. However, the unemployment rate for Black/African American residents climbed to 8.7% in 2022, compared to the pre-pandemic five-year average of 7.2%.^{xx}

Poverty, while not pervasive across the region, still has a significant negative impact on the communities in which it is concentrated. Data from the 2016-2020 American Community Survey found the average poverty rate in the region is 10% compared to 12.8% for the U.S. The region's economic disparities still very much reflect the lines drawn on the earlier redline maps, with pockets of high poverty in urban centers. But poverty is increasingly concentrating in rural communities as well.

Capital District POPULATION IN POVERTY



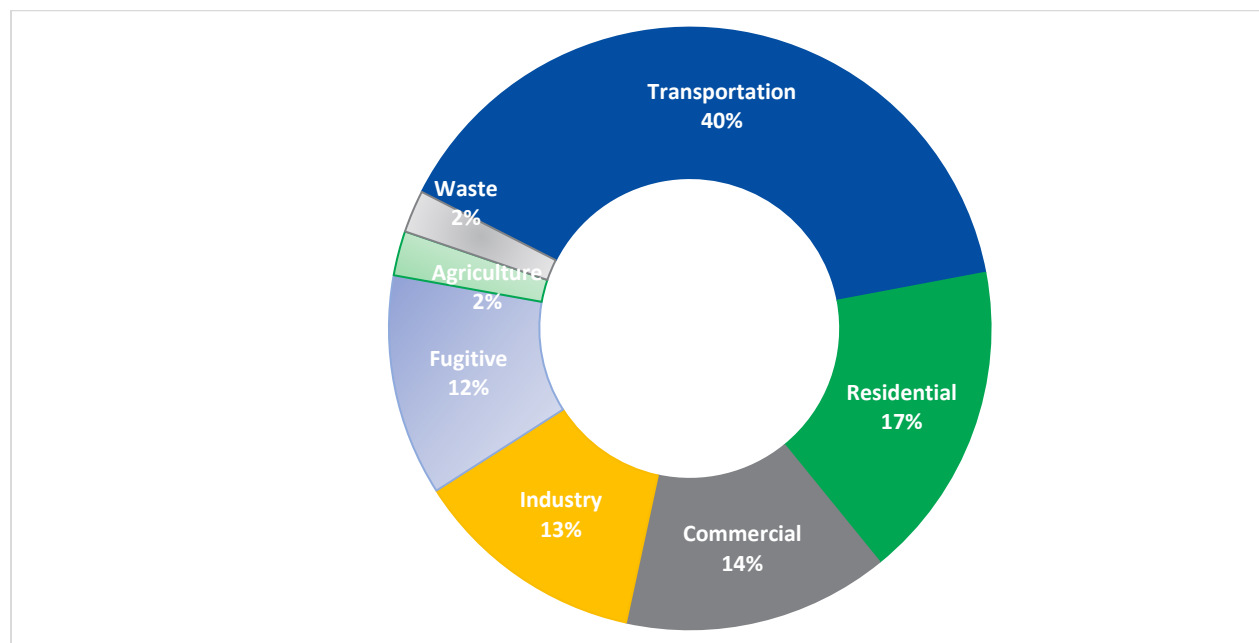
Prepared By:
The Capital District
Regional Planning
Commission
2023



Air Pollution and Extreme Weather

Transportation accounts for nearly 40% of all harmful air pollution in the Capital Region, making it the largest contributor as a sector. Harmful air pollutants from transportation primarily come from burning fossil fuels in cars, trucks, buses, ships, and planes. New York's Climate Leadership and Community Protection Act (CLCPA) of 2019 set a goal of eliminating 100% of the air pollution caused by humans, calling for an 85% reduction in harmful air pollutants by 2050, with an interim target of 40% by 2030.

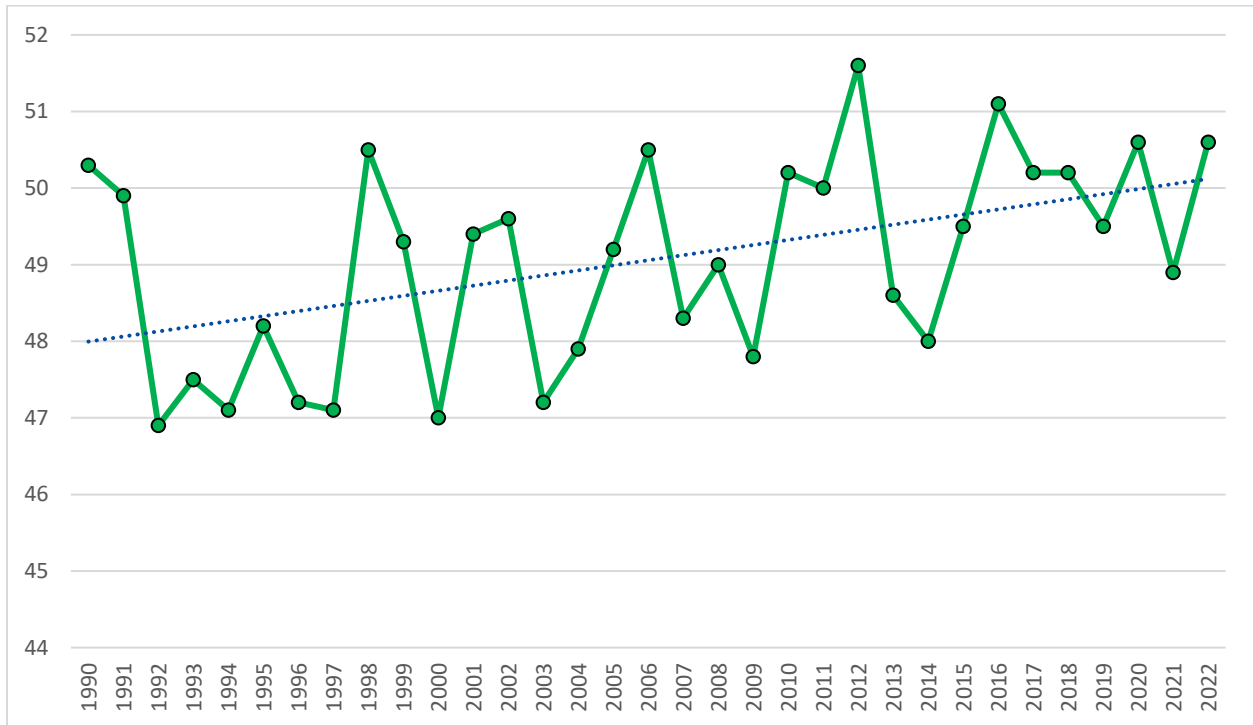
Table 18. Regional Harmful Air Pollution Sources (2010)



Source: CDRPC

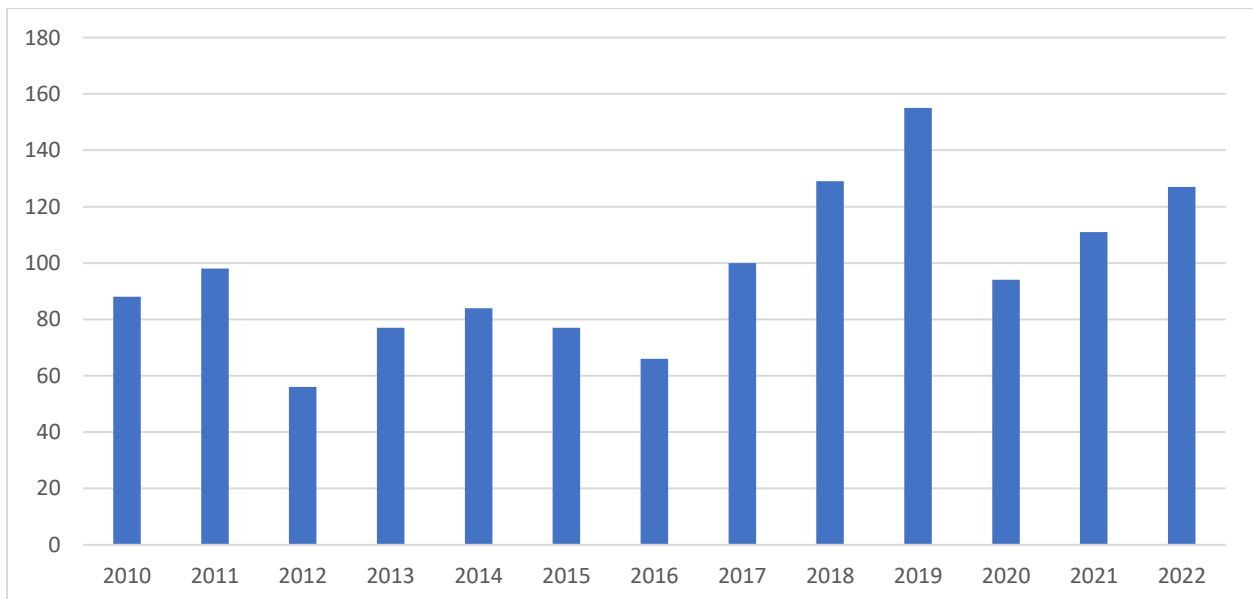
July 2023 was the wettest and hottest July in Albany history. July 2023 was not only the hottest month in local history, it was also the hottest July on Earth in 174 years according to the National Oceanic and Atmospheric Administration.^{xxi} In the Capital Region, there was approximately 10.70 inches of rain fall and temperatures were about 2.7 degrees above average.^{xxii} In 2023, there were seven (7) air quality alert days, including four (4) days that were considered "unhealthy for sensitive groups" and three (3) days that were "unhealthy" for all due to the Canadian Wildfires that spread for months because of drought and warmer-than-average temperatures.

Table 19. Monthly Mean Average Temperature for the Capital Region (1990-2022)



Source: National Weather Service

Table 20. Number of Days with Storm Events in the Capital Region (2010-2022)



Source: [NOAA National Centers for Environmental Information](#)

In the coming years, it is expected that the Capital Region will experience increased overall temperatures and more extreme weather events. Scenic Hudson estimates sea levels on the

Hudson River have risen about a foot over the last century and the rise rate is projected to accelerate.^{xxiii} The Hudson River plays a vital role in the region's economy as a transportation corridor and through the Port of Albany, a key asset for commerce. It is also a source of power/energy generation, providing clean energy to the region's power supply. The Hudson's scenic beauty, parks, walking trails, recreational opportunities, waterfront dining and living options contribute to the attractiveness and quality of life of the region. Reconnecting neighborhoods and communities to the river has long been a regional priority, but extreme weather makes these communities vulnerable to flooding and other impacts.

The region is expected to experience more extreme weather hazards such as heatwaves, heavy precipitation, and more intense storms. These events can result in flooding, property damage, and disruption of daily life. Warmer winters increase the number of freeze thaw cycles which increases the rate of deterioration for local infrastructure. Heatwaves increase the risk of heat-related illness and exacerbate existing health conditions, especially among vulnerable populations like those over 65. These vulnerabilities increase the cost of infrastructure maintenance, emergency management, first responders, and other municipal services.

Below: Flash flooding events in July 2021 created widespread damage and caused Rensselaer County to declare a state of emergency. Rising water surged across Glass Lake Road during the storm.

Photo credit: WRGB Albany (Channel 6 News)

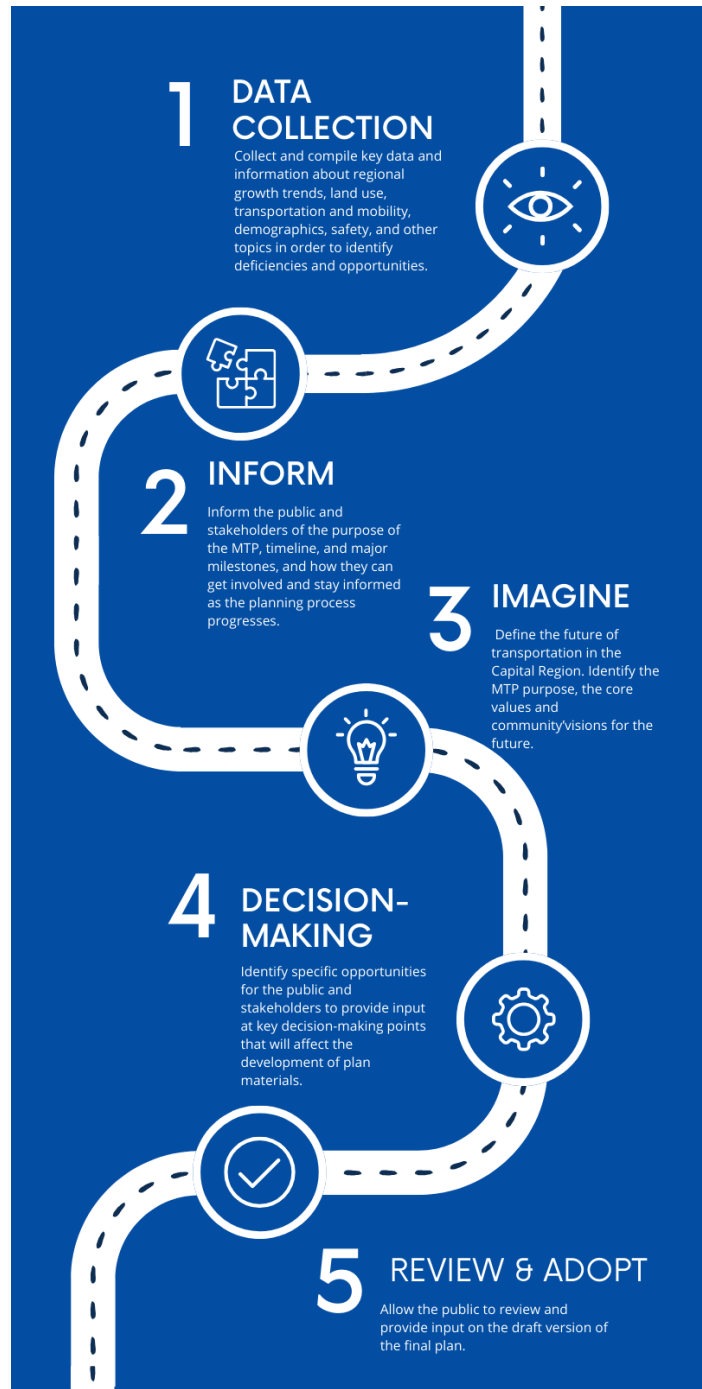


What's Next?

The Regional Trends Report has provided a comprehensive overview of the key factors shaping our region. Data and information contained in the report indicate slow but steady population growth, shifting demographics, and a robust network of transportation infrastructure and mobility options. It is evident that our region has challenges, but we are taking steps to identify priority areas for investment and development that will move the region forward.

As the In Motion Plan progresses to the next phase, engagement with stakeholders and the public will be critical to foster collaboration and gather input for strategic planning investments and policymaking. The Transportation Council is planning for public involvement in all phases of the Plan's development to better understand the transportation barriers and problems facing those living, doing business in, and traveling in the region, as well as their aspirations and values that will guide how we invest in our future transportation system.

We are confident the Capital Region can adapt and thrive despite the challenges we face. And we look forward to continuing a conversation to develop regional goals and objectives that will inform the creation of a regional vision.



Acknowledgements

The Regional Trends Report was developed with the collective efforts and contributions of these individuals and organizations. Without their willingness to share their expertise, information, data, and photographs, this report would not have been possible. As always, the Transportation Council is profoundly grateful for their commitment and dedication to serving those who live, work, and do business in the Capital Region.

Capital District Regional Planning Commission

New York State Department of Transportation

Albany County Airport Authority

The Port of Albany

Capital District Transportation Authority

Center for Economic Growth

Capital Region Regional Economic Development Council

Capital District Clean Communities Coalition

Next page: An aerial view of the Livingston Avenue Bridge looking towards Albany. Built in 1901-02, the rotating swing bridge allows large ships to proceed and is a critical link in the Empire Corridor passenger rail line. NYSDOT estimates the replacement of the Livingston Avenue Bridge will be completed in August 2028 and cost approximately \$600 million, one of the largest infrastructure investments ever made in the Capital Region.



Endnotes

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- ⁱ TIL, Aspen Institute & Heartland Forward Release the Economy Forward Framework to Measure Inclusive Economic Growth, <https://www.aspeninstitute.org/wp-content/uploads/2025/06/The-Economy-Forward-Framework.pdf>.
- ⁱⁱ Best Places to Live in the U.S. in 2023-24, <https://www.news10.com/news/albany-tops-aspen-institute-inclusive-tech-city-list/>.
- ⁱⁱⁱ <https://www.news10.com/news/albany-tops-aspen-institute-inclusive-tech-city-list/>
- ^{iv} <https://www.news10.com/news/albany-county/albany-ranked-among-best-places-to-live-in-us-for-2023-24/>
- ^v Bridge Preservation Report, Identification of Bridge Preservation Candidates, Treatments, and Costs for Locally Owned Capital District Bridges (August 2021), https://www.capitalmpo.org/images/roads_bridges/2020_CDTC_Local_Bridge_Study_-_Final_Report.pdf
- ^{vi} New York State Transportation Electrification Report, February 2021,
- ^{vii} Amtrak Ridership <https://www.bts.dot.gov/browse-statistical-products-and-data/state-transportation-statistics/amtrak-ridership>
- ^{viii} Albany International Airport, Annual Comprehensive Financial Report, 2022 https://www.albanyairport.com/application/files/6216/8017/8469/2022_Annual_Comp_Financial_Report.pdf
- ^{ix} Technical Memorandum: Traffic Trends Post-2020 (October 2022), https://www.capitalmpo.org/images/policyboard/2022/December/VI-A_TrafficCountChanges_TechMemo.pdf.
- ^x Job Access in the Capital Region, 2022, https://www.capitalmpo.org/images/advisorycommittees/ej_titleVI/JobAccessReport.08.08.22.pdf
- ^{xi} CDTA Annual Report, 2022-23, https://cdta.org/sites/default/files/pdfs/FINAL-CDTA%202022-23%20Annual%20Report_Added%20Financial%20Audit.pdf
- ^{xii} National Performance Management Research Data Set, <https://ops.fhwa.dot.gov/publications/fhwahop20028/index.htm>.
- ^{xiii} Key findings about U.S. immigrants <https://www.pewresearch.org/short-reads/2020/08/20/key-findings-about-u-s-immigrants/>
- ^{xiv} The Laws of New York, Statute of Local Governments Chapter 58-A, <https://www.nysenate.gov/legislation/laws/SLG>.
- ^{xv} The Laws of New York, Municipal Home Rule Chapter 36-A, <https://www.nysenate.gov/legislation/laws/MHR>.
- ^{xvi} The New York Housing Compact <https://www.governor.ny.gov/programs/new-york-housing-compact>
- ^{xvii} Capital Region Economic Development Council, 2024-2028 Strategic Plan. https://regionalcouncils.ny.gov/sites/default/files/2023-12/CREDC_Strategic_Plan_2023.pdf
- ^{xviii} Albany tops Aspen Institute 'inclusive tech city' list, March 30, 2022. <https://www.news10.com/news/albany-tops-aspen-institute-inclusive-tech-city-list/>
- ^{xix} Albany region rent increases slow as apartment inventory grows, August 3, 2023. <https://www.bizjournals.com/albany/news/2023/08/03/albany-apartment-rents.html>
- ^{xx} US Census Bureau, American Community Survey, "Selected Population Profile in the United States" (S0201), Black or Total Population and African American alone.

^{xxi} Record shattering: Earth had its hottest July in 174 years, National Oceanic and Atmospheric Administration (NOAA). <https://www.noaa.gov/news/record-shattering-earth-had-its-hottest-july-in-174-years#:~:text=The%20average%20global%20surface%20temperature,Earth's%20warmest%20month%20on%20record>.

^{xxii} Reviewing August and Summer 2023 in the Capital Region, WRGB Albany. <https://cbs6albany.com/weather/weather-extra/reviewing-august-and-summer-2023-in-the-capital-region-rainfall-canadian-wildfire-smoke>

^{xxiii} Sea Level Rise, Scenic Hudson. <https://www.scenichudson.org/our-work/climate/sea-level-rise/>



APPENDIX E

PLANNING SCENARIO SUMMARY

This appendix summarizes the 2024 Scenario Planning Workshop, hosted by the Transportation Council. It outlines five possible future scenarios, discusses participant feedback, and highlights strategies aligned with regional transportation goals, including resilience, technology integration, and multimodal options.



Scenario Planning Workshop Summary

December 19, 2024



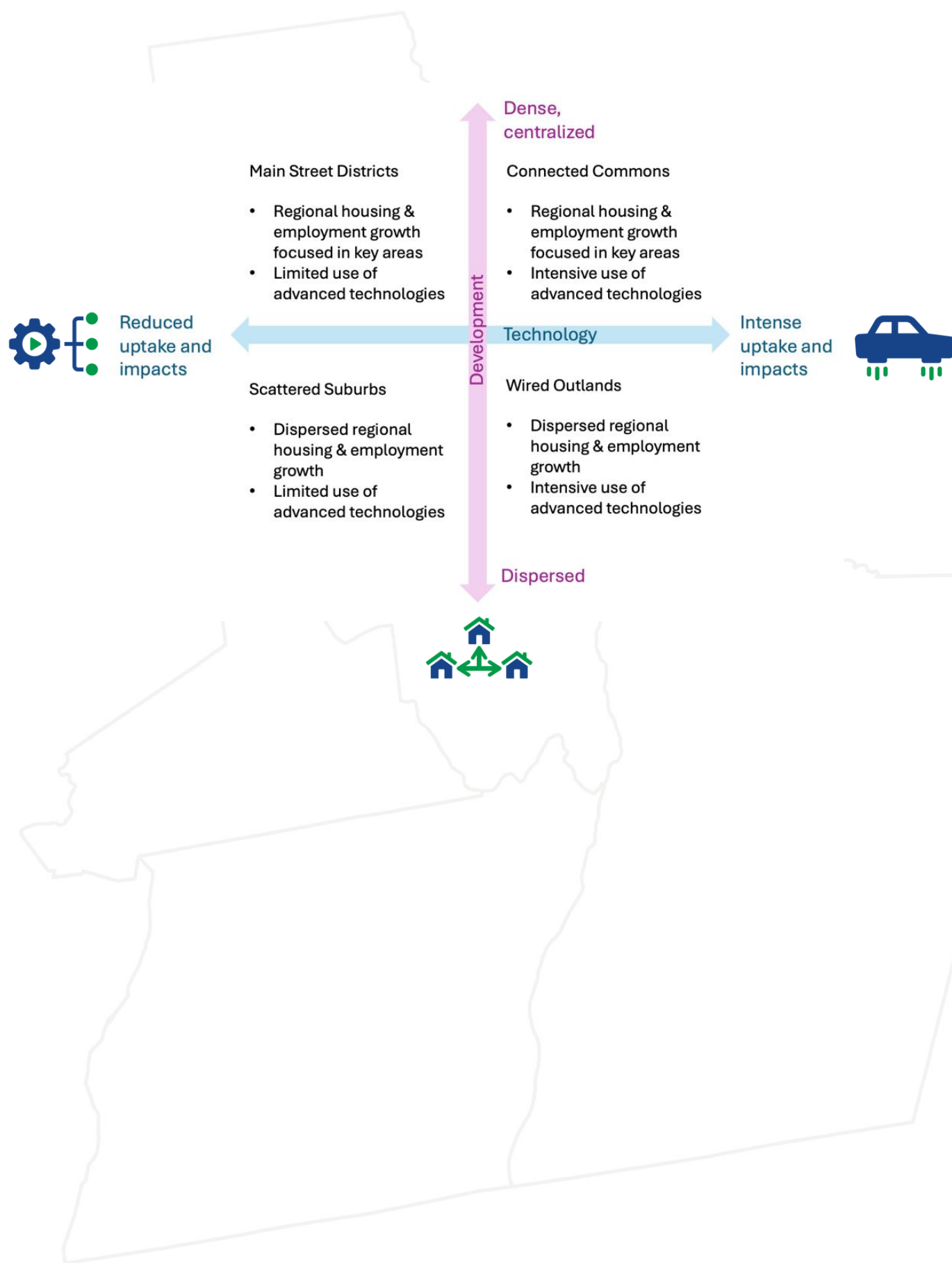
INTRODUCTION

The Transportation Council hosted a scenario planning workshop, with community leaders from across the region, to begin to identify strategies that could be beneficial across a wide range of different potential future scenarios. Key recommendations from the group included enhancing infrastructure adaptability, prioritizing investment in an integrated, multimodal network, and improving regional coordination.

WORKSHOP BACKGROUND

On November 13th, 2024, the Transportation Council hosted a scenario planning workshop for 23 participants and select Transportation Council staff. Participants represented diverse organizations; a full list of participants is available in Appendix A. Prior to the workshop, participants were sent an online poll to rank the importance of different factors with the potential to significantly impact the possible futures of the region. Among participants, 65% voted for development as the #1 driving force, and 31% voted for technology as the #1 driving force. The scenarios developed for the workshop reflected four potential outcomes of the two driving forces. An additional scenario was developed to reflect the continued momentum of existing regional trends. These scenarios were developed not as a reflection of any preferred future but as conversation starters to help participants develop a shared understanding of the potential benefits, costs, and trade-offs of different investments under widely varied futures. Exploring different possible futures (scenarios) based on development patterns and technology adoption, workshop participants will use the following guiding question to identify strategies likely to be valuable across different scenarios and trade-offs that the region may need to consider.





Workshop Objective

Participants were provided with an information packet that included information about the scenario planning process, the scenarios developed for the workshop, and the factors for participants to consider. Highlights are shared here, and the full packet can be found in Appendix B.

Guiding Question

“How can our transportation investments most effectively provide the same or better transportation service to the existing community while attracting talent (new businesses, workers, and residents)?”

What is Scenario Planning?

Scenario planning is a process that helps us prepare for multiple futures by imagining the possibilities together. This process differs from a traditional planning process, where we plan for the future by examining past and present data and trends. In scenario planning, we explore what’s happening now, what could change, how it could change, how that would affect our region’s future, and what strategies we should take to prepare for those impacts. The scenario planning process helps us get out of reacting to the past and present and more towards thinking expansively about the future.

There are several types of scenario planning and processes that a region can undertake. Types of scenario planning include:

- **Normative**—where a community has a clear vision of the future they want
- **Predictive**—where a community wants to predict the most likely future
- **Exploratory**—where a community wants to explore multiple alternative futures

Regions may choose to do one or a combination of scenario planning types. The planning process, the technical analysis conducted, and the tools used will depend on the region’s goals for the scenario planning process.

For the Transportation Council’s MTP update, we are using an exploratory scenario process to help identify a range of future driving forces and uncertainties. Through the process, project partners will develop a deeper understanding of benefits, costs, and trade-offs of different investments and policies and will identify those that are most likely to be effective across a range of futures.

Goals

Participants were asked, as they developed strategies, to consider how those strategies would impact the Transportation Council's draft goals or could be developed in such a way as to support those goals.

- **Goal 1: Safety** – Eliminate fatalities and serious injuries on Capital Region roadways and increase the security of the transportation system.
- **Goal 2: Mobility** – Ensure the transportation system is maintained, operated, and coordinated to support reliable travel throughout the region.
- **Goal 3: Access** – Improve transportation choices and access to key destinations for people and goods.
- **Goal 4: Equity** – Achieve an inclusive transportation planning process and make investments that address historic and contemporary transportation-related inequities experienced by disadvantaged populations such as racial and ethnic minorities, low-income people, seniors, and disabled people.
- **Goal 5: Livability** – Make strategic investments in the transportation system to support economic development, population growth, and housing in areas with transportation options.
- **Goal 6: Climate** – Reduce the risks the region faces from climate change, improve air quality, and reduce emissions from transportation.
- **Goal 7: Resilience** – Prepare for and protect the transportation system from changing conditions and natural hazards to responsibly manage the transportation system for generations to come.

Scenarios

The following five scenarios were discussed during the workshop:

Connected Centers – Advanced technologies shape how the region grows and moves, enabling new development patterns through sophisticated systems management (high technology/high intensity development).

Main Street Districts – Proven technologies enhance rather than reshape traditional development patterns (low technology/high intensity development).

Wired Outlands – A more sprawling region where the use of advanced technology enables isolated development, separation of uses, and car dependency (high technology/low intensity development).

Scattered Suburbs – A near-rejection of tech-enabled solutions in favor of traditional car-oriented infrastructure and development patterns (low technology/low intensity development).

Regional Momentum – The continuation of current trends in development and technology uptake.

In the participant packet provided before the workshop, each scenario was described in more detail to help participants imagine the future to which they were assigned. The full workshop packet, including scenario descriptions, can be found in Appendix B.

WORKSHOP OUTCOMES

After participant introductions, the Transportation Council and consulting staff discussed the objective of the workshop and shared an information video to help participants approach scenario discussions with an open mind. Afterwards, participants adjourned to different rooms to explore potential strategies for their assigned scenarios before coming back together to discuss as a larger group.

Breakout Group and Report Back Notes

The discussions for each scenario are summarized below. A more detailed list of participants' comments can be found in Appendix C.

Connected Centers

Participants in this group had a strong emphasis on transit-oriented development, the integration of multiple transportation modes, and a focus on regional governance and coordination (end of home rule, regional tax revenue sharing, regional ITS architecture). Identified investment needs included rail and fixed guideway transit, smart infrastructure with adjustable lanes, open access fiber network, flexible right-of-way design, and upgraded utility systems. They also noted the need to consider equity in AV technology deployment, climate resilience, noise mitigation, connected neighborhood trails, and freight and emergency services.

Main Street Districts

Participants in this group had a strong emphasis on community-centered development with downtown transportation hubs (incorporating markets, maker spaces, and event spaces), senior housing in central areas, small-scale urban parks and green spaces, and public and flex spaces. Urban design considerations included wide setbacks, vegetation, public art, building design standards, and uniform lighting. The multimodal transportation network recommendations included light rail connecting major cities, BRT between smaller main streets, CDTA service from outlying residential areas to downtowns, advanced bicycle infrastructure (including for e-bikes), and multimodal hubs featuring bicycle rentals, carsharing, BRT connections, and autonomous pods.

Wired Outlands

Private-public partnerships and transportation as a service (TaaS) were key focuses of this group, with TaaS including AV/driverless carpools, universal service hubs, a high-frequency monorail system between nodes, ride-hail like Uber or Waymo providing on-demand shuttles and flying taxis and drones. Infrastructure considerations included a shrinking highway footprint, green belts

between the nodes, satellite infrastructure instead of wired broadband, and the strategic preservation of certain network pieces while retiring others. Governance and social structures in particular look different in this scenario, with participants discussing reduced home rule, a “company town” approach, the possibility of virtual K-12 education, and the strong presence of homeowners associations (HOAs). This group discussed the need for strategies to address isolation and equity in this future.

Scattered Suburbs

This group focused on the need for maintaining existing infrastructure and providing simple solutions to capacity and efficiency improvements. Maintenance strategies included an emphasis on the state of good repair, roundabouts replacing signals, and low-tech improvements for resilience. The group discussed improving capacity through ramp metering on highways, speed cameras, and improvements to crossing and the road network. Other strategies identified included microgrids for electricity/EV support, microtransit and taxis for job access equity, fleet delivery optimization with central pickup locations, and flexible office hours for congestion reduction.

Regional Momentum

This group considered demographic shifts and the metropolitan planning organization (MPO) role beyond transportation, emphasized climate change impacts, and identified a need for transportation integration with housing, broadband, and freight. Electrification and attendant challenges were considered, including school bus electrification, e-bike integration and regulation, and other issues related to EV transitions. Ongoing challenges with transit service in low-density areas and last-mile deliveries were discussed. The group identified the need for proactive maintenance, particularly related to aging bridges. The tension between preservation and enhancement was discussed, including the need to improve bike infrastructure to reduce pressure on the infrastructure. Housing was a strong focus, with factors including affordability, housing types and sizes, and a potential influx of new residents.

Full Group Report Back

After the small group breakout discussions, participants reunited to report back on their discussions. The larger group discussion focused heavily on the challenges of managing infrastructure flexibility in an uncertain and evolving future, particularly around EV adoption and active transportation modes. A key theme was the tension between maintaining existing infrastructure and adopting for future needs, with specific attention to the feasibility of major investments like the potential \$10 million+ redirection of I-787 funding. Participants acknowledged that, while private sector momentum is driving some changes, there are significant concerns about utility capacity and equity challenges that will continue. The group also focused on prioritizing zero-downside active transportation investments and quality of life improvements.

Key Takeaways

One objective of the workshop was to identify strategies that could work across all of the scenarios or that would at least not be detrimental in some cases. We also anticipated identifying strategies that may work well in some scenarios but not others, and these trade-offs will need to be considered during strategy development and prioritization. Key themes that emerged from examining the discussion of each group include:

Infrastructure Flexibility

Many of the participants focused on the need for infrastructure flexibility and maintenance over the expansion of SOV capacity. However, for scenarios in which autonomous vehicles (AVs) played a large role in the scenario description or the strategies, flexibility may be a liability to the effectiveness of AVs, which require more standardized infrastructure.

Questions to Consider

- How do we design infrastructure that can adapt to changing needs while ensuring it remains compatible with emerging technologies that may require standardization, like autonomous vehicles?
- What process/criteria should we use to determine when to preserve existing infrastructure versus retrofitting it for new purposes?
- What steps can we take to ensure infrastructure investments made today won't become stranded assets as transportation technologies and patterns evolve?
- Should we prioritize retrofitting major arterials with dynamic lane configurations that can adapt to changing traffic patterns, or focus on standardizing infrastructure to support future autonomous vehicle deployment?
- Given the region's aging bridge infrastructure, how should we prioritize between basic maintenance and upgrading to smart infrastructure capabilities?
- What specific design standards should we adopt for new road construction to ensure compatibility with both conventional and connected/autonomous vehicles?
- For key corridors, how should we weigh near-term adaptive reuse opportunities against long-term redevelopment potential?
- Given that 82% of residents use delivery services (according to the mode shift report) but few understand their traffic impacts, how should infrastructure planning account for increasing delivery vehicle traffic while also supporting mode shift goals? What types of infrastructure might serve both purposes?

Multimodal Options

Groups identified the need for integrated solutions across different modes, including recognizing that some modes will evolve, and new modes may be introduced. Transit (including BRT and light rail), micromobility (including e-bikes and other forms of personal mobility), pedestrian

improvements, connected trail networks, and community transportation hubs (integrated with other community uses and events) were often identified as solutions.

Questions to Consider

- What metrics should we use to determine the appropriate mix of transportation investments across different modes for different areas of the region?
- How do we ensure multimodal hubs are positioned and designed to serve both current and future transportation needs?
- Where should we locate the first multimodal hubs that combine BRT, bike sharing, and potential autonomous vehicle services?
- Should we prioritize expanding the bike network through protected lanes on existing streets or focus on developing separate trail networks like those discussed in the Connected Centers scenario?
- Given CDTA's current service patterns, which corridors should be prioritized for enhanced transit service versus flexible, on-demand options?
- How should we modify current street design standards to accommodate faster e-bikes while ensuring safety for traditional cyclists and pedestrians?
- Given that building sidewalks, bike lanes, and trails was ranked as the highest transportation priority by respondents to the public survey, how can we balance quick wins in active transportation with the longer-term infrastructure changes needed to create a comprehensive network?
 - How should we prioritize locations for these improvements given limited resources?
- Public survey respondents emphasized providing more transportation options (78.5% ranking it as a priority) while maintaining existing infrastructure (85.1% prioritizing fixing roads and bridges). How can we expand transportation options while ensuring adequate maintenance of existing infrastructure?
 - What criteria should we use to evaluate this balance, particularly in areas where survey respondents indicated limited transit options outside of Albany?
- The mode shift report shows higher transit and active mode use among younger residents (18-29) and those in urban areas. How can we develop multimodal solutions that work both in areas with higher non-single occupancy vehicle mode adoption and in suburban/rural areas where driving remains dominant? How much should investments focus on providing options in areas where more individuals want them versus building out infrastructure for future mode shift?

Regional Coordination

Enhanced regional governance and coordination was often identified, with strategies including tax revenue sharing, standardized infrastructure and signage, and coordinated utility upgrades. Home rule was identified as a barrier to achieving some of the recommended regional strategies.

Questions to Consider

- What governance structures or mechanisms could help overcome home rule barriers while preserving local identity and input?
- How can we develop funding mechanisms that encourage regional cooperation while ensuring equitable distribution of resources?
- What services or infrastructure elements would benefit most from regional standardization?
 - Which transportation technologies (like traffic signals or payment systems) should be standardized first across the region?
 - Should we establish a regional transportation technology advisory committee, and if so, what should be its scope and authority?
 - How can we modify existing funding mechanisms like transportation improvement program (TIP) to better incentivize regional projects?
 - Which maintenance activities would benefit most from regional coordination, and how could we structure agreements to enable this?
 - With only 17% of workers reporting access to transit benefits and even fewer reporting access to other transportation benefits (according to the mode shift report), how can regional coordination help expand commuter benefit programs? What incentives or policies might encourage more employers to participate?

Resilience

Across the groups, resilience related to climate change, power, utilities, and infrastructure was identified. Specific strategies included climate resilience strategies, power grid improvements, water/sewer system upgrades, and the maintenance of existing infrastructure.

Questions to Consider

- How do we prioritize different types of resilience investments (climate, power, utilities, infrastructure) given limited resources?
- How can we ensure resilience investments address both immediate infrastructure requirements and long-term adaptation needs?
- What coordination mechanisms need to be in place between transportation and utility providers to enhance overall system resilience?
 - What flood mitigation measures should we require for transportation infrastructure in identified risk areas?
 - How should we modify bridge maintenance schedules to account for increased extreme weather events?
 - Which roadway corridors should be prioritized for enhanced stormwater management capabilities?

Equity

Equity concerns differed across the scenarios, but some key strategies and considerations included access to transportation in less dense areas, the affordability of new technologies, housing accessibility near transportation hubs, and job access.

Questions to Consider

- What metrics should we use to evaluate the equity impacts of different transportation investments?
- What policies need to be in place to ensure equitable access to transportation options across different geographic and demographic contexts?
 - Where should we locate the first wave of EV charging infrastructure to ensure equitable access?
 - Which neighborhoods currently underserved by transit should be prioritized for new mobility options?
 - What percentage of transportation funding should be allocated to improving access in disadvantaged communities?
 - How can we ensure that future transportation investments address the needs of communities that were underrepresented in our initial survey, particularly for non-White populations and for individuals with limited English proficiency?
 - Do we need to employ additional outreach strategies to better understand their transportation priorities?
 - The mode shift report shows significant socioeconomic divides in transportation patterns, with lower-income residents less likely to have work-from-home options (67% never work from home vs 36% of higher-income residents) but also less likely to own multiple vehicles. How can we ensure new transportation investments and policies don't exacerbate these disparities?

Technology Integration

With very different technology environments in each scenario, few strategies were shared across groups. During the full group discussion, participants discussed the need to create frameworks for evaluating and integrating new technologies, ensure basic infrastructure (like broadband) supports technology adoption, consider both high-tech and low-tech solutions for different areas and to address different challenges, and to proactively address data and systems management needs.

Questions to Consider

- What frameworks should we develop to evaluate and integrate new transportation technologies?
- What baseline infrastructure investments are needed to support future technology adoption?
- How can we balance high-tech and low-tech solutions across different contexts and needs?
 - Should we establish minimum connected vehicle infrastructure requirements for all new signal installations?
 - Are there opportunities to change policy to improve data-sharing and better evaluate and integrate new transportation technologies?
 - Which corridors should be prioritized for installation of advanced traffic management systems?
 - Virtual appointments saw significant adoption during the pandemic but have largely reverted to in-person (77% mostly/all in-person, according to the mode shift report). What

role should virtual services play in our transportation demand management strategy? How can we better integrate virtual options while acknowledging that many services require in-person access?

Transportation & Land Use Integration

Each group highlighted the critical connections between transportation and development patterns, but the specific strategies varied. Housing affordability, mixed-use development, and the need to explicitly connect transportation investments with land use strategies were common concerns.

Questions to Consider

- What mechanisms need to be in place to ensure transportation and land use decisions are effectively coordinated?
- How do we balance transportation investments that support existing development patterns versus those that could catalyze new patterns?
- What metrics should we use to evaluate the success of integrated transportation and land use strategies?
 - Should we establish different street design standards for areas designated for transit-oriented development versus other areas?
 - How can we modify parking requirements to better support mixed-use development while ensuring adequate access?
 - What zoning changes would best support multimodal hubs?

Economic Viability

Attracting new business and talent were part of the guiding question, so these were key themes across the groups. Other notable concerns included supporting local economies, creating flexible spaces for economic activity, and addressing freight and delivery needs.

Questions to Consider

- **How do we balance investments that support existing business needs versus those that could attract new businesses and talent?**
- How should we balance investing in freight infrastructure versus passenger mobility in key economic corridors?
- What specific transportation improvements would best support the region's target industry clusters?
- Should we establish different level-of-service standards for key economic corridors versus other areas?
- How can we modify project selection criteria to better account for economic development potential?
- With public survey respondents opposing or deprioritizing new road construction but still expressing concerns about congestion, what innovative approaches should we consider for managing traffic flow and improving system efficiency without expanding road capacity?

- With 61% of workers reporting no employer-provided transportation benefits (according to the mode shift report), what economic incentives could make alternative transportation modes more financially attractive to both employers and employees?
 - How do we balance the finding that cost savings is the most convincing mode-shift argument (71% finding it convincing) with the reality that many sustainable transportation options may require upfront personal and infrastructure investment?

Next Steps

Once draft recommendations are completed in early 2025, the recommendations will be considered in the context of the strategies and concerns identified by the participants through this workshop.

EVALUATION

Participants were asked to complete an evaluation of the workshop. All collected responses are provided in this section.

Roses – What is something today that worked well?

- Cross fertilization
- Scenario planning model
- Diverse views participants brought to the discussion
- Large group discussions prompted by specific questions
- Open collaboration across all backgrounds
- The scenario and small group discussions
- Discussion of topics by folks of differing views
- The example video in the beginning was helpful
- The breakout groups discussion
- Small groups worked well
- The share out at the end was phenomenal
- Being assigned to breakout group ahead of time – short film was helpful to frame discussion
- Small breakout groups were easier to share candid ideas
- Small breakout groups
- Small groups – some of the groups worked well to give each member a chance to speak and contribute in the allotted time
- The group worked well together
- I liked the breakout sessions and working with other people at a smaller table
- People with very different backgrounds

Buds – What is something that you’re looking forward to as part of this planning process going forward?

- The end of it
- Policy leading practices in collaboration across government, non-profits, and private sector
- Incorporating a consensus of strategies into measurable goals and action plan
- Seeing what strategies are recommended to reuse existing infrastructure for future needs/goals
- How to use our experience/expertise to prioritize the next transportation plan, focused on safety, equity, & cost
- To see how the conversations from today inform the work going forward
- 20 years down the line, what has happened and what hasn't
- Getting back to In Motion: The Plan to 2050
- Anything relating to land use
- Some blend of trends besides just Regional Momentum. Some blend of Wired Outland, pivot to some density but retain momentum
- Establishing a future vision where we create better precedent for policy and being more welcoming to tech innovation and start-ups
- Hearing other agency/people's perspectives
- The creative thinking for realistic solutions for capital region
- Being “audacious” with our proposal
- What issues and ideas raised in my group evolve and end up being a part of the final plan
- Incorporation of today's discussed strategies in future planning and position papers
- I like to see the regional collaboration and I'm looking forward to building partnerships that last toward implementation
- Group scenarios and seeing where they overlap

Thorns – What was something today that didn't work well, or you wish had worked better? How would you improve it in the future?

- Longer breakouts
- Provide best practice examples
- Have each participant have identification of their agency
- Clearer directions on the goal of the planning scenario breakout groups
- Instead of using paper, use digital white boards to capture the highlight of the shared information
- I felt, as I always do, reluctant to speak up in a larger group. That's a “me” problem!
- Need to stay on topic better
- Scenario planning (especially Wired Outlands) seemed too futuristic. Would have liked to learn more about other scenarios. May have been better to view future in shorter increments. Instead of jumping to 2050 going in 5-year increments
- I thought we could have discussed strengths weaknesses of each scenario, and which scenario we would want to happen

- Went well
- We had a few online group snags with tech but it didn't limit much
- There seemed to be some confusion/wandering discussions as breakout group tried to focus on the task at hand
- Unclear about the role of our facilitator in small group. Could have been stronger. Our scenario was particularly difficult to be "creative" or positive with
- An overview of jurisdictions with innovative planning
- Tougher to flesh out ideas in a short time. But probably could go on and on, so this is just a reality of the exercise. Not sure it's a true negative, just was a lot to digest, lol
- Incorporation of real time AI would have been fun. Perhaps AI and a staff member could have been one of the groups reporting
- I thought everything worked good – no thorns
- Scenarios blocked out in bullets, slightly easier to read

APPENDIX A – WORKSHOP PARTICIPANTS

Twenty-three participants, in addition to Transportation Council and consultant staff, participated in the workshop.

Name

Dan Rodriguez
David Hogenkamp
Ethan Warren
Gary McCarthy
Greg Wichser
Howard Goebel
Jen Hogan
John Scavo
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City of Schenectady - Mayor
NYSDOT Region 1 - Regional Planning & Program Manager
City of Albany - City Engineer
NYS Department of Health - Section Chief, Injury Prevention Programs
Town of Clifton Park - Planner
Center for Economic Growth - Director of Economic Development
Saratoga County - Planner
NYS Department of Health - Senior Health Program Coordinator
NYSDOT Region 1 - Capital Program Analyst
Town of Niskayuna - Planner
CDRPC - Board Chair
Rensslear County - Planner
CDRPC - Executive Director
NYSERDA - Senior Project Manager
Town of Halfmoon - Planner
Schenectady County - County Manager
Schenectady County - Planner
UAlbany - Adjunct Faculty, Urban and Regional Planning Program
City of Rensselaer - Planner
Saratoga County - Policy Board Member,
Former Director of NYSDOT Region 1

APPENDIX B – WORKSHOP PACKET





Scenario Planning Workshop

November 13, 2024



CAPITAL REGION
**Transportation
Council**

INTRODUCTION – Our Work Today

Objective

Exploring different possible futures (scenarios) based on development patterns and technology adoption, workshop participants will use the following guiding question to identify strategies likely to be valuable across different scenarios and trade-offs that the region may need to consider.

Guiding Question

“How can our transportation investments most effectively provide the same or better transportation service to the existing community while attracting talent (new businesses, workers, and residents)?”

Agenda

- Brief participant introductions (10 minutes)
 - Name, organization, role; icebreaker
- Objective & guiding question (10 minutes)
- Introduction to scenarios and expectations for break-out groups (20 minutes)
- Break-out groups to identify assumptions and strategies (45 minutes)
- Report back (55 minutes)
 - Share assumptions and strategies
 - Identify appropriate strategies to mitigate the risk of low-probability, high-impact events
- Wrap-up (5 minutes)

WHAT IS SCENARIO PLANNING?

Scenario planning is a process that helps us prepare for multiple futures by imagining the possibilities together. This process differs from a traditional planning process, where we

plan for the future by examining past and present data and trends. In scenario planning, we explore what's happening now, what could change, how it could change, how that would affect our region's future, and what strategies we should take to prepare for those impacts. The scenario planning process helps us get out of reacting to the past and present and more towards thinking expansively about the future.

There are several types of scenario planning and processes that a region can undertake. Types of scenario planning include:

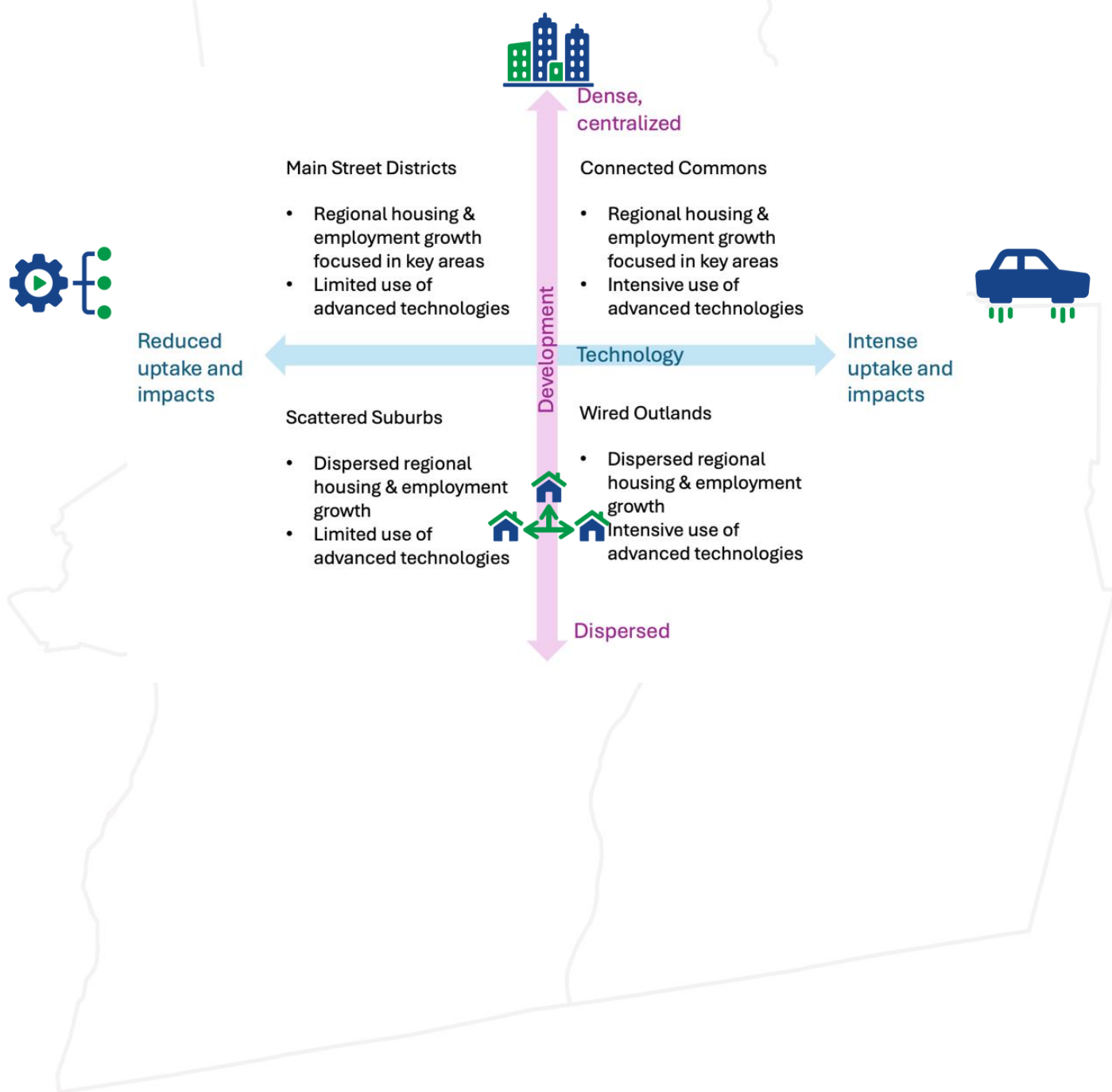
- **Normative**—where a community has a clear vision of the future they want
- **Predictive**—where a community wants to predict the most likely future
- **Exploratory**—where a community wants to explore multiple alternative futures

Regions may choose to do one or a combination of scenario planning types. The planning process, the technical analysis conducted, and the tools used will depend on the region's goals for the scenario planning process.

For the Transportation Council's MTP update, we are using an exploratory scenario process to help identify a range of future driving forces and uncertainties. Through the process, project partners will develop a deeper understanding of benefits, costs, and trade-offs of different investments and policies and will identify those that are most likely to be effective across a range of futures.

DRIVING FORCES & OTHER CONSIDERATIONS

Many forces will affect the Capital region in the future, but for the sake of today's exercise, we are narrowing our focus to two, development and technology. 65% of you voted for development as the #1 driving force, and 31% voted for technology as the #1 driving force. The scenarios developed for today's workshop reflect four potential outcomes of the two driving forces.



Development

Housing and employment are densely concentrated in key areas or are widely dispersed throughout the region. Consider at least:

- Residential, commercial, industrial, & agricultural zoning
- Incentives – mixed use, transit-oriented, brownfield redevelopment
- Office and big-box commercial conversion
- Housing affordability
- Remote work patterns
- Environmental (flood risk, heat islands, soil quality, watershed protection)
- Utilities (water/sewer, energy, broadband, waste management)

Technology

New and emerging technologies are increasingly critical to how the region's transportation system functions or they play a lesser role. Consider at least:

- Vehicle technologies (zero-emission, automated, connected) and types (bikes, scooters, microcars, drones, robots)
- Infrastructure (connected, smart, adaptive, dynamic, self-monitoring, green, carbon capture, charging)
- Information (MaaS, digital twin, cybersecurity, AI, real-time traveler info, data-sharing, privacy, cloud computing, automated enforcement)
- Construction & maintenance (3D printing, green methods, modular, automated)

Other factors to consider in your assumptions or strategies may include:

- How effects are distributed across different social groups
- Climate change & adaptation
- Population & demographic changes
- Federal & state funding changes & priorities
- Regulatory implications
- Emergency services
- Tourism
- Competition with other regions
- Aging infrastructure
- Workforce needs

- Trends in university enrollment & financial stability

SCENARIOS



This scenario reflects advanced technologies shaping how the region grows and moves, enabling new development patterns through sophisticated systems management.

By 2050, the Capital region has grown around a network of tech-enabled nodes rather than around more traditional urban forms. Along a network of corridors, adaptive systems continuously adjust building operations, transit flow, and energy distribution, supporting higher densities than more

traditional infrastructure would allow. These vibrant corridors are part of the network of high-capacity transit corridors that link dense, mixed-use districts. Suburban arterials, formerly surrounded by large surface parking lots and car-oriented strip malls, have been transformed into people-friendly boulevards framed by 6-8 story buildings and with dedicated transit lanes and transit-supportive features.

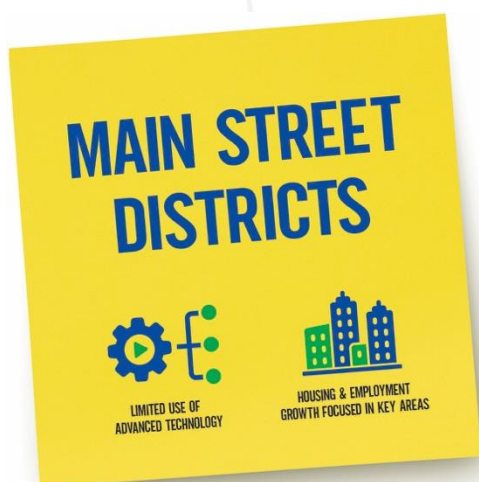
The region's major downtown areas have grown into distinctive urban centers, incorporating advanced materials into rehabilitated historic buildings and new construction, allowing for greater height and density while minimizing infrastructure impacts. Each downtown houses new employers (notably, tech firms that have moved to the region or opened satellite offices) and cultural amenities.

In Albany, the Hudson waterfront boasts recent development that complements restored ecological areas, no longer cut off by road and rail infrastructure. Formerly car-oriented sites such as regional shopping centers now boast dynamic building systems for flexible space use throughout the day and responsive public spaces that adapt to weather and use, all connected by integrated mobility hubs.

Around university and NYS campuses, an innovation district has blossomed, supporting collaboration between state employees, researchers, and students, particularly with

respect to quantum computing and biotech. The buildings in this area showcase the effectiveness of technological climate adaption, featuring green infrastructure and district energy systems that other parts of the region are adopting, too.

The uptake of advanced technology is also seen in the autonomous transit service connecting regional centers and the smart traffic management and mobility infrastructure that allow residents to move seamlessly between destinations and that create new potential for land use. Heated sidewalks and public space and street infrastructure designed to support activity year-round promote the development of stronger community connections and allow more people to choose from among many ways of getting around.



This scenario describes a future where proven technologies enhance rather than reshape traditional development patterns.

By 2050, the Capital region, from the urban center of Albany to the smaller secondary centers, has returned to its historical development pattern of distinct walkable centers, with neighborhood design supplemented by modern control systems. District-scale energy and waste systems make the most of existing infrastructure instead of requiring significant new construction. With less of an emphasis on technology, the economy has become more localized.

State government remains the anchor of the economy, and smart building systems and improved digital wayfinding improve day-to-day experiences of residents and workers while respecting the historic character of downtown.

Outside of Albany, other major urban centers similarly have incorporated modern technologies while focusing on maintaining their unique histories, small businesses are the backbone of the economy, and manufacturing has grown modestly using advanced technologies but is in traditional industrial centers and buildings. For instance, one downtown's role as a "maker's paradise" has grown, with small manufacturing spaces

taking their places alongside retail in restored Victorian buildings. In another urban center, culture and entertainment have taken center stage, benefiting from advanced systems that manage crowd flow and energy use.

In addition, secondary centers have revitalized their main streets through time-tested patterns—pedestrian-oriented buildings, residential above retail, re-establishing traditional street grids, and public spaces that act as the heart of the community.

Across the region, proven technologies (e.g., smart traffic signals, real-time information, mobile payments, and smart parking systems) are combined with reduced speeds and dedicated bus and bicycle infrastructure. These measures improve pedestrian and bicyclist safety and comfort and transit performance. Streets designed for winter weather (through modern snow melting and removal systems, smart lighting, and covered areas) provide a more welcoming and safer environment for all travelers. Walking, biking, and taking transit have become the primary way that people travel within their own district.



This scenario describes a more sprawling region where the use of advanced technologies enables isolated development, separation of uses, and car-dependency.

By 2050, the Capital region has grown not through sprawl or urban nodes but through the development of what are essentially self-contained campuses and communities that are connected digitally and connected physically primarily through autonomous vehicle corridors. There is high separation and

specialization throughout the region, and traditional downtowns reflect this trend. There is no true center of the region, and traditional downtowns have transformed into specialized tech centers. The regional economy has decidedly shifted towards tech manufacturing and digital services.

State government operations have been decentralized, as most work is remotely done. Albany's strength as the seat of government is now focused on government technology,

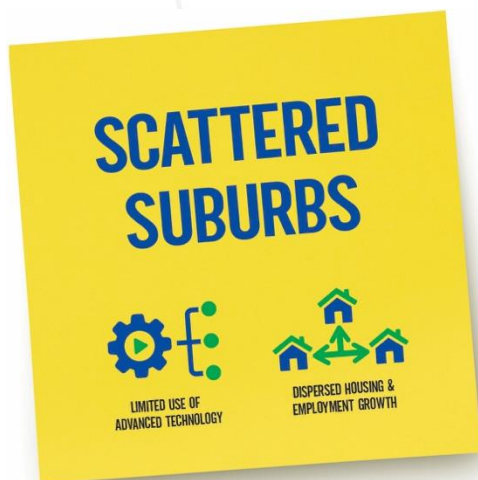
while installations in other major urban centers are primarily related to advanced research, and one has attracted specialized manufacturing. Across the region, semiconductor, biotech, quantum computing, and advanced materials facilities have developed, supported by data centers and the energy production (renewable and advanced nuclear) needed to operate them.

The tech hub that emerged around GlobalFoundries is characteristic of the new development pattern. Amenities are extensive but privatized and specialized. Buildings, on large lots, incorporate smart systems, and hubs have extensive automated internal circulators to support intra-hub mobility. Homes are filled with smart systems and equipped for remote work to the point of blurring the line between home and office. Similar hubs have developed across the region's four counties. These hubs are not traditional suburban developments where residents live and commute from, but autonomous small communities with their own infrastructure and services.

Transportation options focus on point-to-point connections between the hubs instead of general accessibility. Drone delivery and the reduction of physical commuting have reduced the need for personal trips, and autonomous vehicles provide most trips, along dedicated AV lanes on smart highways between the hubs.

Although space separates communities and individuals, connections are maintained and services coordinated through sophisticated apps. Events and services, including education, routinely exist in physical and virtual spaces. Governing decisions are made virtually through real-time community decision-making.

High land consumption, energy use, and water use have significant environmental effects that are monitored and managed, to the extent possible, by smart infrastructure systems and the protection of wildlife corridors and habitat.



This scenario describes a future that reflects a near-rejection of tech-enabled solutions in favor of traditional car-oriented infrastructure and development patterns.

By 2050, the region has fully endorsed low-density, auto-scaled development, rejecting the mix of urban and suburban development. Formerly rural areas now host large-lot (1-5 acres) housing developments, as do the transportation corridors that previously connected urban, suburban, and rural areas.

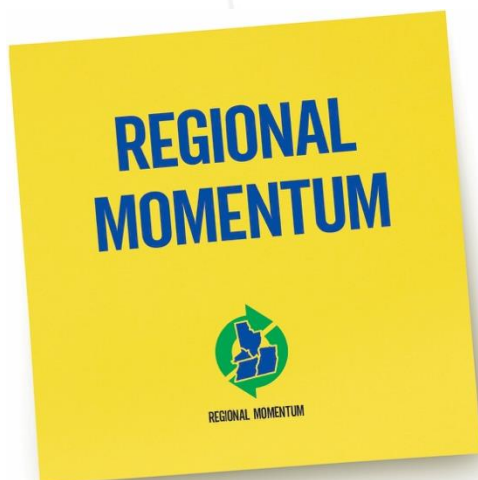
Urban centers and downtowns are no longer centers of activity, as many activities have been redistributed to the new car-oriented developments along the highways. Only essential state government functions are still in Albany, and the other major downtowns have largely transitioned to low intensity uses. The suburbs of the 2020s have been rebuilt at lower densities.

Across the region, homes and industrial and commercial developments feature basic and conventional systems, favoring simplicity over connectivity. Retail is largely offered through big-box formats, offices are in corporate campuses, and most offices have not invested significantly in remote work technology. Community life reflects privatized and physical experiences and services. Hybrid models of community engagement, even for local governments, are rejected in favor of traditional in-person options that require participants to drive.

Rather than adopting technology to support increased density and mixed use, the region has embraced conventional zoning and building strategies that maintain strict separation. The transportation system reflects a commitment to traditional private car mobility with limited use of advanced technology, relying on simple traffic signals and operations strategies rather than adaptive and connected systems. Resources are focused on conventional highway maintenance and expansion, and fixed-route public transit has been eliminated outside of lifeline paratransit services. Recent developments continue to reflect these priorities and are built around conventional parking and traffic patterns with no

features to enable future autonomous vehicles, reinforcing the development pattern and limiting the potential for future adaptation.

This scenario is a marked departure from current regional trends and represents a commitment to dispersed living enabled by conventional technologies, eliminating the opportunity for technology to mitigate the environmental, social, and financial effects of a decentralized development pattern.



This scenario describes a future that reflects the continuation of current trends in development and technology uptake.

By 2050, the region reflects mixed development patterns and areas still in transition, either towards sprawl or successful urban reinvestment. As a result, the region is a patchwork of dynamic walkable areas and struggling car-oriented retail and commercial, with housing that reflects a wide range of types and qualities, including in energy use and materials.

In downtown Albany, many older office buildings have been converted to residential developments, with restaurants and services opening to serve the new downtown residents. With the partial shift to hybrid work for state employees, other office buildings have been converted to flexible and/or shared workspaces. The area around the convention center has not attracted the activity and development once envisioned.

In the region's other major urban centers, employers are competing for the same pool of talent and development, and each area boasts some successfully revitalized blocks, a handful of new tech companies, and lively restaurant scenes, besides areas waiting for investment. Universities and colleges continue to be solid anchor institutions but have not galvanized major neighborhood transformations. Other areas in the inner-ring suburbs continue to struggle with aging infrastructure and high commercial vacancy rates.

Across the region, the economy has similarly seen partial adaptation, with the semiconductor industry growing slowly, state employment holding steady, and the healthcare industry growing alongside the aging population. While remote work is common, development patterns have not changed to reflect this. Housing development continues to include conventional suburban and limited densification patterns. Most new retail developments are car-oriented, but some commercial strips have been transformed into mixed-use developments or are better oriented toward pedestrians. As online shopping and delivery grow, the increase in deliveries impacts road and curb space congestion. Overall, community patterns and quality of life, including access to public space and multiple mobility options, vary widely, often following socioeconomic lines.

CDTA's BRT lines are modestly successful, and bike infrastructure has improved in fits and starts. New and maturing mobility options like shared e-bikes and autonomous vehicles are slowly becoming more popular, hampered in part by the lack of comprehensive infrastructure to make them safe and convenient.

This future represents partial measures and mixed results—more dynamic in 2024 in some ways, more challenged in others, and still contending with some of the same issues and tensions between growth patterns and community needs.

STRATEGIES

In your group, for the future scenario that you were given to explore, we would like the group to discuss, debate, and identify possible answers to the focal question:

How can our transportation investments most effectively provide the same or better transportation service to the existing community while attracting talent (new businesses, workers, and residents)?

As you develop potential strategies, also consider how those strategies would impact the Transportation Council's draft goals or could be developed in such a way as to support those goals.

For reference, the draft goals are:

- **Goal 1: Safety** – Eliminate fatalities and serious injuries on Capital Region roadways and increase the security of the transportation system.
- **Goal 2: Mobility** – Ensure the transportation system is maintained, operated, and coordinated to support reliable travel throughout the region.
- **Goal 3: Access** – Improve transportation choices and access to key destinations for people and goods.
- **Goal 4: Equity** – Achieve an inclusive transportation planning process and make investments that address historic and contemporary transportation-related inequities experienced by disadvantaged populations such as racial and ethnic minorities, low-income people, seniors, and disabled people.
- **Goal 5: Livability** – Make strategic investments in the transportation system to support economic development, population growth, and housing in areas with transportation options.
- **Goal 6: Climate** – Reduce the risks the region faces from climate change, improve air quality, and reduce emissions from transportation.
- **Goal 7: Resilience** – Prepare for and protect the transportation system from changing conditions and natural hazards to responsibly manage the transportation system for generations to come.

Further specifics of the draft goals, as well as the objectives that support each of them, can be found at: <https://www.inmotionplan.org/wp-content/uploads/2023/11/Draft-In-Motion-Goals-and-Objectives.pdf>

As you identify strategies, also record any assumptions you're making about the future. Consider, too:

- Timing of the strategy for maximum effectiveness—do some of your strategies need to be started immediately to be viable for completion in the future?
- Who are the likely beneficiaries of the strategy? Who is likely to be negatively affected?
- Who would be responsible for developing and implementing the strategy? Are there other supports needed in place for it to succeed?

Examples:

Under “Wired Outlands,” the group may suggest a strategy to enhance a particular aspect of technology deployment, focused on specific types of locations. The group may identify ways to implement that strategy that would improve resilience (Goal 7).

Under “Main Street Centers,” the group might consider a strategy that focuses on system preservation or on strengthening public-private partnerships. The group may identify ways to implement those strategies that would reduce inequities (Goal 4).

REPORT BACK

During the report back, each scenario group will share their ideas for strategies, the assumptions they made with respect to those strategies, and how they think those strategies may impact the draft goals. As a full group, we will discuss strategies that are emerging as likely to be successful across different futures, assumptions that have been highlighted across different futures, and strategies that may become valuable in the future if specific conditions exist or trends begin to emerge.

APPENDIX C – BREAKOUT GROUP DETAILED NOTES

Connected Centers

Participants discussed the following assumptions, strategies, and other questions or concerns:

Assumptions:

- Private vehicles would share network with transit
- Energy needed to support needs

Strategies:

- Greater reliance on transit to support density
- Micromobility and pedestrian improvements to support dense environments
- End home rule regional governance
- Regional tax revenue sharing
- Encourage and incentivize technology to continue to reinvest and grow in our region
- Connected neighborhoods trails/pathways
- Examine equity and plan now for autonomous technology (trolley problem)
- Rail – other fixed guideway transit
- Regional ITS architecture
- Smart infrastructure (adjustable lane)
- Start building ROW that's flexible
- Open access fiber network for rapid communication
- Incentivize zone changes allowing higher density in certain areas
- Vehicle speed regulators
- Climate resilience strategies and resilient power grid
- Upgrade water and sewer systems (Utilities in general)
 - Utilities in general
- Noise mitigation policies for transportation and development

Other Questions or Concerns:

- How are freight and emergency services addressed in this scenario?

Main Street Districts

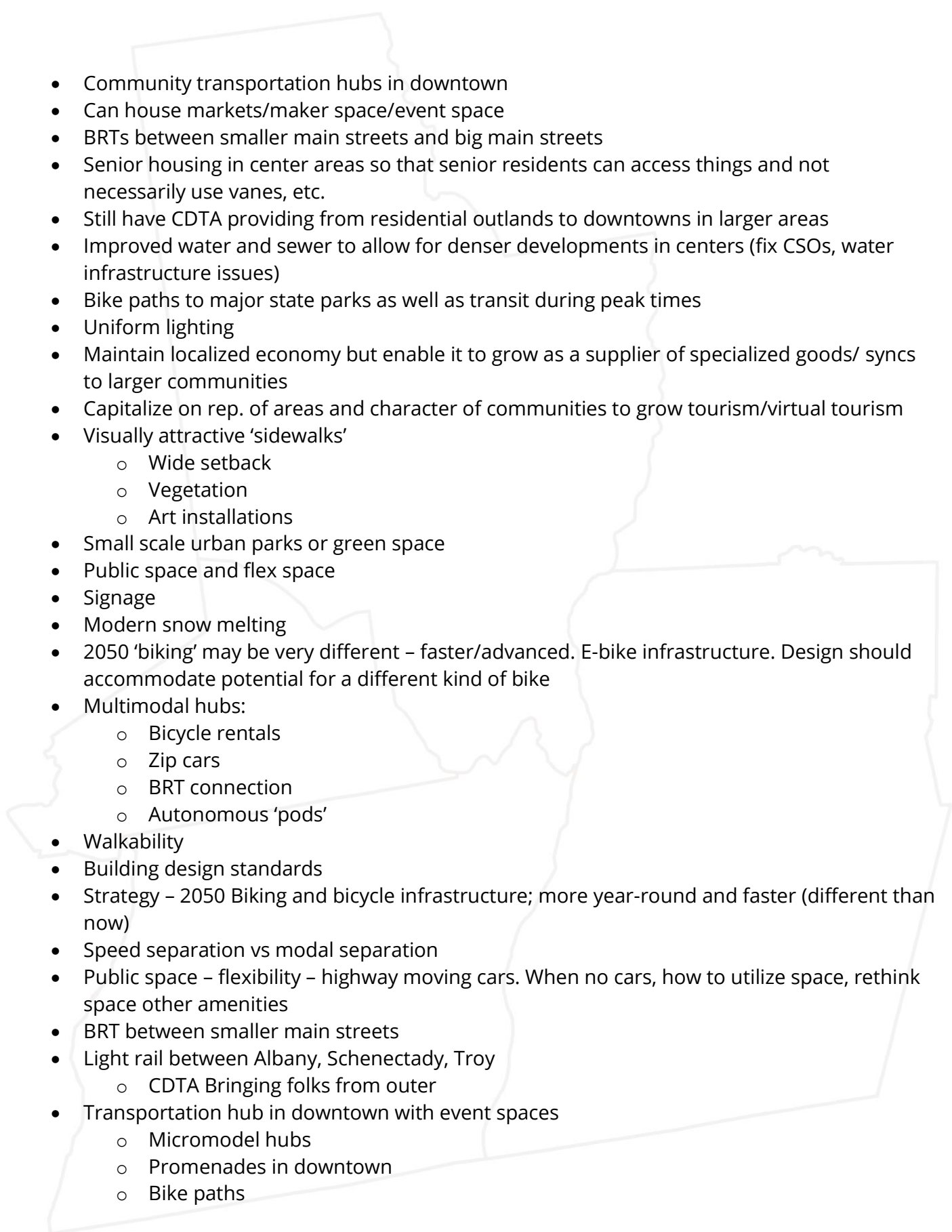
Participants discussed the following assumptions, strategies, and other questions or concerns:

Assumptions:

- Some regionalization

Strategies:

- Micromobility – separation of speeds
- Light rail

- 
- Community transportation hubs in downtown
 - Can house markets/maker space/event space
 - BRTs between smaller main streets and big main streets
 - Senior housing in center areas so that senior residents can access things and not necessarily use vans, etc.
 - Still have CDTA providing from residential outlands to downtowns in larger areas
 - Improved water and sewer to allow for denser developments in centers (fix CSOs, water infrastructure issues)
 - Bike paths to major state parks as well as transit during peak times
 - Uniform lighting
 - Maintain localized economy but enable it to grow as a supplier of specialized goods/ syncs to larger communities
 - Capitalize on rep. of areas and character of communities to grow tourism/virtual tourism
 - Visually attractive 'sidewalks'
 - Wide setback
 - Vegetation
 - Art installations
 - Small scale urban parks or green space
 - Public space and flex space
 - Signage
 - Modern snow melting
 - 2050 'biking' may be very different – faster/advanced. E-bike infrastructure. Design should accommodate potential for a different kind of bike
 - Multimodal hubs:
 - Bicycle rentals
 - Zip cars
 - BRT connection
 - Autonomous 'pods'
 - Walkability
 - Building design standards
 - Strategy – 2050 Biking and bicycle infrastructure; more year-round and faster (different than now)
 - Speed separation vs modal separation
 - Public space – flexibility – highway moving cars. When no cars, how to utilize space, rethink space other amenities
 - BRT between smaller main streets
 - Light rail between Albany, Schenectady, Troy
 - CDTA Bringing folks from outer
 - Transportation hub in downtown with event spaces
 - Micromodel hubs
 - Promenades in downtown
 - Bike paths

- Dynamic signage, road use, speed limits
- Standardization framework

Wired Outlands

In this group, assumptions were identified with specific strategies. Participants discussed the following assumptions, strategies, and other questions or concerns:

Strategies:

- 'Transportation as a service'
- AV/Driverless Carpool
- Universal Service Hubs
- Monorail Between Nodes (5-15 minute monorail) Elevated or beneath growth
 - Assumption – Money
 - Shift from new system
 - Land use car centric
 - Highway footprint shrinking
 - Green belt between nodes
- Waymo/Uber System; On Demand Shuttle (equity)
 - Public Investment in MaaS
 - PRIVATE
- In the mode
 - Maybe level in mode
 - Bike, walk/MaaS in node
- Different Buses Travel Between Nodes
 - Road network
 - Consistent with road striping/ITS technology
 - No duplication
- Fly Taxi/Drones
 - Assumption: Road network vs roadwork (Jetsons)
 - Investment in FAA – Safety
- Preserving, Strengthen Pieces of Network and Others Retire
- Housing
 - "Company Town"
 - "Choice"
- High Equality Regional Assets
- Home Rule Reduction
 - Assumption – Strategies for Regionality
 - Efficiency in doubling services
- Satellite Internet
 - No wired broadband
- Back to COVID times
- Connecting/Planning Needs to Change/Collaborate

- Assumption:
 - Climate Change
 - Basic public amenities
 - K-12 Education – Virtual?
 - Parks, recreation
 - Socialism
- Strategical Requirement
 - Expand the MaaS/Monorail transportation system between nodes
 - Preserving strategic pieces of the network and let non-strategic network links retire
 - In node: bike/ped; AV/MaaS micromobility
- Assumptions:
 - Regional Coordination (Home rule down)
 - Investment ITS/systems/GPS, power, etc. Develop strategy
 - Identification of strategic conditions/investments
 - HOA's on steroids
 - Equity?
 - PPP – will be necessary

Other Questions or Concerns:

- “Isolationism”
- Attract people – entertainment; homogenous
- Equity – ‘haves vs have nots’
- People not in the hubs

Scattered Suburbs

Participants discussed the following assumptions, strategies, and other questions or concerns:

Strategies:

- Maintain existing system in state of good repair
 - Assumption – Cars dominate and need to travel further, more often
 - Relation to draft goals – ‘safety of driving’
- More roundabouts (replacing lights/signals)
 - Assumption – people learn how to use roundabouts
 - Relation to draft goals – improve traffic safety with low tech solutions
- Improve cross access and road network to increase capacity; ramp metering on highway access
- Microgrids to support electricity needs/EV use
- Improve existing infrastructure with low tech improvements for resiliency
- Micro-transit, FHV, taxis are crucial (also electric!), job access equity
- Fleet/delivery optimization/routing to neighborhoods, central pick-up locations for packages
- Flex office hours to reduce congestion on roads

- Speed cameras everywhere!

Regional Momentum

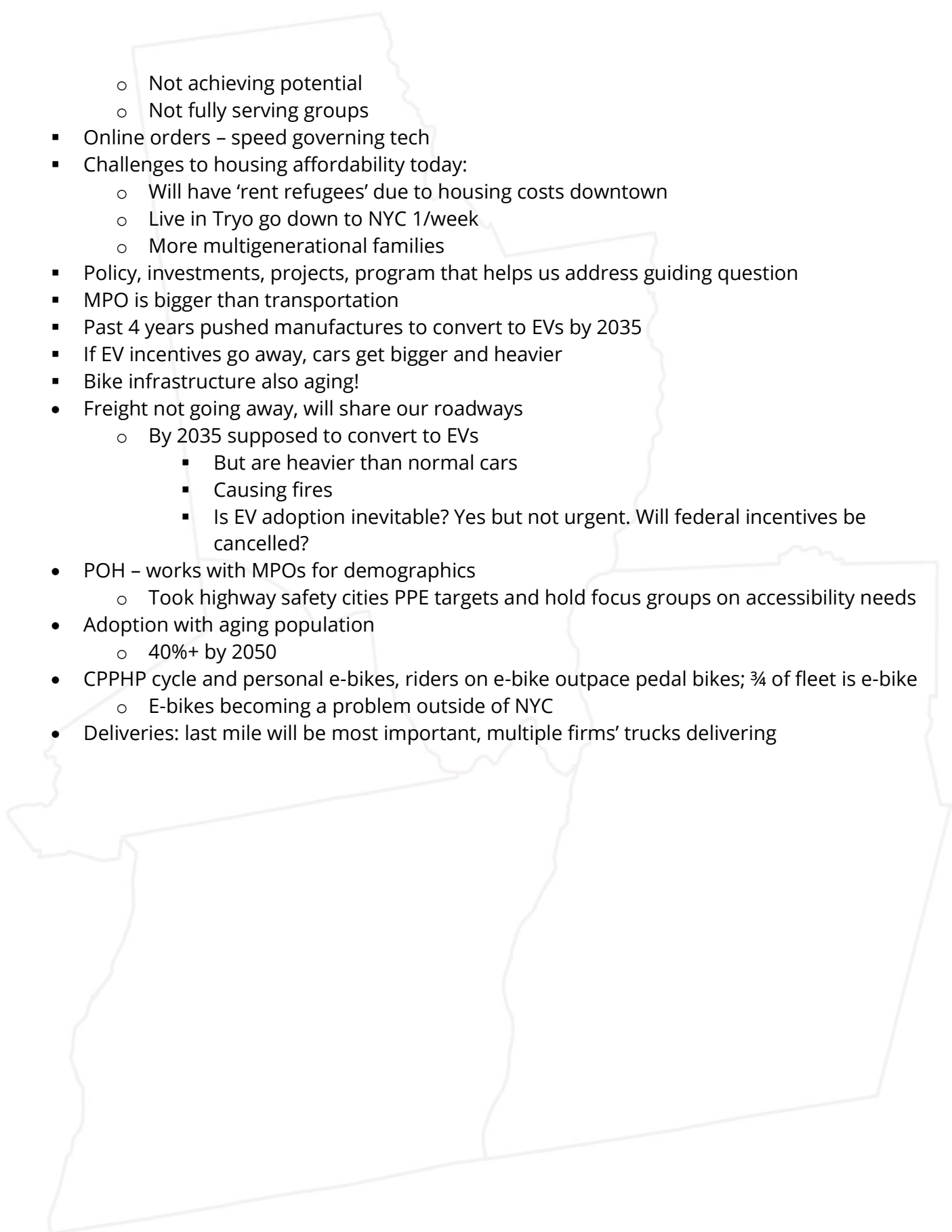
Participants discussed the following assumptions, strategies, and other questions or concerns:

Strategies:

- Tools to track costs of EVs
- Agile assets
- Broadband
- Housing
- Freight
- Drone Policy
- Emphasis on major forces, not in isolation
 - Climate change
- CDTA do a good job of what they do, but region is not dense so challenge to serve with fixed route transit. CDTA will need to adapt their service
- School buses; 25x the number of transit buses, used ~90 min in AM and 90 in PM
 - Need to be electric
 - School districts not changing to meet the requirements and assuming will be someone else's problem
- Housing – small side nice development happening in each of regions cities
 - Need cheap, simple, high density
 - Tiny houses, micro-housing needs support
 - Maybe Transportation Council support denser cities and inner suburbs to change zoning
- Building design – converting old malls, adding med offices
- Preservation vs enhancement
 - Aging bridges, rail bridge over Hudson
 - Other major bridges at end of life
- Investments in active transportation to take pressure off roads
- Proactive roads with bike facilities for preservation
 - Street milling schedule
- E-bikes
 - Important for aging population
 - Need new driver manual, reimagined for diversity of road users
 - Regulation - what types of e-bikes (including cargo) are allowed and where
 - May be important for last-mile deliveries
 - Need to train bike riders on proper use

Other Questions and Concerns:

- People still moving N → S in massive numbers
- Status quo

- 
- Not achieving potential
 - Not fully serving groups
 - Online orders – speed governing tech
 - Challenges to housing affordability today:
 - Will have ‘rent refugees’ due to housing costs downtown
 - Live in Tryo go down to NYC 1/week
 - More multigenerational families
 - Policy, investments, projects, program that helps us address guiding question
 - MPO is bigger than transportation
 - Past 4 years pushed manufactures to convert to EVs by 2035
 - If EV incentives go away, cars get bigger and heavier
 - Bike infrastructure also aging!
 - Freight not going away, will share our roadways
 - By 2035 supposed to convert to EVs
 - But are heavier than normal cars
 - Causing fires
 - Is EV adoption inevitable? Yes but not urgent. Will federal incentives be cancelled?
 - POH – works with MPOs for demographics
 - Took highway safety cities PPE targets and hold focus groups on accessibility needs
 - Adoption with aging population
 - 40%+ by 2050
 - CPPHP cycle and personal e-bikes, riders on e-bike outpace pedal bikes; ¾ of fleet is e-bike
 - E-bikes becoming a problem outside of NYC
 - Deliveries: last mile will be most important, multiple firms’ trucks delivering



APPENDIX F

SCENARIO MODELING

This appendix presents the results of scenario modeling using the STEP Travel Demand Model. It includes an analysis of land use and transportation scenarios to explore potential impacts on the Capital Region's transportation network under varying growth and system conditions.



Scenario Modeling using STEP Travel Demand Model

July 2025

FINAL DRAFT

1. Introduction

In keeping with evolving practice by peer Metropolitan Planning Organizations (MPOs) at the statewide and national level, the Transportation Council has undertaken scenario-planning exercises as part of the development of the In Motion Plan. This is based on the recognition that there is substantial uncertainty about the future of the transportation network, and that the Transportation Council should consider a range of possible futures as it develops the program of regional investments and policies.

For the In Motion Plan, this scenario-planning exercise consisted of two components:

- An intensive hybrid (in-person/online) scenario-planning workshop with the In Motion Plan's Task Force members in November 2024. The objective was to begin to identify strategies that could be beneficial across a wide range of different potential future scenarios (see graphic depicting scenarios below, in Figure 1). Key recommendations from workshop participants included enhancing infrastructure adaptability, prioritizing investment in an integrated, multimodal network, and improving regional coordination.
- A quantitative modeling task, using the Transportation Council's suite of analytics known as the Systemic Transportation Evaluation and Planning (STEP) Model. While the outcomes of the Scenario Planning Workshop were *qualitative*, the Transportation Council's STEP regional model can *quantitatively* evaluate *some* future scenarios. The objective of this task was to analyze the impacts of a set of varying land use and transportation system investment scenarios on the transportation network's operations.

This report documents and summarizes the findings of the modeling task. The summary of the November 2024 Scenario-Planning Workshop can be found in Appendix E: Planning Scenario Summary.

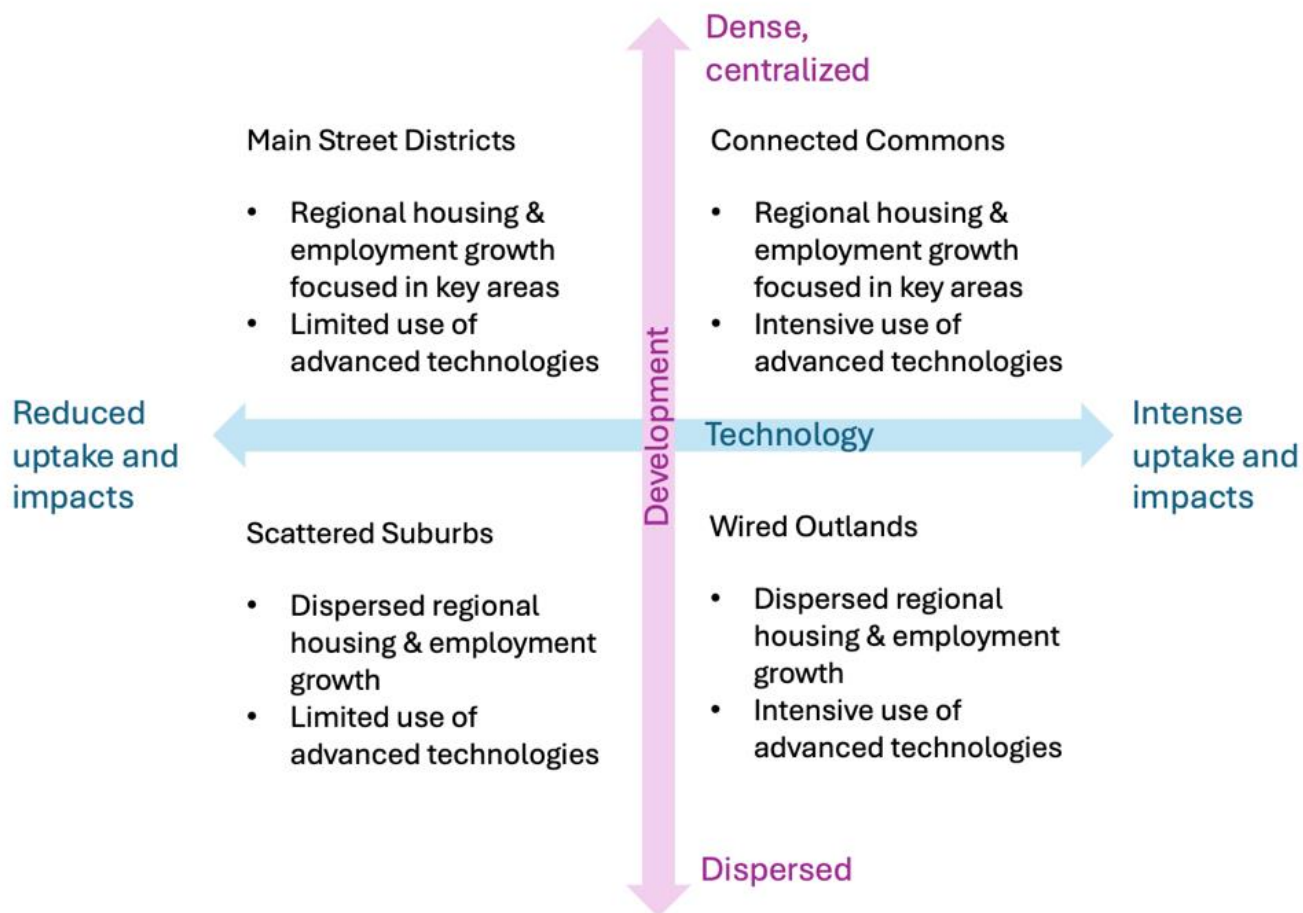


Figure 1: Summary of four scenarios considered by participants during the scenario-planning workshop

2. Approach: What we did

Overview of the Transportation Council's STEP Model

The Transportation Council's STEP Model was the key analytical tool used for the scenario-planning task. This is a computer model of the Capital Region's roadway system during a typical representative afternoon/evening peak period (i.e. morning or afternoon "rush hour"), simulating

how travelers route from point 'A' to point 'B' in their journeys, and where and how much congestion occurs.

The STEP model is based in VISUM software (<https://www.ptvgroup.com/en-us/products/ptv-visum>), and has been used widely over the years by the Transportation Council to support major planning initiatives in the Capital Region. It has been used in applications ranging from re-imagining the I-787 corridor to determining appropriate traffic-mitigation measures for major real estate developments.

The STEP Model is a state-of-the-practice Travel Demand Model of the type used by many MPOs nationally. It is a 3-step model:

- Trip generation: How many journeys are generated by land uses across the Capital Region?
- Trip distribution: Where are the beginning and endpoints of the region's journeys?
- Trip assignment: What routes are drivers using to complete their journey from point 'A' to point 'B'?

Considerations in crafting the scenarios to be modeled

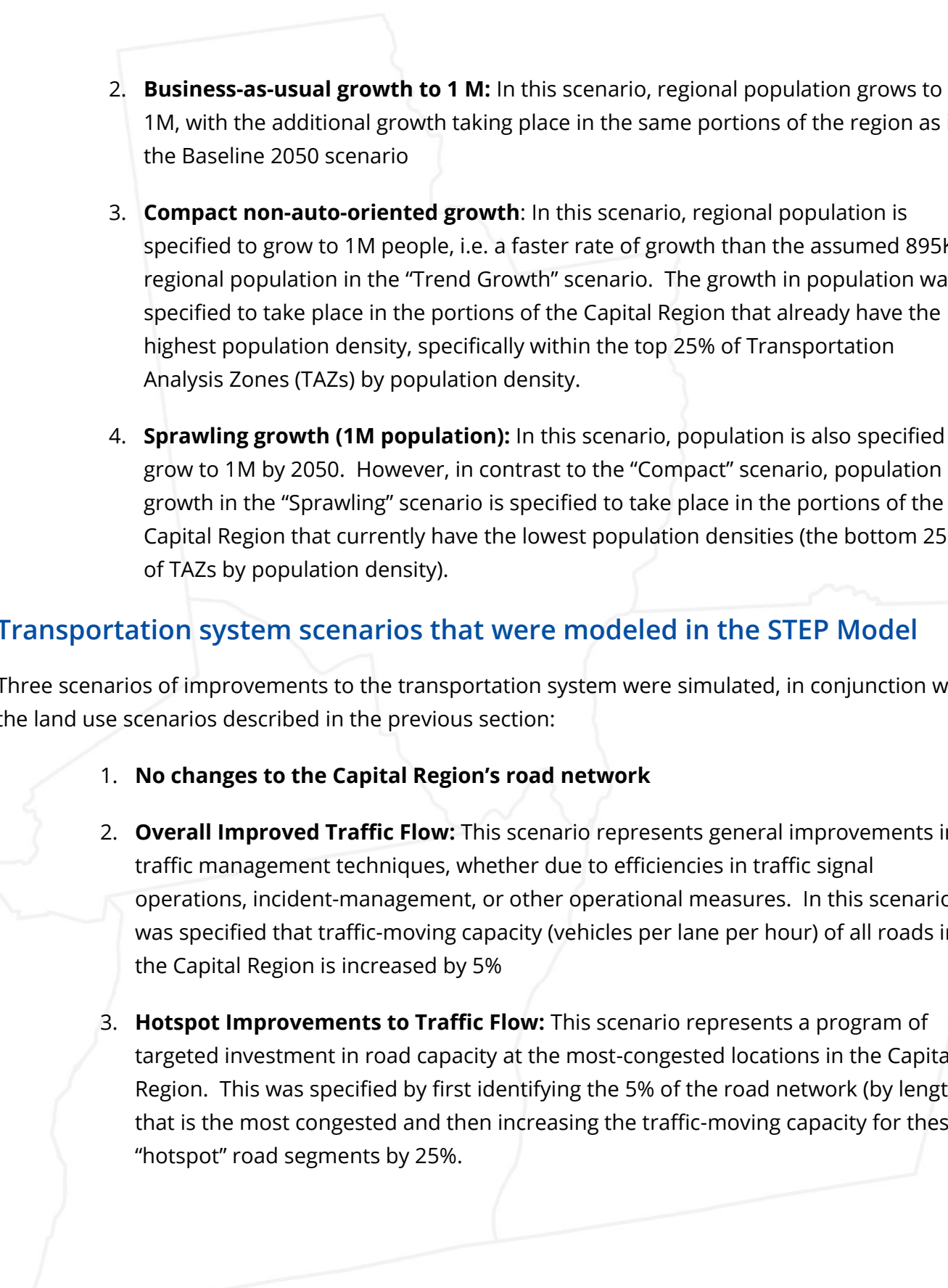
When deciding which scenarios to model using the STEP model, the following were considered:

1. Feasibility of generating meaningful results with the STEP Model's existing components
2. Level of effort to prepare for each model run
3. Consistency with scenarios/issues covered at the November 2023 Scenario-Planning Workshop
4. Understandability of results by technical staff and USDOT/NYSDOT
5. Ability to communicate results to the public and elicit meaningful feedback

Land use scenarios that were modeled in the STEP Model

Based on the criteria outlined above, four land use scenarios were developed, each for the year 2050:

1. **Baseline growth:** This is the Transportation Council's current forecast of future growth. It forecasts a regional population of 895K in the year 2050.

- 
2. **Business-as-usual growth to 1 M:** In this scenario, regional population grows to 1M, with the additional growth taking place in the same portions of the region as in the Baseline 2050 scenario
 3. **Compact non-auto-oriented growth:** In this scenario, regional population is specified to grow to 1M people, i.e. a faster rate of growth than the assumed 895K regional population in the “Trend Growth” scenario. The growth in population was specified to take place in the portions of the Capital Region that already have the highest population density, specifically within the top 25% of Transportation Analysis Zones (TAZs) by population density.
 4. **Sprawling growth (1M population):** In this scenario, population is also specified to grow to 1M by 2050. However, in contrast to the “Compact” scenario, population growth in the “Sprawling” scenario is specified to take place in the portions of the Capital Region that currently have the lowest population densities (the bottom 25% of TAZs by population density).

Transportation system scenarios that were modeled in the STEP Model

Three scenarios of improvements to the transportation system were simulated, in conjunction with the land use scenarios described in the previous section:

1. **No changes to the Capital Region’s road network**
2. **Overall Improved Traffic Flow:** This scenario represents general improvements in traffic management techniques, whether due to efficiencies in traffic signal operations, incident-management, or other operational measures. In this scenario, it was specified that traffic-moving capacity (vehicles per lane per hour) of all roads in the Capital Region is increased by 5%
3. **Hotspot Improvements to Traffic Flow:** This scenario represents a program of targeted investment in road capacity at the most-congested locations in the Capital Region. This was specified by first identifying the 5% of the road network (by length) that is the most congested and then increasing the traffic-moving capacity for these “hotspot” road segments by 25%.



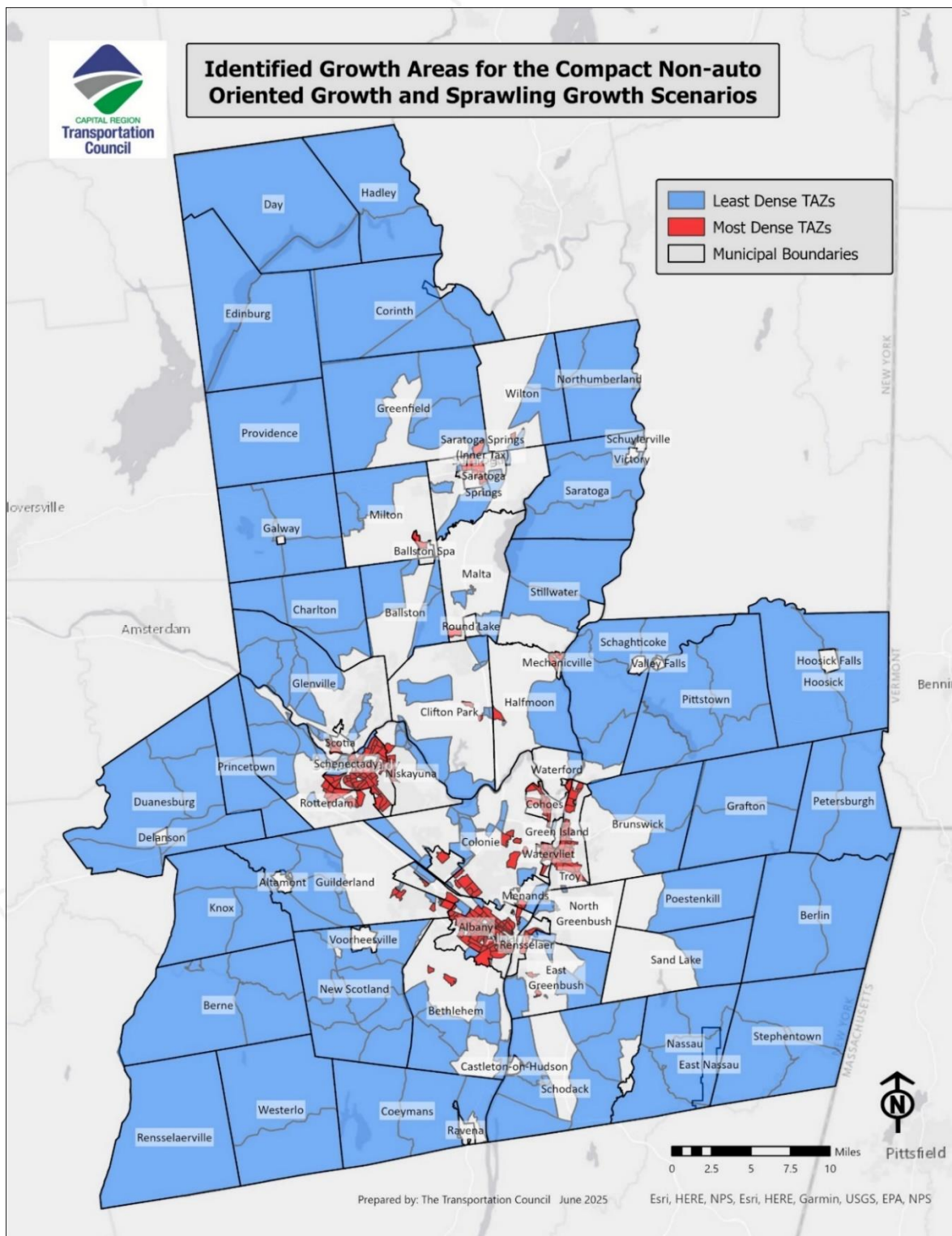


Figure 2: Identified growth areas for the “Compact non-auto-oriented growth” (red TAZs) and “Sprawling growth” (blue TAZs) scenarios

3. Metrics: How we measured the impacts of each scenario

The following metrics were calculated for each scenario using the STEP model, to provide quantitative measures that allow the impacts of the scenarios to be compared to one another. In all cases, the metrics pertain to a typical weekday afternoon/evening peak hour, in the year 2050 (the In Motion Plan's horizon year):

- **Vehicle-miles of travel, (miles per person):** Total number of miles driven on Capital Region roads, divided by the population to yield a per person average
- **Vehicle-hours of travel, (minutes per person):** Total number of minutes spent driving on Capital Region roads, divided by the population to yield a per person average
- **Average driving speed** (mph), indicative of level of congestion
- **Indicator of amount of air pollution** impacts of the transportation sector (presented as "Better" and "Worse" to reflect the STEP model's detail)
- **Vehicle operating costs:** Indicator of how much Capital Region residents are spending operating their motor vehicles

4. Findings: What we found from this scenario-planning exercise

The STEP model projects that if no improvements are made to the transportation system and the population reaches 1M, the result would be slower-moving traffic in the Capital Region. Table 1 presents a summary of results.

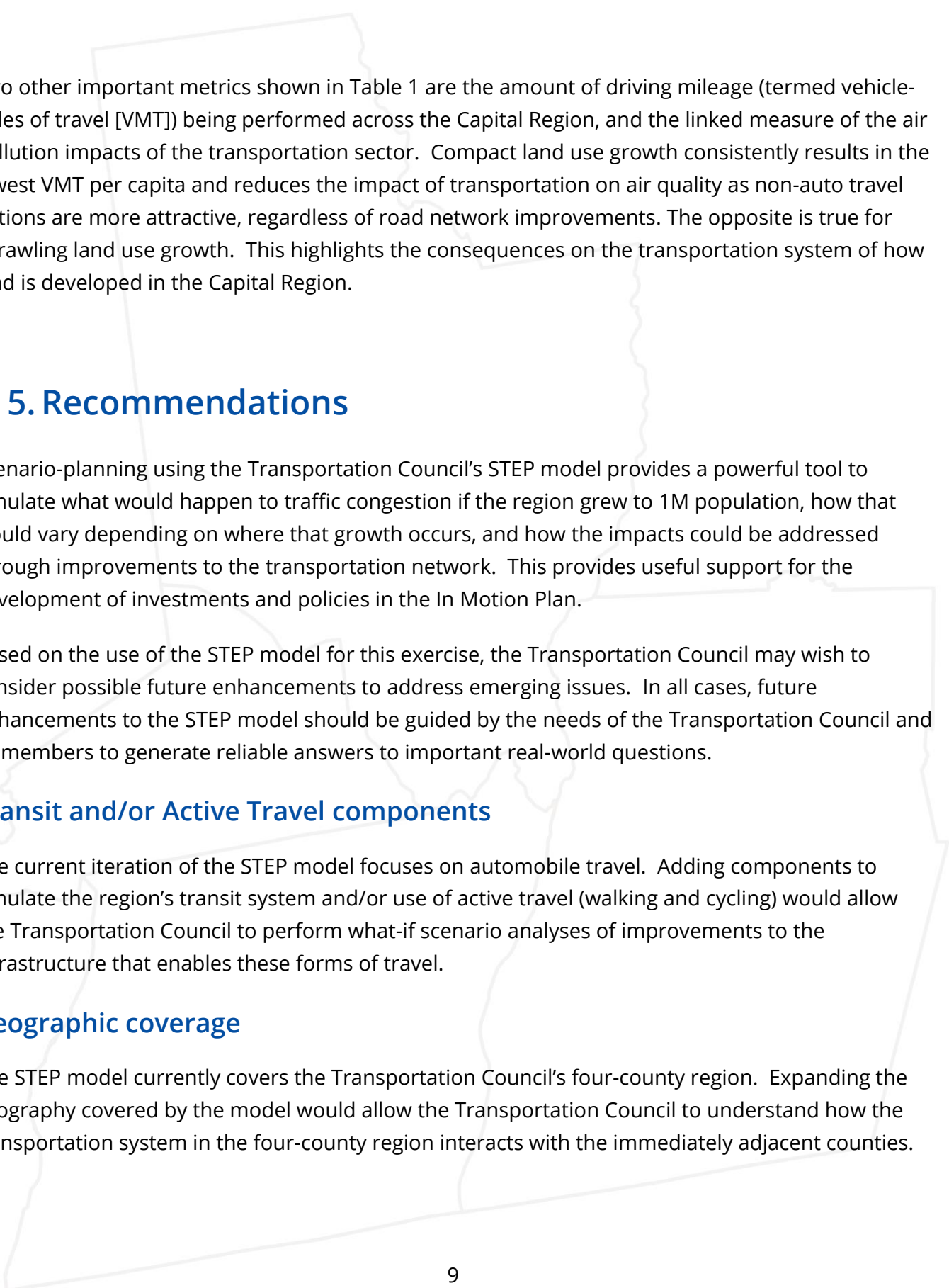
When compared to the 895,000 person Baseline Growth scenario, the *Compact Growth* scenario is estimated to result in traffic moving 5% slower. However, traffic is estimated to move 8% slower through the *Sprawling Growth Scenario*. *Thus, sprawling growth would yield the slowest average traffic speeds (i.e. the most congestion), if no improvements to the transportation network are made.*

A reduction in traffic speeds might be addressed by the investment strategies, and the *Hotspot Improvements* option would have a greater congestion-mitigating impact than the *Overall Improved Traffic Flow* scenario.

Under the Compact Growth land use scenario, the change in average speeds from Hotspot Improvements would result in driving speeds which are 2% faster than in the Baseline Growth scenario. Conversely, the same Hotspot Improvements under Sprawling Growth are estimated to reduce average driving speed by 1%. This suggests that the Hotspot Improvements may help in the specific parts of the road network where they are implemented, but the overall increase in miles driven under the Sprawling Growth scenario more than nullifies the benefits provided by *Hotspot Improvements*.

Table 1: Performance metrics of STEP model scenarios relative to Baseline 2025 conditions (Typical weekday PM peak hour in 2050)

2050 Scenario	Miles Driven per Person	Minutes Driven per Person	Average Driving Speed	Air Pollution
Base (895K pop)	No change (baseline scenario)			N/A
Business-as-Usual (1M pop)	-1%	5%	-6%	N/A
Compact Non-auto-oriented Growth (1M pop)	-6%	-1%	-5%	Better
Sprawling Growth (1M pop)	8%	17%	-8%	Worse
Compact Non-auto-oriented Growth with Improved Traffic Operations (1M pop)	-5%	-2%	-3%	Better
Sprawling Growth with Improved Traffic Operations (1M pop)	8%	15%	-6%	Worse
Compact Non-auto-oriented Growth with Hotspot Improvements (1M pop)	-4%	-6%	2%	Better
Sprawling Growth with Hotspot Improvements (1M pop)	9%	11%	-1%	Worse



Two other important metrics shown in Table 1 are the amount of driving mileage (termed vehicle-miles of travel [VMT]) being performed across the Capital Region, and the linked measure of the air pollution impacts of the transportation sector. Compact land use growth consistently results in the lowest VMT per capita and reduces the impact of transportation on air quality as non-auto travel options are more attractive, regardless of road network improvements. The opposite is true for Sprawling land use growth. This highlights the consequences on the transportation system of how land is developed in the Capital Region.

5. Recommendations

Scenario-planning using the Transportation Council's STEP model provides a powerful tool to simulate what would happen to traffic congestion if the region grew to 1M population, how that would vary depending on where that growth occurs, and how the impacts could be addressed through improvements to the transportation network. This provides useful support for the development of investments and policies in the In Motion Plan.

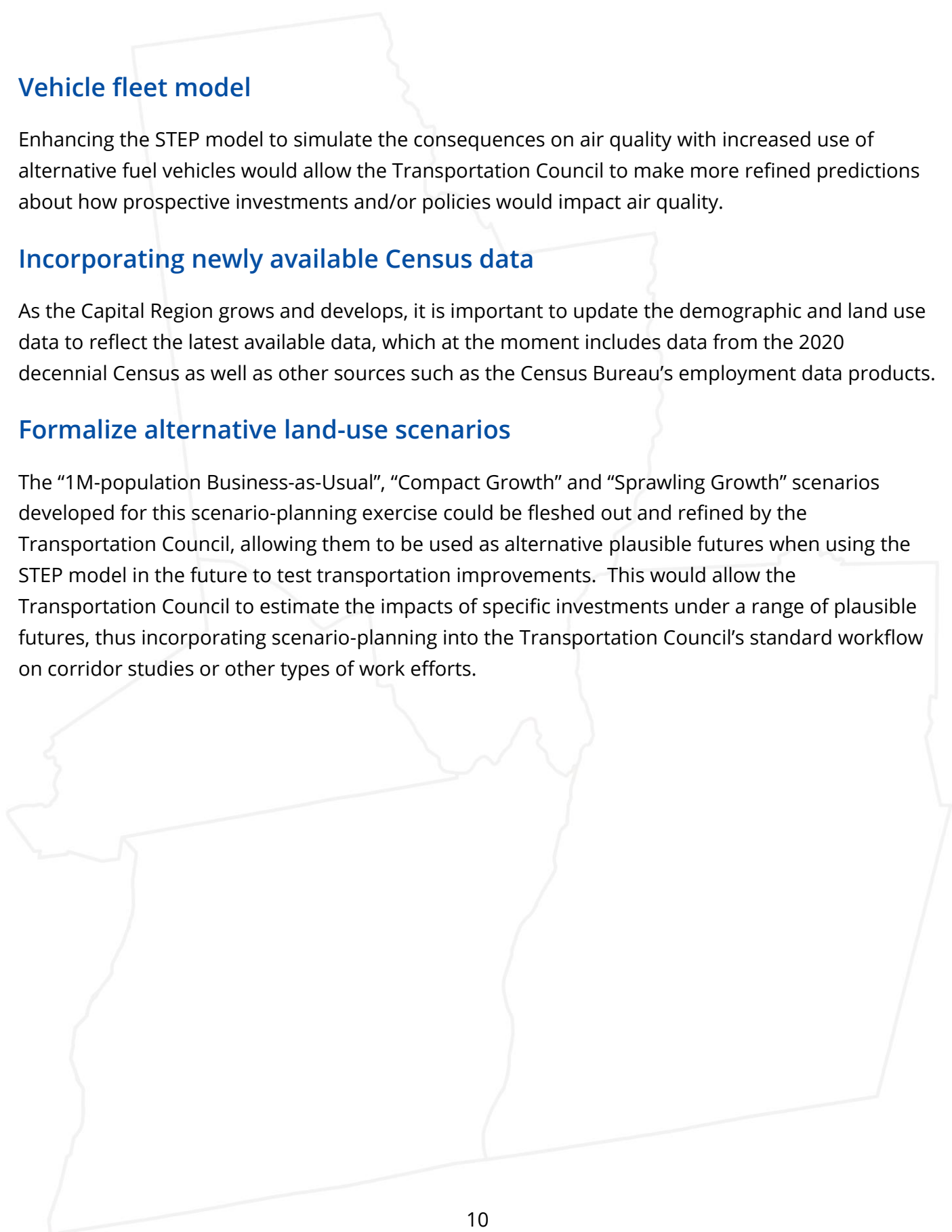
Based on the use of the STEP model for this exercise, the Transportation Council may wish to consider possible future enhancements to address emerging issues. In all cases, future enhancements to the STEP model should be guided by the needs of the Transportation Council and its members to generate reliable answers to important real-world questions.

Transit and/or Active Travel components

The current iteration of the STEP model focuses on automobile travel. Adding components to simulate the region's transit system and/or use of active travel (walking and cycling) would allow the Transportation Council to perform what-if scenario analyses of improvements to the infrastructure that enables these forms of travel.

Geographic coverage

The STEP model currently covers the Transportation Council's four-county region. Expanding the geography covered by the model would allow the Transportation Council to understand how the transportation system in the four-county region interacts with the immediately adjacent counties.



Vehicle fleet model

Enhancing the STEP model to simulate the consequences on air quality with increased use of alternative fuel vehicles would allow the Transportation Council to make more refined predictions about how prospective investments and/or policies would impact air quality.

Incorporating newly available Census data

As the Capital Region grows and develops, it is important to update the demographic and land use data to reflect the latest available data, which at the moment includes data from the 2020 decennial Census as well as other sources such as the Census Bureau's employment data products.

Formalize alternative land-use scenarios

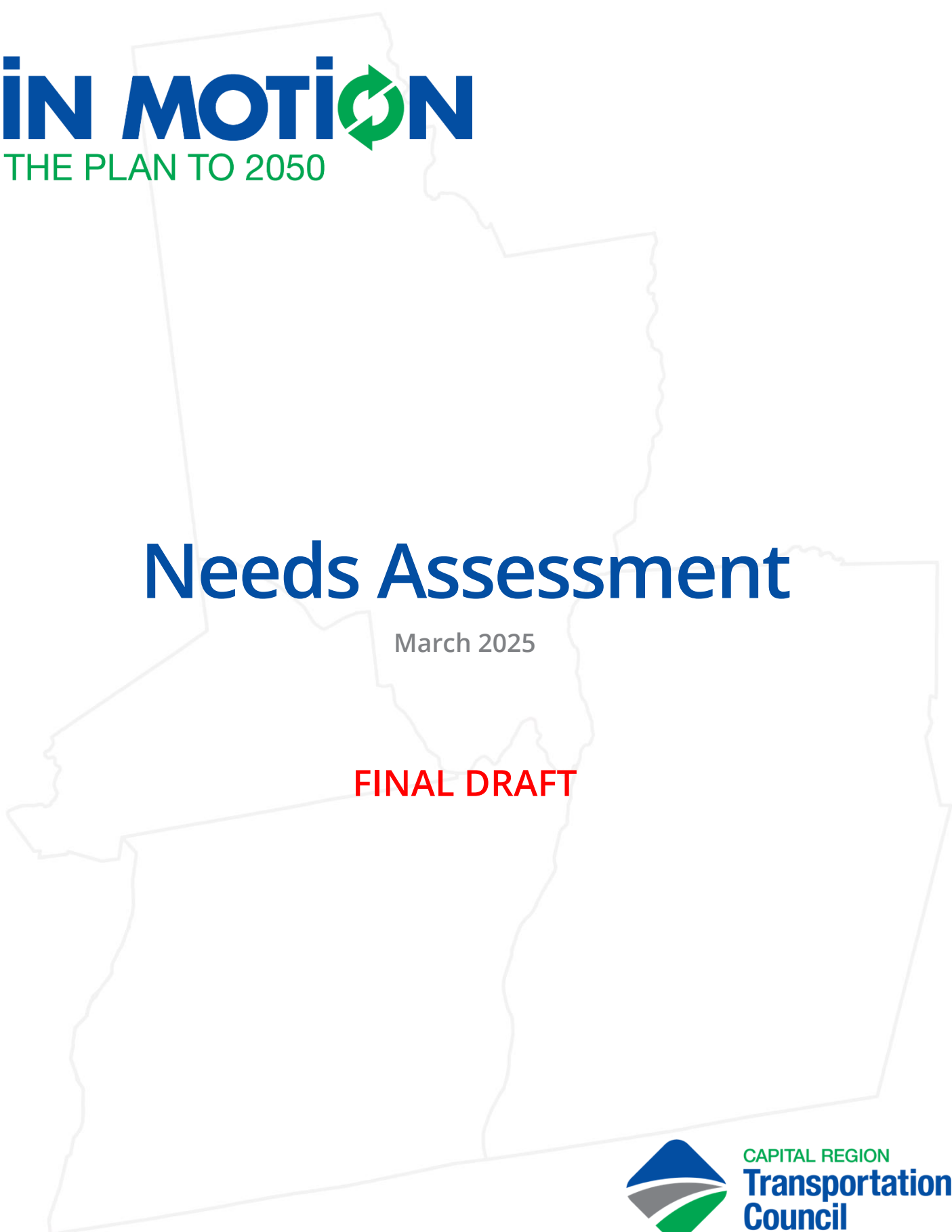
The "1M-population Business-as-Usual", "Compact Growth" and "Sprawling Growth" scenarios developed for this scenario-planning exercise could be fleshed out and refined by the Transportation Council, allowing them to be used as alternative plausible futures when using the STEP model in the future to test transportation improvements. This would allow the Transportation Council to estimate the impacts of specific investments under a range of plausible futures, thus incorporating scenario-planning into the Transportation Council's standard workflow on corridor studies or other types of work efforts.



APPENDIX G

NEEDS ASSESSMENT

This appendix outlines the baseline transportation needs in the Capital Region, addressing current funding allocations and infrastructure conditions, including roads, bridges, culverts, transit fleets, and active transportation facilities such as sidewalks and trails.



IN MOTION

THE PLAN TO 2050

Needs Assessment

March 2025

FINAL DRAFT



CAPITAL REGION
Transportation
Council

1. INTRODUCTION

The Capital Region Transportation Council (“the Transportation Council”) is the metropolitan planning organization responsible for comprehensive, continuing, and collaborative transportation planning in the Capital Region.

The Transportation Council is in the process of creating the *In Motion* Metropolitan Transportation Plan, which is the longest-term and most strategic of the Transportation Council’s federally required documents. Following the efforts to prepare the *In Motion* plan, it is anticipated to be formally adopted by the Transportation Council’s Policy Board in September 2025.

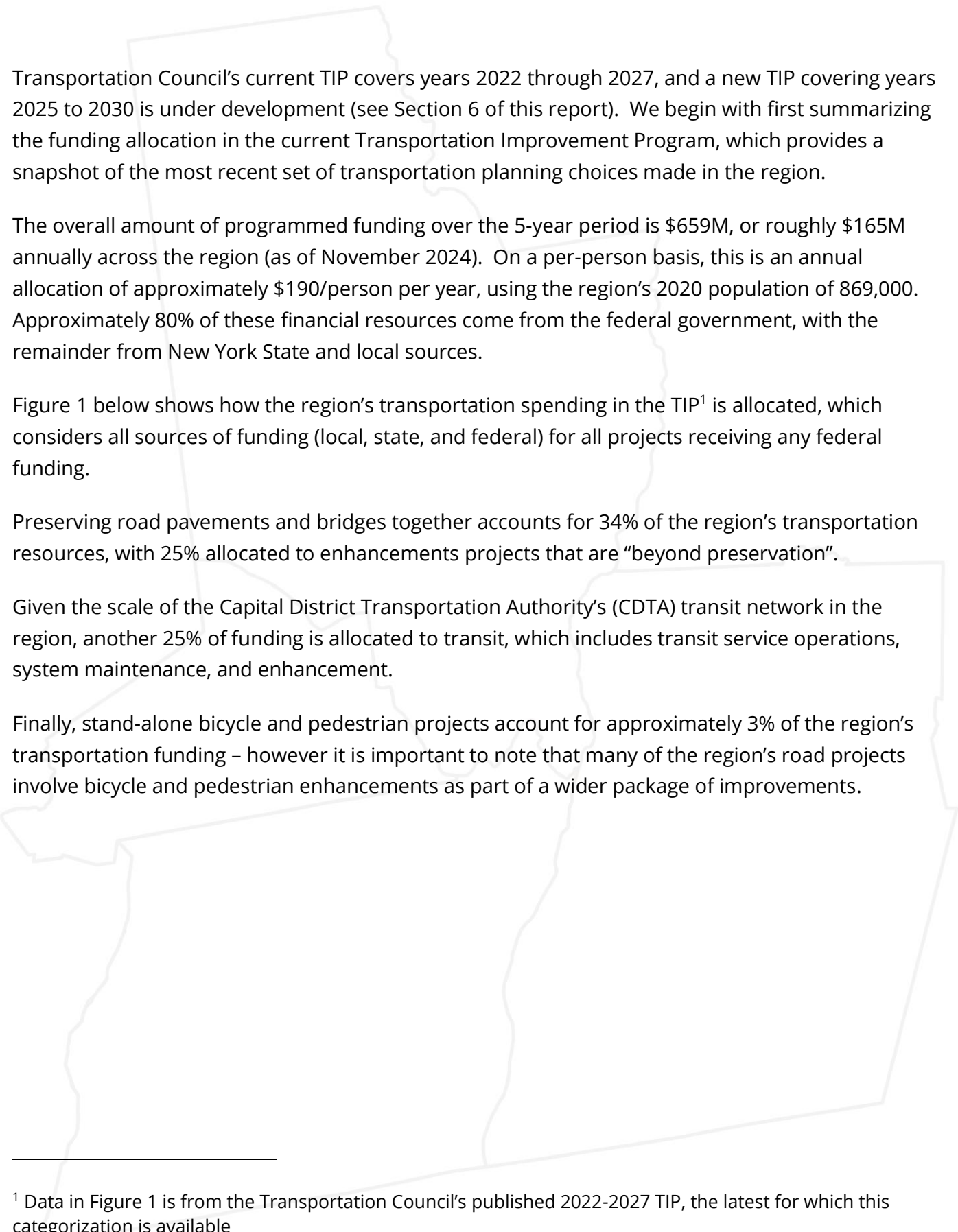
Through this Needs Assessment, the Transportation Council aims to establish the baseline needs for transportation planning in the Capital Region. Further work in early 2025 will compare needs against available resources – including federal, state, and local sources – to identify choices to be made and any structural gaps in resources that will need to be bridged. An important consideration will be the trade-offs between resources allocated to preserving/maintaining existing transportation infrastructure and services, versus resource allocation to projects that go beyond maintenance to enhance the transportation system and help achieve the Transportation Council’s overarching goals.

This report is organized around the following major aspects of transportation planning in the Capital Region:

- Section 2: Overview of current allocation of transportation funding resources
- Section 3: Needs for the Capital Region’s roadway network
- Section 4: Needs for the Capital Region’s transit system (focused on the transit vehicle fleet)
- Section 5: Needs for the Capital Region’s non-motorized network (sidewalks and trails)
- Section 6: Needs as presented by Transportation Council members in the 2024 solicitation for the region’s 2025-2030 Transportation Improvement Program

2. Overview of current allocation of transportation funding resources

The *In Motion* plan will establish a plan out to year 2050 for the region’s transportation system, and in keeping with federal legislation this long-range plan will guide the development of several multi-year *Transportation Improvement Programs* which allocate funding to specific projects. The



Transportation Council's current TIP covers years 2022 through 2027, and a new TIP covering years 2025 to 2030 is under development (see Section 6 of this report). We begin with first summarizing the funding allocation in the current Transportation Improvement Program, which provides a snapshot of the most recent set of transportation planning choices made in the region.

The overall amount of programmed funding over the 5-year period is \$659M, or roughly \$165M annually across the region (as of November 2024). On a per-person basis, this is an annual allocation of approximately \$190/person per year, using the region's 2020 population of 869,000. Approximately 80% of these financial resources come from the federal government, with the remainder from New York State and local sources.

Figure 1 below shows how the region's transportation spending in the TIP¹ is allocated, which considers all sources of funding (local, state, and federal) for all projects receiving any federal funding.

Preserving road pavements and bridges together accounts for 34% of the region's transportation resources, with 25% allocated to enhancements projects that are "beyond preservation".

Given the scale of the Capital District Transportation Authority's (CDTA) transit network in the region, another 25% of funding is allocated to transit, which includes transit service operations, system maintenance, and enhancement.

Finally, stand-alone bicycle and pedestrian projects account for approximately 3% of the region's transportation funding – however it is important to note that many of the region's road projects involve bicycle and pedestrian enhancements as part of a wider package of improvements.

¹ Data in Figure 1 is from the Transportation Council's published 2022-2027 TIP, the latest for which this categorization is available

2022-2027 TIP Funding Allocation by Project Category

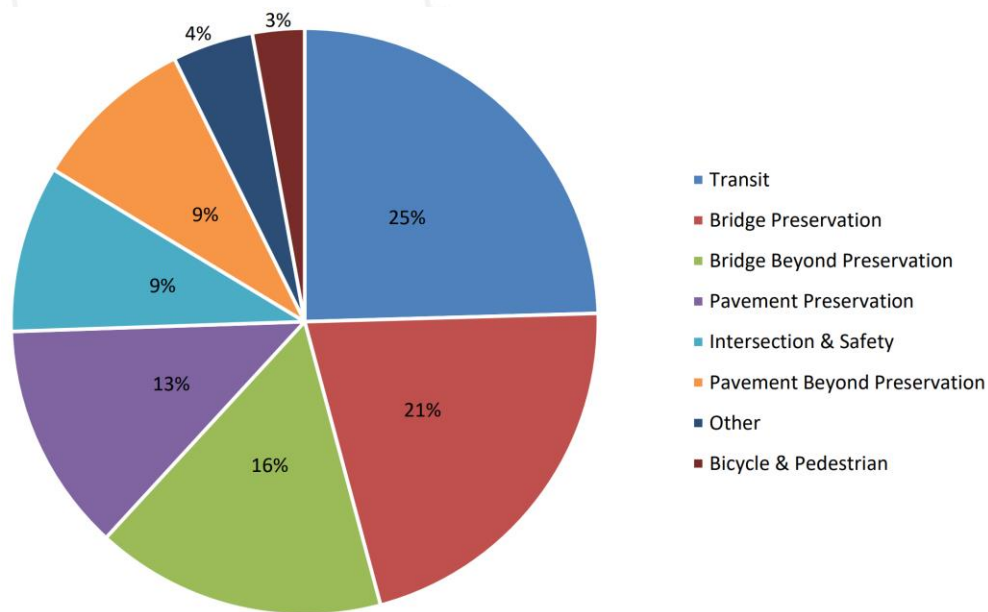


Figure 1: Allocation of funding from the Transportation Council's 2022-2027 Transportation Improvement Program (Note: figures in this chart are sourced from 2022-2027 TIP at time of adoption)

It is noteworthy that as part of the development of the Transportation Improvement Program the Transportation Council surveyed the public to ask about the public's input on the allocation of transportation funding. Figure 2 shows that survey respondents preferred to allocate larger fractions of funding to transit and bicycle/pedestrian projects, and less to system preservation. It should be kept in mind that the sample size here was small (28 respondents), however more recent surveying in 2024 for the In Motion Plan development process reaffirmed this finding with a larger sample size (~150 respondents).

New Project Spending by Project Type (incl. Regional)

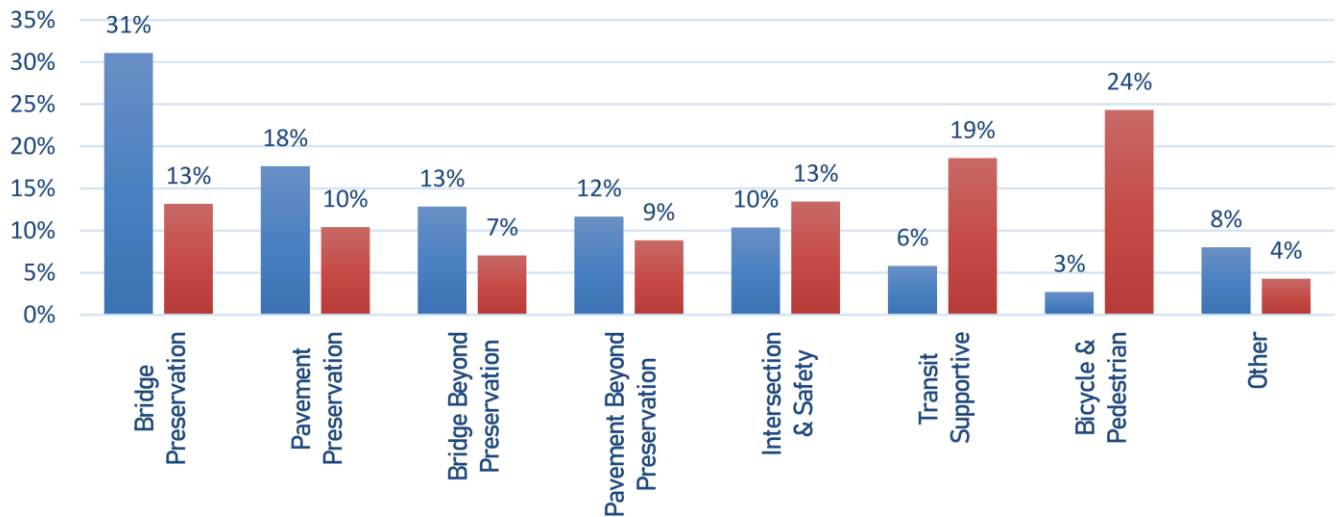


Figure 2: Comparison between the actual allocation of funding in the Transportation Improvement Program (blue bars) and public preferences for this allocation (red bars)

3. Needs for the Capital Region's roadway network

The Capital Region's roadway network is massive, encompassing approximately 14,000 lane-miles of roadway and 1,000 bridges. Strategic portions of the road network are operated by the New York State Department of Transportation (NYSDOT) and the New York State Thruway Authority (NYSTA), however much of the network is owned and managed by a patchwork of local and county jurisdictions.

The road system carries the vast majority of both passenger and freight traffic in the Capital Region and is expected to do so under sometimes harsh operational and weather conditions. It connects the economy and mobility of the region, including the airports, rail yards, ports, and transit routes.

As with much of the region's other infrastructure, the road network is in need of continual rehabilitation and reconstruction activities simply to maintain the assets in functioning condition.

The remainder of this section first surveys pavement and bridge conditions in the Capital Region, followed by a custom analysis undertaken by NYSDOT of how varying funding for pavement and bridge maintenance upwards and downwards would impact the condition of these assets. The motivation is to ensure that the In Motion Task Force understands the trade-offs between funding for system preservation and for system enhancement, so that informed choices can be made in the In Motion Metropolitan Transportation Plan.

Pavement Condition

Figure 3 below shows representative images of pavement quality, to help readers understand how the numerical ratings relate to “on-the-ground” pavement conditions.



Excellent
No Cracking



Good
Infrequent
Minor Cracking



Fair
Frequent
Minor Cracking



Poor
Very Frequent
Severe Cracking

Figure 3: Representative images of Poor through Excellent pavement condition, reproduced from NYSDOT2021 Pavement Condition Report

Figure 4 shows pavement condition ratings across the Capital Region, for roads included in NYSDOT’s current pavement-condition database. It is noteworthy that pavement condition varies widely by roadway type in this database, with pavement on Interstate highways and other major facilities generally in better condition (“Smooth” on average) than minor roadways (“Fair” for urban local roads and “Rough” for rural local roads).

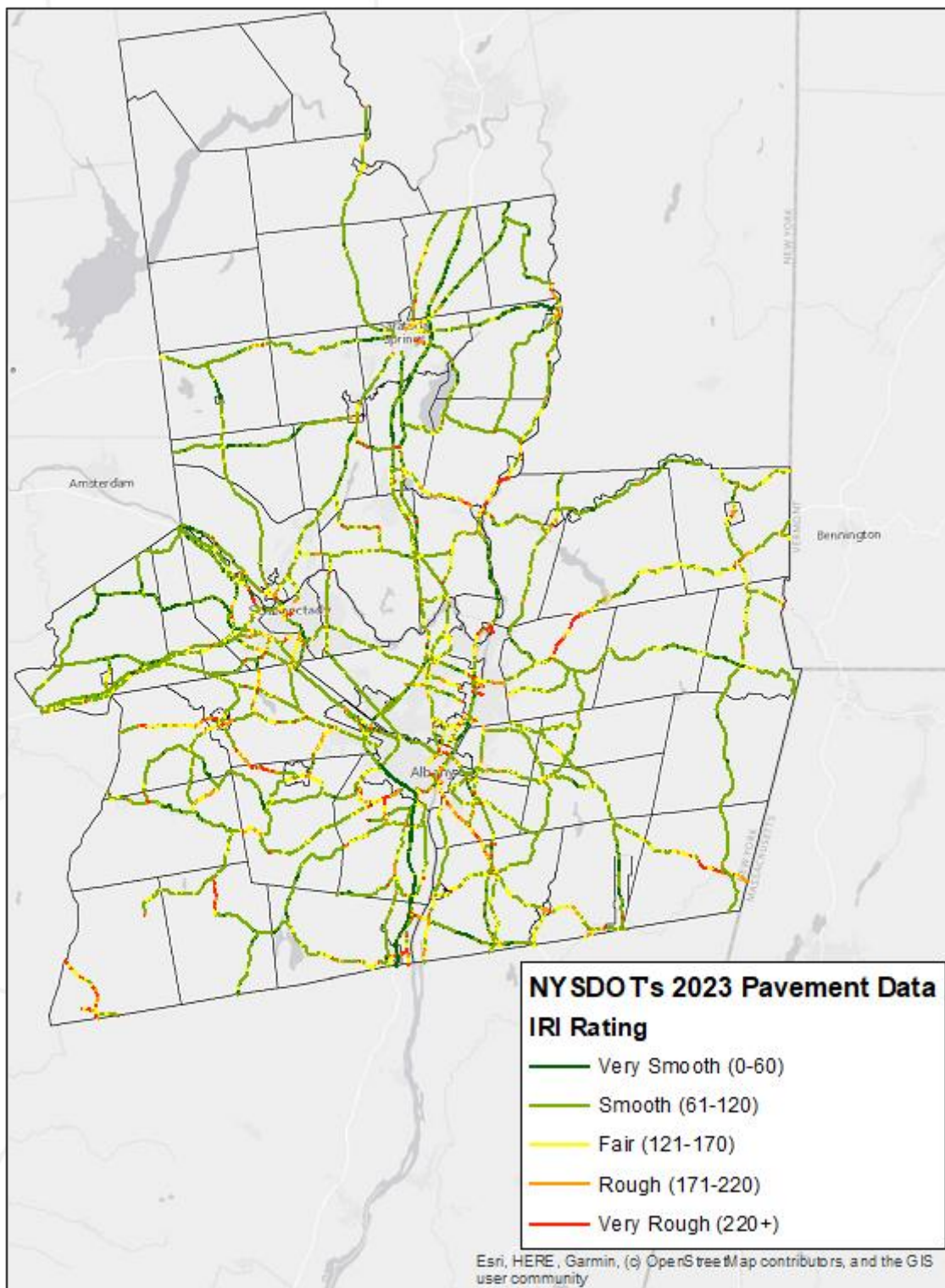


Figure 4: Pavement condition across the Capital region

Figure 5 shows the breakdown of pavement by condition, with 27% rated Fair or Worse and the remaining 73% rated Smooth or Very Smooth.

Regional Pavement Condition (2023)

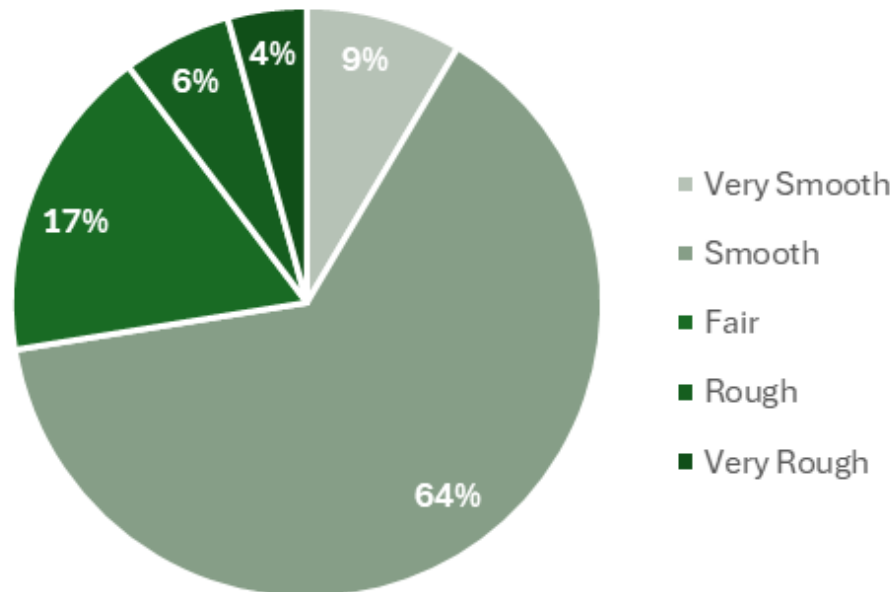


Figure 5: Pavement condition by lane-mileage

Bridge Condition

Figure 6 shows the condition of roadway bridges in the Capital Region as represented in NYSDOT's current database. Green, Yellow, and Red represent good, fair, and Poor condition, respectively.

Overall, 30% are in Good condition, 63% are in Fair condition, and 7% are in Poor condition.

The average year of construction of the region's bridges is 1974. For bridges in Poor condition, the average construction year was 1955.

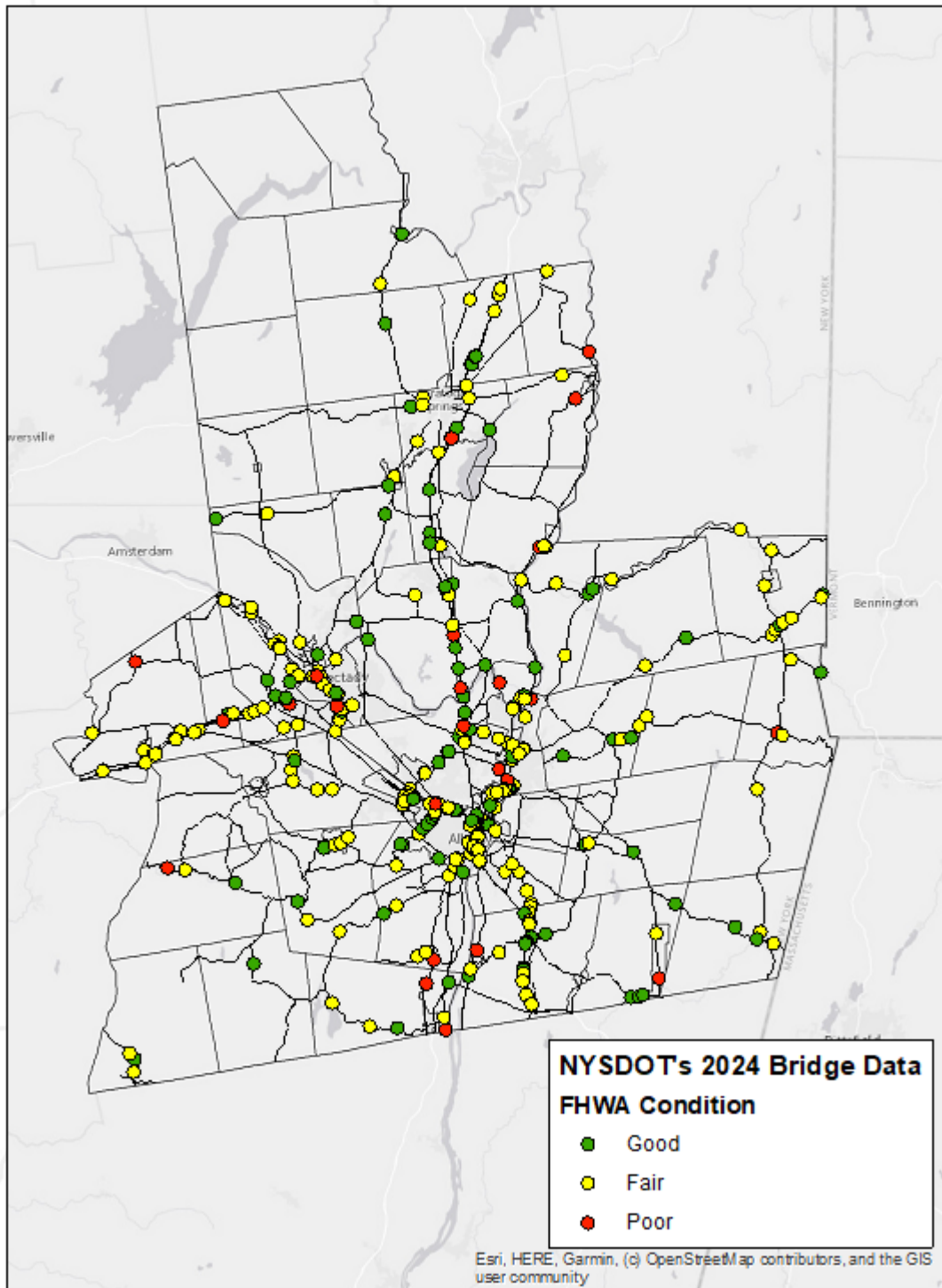


Figure 6: Bridge condition across the Capital Region

State-of-good-repair needs

The analysis that follows is based on a custom analysis undertaken by NYSDOT using the Department's AgileAssets asset-management software. At the Transportation Council's request, NYSDOT simulated how varying funding for pavement and bridge maintenance on NYSDOT's roadway facilities upwards (by a representative 15%) and downwards (also by a representative 15%) would impact the condition of road and bridge assets, as compared to a Business-as-Usual funding scenario.

The analysis modeled out to year 2035, the longest which the software could simulate.

This analysis is in keeping with the trend in which monitoring condition of infrastructure assets has been a growing focus in recent years. The region's targets evolve over time. On March 6, 2025, the Transportation Council passed a resolution to support NYS's statewide revised 2025 targets for federal performance measures related to pavement-condition (see Table 1 below). For bridge-condition, the Transportation Council is committed to supporting the NYS statewide targets for federal performance measures as shown in Table 2.

Federal Pavement Measures	2021 Baseline	2023 Target	2025 Target
1. Interstate NHS (National Highway System), % Good	45.3%	53.2%	48.2%
2. Interstate NHS, % Poor	1.1%	1.4%	1.6%
3. Non-Interstate, NHS % Good	18.9%	22.3%	18.6%
4. Non-Interstate, NHS % Poor	7.6%	9.3%	8.4%

Table 1: Adopted statewide pavement condition targets supported in 2023 and 2025 by the Transportation Council. NHS = National Highway System.

Bridge Performance Measures	2021 Baseline	2023 Target	2025 Target
% of NHS Bridges in Good Condition	25.3%	24.1%	21.1%
% of NHS Bridges in Poor Condition	11.3%	12.5%	12.8%

Table 2: Adopted statewide **bridge condition** targets, supported in 2023 by the Transportation Council

In this analysis, Figure 7 shows that under a Business-as-Usual maintenance funding, pavement condition is projected to improve from an average rating of 7.6 in 2024 to 8.5 in 2035 (with higher values representing better pavement condition). However, during this time period the percentage that is in Poor condition would slowly trend upwards, to approximately 12% in 2035.

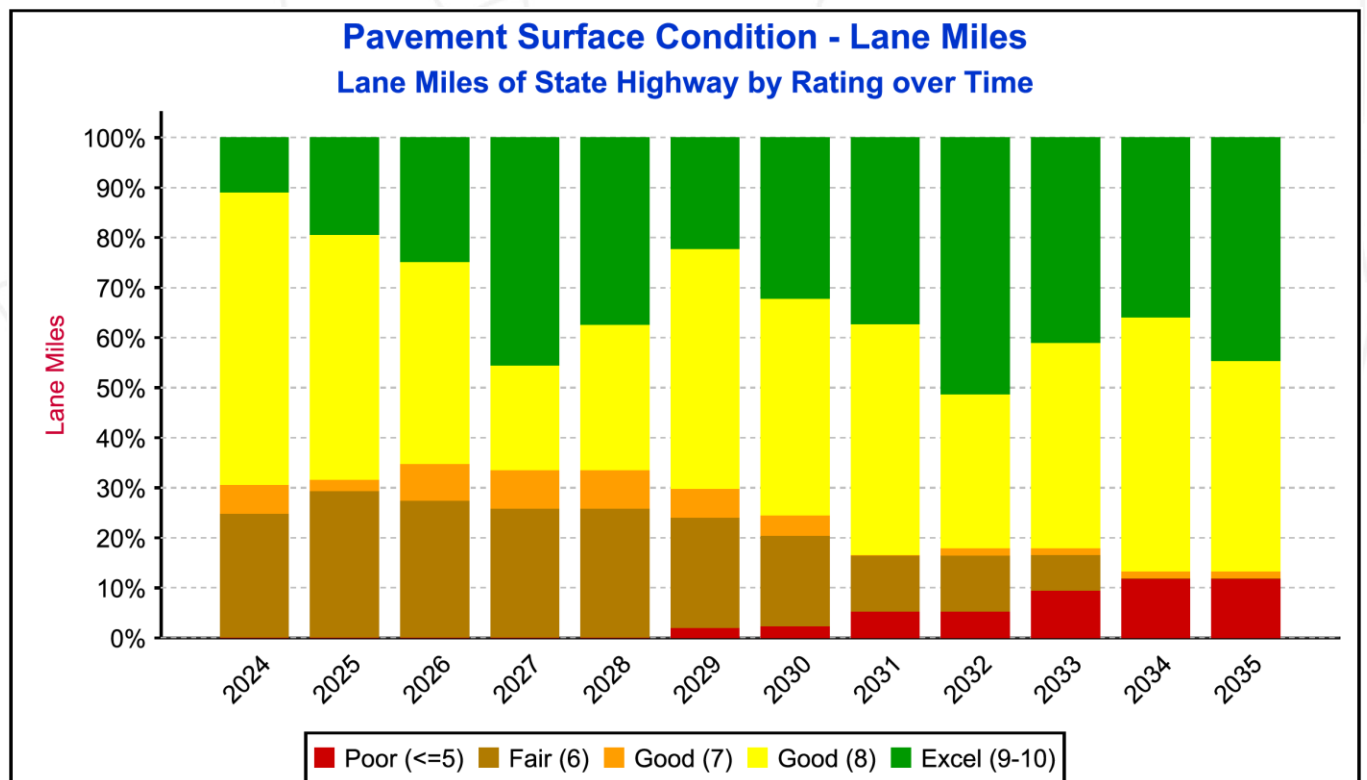


Figure 7: Pavement condition under Business-as-Usual maintenance funding

This Business-as-Usual scenario is based on an aggregate funding of \$138M² over the period 2024-2035 for pavement maintenance. At the end of the period (2035), the backlog for bringing this pavement into state-of-good-repair would be \$70M.

Figure 8 shows how pavement condition would vary under an increase of 15% in maintenance funding, and Figure 9 shows the same for a decrease of 15%.

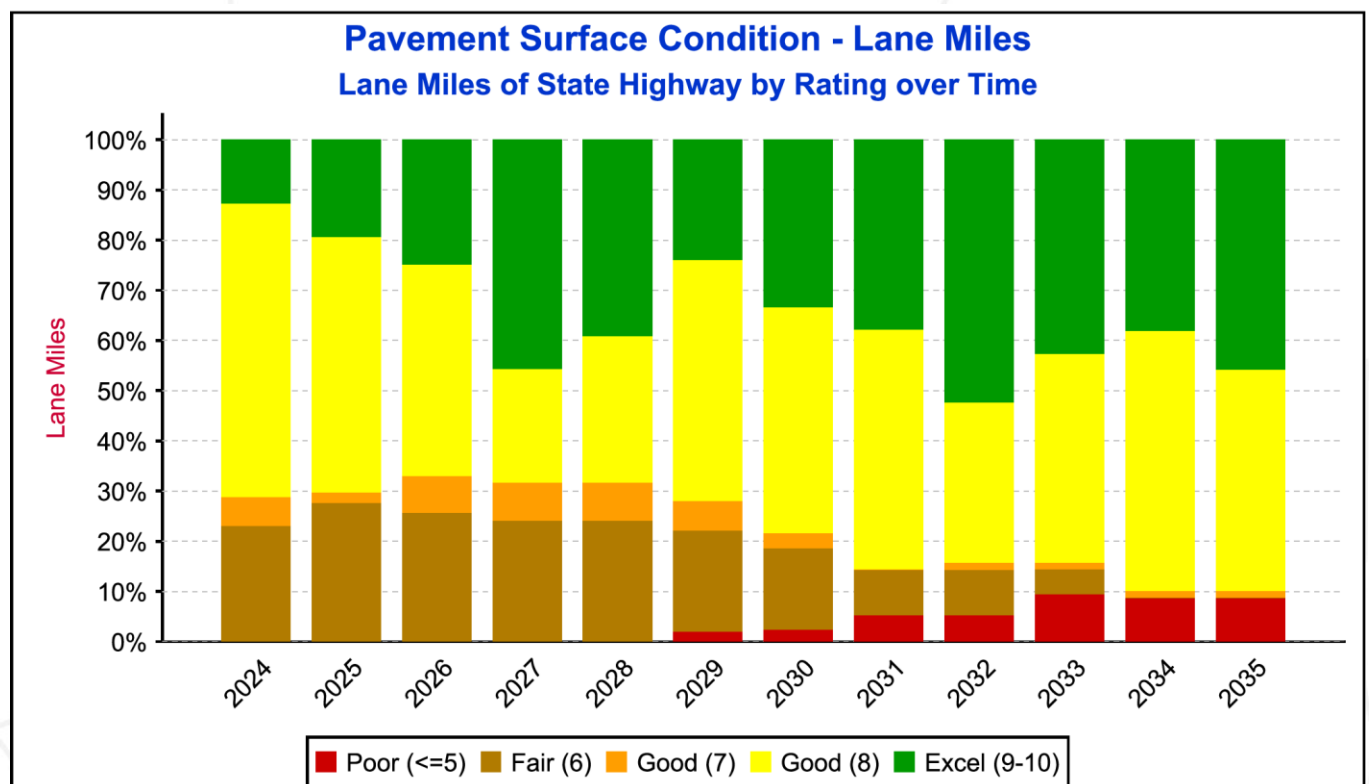


Figure 8: Pavement condition under an increase of 15% in maintenance funding

With a 15% increase in maintenance funding, the average pavement rating is the same 8.5 as the Business-as-Usual scenario, however the proportion in Poor condition would be 9% rather than 12%. With a 15% decrease in funding, the average rating also stays at 8.5, and the proportion in

² The analysis throughout this section considers the total amount of maintenance funding for pavement/bridges; the level of government providing the funding does not affect the results and is therefore not taken into account.

Poor condition would remain at approximately 12%. Thus, the conclusion is that an increase in maintenance funding leads to an improved outcome of pavement condition, but a decrease does not lead to a marked worsening of condition.

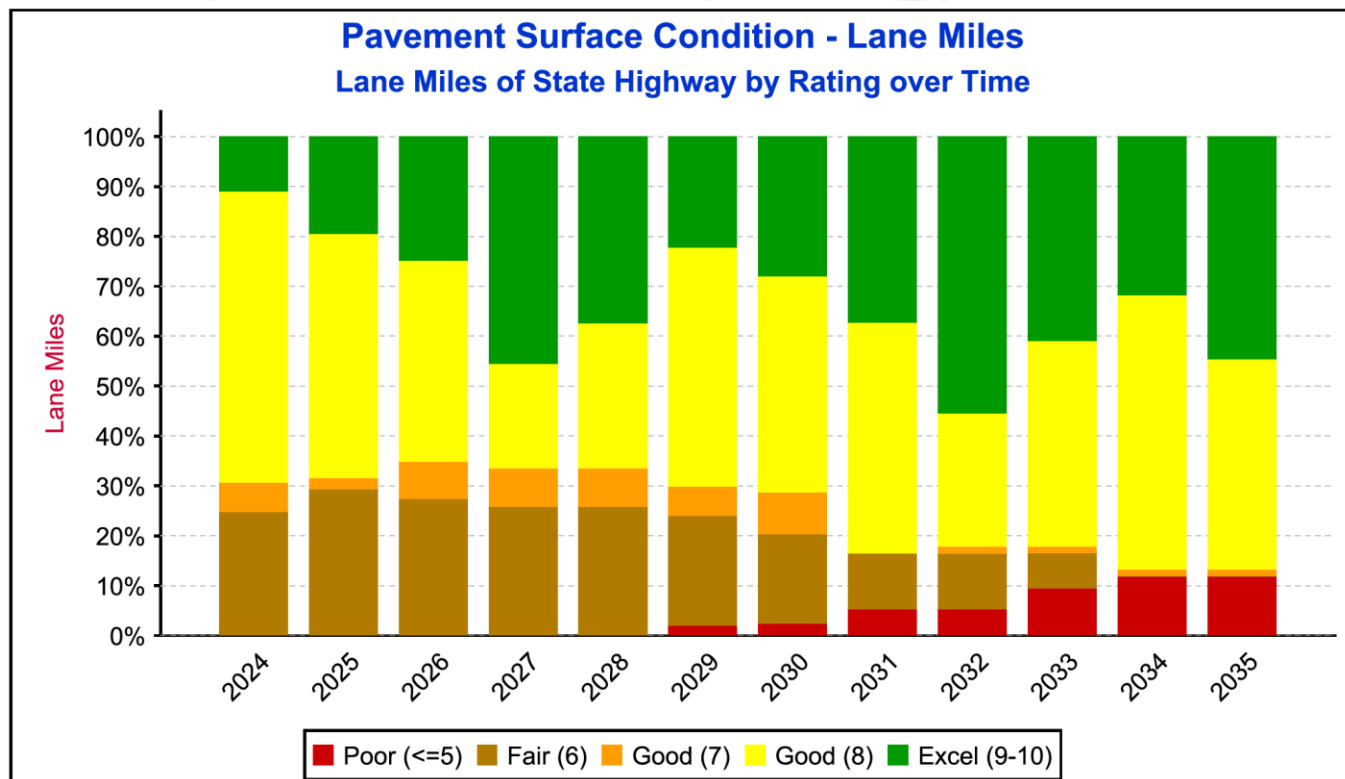


Figure 9: Pavement condition under a decrease of 15% in maintenance funding

Turning to bridges, Figure 10 shows simulated bridge conditions under a Business-as-Usual maintenance funding scenario, with the fraction of bridges in Poor condition trending slowly upwards over time from 12.6% in 2024 to 14.6% in 2035. If bridge maintenance funding is varied upwards by 15%, the fraction of bridges in Poor condition would decrease to 12.8%, and if it is varied downwards by 15% the proportion in Poor condition would increase to 15.2%. This analysis, similar to the analysis of varying pavement funding, shows an increase of bridge-maintenance funding leads to a greater positive impact on bridge-condition than the negative impact from a similarly-sized *decrease* of funding.

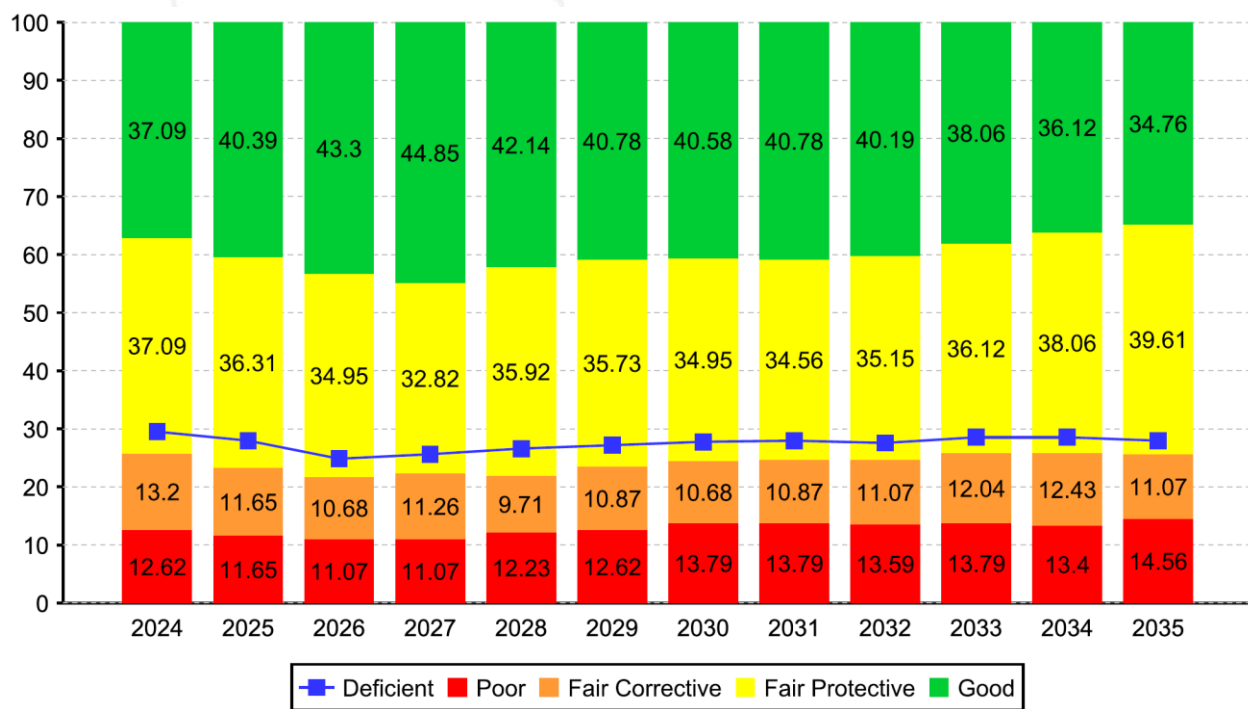


Figure 10: Bridge condition under Business-as-Usual maintenance funding

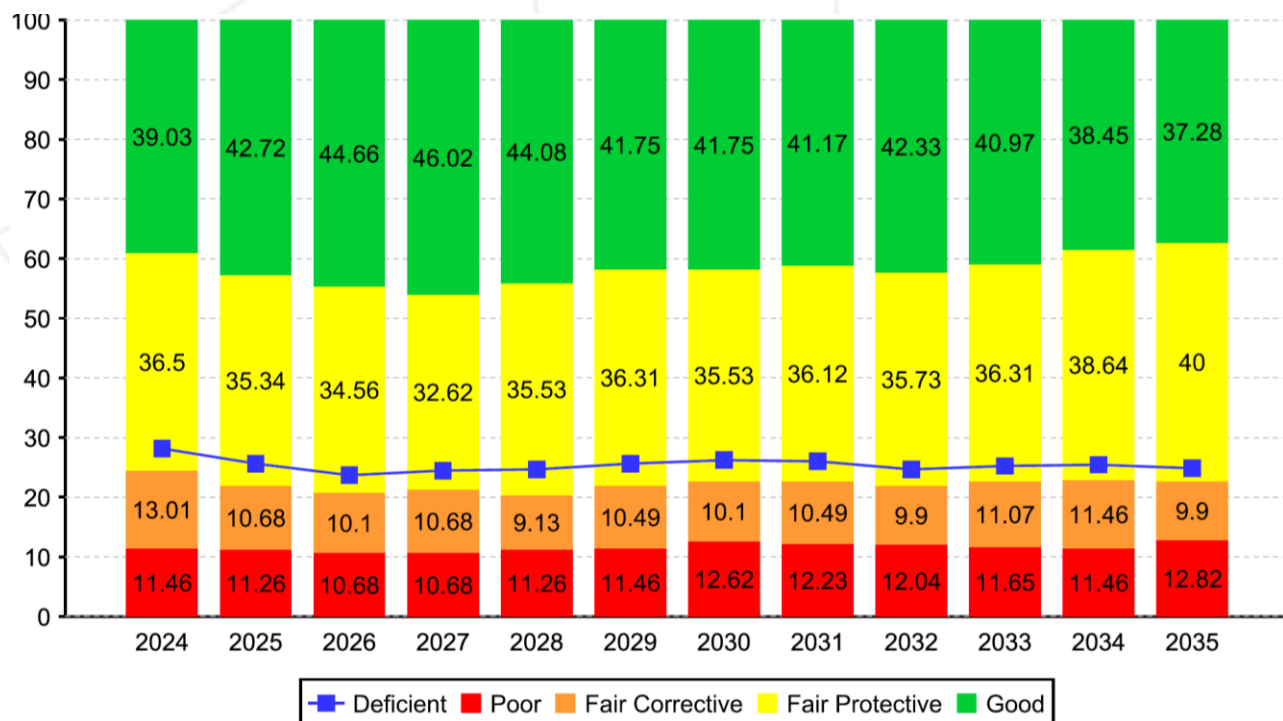


Figure 11: Pavement condition under an increase of 15% in maintenance funding

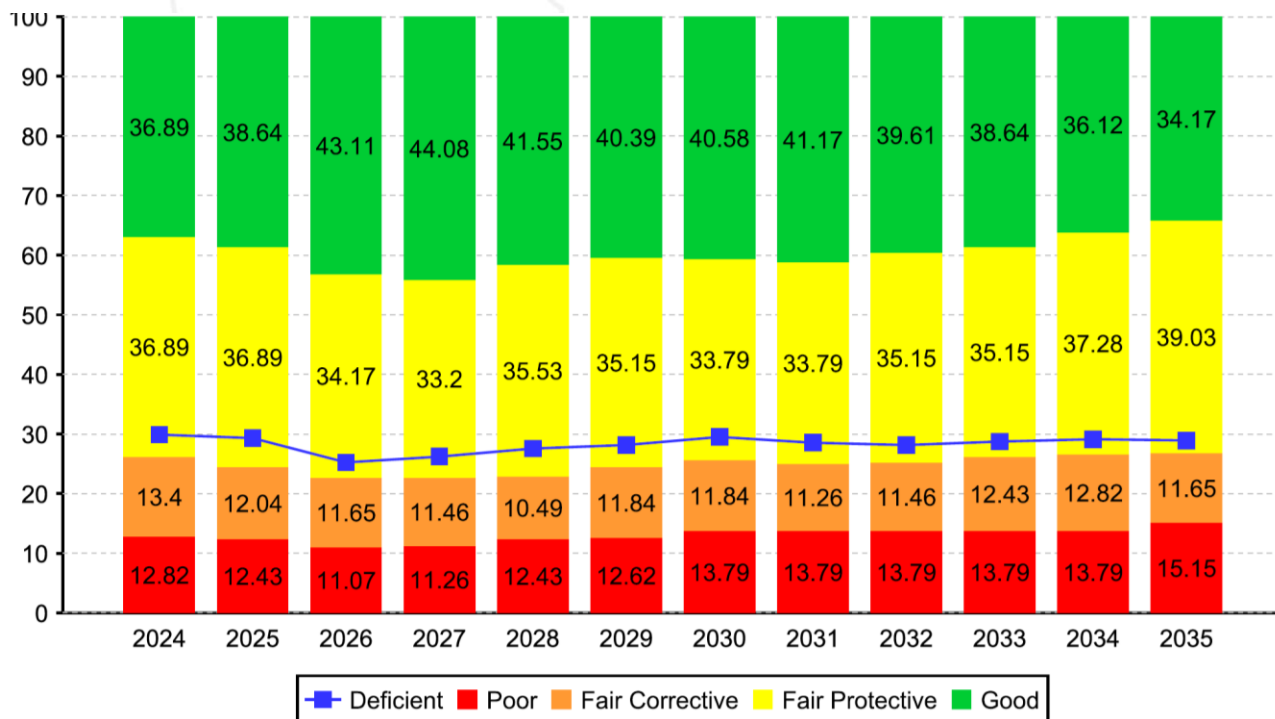


Figure 12: Pavement condition under a decrease of 15% in maintenance funding

Culverts

The preceding analysis considers the Capital Region's bridges, which are defined to span more than 20 feet; smaller structures are classified as culverts.

Per the most recent available data (from year 2019), the NYS road system (managed by NYSDOT) in the Capital Region contains some 481 culverts, shown in Figure 13 below along with condition rating from 0 (worst; restrictions or closure recommended) through 7 ("like new" condition). The average year of construction of these culverts is 1973. This set of culverts is a subset of all road culverts in the Capital Region, many of which are under county or municipal jurisdiction.

A total of 16 proposed culvert-replacement projects in the Capital Region were not selected for competitive funding in the 2024 round of the BRIDGE-NY program. These unfunded culvert projects had an aggregate estimated cost of \$19M.

Using the data on cost and "barrel-length" (typically pavement width plus several feet) from these 2024 proposed culvert projects yields an estimated unit cost of \$29,500/linear-ft of culvert. Applying this rate to the culvert condition data provides an estimate of the replacement costs for the 481 of the region's culverts on the NYS road system, which is shown below in Table 3. In this table, the regional total of \$111M in estimated culvert-replacement costs are broken down by

County (Albany the highest cost; Rensselaer the lowest) and condition (with culverts in the worst condition estimated to need replacement in the next 5 years, those in mid-condition to need replacement in 5-20 years, and those in the best condition not requiring replacement before 20 years).

County	<5 years (Condition 3 or worse)	5-20 years (Condition 3 to 4.99)	20+ years (Condition 5 to 7 [best])	Total
Albany	\$1.7M	\$3.4M	\$35.6M	\$40.7M
Rensselaer	\$0.7M	\$5.0M	\$13.8M	\$19.5M
Saratoga	\$0.3M	\$8.7M	\$18.9M	\$27.9M
Schenectady	\$0.5M	\$4.5M	\$18.0M	\$22.9M
Total	\$3.2M	\$21.6M	\$86.3M	\$111M

Table 3: Cost estimates for culvert replacement, by year of anticipated replacement

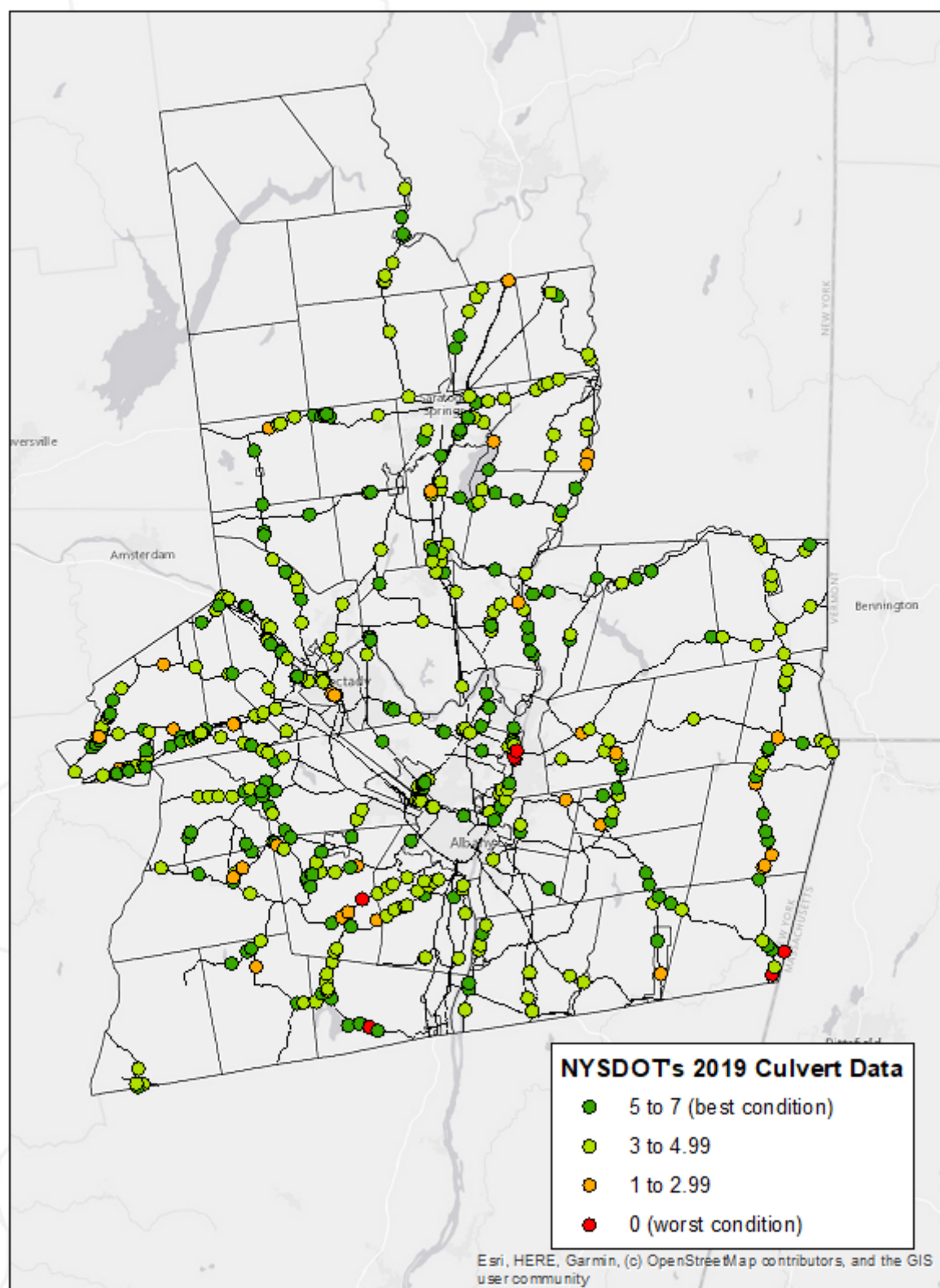


Figure 13: Condition of culverts on the NYS road system across the Capital region



Traffic signals

The Capital Region is home to some 1,100 traffic signals (“traffic lights”), which are critical to the safe and efficient functioning of the road network. Responsibility for these traffic signals is shared among numerous agencies and municipalities in the region. Traffic signal technology is rapidly evolving, and deployment of newer technology (including communications links) has the demonstrated ability to provide mobility improvements under a wide range of traffic conditions. However, the resources and technical-staffing necessary to deploy and maintain advanced signal systems that can deliver these benefits is a challenge for some agencies/municipalities.

In addition, traffic signal infrastructure ages and deteriorates over the years, thus there will be major replacement costs for this during the In Motion Plan’s lifetime (out to year 2050). At a planning-level cost of approximately \$300K per intersection, just this one type of asset would have an approximate replacement cost of \$300M if all signals were to be replaced over the lifetime of the In Motion MTP. Beyond this, costs for upgrading to advanced traffic signal systems with improved capabilities (detection, coordination, adaptive control strategies, etc.) vary greatly depending on the specifics of each corridor or intersection. As noted above, deployment involves a combination of upfront capital funding, ongoing expenditures for operations/maintenance, and the need for specialized technical skills.

Therefore, a key take-home point for readers is that the pavement and bridge maintenance costs are only a part of the needs for investment in the road network in coming decades, and items such as traffic signal replacement/upgrade needs will need to be considered as the Financial Plan is developed.

4. Needs for the region's transit system (focused on the transit vehicle fleet)

The region's transit system consists of the physical infrastructure, the vehicles, the support facilities, and the staffing to deliver CDTA's suite of transit services. The focus of this Needs Assessment is on establishing the needs to achieve and maintain a state-of-good-repair in CDTA's fleet of transit buses as well as support vehicles.

As input, CDTA provided the listing of its current fleet of vehicles, including details on vehicle types, their age, and the approximate replacement cost for each type of vehicle.

Table 4 shows the breakdown by vehicle type, with 40 foot buses being the largest portion of CDTA's fleet, at 203 of these buses (of which 189 are diesel and 14 are hybrid). This is followed by the larger articulated buses (44 vehicles), smaller 20-25' buses (34 vehicles), cars/SUVs (30 vehicles) and Bus Rapid Transit (BRT) buses (27 vehicles).

Table 4 also shows the replacement cost of each of CDTA's vehicle types. The most prevalent type in CDTA's fleet -- standard 40 foot buses -- have replacement costs of approximately \$600,000 per bus.

Vehicle type	Number of vehicles	Useful life (years)	Per-vehicle replacement cost (2025 \$)
Bus - Electric (40 foot)	8	12	\$1,173,817
Bus - Articulated (60 foot)	44	12	\$983,996
Bus - Commuter Service (40-45 foot)	17	12	\$855,251
Bus - Large Bus (40 foot)	203 (189 diesel + 14 hybrid)	12	\$603,126
Bus - BRT	27	12	\$556,597
Bus - Large Bus (30 foot)	7	10	\$441,622
Truck - (4) Heavy Duty	1	7	\$317,000
Trolley	17	10	\$202,267
Bus - Small Bus (20-25 foot)	34	5	\$104,359
FLEX Van	19	5	\$101,121
Truck - (2) Medium Duty	11	5	\$70,948
Truck - (3) Heavy Duty	3	7	\$60,745
Car/Van/SUV	30	3	\$42,239
Non-Revenue	13	4	\$35,592

Table 4: Number of vehicles in CDTA's fleet and per-vehicle replacement cost, by vehicle type

Of CDTA's fleet of 434 vehicles, 359 are within the standard useful vehicle life for each type of vehicle, and 75 are past the end of their useful life. Figure 14 shows the breakdown of the fleet by year-of-age³.

The analysis of the financial needs to bring CDTA's fleet up to a state-of-good-repair and to then maintain this involved a simulation analysis of which vehicles need to be replaced during each year between years 2025 and 2050. The number of replacement cycles depends on the age of each vehicle at the start of the analysis and the useful life (measures in years) for each vehicle type.

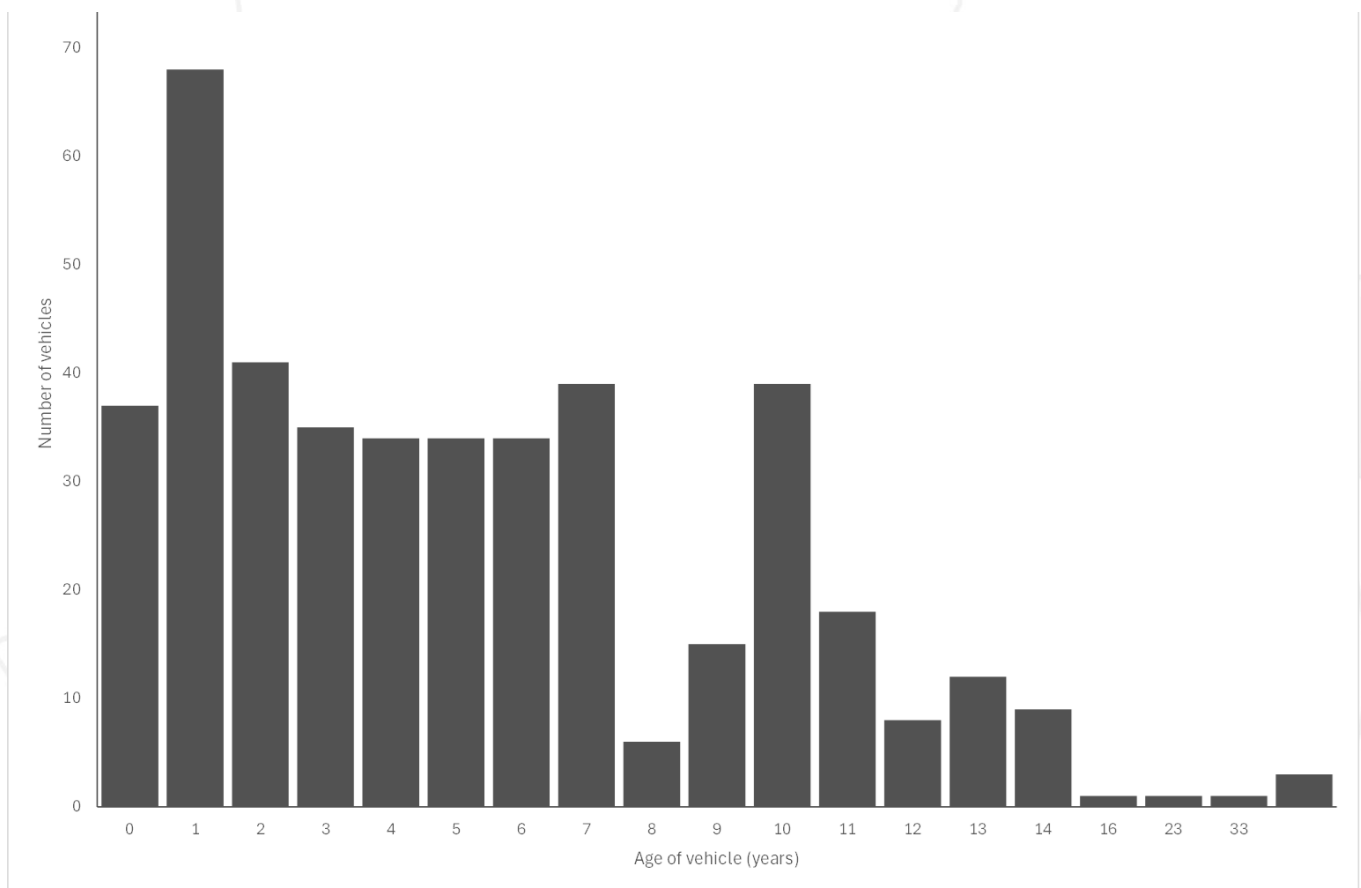


Figure 14: Age of CDTA's transit vehicles; age 12 years and over is considered beyond useful life

³ The small number of very old vehicles (including one age 33 years and 3 age 45 years) are specialized maintenance vehicles that are not customer-service vehicles (i.e. they are not in "revenue service").

Table 5 shows the analysis results for the patterns of replacement costs needed to achieve and then sustainably maintain CDTA's transit fleet in a state-of-good-repair, on a "like-for-like" basis⁴.

The single largest cost item is the fleet of diesel and hybrid 40 foot "large buses" at \$282M, followed by the 60' articulated buses at \$87M and the BRT buses at \$33M.

The right-most column of Table 5 shows a "what-if" analysis if the CDTA fleet were to be converted to zero-emissions, assumed here to be battery-electric. For purposes of this hypothetical planning-level analysis, in coordination with CDTA it was estimated that the cost of zero-emissions vehicles would be roughly double the cost of equivalent internal-combustion vehicles. Therefore, all values are doubled for zero emissions vehicles with the exception of electric buses (whose unit-costs do not change) and the hybrid and diesel 40 foot buses (which take the same unit-cost as 40 foot electric buses). The result is a cost estimate of \$1.01B, compared to the \$520M for "like-for-like" fleet-replenishment.

Vehicle type	Aggregate cost of replacing each vehicle type ("like-for-like" replacement)	Aggregate cost of replacing each vehicle type and purchasing Zero-Emissions Vehicle
Bus - Large Bus (40 foot)	\$ 282,866,094	\$ 550,520,173
Bus - Articulated (60 foot)	\$ 86,591,648	\$ 173,183,296
Bus - BRT	\$ 33,395,820	\$ 66,791,640
Bus - Commuter Service (40-45 foot)	\$ 30,789,036	\$ 61,578,072
Bus - Small Bus (20-25 foot)	\$ 19,828,210	\$ 39,656,420
Bus - Electric (40 foot)	\$ 18,781,072	\$ 18,781,072
Car/Van/SUV	\$ 11,235,574	\$ 22,471,148
FLEX Van	\$ 9,909,858	\$ 19,819,716
Trolley	\$ 8,899,748	\$ 17,799,496
Bus - Large Bus (30 foot)	\$ 7,949,196	\$ 15,898,392
Truck - (2) Medium Duty	\$ 4,327,828	\$ 8,655,656
Non-Revenue	\$ 3,167,688	\$ 6,335,376
Truck - (4) Heavy Duty	\$ 1,268,000	\$ 2,536,000
Truck - (3) Heavy Duty	\$ 668,195	\$ 1,336,390
Total	\$ 519,677,967	\$ 1,005,362,847

Table 5: Replacement cost of CDTA vehicles, by vehicle type

⁴ It is noted that CDTA does not plan to purchase new hybrid buses; therefore, it was specified in this "like-for-like" scenario that CDTA's 14 hybrid buses would be replaced by diesel buses.

The analysis to reach these estimates of replenishment costs for CDTA's fleet out to year 2050 has three important caveats.

First, it considers only replacement costs to purchase vehicles to replace those that are at the end of their useful life – not the purchase of additional vehicles that would be part of any transit service enhancements.

Second, it focuses on rolling-stock and does not consider the costs of replacing any of CDTA's non-rolling-stock infrastructure (maintenance facilities, operational systems, stations and shelters, etc.) out to the year 2050. It is noted that CDTA's West Facility in Schenectady and the proposed Greyhound Bus Terminal at Kiernan Plaza have both been identified as in need of capital improvements.

Third, the estimated \$1.01B in CDTA fleet-replenishment costs to convert to zero-emissions vehicles does not account for the costs of this conversion that extend beyond the vehicles themselves. Additional high-cost expenditures will include elements such as the charging and other needed infrastructure for electric buses.

5. Needs for the Capital Region's Active Transportation Network (sidewalks and trails)

Active transportation is key to achieving the Capital Region's transportation, public health, and emissions-reductions objectives. Enabling walking, biking and micromobility:

- Makes roadways safer for **ALL** users through the use of complete street design principles that prioritize vulnerable users;
- Creates transportation options for all and access to more employment, education, and commercial opportunities;
- Reduces congestion and increases roadway efficiency throughout the region by reducing the need for car trips;
- Reduces the impact of transportation-related emissions throughout the region
- Allows elected leaders and planners to be more responsive to diverse land uses and community contexts.

A robust active transportation network includes a variety of elements that support community leaders, employers, individual roadway users, and law enforcement. These include:

Safe, Connected Facilities	• Protected On-Road Bike Infrastructure • Offroad Trails and Greenways • Accessible Sidewalks and high-visibility crosswalks • High quality bicycle parking • Connectivity with parks, schools, transit, and other key destinations
Incentives and Education	• Hands-on classes for roadway users of all ages • Simple learning materials and guides for different audiences including individuals, government agencies, and law enforcement • Organized cycling and walking events • Discount programs for active transportation users
Micromobility	• Vehicle parking and management • Multimodal options (pedal bikes, ebikes, and scooters) • Consistent regulation between jurisdictions
Policy and Regulation	• Complete street policy adoption and checklists • Regular maintenance standard operating procedures • Prioritizing design and funding for active transportation projects

Active transportation post-pandemic

The Covid-19 pandemic has had major impacts on active travel, with 93% of Capital Region respondents to the NYS Cycling Census reporting that they cycle more now than they did pre-pandemic.

Amongst cyclists living in the Capital Region, the top three reasons for choosing to bike are 1) Exercise and Fitness; 2) Fun; and 3) Mental Health and Wellness. In alignment with these findings, the top two bike trip purposes – by a significant margin – are 1) recreation and 2) exercise.

Conversely, the top three barriers to biking in the Capital Region include 1) lack of safe routes or bike lanes; 2) weather; and 3) fear of conflict with cars.

Source: NYS Cycling Census (data collected 2022; published 2023)
(https://urbancyclingsolutions.com/assets/files/New%20York%20Cycling%20Census_2023.pdf)

Analysis of crashes involving cyclists/pedestrians

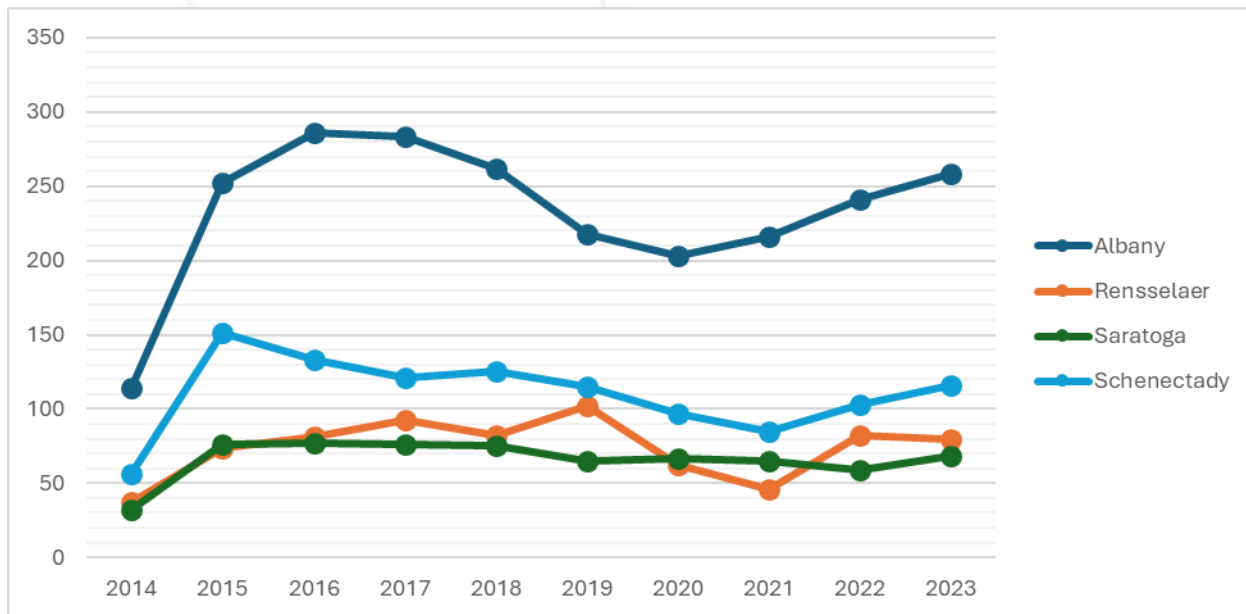


Figure 15. Total bicycle and pedestrian crashes (2014 – 2023). Source: NYS CLEAR database

Bicycle and pedestrian fatalities were rising in Albany, Saratoga and Rensselaer counties in 2022. This trend continued in Albany and Schenectady counties through 2023 while Rensselaer County saw a slight decrease in the number of crashes. The number of crashes in Saratoga County has remained relatively consistent since 2019 through the pandemic.

Micromobility

In 2017, CDTA launched the seasonal CDPHP Cycle! Bikeshare program with 180 bikes spread across Albany, Troy, Saratoga, and Schenectady. Since the program's inception, it has grown to include 600 bikes across 11 municipalities in 2024 providing 355,587 trips covering 675,230 miles. These trips have diverted 506,800 pounds of CO₂, the equivalent of more than 25,860 gallons of gas consumed. The program has also had an impact on public health having burned more than 25 million calories. The program has expanded considerably since its launch in Albany, Troy, Schenectady, and Saratoga. In 2024, the system serves 8 municipalities throughout the capital Region, and three in Warren County.

The number of trips has grown steadily since 2017 as the program has gained membership and expanded its reach. Due to a late season launch in 2023 – the result of technology upgrades and program changes – the system experienced an overall annual reduction in ridership. In 2024, the system resumed its regular season, reaching a peak annual ridership of 82,898 trips.

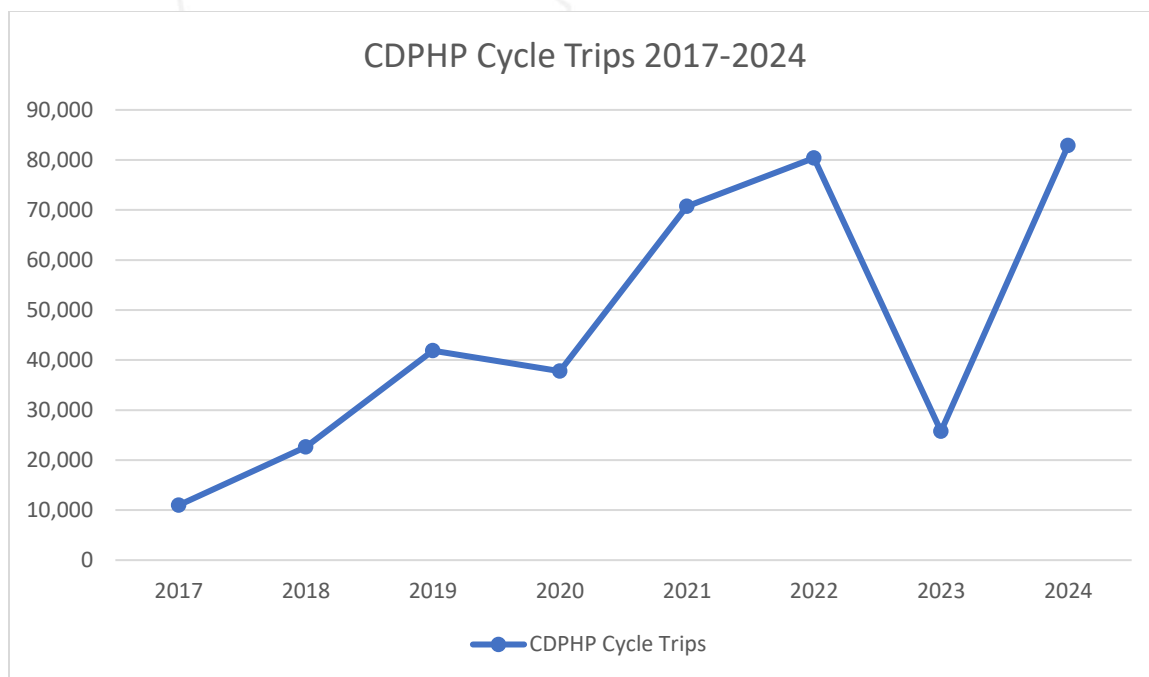


Figure 16: CHPHP Cycle Trips, 2017-2024

In 2023 the program introduced ebikes into the fleet, which far outpaced pedal bike ridership. In 2024 ebikes accounted for the majority (66%) of the fleet with 400 bikes versus 200 pedal bikes. Mid-season data from 2024 indicates that ebikes accounted for 36,893, or approximately 91% of trips. While increased availability of ebikes in the CDPHP Cycle! fleet contributes to this mode share split with pedal bikes, this significant share of micromobility ridership also represents an indicator of the popularity and latent demand for ebikes more generally. Looking to the future, communities throughout the Capital Region can expect growing demand for ebikes outside the CDPHP Cycle! system and should consider regulatory measures to accommodate growing demand. This may include more robust on-road bicycle facilities, as well as dedicated ebike facilities for off-street greenways and trails to create separation from pedestrians and pedal cyclists operating with lower speed and mass.

Bicycle Facilities

The Capital Region includes a variety of on-road bike facilities including signed shoulders, shared routes, bike lanes, buffered bike lanes, and cycle tracks as illustrated below. In addition to these linear facilities, the City of Albany has implemented several bike boxes to facilitate safer turns and lane positioning for cyclists.

Sharrows	Bike Lanes	Cycle Track
 <i>Lower Madison Avenue in Albany</i>	 <i>Madison Avenue in Albany</i>	 <i>Mt Hope Drive and South Pearl in Albany</i>
Buffered bike lane	Bike Box	Signed Shoulder
 <i>Manning Boulevard in Albany</i>	 <i>Northern Boulevard and Albany Shaker Road in Albany</i>	 <i>Cornell Road in Albany</i>

Figure 17: Examples of bike facilities

While the design elements of these typologies generally conform across the region from one municipality to the next, there are some discrepancies, particularly with regard to Signed Shoulders as illustrated below. In this case, most of these signed shoulders share characteristics of bike lanes with at least one delineated lane boundary and a bike symbol. Mis-categorization of these facilities may be the result of their age and condition. For example, the signed shoulder on Vanderbilt Avenue may have been categorized as a bike lane where the bike symbols are more visible. Alternatively, inconsistencies in facility categorization may account for design discrepancies. Whereas some municipalities differentiate between ‘signed shoulders’ and ‘bike lanes’, other municipalities have a combined category for ‘Bike Lane/Signed Shoulder.’

Municipality	Road	Description	Image
Town of Colonie	Cornell Road	Striped with parallel white lines, bike symbol and arrow.	
Rotterdam	Bridge Street	Signage only ⁵ with white striping for shoulder with no bike symbol	
Troy	Vanderburgh Avenue	Bike Symbol in Shoulder, faded and worn	

Figure 18: Examples of bike facilities from selected locations in the Capital Region

An analysis of infrastructure typologies indicates that the majority of bicycle facilities in the region offer moderate to low levels of protection for cyclists (see Figure 19). While the region does have significant mileage of buffered bike lanes, these are predominantly located in two municipalities in Saratoga County, while other facilities are more evenly distributed. In addition, some existing facilities with lower levels of protection are not adequate in relation to roadway conditions that are not conducive to bicycling. For example, the signed shoulder on Vanderburgh Avenue in Troy is situated on a high-volume, 60 foot wide, 4-lane roadway with separate turning lanes, and a 30MPH speed limit.

⁵ There is a discrepancy in the dataset between the written description and conditions as they appear on the ground per the photo.

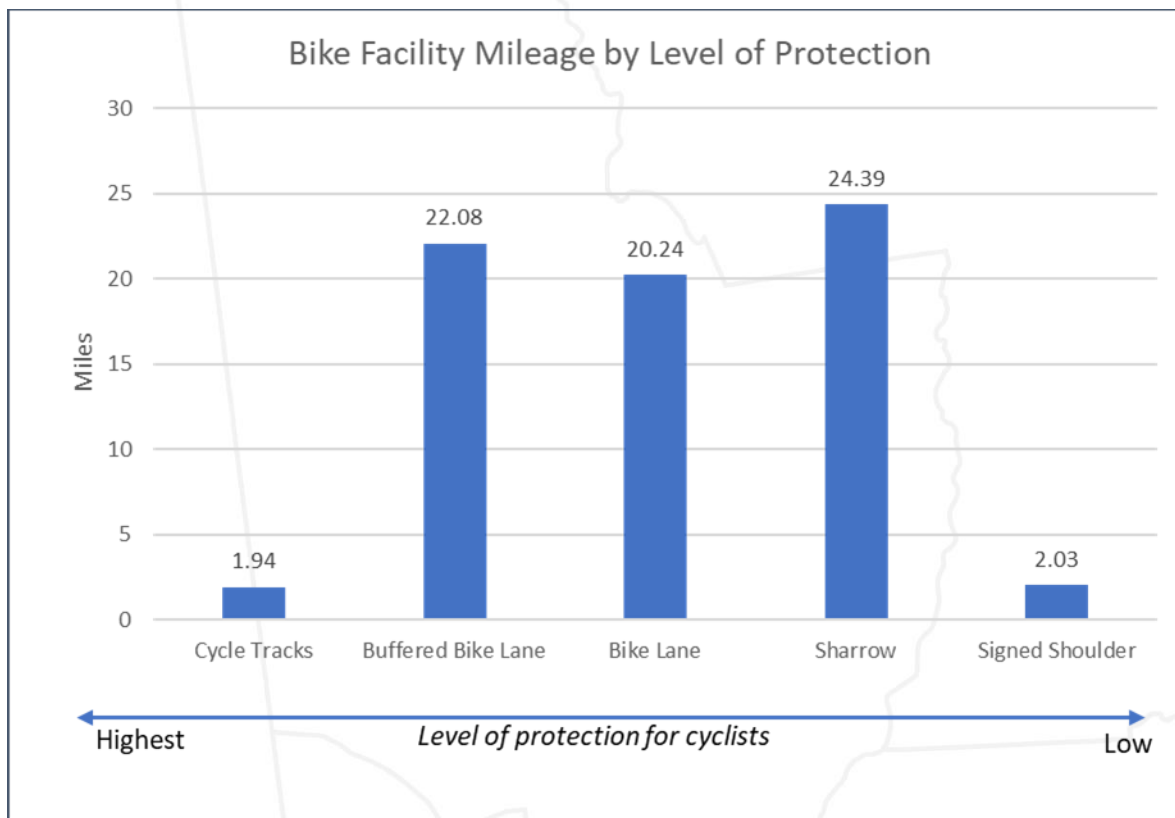


Figure 19: Bike facility mileage in the Capital Region by level of protection offered to cyclists

Data is available for approximately 70 miles of on-road bicycle facilities across 23 municipalities throughout the four-county region. Based on this available data, Albany County holds the largest share of bicycle facility mileage in the region.

County	Bicycle Facilities	% of Facilities
Albany	32.78 miles	47%
Rensselaer	10.06 miles	14%
Saratoga	24.91 miles	35%
Schenectady	2.93 miles	4%
Total	70.68 miles	100%

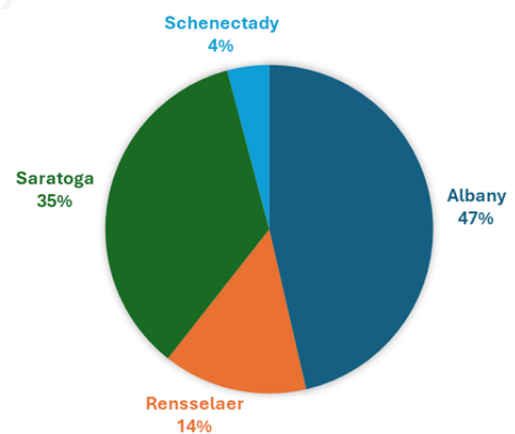


Figure 20: Breakdown of proportion of the region's bicycle facility mileage by county

Broken down by type, buffered bike lanes in Saratoga County account for the largest share of mileage by facility type – the vast majority of which are in the Town of Saratoga and the Town of Stillwater – followed by Sharrows in Albany County – most of which are in the City of Albany.

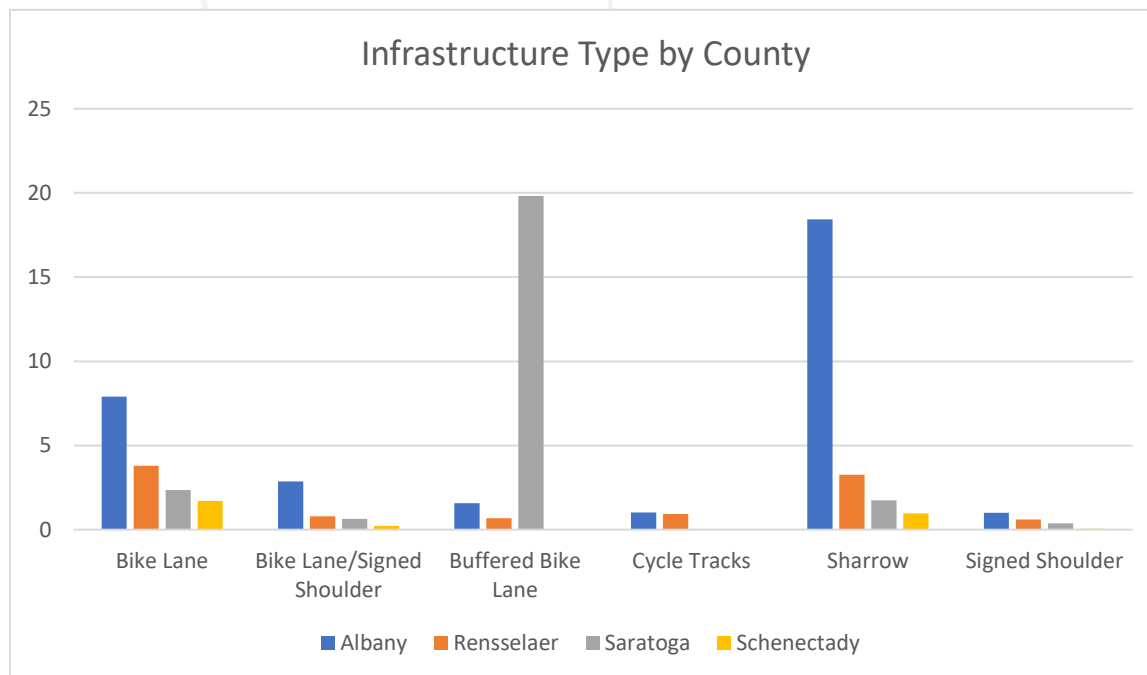


Figure 21: Infrastructure type mileage by county

Data on the age of bicycle facilities is available for just over half (39.27 miles or 55%) of the region's infrastructure. The majority of infrastructure for which this data is available is aging, with 32 miles of bicycle facilities dating five or more years old per the schedule below.

Bike Facility Mileage by County by Installation Year						
	2009 - 2018	2019	2020	2021	2022	Unknown
Albany	20.2	2.3	1.5	0.4		8.4
Rensselaer	3.3	0.6			2.4	3.8
Saratoga	0.8	3.9	1.7			18.5
Schenectady	0.9				1.2	0.8
Total	25.2	6.8	3.2	0.4	3.6	31.5

Table 6: Bike Facility Mileage by County by Installation Year

Because bike facilities are typically delineated with roadway markings, the lifespan of bike routes, lane and cycle tracks is defined by the type of material used for implementation. Thermoplastic markings can last 3-5 years depend on usage volume, and other factors such as winter maintenance activities, while traditional roadway paint may last 1-2 years. Replacement costs are typically encompassed within the scope of broader roadway maintenance projects.

Sidewalks

Data is available on approximately 4,329 miles of sidewalks across 68 municipal jurisdictions in the four-county region. Nearly half (41%) of these sidewalks are in Albany County, while the remaining 60% is fairly evenly distributed throughout Rensselaer, Saratoga, and Schenectady Counties. More than half (58%) of all sidewalk mileage is situated in the City of Albany, Saratoga Springs, Schenectady and Troy. Most sidewalks (86%) in the region are made of concrete. Roughly 11% of sidewalks in the region are composed of asphalt and/or a combination of asphalt and concrete.

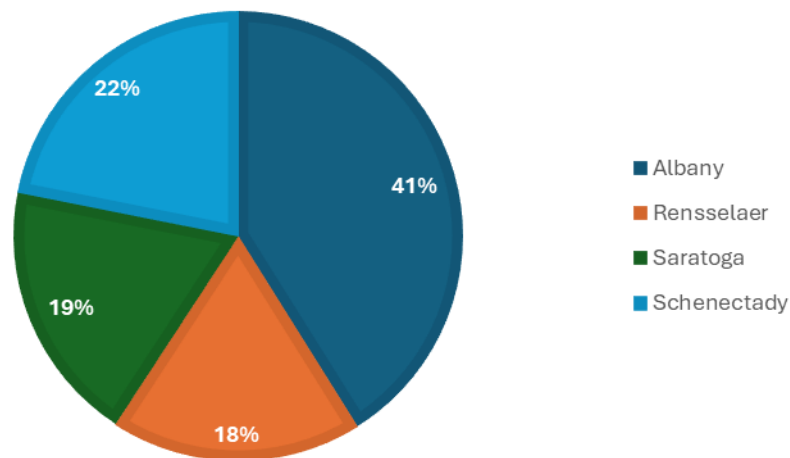


Figure 22 Breakdown of proportion of the region's sidewalk mileage by county

Sidewalk Accessibility

Information on accessibility in alignment with the Americans with Disabilities Act (ADA) is available for roughly 3,565 miles of sidewalks in the region. Only 36% of these sidewalks are fully accessible and 31% are considered mostly accessible. The remaining sidewalks are either partially accessible (14%) or not accessible (19%).

The two municipalities with the largest share of available accessibility data are Albany, and Saratoga Springs. In the City of Albany, 66% of sidewalks are considered fully or mostly accessible.

Roughly 14% of sidewalks in the City are considered partially accessible and 19% are considered not accessible in accordance with the Americans with Disabilities Act (ADA). In Saratoga Springs, 79% of sidewalks are considered fully or mostly accessible, while roughly 14% are partially accessible, and approximately 5% are not accessible.

While accessibility data is not available for many sidewalks in the region, replacement and/or upgrade costs for partially or fully inaccessible sidewalks is estimated at \$320 million based on a unit cost of \$50/linear foot. Expanding ADA accessibility to other sidewalks for which data is unavailable will require a much larger regional investment.

Condition by type and location

Overall sidewalk condition assessment data is only available in some municipalities including Albany, Altamont, Bethlehem, Cohoes, Guilderland, and Watervliet. The majority of linear feet for which overall sidewalk condition data is available is in Bethlehem and the City of Albany as outlined below.

Municipalities	Linear Feet of Sidewalk with known condition	% of total
Albany	150,958.39'	38%
Altamont	21,894.44'	5%
Bethlehem	199,088.20'	50%
Cohoes	25,543.01'	6%
Guilderland	2,279.94'	1%
Watervliet	1,755.30'	<1%

Table 7: Linear feet of sidewalk with known condition, by municipality

Half of the sidewalks for which overall condition assessment data is available are in 'good' condition and roughly a quarter are in excellent condition.

LINEAR FEET OF SIDEWALKS BY CONDITION

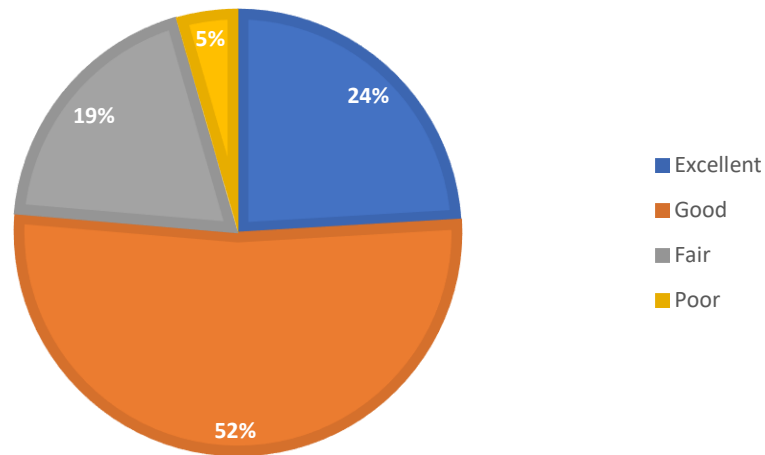


Figure 23: Linear feet of sidewalks by condition

In addition to these municipalities, some jurisdictions include more specific data about sidewalk conditions. For example, Glenville, Ballston Spa, and Albany all collect data on missing, heaving or cracked pavement as well as obstructions, and narrow width.

Cost Estimates and Schedule for Sidewalk Replacement

The following cost estimate and schedule is based on the following assumptions: 1) An expected life span of 20-30 years for a new sidewalk; 2) a unit cost of \$50 per linear foot based on national averages; 2) Poor condition sidewalks will require replacement in the 1-5 year timeframe, Fair condition sidewalks will require replacement within a 10-year time horizon, and good condition sidewalks will require replacement in the 15-year time horizon. Sidewalks in 'excellent' condition are not expected to require replacement within the 20-year time horizon.

Municipality	5 Year	10 Year	15 Year	20+ Year
Albany	\$65,814	\$590,669	\$5,660,230	\$1,231,205
Altamont	\$122,683	\$0	\$358,109	\$613,930
Bethlehem	\$465,423	\$2,566,084	\$4,007,836	\$2,915,067
Cohoes	\$152,883	\$696,606	\$416,259	\$11,402
Guilderland	\$0	\$0	\$54,003	\$59,964
Watervliet	\$87,765	\$0	\$0	\$0
Total	\$894,569	\$3,853,359	\$10,496,467	\$4,831,568

Table 8: Cost estimates for sidewalk replacement, by year of anticipated replacement

Off-Road Trails

The Capital region has 163 miles of existing trails based on available data. Of that, 72 percent of all trail mileage (117.28 miles) in the region is contained within the boundaries of Albany, and Saratoga Counties.

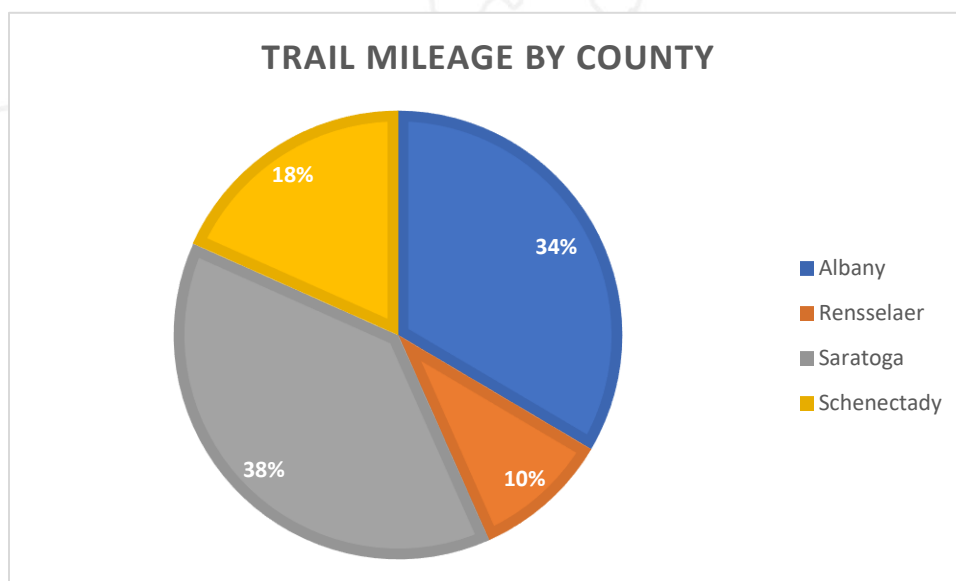


Figure 24: Off-road trail mileage by county

Ebike Regulation by Trail

In 2020, New York State Vehicle and Traffic Law § 1242 established a 3-tiered classification system for ebikes and legalized the use of some classes on state right-of-way. The law also banned the use of Class 3 ebikes (those capable of 20+ MPH speeds) outside of NYC and established an age restriction preventing anyone under 16 from using an ebike across the state. Most notably, this law leaves the regulation of ebikes up to local jurisdictions. This local regulation has created inconsistencies between communities with many remaining unregulated while others may allow certain classifications that are different from neighboring cities, towns, and villages. This is particularly challenging on cross jurisdictional trails, creating confusion and a potential barrier to users.

Class 1 and Class 2 ebikes are allowed on 35% of the off-road trail mileage in the Capital Region. Regulation on the majority of trails is unknown, likely indicating that there is no defined regulation for ebikes within the jurisdiction transected by the trail by mile.

Surface Replacement Costs and Time Horizon

Trail surface replacement is often unplanned, and initiated as-needed (ex. storm damage, root intrusion, other imminent liability concerns). The Transportation Council is taking an innovative approach to maintenance needs for the region's increasingly abundant and vital trail assets, by developing a 20-year cost estimate for trail surface replacement based existing conditions. This approach proactively elevates the need for jurisdiction to consider costs associated with trail maintenance. The most common trail surface material in the Capital Region is Asphalt, which comprises 98% of trails by linear foot. Asphalt trail surfaces have an expected life of 10-15 years. This may vary considerably based on usage, weather, and other factors. Currently no data is available on trail existing conditions or age, which creates challenges for establishing a phased schedule for anticipated surface replacement. The table below includes Capital Region surface types by proportion and anticipated lifecycle based on industry standards.

Surface Type	Proportion of regional Trails (by linear foot)	Anticipated Life Cycle
Asphalt	98.03%	7-15 Years
Boardwalk	0.21%	10-15 Years
Brick	0.07%	30-50 Years
Concrete	1.63%	25+Years
Stamped Brick	0.01%	30-50 Years
Wood Planks	0.05%	10-15 Years

Table 9: Cost estimates for off-road trail replacement, by surface type

Based on anticipated surface lifecycle, and available data it is expected that asphalt trail surface replacement will cost \$25,353,922 within the 20-year time horizon. The vast majority of this cost is for asphalt replacement, which accounts for nearly 100% of the total replacement cost. In addition to asphalt, other trail surfaces throughout the region include concrete, boardwalk, stamped brick, brick, and wood planks. Comparison costs are difficult as most jurisdictions address these concerns on an as-needed basis. This figure underscores the need for more robust trail surface condition assessment data, as investment may not be necessary based on surface longevity. Concrete and brick have an expected lifespan beyond the 20-year time horizon. However, wood plank boardwalk surfaces have an expected life of 10-15 years. A replacement cost of \$148,972 for these is to be expected within the 20 Year time horizon.

Data Needs for Non-Motorized Transportation

Analysis of available data revealed several challenges to more accurate and comprehensive maintenance forecasting for active transportation infrastructure. These challenges include:

1. **Lack of trail condition data or installation date:** In order to identify priority safety concerns, and determine maintenance costs for trails, it is important to understand their existing conditions. In addition, implementation dates would be helpful in determining a more precise estimated timeframe for trail resurfacing over the 20-year time horizon.
2. **Bike Facility Design Classification Consistency:** Municipalities use the term 'bike route' to describe a variety of different facility designs. This creates challenges for facility integrity from one municipality to the next. Regional consistency will help better inform existing conditions and lay the groundwork for maintenance planning and bike route expansion.

3. **Sidewalk Data Consistency and Expansiveness:** More consistent and expansive evaluation metrics for sidewalk condition in order to accurately forecast maintenance needs. Currently, sidewalk condition data is only available for six municipalities in Albany County including Albany, Altamont, Bethlehem, Cohoes, Guilderland, and Watervliet. Currently it is tracked in three different ways in different municipalities which makes it difficult to evaluate sidewalks on a level playing field. For example, Bethlehem uses a 1 (poor) – 10 (excellent) Likert Scale, while Cohoes and Albany use a qualitative descriptor (ex. poor, fair, good, excellent). While exclusively qualitative rankings generally use ‘poor’, ‘fair’, ‘good’, ‘excellent’ descriptors, there is variation between how these ratings are transcribed. For example, most municipalities using qualitative metrics use one descriptor per condition, while Cohoes mixes descriptors (ex. Poor/fair).

6. Needs as presented by Transportation Council members in the 2024 solicitation for the region’s 2025-2030 Transportation Improvement Program

The Transportation Council recently solicited from its members their proposals for projects to include on the 2025-2030 Transportation Improvement Program (TIP).

These project proposals represent an important compilation of site-specific needs in the region, however because this listing is sourced from member requests it is not an exhaustive listing of needs. It should also be noted that different members submitted fewer or more project proposals, which should not be interpreted as indicative of fewer versus more needs.

Further, because this list consists only of site-specific project proposals, it will need to be joined up later in the development of the In Motion Plan with regional system-enhancement needs, to yield a holistic view of enhancement needs in the region.

A total of 60 project proposals were received, with an average estimated cost of \$7.5M and a range of \$470K to \$92M. The breakdown of the 60 projects by type is:

- | | |
|---|-------------|
| • Bridge: | 24 projects |
| • Roads - Pavement Only: | 12 projects |
| • Bike and Pedestrian Only: | 10 projects |
| • Congestion, Freight, and Air Quality: | 7 projects |
| • Roads - Complete Streets: | 4 projects |
| • Other: | 3 projects |

Figure 25 shows the breakdown of these project proposals by dollar value. Bridge projects account for more than half of all funding requested, at \$260M. This is followed by “Roads – Pavement Only” projects at \$96M. The “Roads – Complete Streets”, “Congestion, Freight and Air Quality”, and “Bike and Pedestrian only” projects were each in the range of \$25M-35M.

Most of the category names above are self-explanatory, however it is helpful to review the types of projects classified into the “Congestion, Freight and Air Quality” category. Three of the seven projects in this class involve construction of roundabouts, with the other involving construction of various intersection-level treatments.

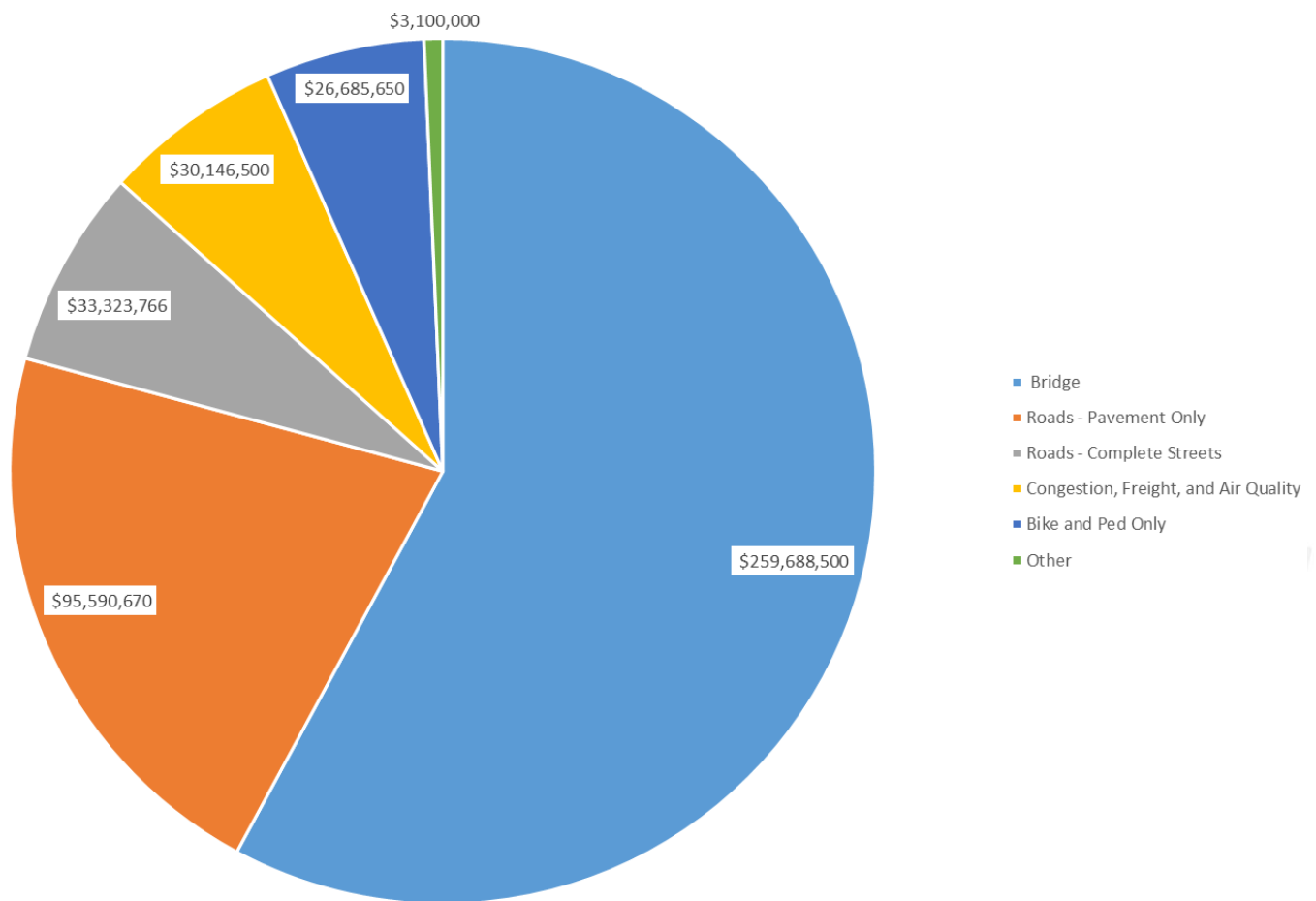


Figure 25: Breakdown of all project proposals submitted for TIP 2025-2030 solicitation by dollar amount

The project proposals submitted to the Transportation Council can be classified into either system-enhancement projects or preservation/maintenance. The majority of projects by both number-of-projects and dollar amount are for preservation/maintenance (37 projects; \$356M funding requested). The projects in the Bridge and “Roads – Pavement only” categories are primarily preservation/maintenance, whereas the projects in the other categories are primarily system-enhancement.

Looking exclusively at the 21 projects that are system-enhancement, the breakdown is 9 Bicycle/Pedestrian projects, 7 “Congestion, Freight, and Air Quality” projects, 4 Complete Streets projects, and one “Other”. Figure 26 shows that the breakdown in dollar amounts requested for only these system-enhancement projects.

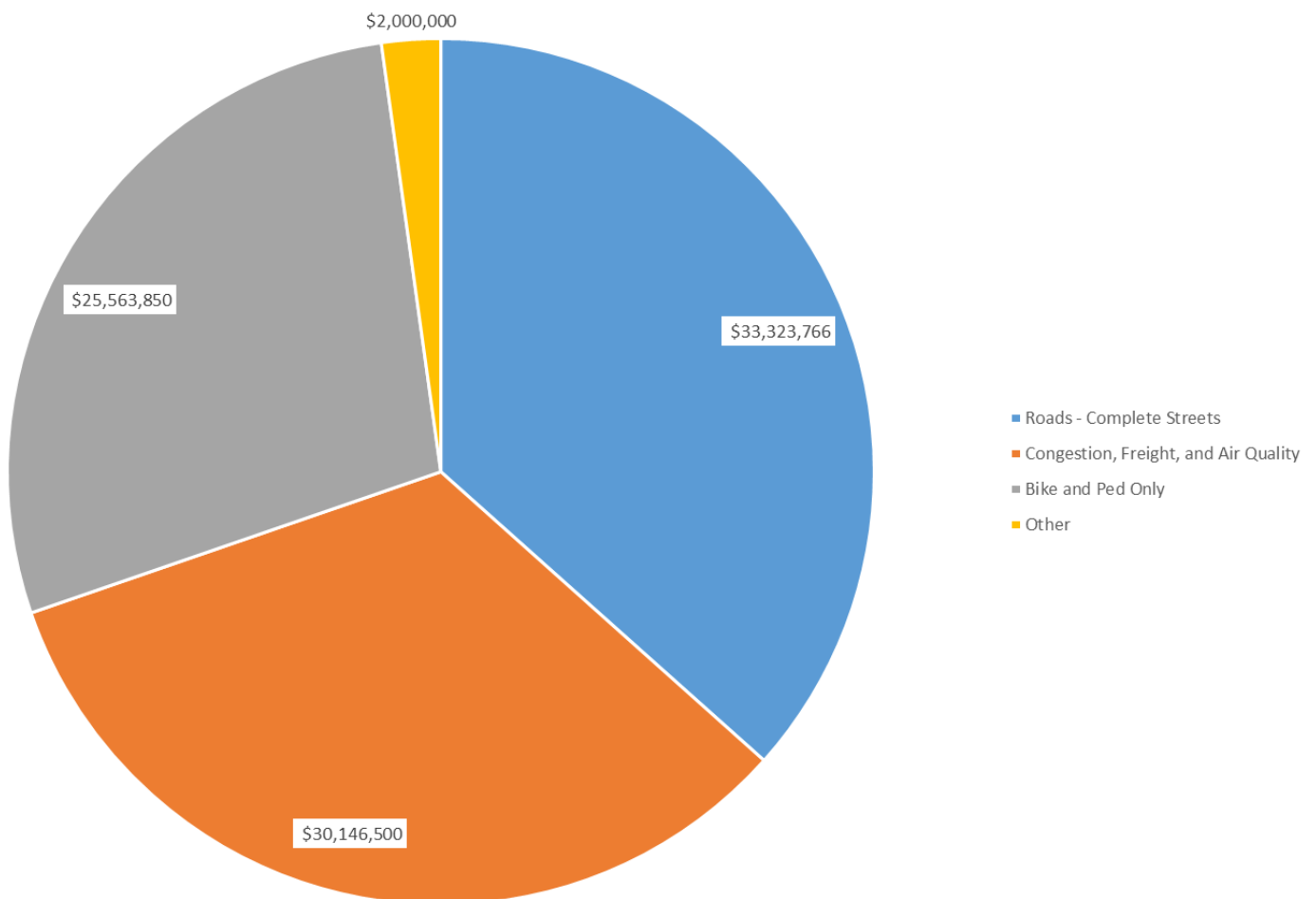


Figure 26: Breakdown of system-enhancement project proposals submitted for TIP 2025-2030 solicitation by dollar amount



APPENDIX H

TRANSPORTATION SYSTEM PERFORMANCE REPORT

This appendix describes the regional transportation system's performance in meeting federally required targets. It reports on roadway safety, pavement, and bridge conditions, freight movement, transit asset management, and transit safety, comparing current data with previous benchmarks.

In Motion System Performance Report

Final Draft June 9, 2025

Background

Pursuant to federal transportation planning requirements, states, Metropolitan Planning Organizations (MPOs) including the Capital Region Transportation Council (Transportation Council), and transit providers must employ a transportation performance management approach in carrying out their federally required planning and programming activities. Title 23 Section 150(b) of the *United States Code* [23 USC §150(b)] includes seven national performance goals for the Federal-Aid Highway Program and Chapter 49 Section 5301 of the *United States Code* [49 USC §5301] specifies general purposes of the Federal-Aid Transit Program. Combined, these include:

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads and public transportation systems.
- Condition – To maintain the highway infrastructure and transit capital assets (e.g., rolling stock, equipment, infrastructure, and facilities) in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System (NHS).
- System Reliability – To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.
- Promote continuing, cooperative, and comprehensive planning that improves the performance of the transportation network.

USDOT established several performance measures that states, MPOs, and public transportation providers must use to conduct a performance-based approach to transportation decision making to support the national goals described above. The performance measures address highway safety, pavement and bridge condition, passenger and freight travel reliability, congestion and mobile source emissions, transit asset condition, and transit safety.

In Motion: The Plan to 2050 was adopted on September 4, 2025. As our Metropolitan Transportation Plan (MTP), also known as a Long-Range Regional Transportation Plan (LRTP), the In Motion Plan must include performance targets associated with the following FHWA and FTA performance measures:

- Highway Safety Improvement Program (HSIP) and Highway Safety (PM1)
- Transit Asset Management
- Pavement and Bridge Condition (PM2)
- System Performance/Freight/Congestion Mitigation & Air Quality Improvement (CMAQ) Program (PM3)
- Transit Safety

MPOs must also include a system performance report in the LRTP that describes the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets compared to baseline data and previous system performance reports. For MPOs that elect to develop multiple scenarios when creating the LRTP, the MPO's system performance report also must include an analysis of how the preferred scenario has improved the performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the targets. FHWA and FTA also encourage (but do not require) MPOs that developed multiple scenarios to consider a scenario that maintains baseline conditions for the federal performance measures, and a scenario that improves the baseline conditions for as many of the performance measures as possible. This portion of the adopted/amended LRTP meets these requirements.

Highway Safety (PM1)

The Federal Highway Administration (FHWA) Highway Safety (PM1) rule established five performance measures for safety on all public roads. The performance measures are five-year rolling averages:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Nonmotorized Fatalities and Serious Injuries

Baseline Safety Conditions and Performance Targets

Table 1 presents the New York State Department of Transportation's (NYSDOT) statewide targets for calendar year 2025, and data for 2018 through 2022, which are the last five years for which final data is available. Targets for 2022 are also shown for comparison with 2022 actual results. To be consistent with the performance measures, all data shown below is a five-year rolling average. The Transportation Council agreed to support the NYSDOT statewide 2025 targets for the following safety measures on March 6, 2025 via Resolution #25-2.

Table 1. Statewide Safety Performance and 2025 Targets

Performance Measure	2018*	2019*	2020*	2021*	2022*	2022 Target	2025 Target
Number of Fatalities	1,038	1,016	998	1,021	1,054.8	1,005.4	1,011.0
Rate of Fatalities per 100 Million VMT	0.844	0.827	0.844	0.890	0.930	0.818	0.881
Number of Serious Injuries	11,119	11,287	11,198	11,146	11,056.6	11,173.9	11,034.1
Rate of Serious Injuries per 100 Million VMT	9.041	9.176	9.431	9.654	9.706	9.084	9.557
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	2,638	2,672	2,660	2,642	2,664.8	2,644.1	2,615.2

*Represents five year rolling averages of actual statewide crash data.

Description of Progress

As shown in Table 1, the five-year rolling average for number of fatalities, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries increased from 2018 to 2022, while the number of serious injuries decreased. FHWA annually completes an assessment of progress toward achieving each state's safety targets. FHWA determines that a state makes significant progress when at least four of the five targets have been met, or the actual outcome was better than the baseline performance. For 2022, the most recent year for assessment of progress, New York met one target, and one actual outcome was better than baseline, and therefore did not make significant progress. If a state has not met or made significant progress toward meeting performance targets, the State DOT must comply with 23 U.S.C. 148(i) for the subsequent federal fiscal year. This requires minimum investments in highway safety projects through the Highway Safety Improvement Program (HSIP) and submission of an HSIP Implementation Report.

Table 2 shows the Capital Region's safety performance using five year rolling averages of regional crash data to illustrate regional trends. When looking at 2022, the most recent year for which five full years of data is available, the region's crashes were trending upward in all five performance measure categories as well as in the preliminary data available for the 2023.

Table 2. Capital Region Safety Performance

Performance Measure	2019	2020	2021	2022	2023*
Number of Fatalities	51.8	52.0	49.6	52.4	55.6
Rate of Fatalities per 100 Million VMT	0.62	0.66	0.65	0.69	0.73
Number of Serious Injuries	654.4	629.0	621.2	628.4	662.4
Rate of Serious Injuries per 100 Million VMT	7.85	7.89	7.97	8.19	8.65
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	98.6	93.2	92.2	97.6	106.8

* Preliminary information as crash data for 2023 has not yet been finalized.

In Motion: The Plan to 2050, and the complementary Capital Region Vision Zero Safety Action Plan referenced in the In Motion Plan, address safety needs, strategies, and programs within the Transportation Council and the Transportation Improvement Program (TIP) provides funding for select safety improvements.

Safety is a critical component of the Transportation Council's mission, and the projects on the 2025-2030 TIP are consistent with the need to address safety. Safety is a primary consideration in the evaluation of projects to be included in the TIP. Safety benefits were calculated for all project categories except in the Bridge and "Other" project categories. The calculation utilized NYSDOT's Crash Location and Engineering Analysis Repository's Safety module using anticipated crash reduction from proposed countermeasures that are anticipated to reduce crashes. These safety benefits are measured in the dollar value of the projected reduction in crashes per year. Safety is also considered in the Congestion, Freight, and Air Quality category to include similar anticipated crash reduction benefits. Safety impacts are considered in the project evaluations regardless of fund source. The TIP includes projects programmed with Highway Safety Improvement Program (HSIP) funds and other fund sources that are expected to materially benefit the safety of the traveling public on roadways throughout the metropolitan planning area. The anticipated effect of the overall program is that it will contribute toward achieving NYSDOT's safety performance targets.

Safety is a primary goal identified in the In Motion Plan and the Capital Region Vision Zero Safety Action Plan (Vision Zero Plan). The goal is to eliminate fatalities and reduce serious injuries by 50% on Capital Region roadways by 2050. The objectives for safety include prioritizing safety of all road users, particularly pedestrians, bicyclists, and people with disabilities, emphasizing funding for proactive projects that lead to safe roads designed to accommodate human mistakes and physical vulnerabilities/constraints, promoting safety, security, and cybersecurity education and best practices, supporting the protection of transportation customers, shipments, employees, and travelers from safety and security threats, and minimizing the impact of infrastructure failures or other disruptions to the transportation system. The Vision Zero Plan includes policy recommendations as well as a proposed safety implementation program that recommends investment in Hot Spot Projects, Systemic Treatment packages, Safe Routes to School, Safe Routes to Transit, and Enforcement and Education.

Transit Asset Management

The Federal Transit Administration (FTA) Transit Asset Management (TAM) rule established the transit asset performance measures presented in Table 3:

Table 3. FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark (ULB)
Equipment	Percentage of non-revenue, support-service and maintenance vehicles within a particular asset class that have met or exceeded their ULB
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3.0 on the Transit Economic Requirements Model (TERM) scale

FTA defines two tiers of public transportation providers based on the number of vehicles and operating mode parameters. Tier I transit agencies, which are generally larger providers, establish their own TAM targets, while Tier II providers, generally smaller agencies, may participate in a group plan where targets are established by a plan sponsor (NYSDOT) for the entire group. NYSDOT's 2024 Group TAM Plan is available at: https://www.dot.ny.gov/divisions/policy-and-strategy/public-trans-respository/NYSDOT%20Group%20TAM%20Plan%202024_Final.pdf

The Transportation Council has one Tier I provider operating in the region: the Capital District Transportation Authority (CDTA). There are several Tier II providers operating in the region including Bethlehem Senior Projects, Inc., Colonie Senior Service Centers, Inc., and NYSARC, Inc. (Saratoga and Albany County Chapters) all of which participated in the 2024 Group TAM Plan.

Baseline CDTA Transit Asset Conditions and Performance Targets

Tables 4-6 presents the baseline performance/conditions and the 2025 targets for CDTA's transit assets in the Transportation Council's planning area. CDTA set the transit asset targets on March 13, 2025. The Transportation Council agreed to support these transit asset targets on June 5, 2025 via Resolution #25-4.

The vehicle asset inventory included in the needs assessment of the LRTP indicates that of CDTA's fleet of 434 vehicles, 359 are within the standard useful vehicle life for each type of vehicle, and 75 are past the end of their useful life. Table 7 summarizes the age of CDTA's fleet. The small number of very old vehicles (including one age 33 years and 3 age 45 years) are specialized maintenance vehicles that are not customer-service vehicles (i.e. they are not in "revenue service").

Table 4. CDTA Transit Asset Management Targets For Age Of Rolling Stock - % Of Revenue Vehicles Within A Particular Asset Class That Have Met Or Exceeded Their Useful Life Benchmark (ULB)

Type	Revenue Vehicles by Mode	Asset Class	ULB	2025 Target
Transit Coach	Bus - Articulated (60 foot)	Articulated Bus	14	0%
Transit Coach	Bus – BRT	Bus	14	10%
Transit Coach	Bus - Hybrid (30 foot)	Bus	14	0%
Transit Coach	Bus - Hybrid (40 foot)	Bus	14	60%
Transit Coach	Bus - Large Bus (30 foot)	Bus	14	0%
Transit Coach	Bus - Large Bus (40 foot)	Bus	14	0%
Transit Commuter	Bus - Commuter (40-45 ft)	Over-the-Road Bus	14	15%
Transit Commuter	Bus Medium (26-29)	Cutaway Bus	14	0%
Paratransit	Bus - Small Bus (20-25 ft)	Minibus	8	0%
Trolley	Trolley	Trolleybus	8	23%
Microtransit	Bus - Small Bus (20-25 ft)	Minibus	8	0%

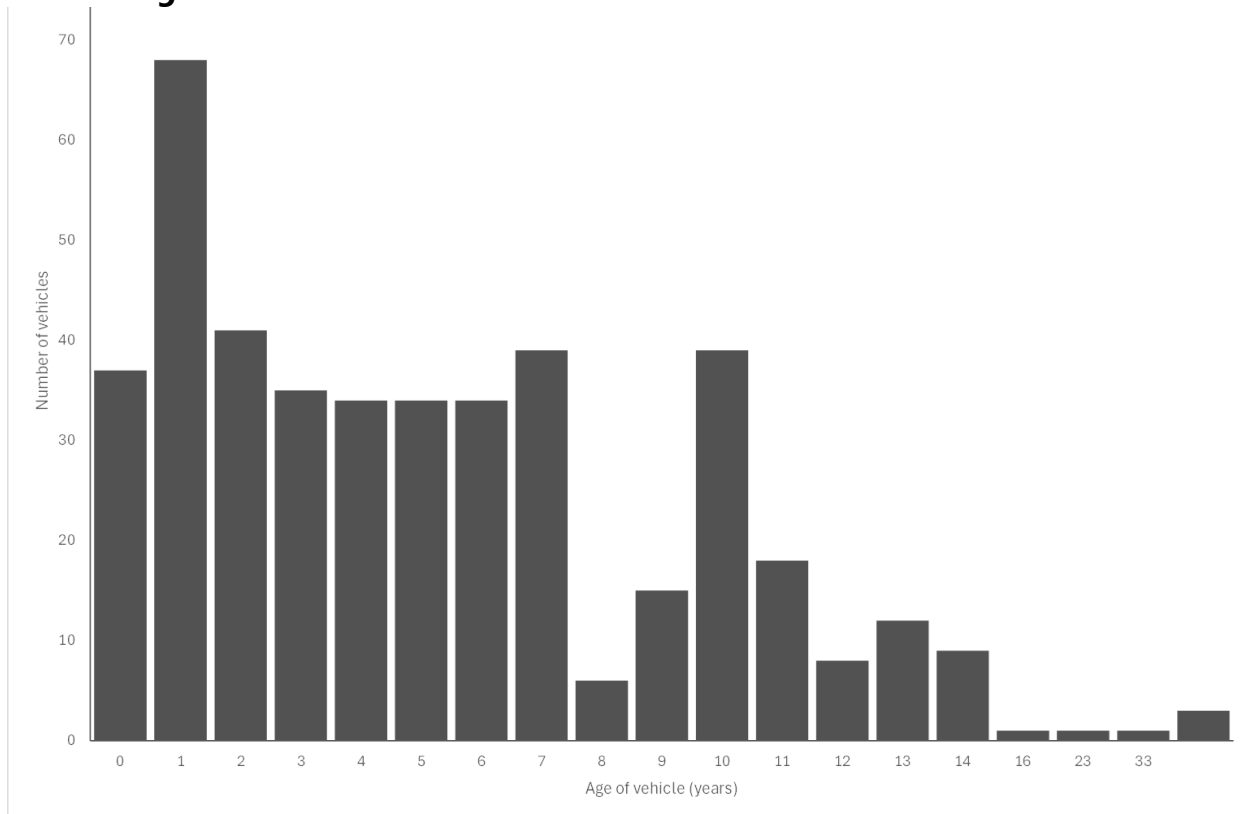
Table 5. CDTA Transit Asset Management Targets For Age Of Equipment - Age - % Of Non-Revenue Vehicles Within A Particular Asset Class That Have Met Or Exceeded Their Useful Life Benchmark (ULB)

Type	Revenue Vehicles by Mode	Asset Class	ULB	2025 Target
Non-Revenue	Car/Van/SUV	Automobile	8	20%
Non-Revenue	Non-Revenue	Automobile	8	20%
Non-Revenue	Truck - (1) Light Duty	Automobile	8	38%
Non-Revenue	Truck - (2) Medium Duty	Automobile	8	0%
Non-Revenue	Truck - (3) Heavy Duty	Automobile	8	0%
Non-Revenue	Truck - (4) Heavy Heavy Duty	Automobile	8	100%
Service Truck	Non-Revenue	Automobile	8	20%
Forklift	Non-Revenue	Automobile	8	20%
Wheel Polisher	(blank)	(blank)	8	0%

Table 6. CDTA Transit Asset Management Targets For Condition Of Facilities - % Of Facilities With A Condition Rating Below 3.0 On The FTA Transit Economic Requirements Model (TERM) Scale

Type	Asset Class	2025 Target
Administration & Maintenance	Albany Transportation Building (110 Watervliet Avenue)	5%
Administration & Maintenance	Albany Planning & Marketing Building (85 Watervliet Avenue)	0%
Administration & Maintenance	Troy Transportation Building	0%
Administration & Maintenance	Schenectady Transportation Building	50%
Administration & Maintenance	Rensselaer Rail Station	0%
Administration & Maintenance	Saratoga Rail Station	0%

Table 7. Age of CDTA's Transit Fleet



Description of Progress

The LRTP reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the 2025 CDTA Transit Asset Management (TAM) Plan, and the current Transportation Council 2025

L RTP. The 2025 CDTA TAM Plan includes a commitment to perform an investment prioritization analysis on an annual basis, to:

1. Determine what capital investments are needed, how much (and when), to maintain State of Good Repair (SGR); and
2. Rate and rank SGR programs and projects in order of implementation priority.

The implementation strategy of the TAM Plan is consistent with the FTA TAM final rule. CDTA's business model includes annual capital planning with multi-year outlooks, fleet and facilities maintenance plans, and standard operating procedures by department, directly impacting its efforts to maintain a state of good repair for the organization. A TAM working group was established to improve and modernize asset management programs and deliver a comprehensive decision support tool that complies with the FTA TAM Final Rule.

CDTA's in-house asset scoring decision support tool utilizes existing enterprise systems and daily operational processes. Doing so allows CDTA to minimize additional staff workload, including additional data entry. CDTA started with a scoring rubric built around a 1 – 5 final score. This score is comprised of four categories that each carry a different weight (%'s) toward final scoring. The categories being Age, Performance, Conditions, and Level of Maintenance. While CDTA's immediate focus is on the National Transportation Database (NTD) Reporting requirements, the additional analysis of the above categories allows CDTA to more closely monitor asset performance as well as business process performance to aid in day-to-day operational effectiveness and efficiencies. Table 7 summarizes the age of CDTA's fleet. The small number of very old vehicles (including one age 33 years and 3 age 45 years) are specialized maintenance vehicles that are not customer-service vehicles (i.e. they are not in "revenue service").

Developing CDTA's decision support tool in-house, through the utilization of department operational data, allows each department to champion the information they are putting forward, as well as empowering them to continuously maintain strong data integrity. CDTA considers asset lifecycle management an on-going process of monitoring, evaluating, and updating. Therefore, the decision support tool was designed with the ability to swiftly adapt to changing environments, both physical and financial.

The Transportation Council's 2025-2030 TIP was developed and is managed in cooperation with the CDTA. The TIP includes specific investment priorities that support transit asset management, including transit bus and support vehicle replacements, transit passenger facility improvements, and preventative maintenance of transit assets.

Additionally, the Transportation Council set aside \$3.75M annually of highly competitive Surface Transportation Block Grant Program funds for enhanced transit infrastructure. The Transportation Council's goal of addressing transit asset condition is linked to CDTA's investment plan and the process used to prioritize projects within the TIP is consistent with federal requirements.

Pavement and Bridge Condition Measures (PM2)

The FHWA Pavement and Bridge Condition rules (PM2) established the following six performance measures for all bridges and pavements on the National Highway System (NHS):

- Percent of Interstate pavements in good condition;
- Percent of Interstate pavements in poor condition;
- Percent of non-Interstate NHS pavements in good condition;
- Percent of non-Interstate NHS pavements in poor condition;
- Percent of NHS bridges (by deck area) classified as in good condition; and
- Percent of NHS bridges (by deck area) classified as in poor condition.

Baseline Pavement and Bridge Conditions and Performance Targets

NYSDOT established statewide Pavement and Bridge condition targets for 2023 and 2025 on December 16, 2022. In September 2024, NYSDOT updated its 2025 pavement targets. The Transportation Council agreed to support NYSDOT's adjusted PM2 performance targets on March 6, 2025, for the pavement condition targets and June 1, 2023 for the bridge condition targets via Resolutions #25-1 and #23-5 respectively. By adopting NYSDOT's targets, The Transportation Council agrees to plan and program projects that help NYSDOT achieve these targets. Tables 8 and 9 presents recent performance for each Pavement and Bridge measure for New York as well as the 2023 and 2025 statewide targets established by NYSDOT.

By adopting NYSDOT's targets, the Transportation Council agrees to plan and program projects that help NYSDOT achieve these targets.

There are over 14,000 lane miles of roadway in the Capital Region of which over 1,800 lane miles are on the National Highway System. Of that 1,800, 800 lane miles are part of the Interstate Highway System. There are also over 1,000 bridges in the Capital Region with 377 owned and maintained by local governments.

Table 8. Pavement Condition Statewide Performance and Targets

Performance Measure	2018	2019	2020	2021	2022	2023	2023 Target	2025 Target
Percent of Interstate pavements in good condition	53.0%	51.1%	45.5%	45.3%	36.9%	50.7%	53.2%	48.2%
Percent of Interstate pavements in poor condition	1.2%	1.1%	0.7%	1.1%	1.8%	1.0%	1.4%	1.6%
Percent of non-Interstate NHS pavements in good condition	N/A	13.4%	18.3%	18.9%	16.3%	20.3%	22.3%	18.6%
Percent of non-Interstate NHS pavements in poor condition	N/A	7.5%	7.3%	7.6%	7.5%	7.1%	9.3%	8.4%

Table 9. Bridge Condition Statewide Performance and Targets

Performance Measure	2018	2019	2020	2021	2022	2023	2023 Target	2025 Target
Percent of NHS bridges (by deck area) in good condition	24.4%	26.0%	25.3%	25.3%	24.7%	24.1%	24.1%	21.1%
Percent of NHS bridges (by deck area) in poor condition	10.2%	9.6%	10.9%	11.3%	11.2%	13.0%	12.5%	12.8%

Description of Progress

On the NY Interstate system, the percentage of pavement in good condition decreased from 2018 to 2022 and then increased on 2023. The percentage in poor condition fluctuated slightly between 2018 and 2023 and remains low. On the non-Interstate NHS system, pavement in good condition increased from 2019 to 2023, while pavement in poor condition decreased. For bridges on the NHS, the percentage of deck area in good

condition decreased by a small amount from 2018 to 2023, while the percentage in poor condition increased slightly.

Tables 10 and 11 show the pavement and bridge condition data for the Capital Region. Pavement condition has worsened in the region and the region did not meet state targets in 2023. Bridge condition has fluctuated over the last three years but have met the target for percent of NHS bridges in poor condition but the region has not met the target for NHS bridges in good condition.

Table 10: Capital Region Pavement Performance

Performance Measure	2022	2023
Percent of Interstate pavements in good condition	34.7%	31.66%
Percent of Interstate pavements in poor condition	1.05%	1.71%
Percent of non-Interstate NHS pavements in good condition	25.87%	22.89%
Percent of non-Interstate NHS pavements in poor condition	16.51%	20.24%

Table 11: Capital Region Bridge Performance

Performance Measure	2022	2023	2024
Percent of NHS bridges (by deck area) in good condition	17.42%	14.29%	14.35%
Percent of NHS bridges (by deck area) in poor condition	10.08%	4.09%	8.48%

The Transportation Council's 2025 LRTP addresses preservation of the transportation system, identifies infrastructure needs, and provides funding for targeted pavement and bridge condition improvements. One of the goals of the In Motion Plan is Mobility and ensuring that the transportation system is maintained, especially the region's aging bridges and culverts, some of which are nearing the end of their useful life. To accomplish this, the plan has a strategy dedicated to maintaining transportation infrastructure in a state of good repair. Along with supporting investment in capital projects, the strategy includes support for investment in Planning and Environmental Linkage Studies and Major Corridor Studies as needed. It is also recommended that the Transportation Council consider building a regional pavement condition model or pavement asset management system to better support pavement maintenance.

System Performance, Freight, and Congestion, Mitigation & Air Quality Improvement Program Measures (PM3)

The FHWA System Performance, Freight, and Congestion, Mitigation and Air Quality Improvement Program (CMAQ) Performance Measures Final rule (PM3) established the following six performance measures:

For the National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

For the National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability Index (TTTR);

For the CMAQ Program

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

The three CMAQ performance measures listed above are applicable only in areas that do not attain or have only recently attained national air quality standards. The Transportation Council is not subject to establishing targets for CMAQ performance measures.

Baseline Conditions and Performance Targets

NYSDOT established System and Freight targets for 2023 and 2025 on December 1, 2022. The Transportation Council agreed to support NYSDOT's System and Freight performance targets on June 1, 2023 via resolutions #23-2 and #23-3. The Transportation Council meets all current air quality standards and is not required to establish targets for the CMAQ performance measures. By adopting NYSDOT's targets, the Transportation Council agrees to plan and program projects that help NYSDOT achieve the State's targets.

Table 12 presents recent performance for the applicable PM3 measures as well as the 2023 and 2025 targets established by NYSDOT.

Table 12. System and Freight Statewide Performance and Targets

Performance Measure	2018	2019	2020	2021	2022	2023	2023 Target	2025 Target
Percent of person-miles on the Interstate system that are reliable	80.7%	78.8%	86.9%	81.6%	80.1%	79.0%	75.0%	75.0%
Percent of person-miles on the non-Interstate NHS that are reliable	N/A	80.3%	86.8%	85.7%	85.4%	84.0%	70.0%	70.0%
Truck Travel Time Reliability index (TTTR)	1.43	1.47	1.33	1.39	1.41	1.40	2.00	2.00

Description of Progress

As shown in Table 12, the percent of person-miles on the Interstate system that are reliable decreased slightly from 2018 to 2023. For the non-Interstate NHS, performance increased notably from 2019 to 2023. TTTR performance improved slightly from 2018 to 2023. Table 13 shows the actual system and freight performance for the Capital Region. Notably, Capital Region roadways are more reliable when compared to the Statewide data.

Table 13. Capital Region System and Freight Performance

Performance Measure	2022
Percent of person-miles on the Interstate system that are reliable	99.8%
Percent of person-miles on the non-Interstate NHS that are reliable	94.6%
Truck Travel Time Reliability index (TTTR)	1.22

The In Motion Plan addresses system performance and freight reliability, identifies infrastructure needs within the Capital Region, and provides funding for targeted improvements. The mobility goal of the plan states that the transportation system should be maintained, operated, and coordinated to support reliable travel. Strategies to improve the operation of the transportation system include implementing Transportation System and Operations strategies such as incident management, access

management, innovative intersection designs, and work zone management along with developing the next generation Transportation Demand Management Program and developing a traffic signal and technology program.

Transit Safety

The FTA Public Transportation Agency Safety Plan (PTASP) rule applies to certain providers of public transportation systems. Providers must develop and implement a PTASP that includes performance targets for the following performance measures:

- Total number of reportable fatalities by mode.
- Reportable fatality rate per total vehicle revenue miles by mode.
- Total number of reportable injuries by mode.
- Rate of reportable injuries per total vehicle revenue miles by mode.
- Total number of reportable safety events by mode.
- Rate of reportable safety events per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

When a public transportation provider establishes targets, it must make the targets available to The Transportation Council. The Transportation Council was required to establish PTASP targets within 180 days after the providers established their first targets and must update its targets when it adopts a new long-range transportation plan. When establishing PTASP targets, The Transportation Council can either agree to program projects that will support the transit provider targets or establish separate regional targets for the MPO planning area.

The PTASP rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. Agencies that operate passenger ferries that are regulated by the United States Coast Guard or rail service that is regulated by the Federal Railroad Administration are not required to develop a PTASP for those modes of service.

Baseline Transit Safety Conditions and Performance Targets

The Capital District Transportation Authority (CDTA) is the only transit provider operating in the Capital Region subject to the PTASP rule. CDTA updated its transit safety targets as shown in Table 14 in its PTASP approved on December 18, 2024.

Table 14. CDTA Transit Safety Targets

Transit Mode	Fatalities (total)	Fatalities (rate)*	Injuries (total)	Injuries (rate)*	Safety Events (total)	Safety Events (rate)*	System Reliability
Bus	0	0	51	7	49	6.3	17,400
Commuter Bus	0	0	2	6.9	3	10.4	70,000
Demand Response (Paratransit)	0	0	4	2.7	3	2.7	46,000
Demand Response – Taxi (Paratransit)	0	0	1	0.7	1	0.07	0

*Rates are per total vehicle miles.

The Transportation Council first agreed to support CDTA's transit safety targets on September 4, 2025 via resolution #25-10 as part of the update of its Metropolitan Transportation Plan, thus agreeing to plan and program projects that are anticipated to make progress toward achieving the targets.

Description of Progress

The LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the CDTA's PTASP. The PTASP states that Safety Performance will be assessed by CDTA using the following process:

- Monthly monitoring by the CDTA Board of Directors.
- Data analysis of accidents by driver, by route, by stop, by geographic area, and by operating division. Focused monitoring allows anomalies to become apparent and related safety issues to be addressed.
- CDTA has embarked on a new program identifying Key Performance Indicators (KPIs) which will assist in monitoring nearly all operational activities. The KPIs include Total Accidents, Collisions, Non-Collisions, Preventable Accidents, and Non-Preventable Accidents. The frequency over time of these KPIs will be used in the evaluation of hazard mitigation measures. Examples of the KPIs include:

- Collisions: Vehicle operated by CDTA employee striking another vehicle, object, pedestrian, etc.
- Non-Collisions – Safety Events
- Preventable Accidents: Incident that occurred due to oversight by employee, i.e., delayed routine maintenance causing malfunction to vehicle.
- Non-Preventable Accidents Risk Reduction Program
- A review of accidents, injuries and incidents reported to NTD to reduce hazards, pedestrian incidents and injuries, and assaults on transit workers.

CDTA has a joint labor-management safety committee comprised of labor selected front line employee representatives from Transportation and Maintenance, as well as Management representatives. This committee meets regularly to discuss safety issues and any recent incidents. The committee is focused on improving safety by reducing the number and rates of accidents, injuries, and assaults on transit workers by reviewing items such as visual impairments on bus routes, bus functionality, assault mitigation techniques and training.

Projects funded in the 2025-2030 TIP related to transit safety include the purchase and installation of bus operator safety barriers, bus video mirrors, and Bus Plus Red Line upgrades and safety improvements.



APPENDIX I

PUBLIC INVOLVEMENT PLAN

This appendix details the public engagement process for the In Motion plan. It explains the Transportation Council's outreach strategies, coordination with other regional efforts, the timeline for each planning phase, and methods for documenting public feedback.

The Capital Region Transportation Council's

IN MOTION

THE PLAN TO 2050

Public Involvement Plan



Prepared January 2024, revised July 2025

Title VI Assurances

The Capital Region Transportation Council ("Transportation Council") is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its metropolitan transportation planning process on the basis of race, color, national origin, sex, age, disability, or economic status, as protected by Title VI of the Civil Rights Act of 1964 and related statutes and regulations. You may request additional information by contacting the Transportation Council as described below. If you believe you have been subjected to discrimination under Title VI or related statutes or regulations, you may file a complaint to the Transportation Council by sending your written complaint to Attention: Executive Director, Capital Region Transportation Council, 1 Park Place, Suite 101, Albany, New York 12205 or by sending an e-mail to info@capitalmpo.org.

Complaints may also be filed directly with the Federal Highway Administration, at FHWA Office of Civil Rights, 1200 New Jersey Avenue SE, Washington DC 20590; the Federal Transit Administration, at Federal Transit Administration Office of Civil Rights, Attention Title VI Program Coordinator, East Building, 5th Floor –TCR, 1200 New Jersey Ave. SE, Washington D.C. 20590; or the New York State Department of Transportation, at Office of Civil Rights, New York State Department of Transportation, 50 Wolf Road 6th Floor, Albany New York 12232 or email at OCR-TitleVI@dot.ny.gov.

If information is needed in another language, contact 518-458-2161 or by sending an e-mail to info@capitalmpo.org.

Si se necesita información en otro idioma, llame al teléfono 518-458-2161 o bien enviando un correo electrónico a info@capitalmpo.org.

如欲获得其他语言的相关信息，请联系：518-458-2161 或发送电子邮件至：
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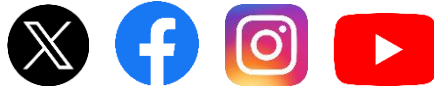
إذا كنتم بحاجة إلى المعلومات بلغة أخرى، فيُرجى الاتصال على الرقم 518-458-2161.
info@capitalmpo.org، أو عن طريق إرسال رسالة بريد إلكتروني إلى

Disclaimer

This document was prepared and published by the Capital Region Transportation Council, the Metropolitan Planning Organization (MPO) for a planning area that includes the counties of Albany, Rensselaer, Saratoga (except for the Town of Moreau and the Village South Glens Falls, which lie within the adjoining MPO region for the Adirondack-Glens Falls Transportation Council) and Schenectady. This report was funded in part through grants from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation. The views and opinions of this report do not necessarily state or reflect the official views or policy of the U. S. Department of Transportation.



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Purpose & Overview

In Motion, the Metropolitan Transportation Plan (MTP), is a significant decision-making tool meant to guide how the Capital Region Transportation Council and its partners will meet the transportation needs of the Capital Region over the next 20+ years. This Public Participation Plan (PPP) guides public participation and engagement of the preparation of the MTP. The PPP outlines strategies and methods for collecting meaningful input on the planning process, recommendations, and potential regional projects. Modifications and adjustments to the plan may be needed as the planning process progresses to ensure sufficient public input is received.

Strategies and methods will inform, consult, involve, collaborate with, and empower participants. And the PPP details how, from whom, and when information will be gathered and how the Transportation Council staff will evaluate the success of its public outreach efforts for the MTP. The Transportation Council's public participation goal is to establish a thorough, inclusive process that uses creative approaches to offer the public continuous opportunities to shape the region's transportation system.

Continuous: Members of the public should be able to participate from the comfort of their own homes or in a community where they feel comfortable sharing their opinion with, at a time convenient to them, throughout the planning process. This means using tools that enable 24/7 involvement.

Thorough: Engagement should be comprehensive, providing many options for how a person can get involved.

Inclusive: Everyone is welcome to participate. We want to make sure participants are as diverse as our region, therefore, we make a concerted effort to reach underserved communities.

Effective: Engagement should *demonstrate* broad reach, representation, and contribution to the decision-making process. Outreach and engagement will be evaluated regularly to encourage improvements.



Regional Planning Coordination

The Capital Region Transportation Council area encompasses Albany, Rensselaer, Saratoga (except the Town of Moreau and the Village of South Glens Falls) and Schenectady counties. However, issues related to transportation infrastructure do not stop at the MPO line and regional coordination will be critical to accomplishing the goals of the MTP. The Transportation Council will coordinate with appropriate agencies and stakeholders throughout its planning area. It is important that the MTP be coordinated with concurrent long-range planning initiatives, including the New York State Long Range Transportation Plan, Carbon Reduction Plan, CDTA's Transit Development Plan (TDP), and the Capital District Regional Planning Commission's Climate Pollution Reduction Plan. A comprehensive list of regional and statewide plans that need to be coordinated with the MTP can be seen on the next page.

MTP Project Management

The MTP will be managed by Transportation Council staff with guidance from the In Motion Task Force, and occasional consultant assistance. Consultant assistance may be utilized for graphic design, development of MTP materials, and public participation purposes. The Transportation Council will oversee the consultant team(s) and provide direction as needed.

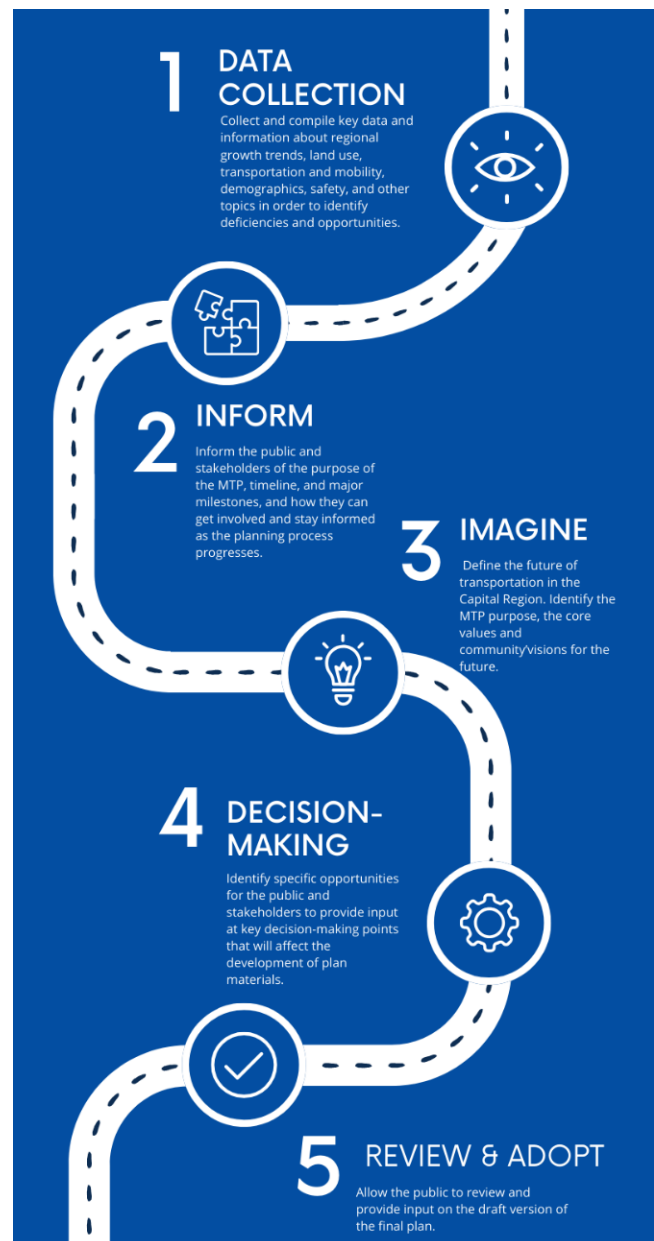
The Transportation Planning Process

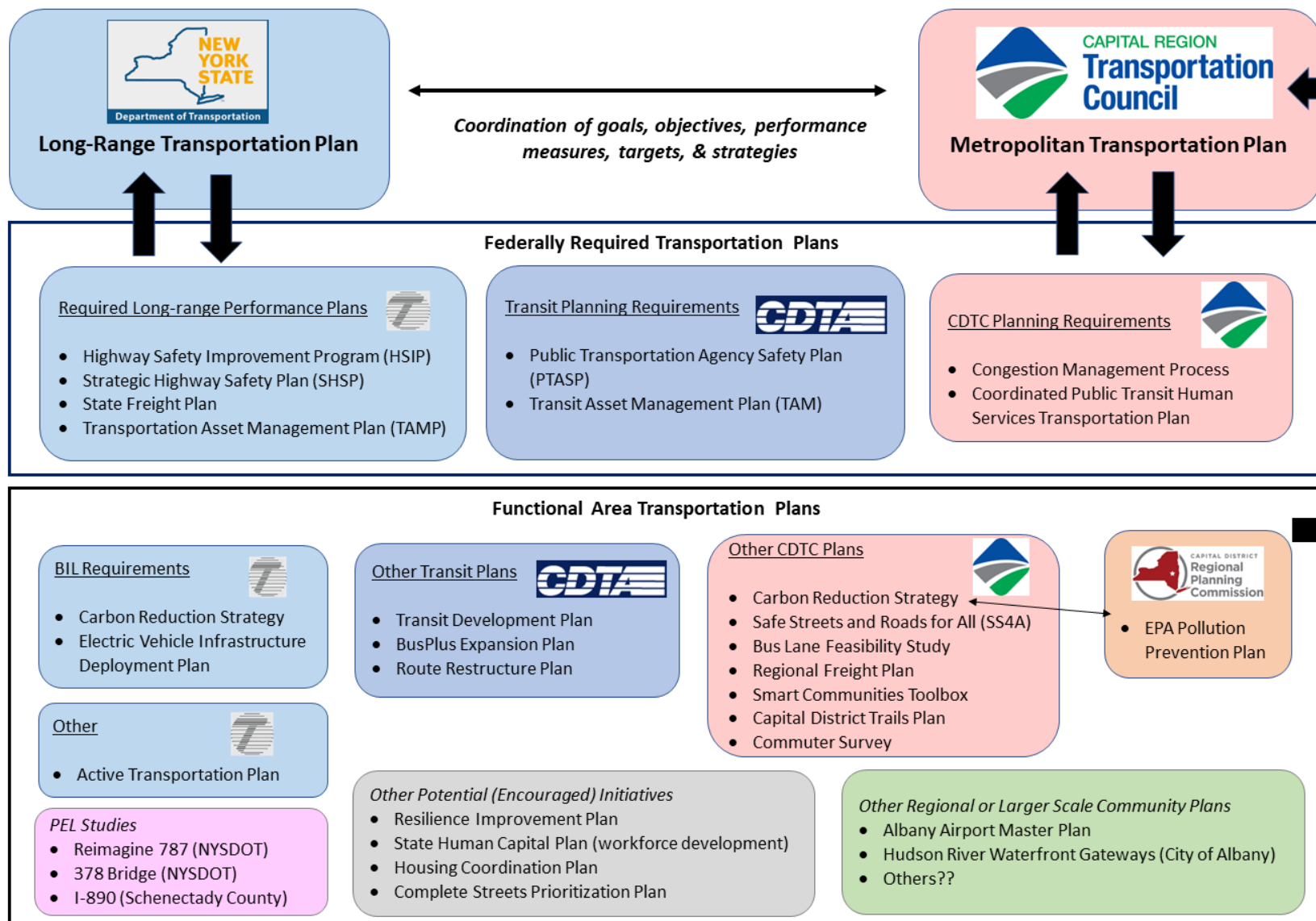
Phase 1: Data Collection (April 2023 – December 2023)

The Transportation Council will collect and compile key data and information about regional growth trends, land use, transportation and mobility, demographics, safety, and other topics to identify challenges and opportunities.

Phase 2: Inform (December 2023 – September 2024)

The Transportation Council will announce that it is initiating the update of the MTP, the purpose of the MTP, and how the public will be involved in its development. A summary of the information collected in phase 1 will





Top-down:
Long-range plan goals, objectives, measures, targets, & priorities inform other plans, programs & processes

Bottom-up:
Performance-based plans, programs, & processes inform long-range plans

be promoted and distributed to the public and stakeholders. The information is meant to help identify transportation needs and challenges facing the region. A range of public engagement strategies will be used to gather input from stakeholders to better understand their transportation priorities and preferences.

Phase 3: Imagine (January 2024 – February 2025)

During this phase, the residents and stakeholders will identify the future vision for transportation in the Capital Region. The vision will align with transportation goals and identify big ideas that align with the region's priorities and needs.

Phase 4: Decision-Making (November 2024 – June 2025)

This phase will combine all the feedback, ideas and information collected in phases 1-3 with a technical analysis of various transportation alternatives and scenarios identified to achieve the MTP vision and goals. Stakeholders will be invited to provide input on key policy decisions that will affect the development of the draft MTP.

Phase 5: Review & Adopt (July 2025 – September 2025)

This last stage of the engagement process will be the final review and approval of the MTP vision and goals. Approval and adoption of the MTP requires a minimum of a 25-day public review period. The Transportation Council plans to present In Motion for adoption at the September 4, 2025 Policy Board meeting.

Stakeholder Involvement

Policy Board

This is the MPO decision-making authority which is made up of 27 voting members, including representatives from all four counties and seven cities. Presentations will be made to the Policy Board during the planning process, at which the public will be able to share their comments directly to the Board. The Policy Board meets quarterly on the first Thursday of March, June, September, and December.

Planning Committee

The Planning Committee is largely composed of Policy Board member staff, such as city engineers or planning directors. The Committee has been delegated authority from the Policy Board to develop recommendations about transportation policies, plans, and programs. In addition to presentations during the planning process, Committee members will be asked to participate in focus group discussions and meetings, submit project ideas and proposals, and submit written and verbal comments on draft plan materials.

InMotion Task Force

A Task Force composed of a subgroup of Planning Committee members and Institutional partners will be established with approval of the Policy Board. The Task Force will be responsible

for reviewing draft materials, providing feedback, and input on major policy decisions, and holding Transportation Council staff accountable to major task milestones.

Other Transportation Council Committees

The Transportation Council hosts several advisory committees which serve to provide the Policy Board and Planning Committee with in-depth technical information on topics of particular interest or concern. They consist of a mix of local government representatives, interested residents, and representatives from relevant agencies and businesses. These committees include Active Transportation, Freight, Regional Operations and Safety, and Human Services Transportation. Advisory committees will be asked to participate in focus group discussions and meetings, submit project ideas and proposals, and submit written and verbal comments on draft plan materials. The Transportation Council will work closely with the advisory committees to identify additional outreach and engagement opportunities and request their assistance in promoting proactive public participation through their networks.

Institutional Partners

Institutional partners play a vital role in the transportation planning process, contributing their expertise, resources, and influence to help shape MTP policies and strategies. Their involvement brings important values to the process, including data and research, specialized knowledge, technical expertise, support for the MPO's priorities, and a long-term perspective which is essential for development of the MTP. These partners may include, but are not limited to, schools and educational institutions, colleges and universities, and major medical or research centers. Institutional partners will mainly be asked to participate in focus group discussions and meetings and to submit project ideas and proposals. They will be encouraged to remain engaged throughout the transportation planning process and provide comments on draft materials.

Affected State & Federal Agencies, Tribal Nations

The Transportation Council regularly works with state and federal agency partners like the NYS Department of Transportation and Federal Highway Administration. However, many other agencies play a critical role in the transportation planning process and contribute funding, regulatory oversight, data and research, and policy guidance. These agencies will be asked to participate in focus group discussions and meetings, submit available data and policy guidance, and submit written and verbal comments on draft plan materials. These agencies may include:

- Tribal Nations
- Federal Land Management Agencies
- Department of Defense
- NYS Department of Transportation
- NYS Department of State
- NYS Department of Environmental Conservation
- NYS Energy Research and Development Authority
- NYS Office of Parks Recreation and Historic Preservation
- Federal Highway Administration
- Federal Transit Administration
- Environmental Protection Agency
- Federal Emergency Management Agency

Transportation Providers

Public transit agencies and private transportation companies play a significant role in the MTP development. They have in-depth knowledge of their respective modes of transportation, from bus, to train, to freight, and can offer insights into the operational aspects, challenges, and opportunities associated with their services. They possess critical data like capacity, infrastructure condition, ridership information, and operational performance, that help for understanding travel patterns, demand, accessibility and efficiency of existing systems. These providers will be asked to participate in focus group discussions and meetings, share available data and information, submit project ideas and proposals, and submit written and verbal comments on draft plan materials. Transportation providers may include:

- The Capital District Transportation Authority (CDTA)
- Human service transportation providers
- Amtrak and other railroad companies operating in the region
- Airport International Airport
- The Ports of Albany, Rensselaer, and Coeymans
- Intercity bus (Mega Bus, Bolt Bus, Greyhound, etc.)

Residents & Travelers

Residents and travelers of the Capital Region will have significant opportunity to impact the development of the InMotion Plan. The Transportation Council refers to anyone currently living, working, or doing business in the MPO area and affected by the transportation system as “residents” or “travelers.” Key draft materials will be presented to residents and travelers with a broad spectrum of creative methods in order to generate discussion about regional transportation priorities and values and gather extensive feedback. Throughout the planning process there will be calls to action for residents and travelers to provide feedback, take surveys, and/or participate in meetings and events. Residents and travelers will also be asked to submit written and verbal comments on draft plan materials. The Transportation Council will target certain populations, including:

- Older adults and individuals with disabilities
- Users of public transportation
- Users of pedestrian facilities
- Users of bicycle facilities

Public engagement for the Transportation Council’s MTP update will include a concerted effort to reach out to underserved populations or those persons with unique transportation needs and challenges, such as:

- People with low incomes
- People of minority populations
- People with limited English proficiency (LEP)
- People of zero car households or low-car access

Public Outreach & Engagement Strategies

The Transportation Council will establish a thorough, inclusive process that uses creative approaches to offer the public continuous opportunities to shape the region's transportation system. It will utilize a range of strategies and tools to maintain ongoing communication and collaboration with the public and provide balanced and objective information to stakeholders and residents at all stages of the planning process. Information about the MTP will be designed and disseminated with the InMotion branding and theme. All strategies, using print and/or digital materials, must comply with the Americans with Disabilities Act and the current Web Content Accessibility Guidelines AA level.

The following strategies have been selected to promote proactive public participation in accordance with the Transportation Council's adopted public participation goals and procedures.



Outreach means making contact with stakeholders to provide information & promote opportunities for engagement & collaboration.



Engagement is a deeper & ongoing process that involves active participation, dialogue, & collaboration.

Direct Outreach & Engagement

"Direct outreach" refers to opportunities to meet with and present information to stakeholders in-person. Whenever possible, the Transportation Council and Project Team will meet stakeholders where they are. Outreach needs to cover all 2,204 square miles of the MPO area, which will require staff to leverage other planned community meetings and events to engage with stakeholders and collect their ideas and concerns. Stakeholders will have the opportunity to provide verbal and written comments, complete surveys/polls, learn about proposed projects and ideas, and engage in discussion with the Project Team at direct outreach events. Access is critical to the success of direct outreach opportunities – locations must be accessible by transit and other modes other than private vehicles, be ADA accessible, and have wireless internet access. The following are types of direct outreach that will be employed to solicit ideas and input regarding vision and community values during the MTP planning process.

- **Meetings & Events**

The Transportation Council will facilitate meetings with stakeholders and community organizations and participate in other outreach events as necessary to solicit input regarding vision and community values. A meeting may be entirely focused on the MTP or an opportunity to engage stakeholders during meetings planned as part of other planning studies or projects. Festivals, community events, farmers markets, and other occasions to celebrate our communities throughout the region present opportunities for the Transportation Council to host a table or other type of space where stakeholders can be invited to participate in the MTP process. A meeting or tabling event may be scheduled at any phase in the MTP process.

- **Workshops**

A MTP workshop is an interactive meeting that brings together stakeholders to learn about the MTP process, generate ideas, and provide input regarding vision and community values. If time and resources allow for workshops, they will mainly be used during the informational and decision-making phase. Workshops can be open to the general public or targeted for specific stakeholder groups.

- **Curbside Conversations**

This strategy requires a designated indoor or outdoor space where people gather and can spend some time to discuss their opinions and values related to the MTP. A curbside conversation can be planned or spontaneous, should be held at different locations throughout the region, can include transit stops, and should be coordinated with property owners/operators and a representative from the town, city, or village where its located. They are most appropriate during the informational and decision-making phase.

Digital Outreach & Engagement

“Digital outreach and engagement” refers to the use of digital technologies and online platforms to inform to interact, connect, and communicate with stakeholders. It encompasses a range of online activities and strategies aimed at informing stakeholders, gathering feedback, sharing information, and fostering collaboration. These strategies provide the Transportation Council the ability to adapt to evolving trends, technologies, and current events. Digital engagement strategies are useful at all phases of the MTP process, from data collection to review of final plan materials.

- **Project Website**

The project website (www.inmotionplan.org) will serve as a central repository for MTP documents, engagement tools, meeting and event information, and other relevant materials. The InMotion website will connect stakeholders with news and updates about other regional and statewide planning initiatives being coordinated in the MTP process.

- **Crowdsourcing**

Crowdsourcing involves collecting information, ideas, and feedback from large groups. The following are crowdsourcing tools that will be used by the Project Team as resources allow:

- Interactive Mapping and Visualization Tools – Interactive mapping involves using maps that allow users to pan around, zoom in and out, and identify specific features.
- Public Opinion Surveys – Printed and online survey tools will be used to gather stakeholder input and feedback regarding transportation issues, needs, and preferences. Survey responses will help the Project Team understand what the community values and prioritizes in terms of transportation infrastructure investments.
- Public Comment Hotline – This is a dedicated telephone number to facilitate the submission of comments, feedback, questions, or concerns from stakeholders regarding the MTP and

MTP process. It will provide an accessible and user-friendly way for stakeholders to voice their opinions and contribute to the decision-making process at their convenience. The hotline will accept both voice and text messages.

- **Social Media**

Social media platforms, including Facebook, X, Instagram, LinkedIn, and YouTube will be utilized to distribute information quickly and widely about the MTP process. Content related to the MTP can be shared by stakeholders and regional planning partners. The Project Team will allow for two-way communication with stakeholders on social media platforms and record comments and feedback received via social media as official public comment. Staff will only respond to social media comments and feedback when necessary. MTP related social media content will be found at:

- www.facebook.com/CapitalMPO
- www.twitter.com/CapitalMPO
- www.instagram.com/CapitalMPO
- www.youtube.com/CapitalMPO
- www.Linkedin.com/CapitalMPO

- **Virtual Town Halls and Asynchronous Meetings**

These are meetings that will be held online using tools like Zoom. They will be used to present information and facilitate engagement. All virtual meetings will be recorded and made available for stakeholders to view and participate “asynchronously” or on their own schedule, to allow for flexibility and engage stakeholders at their own pace.

Print & Media Outreach

- **Outreach Materials**

The Project Team will produce In Motion materials and publications that inform the public about the MTP and provide information on how to engage in the process. Materials will be developed as needed and include the In Motion theme. Potential outreach materials include, but are not limited to brochures, fact sheets, flyers, rack cards, and PowerPoint presentations. All materials will include the Transportation Council's logo, In Motion website, and public comment hotline phone number. The Transportation Council will proactively translate summary materials and public outreach messages into Spanish, Chinese, and Arabic.

- **Media Outreach**

The Transportation Council has established relationships with local journalists and news media organizations. When appropriate, the Project Team will invite reporters and journalists who cover transportation and urban planning topics to meetings and events. Press releases will be used to promote public meetings, workshops, and other MTP related events; provide timely updates and report on key milestones and findings in the MTP process; and to promote opportunities for the public to provide input and feedback on the MTP vision and goals.

MTP Public Participation Schedule

Table 1. MTP Public Participation Schedule

	2023		2024				2025		
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Data Collection									
Crowdsourcing									
Social Media									
Inform									
Project Website									
Media Outreach									
Social Media									
Outreach Materials									
Imagine									
Project Website									
Media Outreach									
Social Media									
Outreach Materials									
Meetings & Events									
Crowdsourcing									
Curbside Conversations									
Public Comment Hotline									
Decision-making									
Social Media									
Outreach Materials									
Meetings & Events									
Crowdsourcing									
Review & Adopt									
Media Outreach									
Meetings & Events									
Project Website									
Crowdsourcing									
Outreach Materials									
Social Media									
Virtual Town Hall & Asynchronous Meetings									

Deliverables

Key products of the MTP will be developed with the objective of communicating milestones and goals to residents and stakeholders. While some deliverables are technical, required documentation, the Transportation Council is committed to the creation of creative, easily accessible and readable materials that provide meaning and value to the planning process. During each phase of the MTP update, a range of documents and materials will be produced by Transportation Council staff with occasional assistance from a consultant team.

- **Data Collection**

The Transportation Council will collect and compile key data and information about regional growth trends, land use, transportation and mobility, demographics, safety, and other topics in order to identify the region's challenges and opportunities. This data will be summarized in the deliverables described below.

- *Regional Trends StoryMap*

The Regional Trends StoryMap will be developed in coordination with the Capital District Regional Planning Commission (CDRPC). A "StoryMap" is a web map that has been thoughtfully created with context and supporting information to create a narrative. It integrates maps, texts, photos, and interactive functionalities to help users explore and engage with content and information. The Regional Trends StoryMap will provide a high-level view of mobility, land use and development, and demographic trends that have played a role in shaping the region's current landscape and transportation system. It will help provide context to residents and travelers for the need to update the MTP and identify issues and needs.

- *Regional Trends & Conditions Report*

A Regional Trends and Conditions Report will accompany the Regional Trends StoryMap. In contrast to the StoryMap, the report will be a more comprehensive look at regional issues and trends and provide an in-depth analysis and overview of regional demographic, economic, housing, infrastructure, mobility, and development trends. It will assist in assessing the current status of the Capital Region and serve as a resource for residents and travelers to make informed decisions related to future transportation policies and development of the region.

- *Updated Congestion Management Process*

Congestion Management is a process for monitoring the transportation network to determine the locations and sources of congestion in the MPO area. The ongoing update of the process leads to recommended strategies which will be incorporated into the final MTP. In addition to the extensive data collection and analysis, it is developed in consultation with the public and stakeholders.



- *Coordinated Public Transit-Human Service Transportation Plan*

The Coordinated Plan is a locally developed, coordinated public transit-human services transportation plan created with the participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public that utilize transportation services. The Coordinated Plan will identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, identify strategies for meeting these needs, and prioritize transportation services for funding implementation. Federal transit law requires MPOs to develop a Coordinated Plan in order for select projects to be eligible for funding under the Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Program. The strategies identified to meet the needs of users of transportation services will be incorporated into the final MTP.

- *Inform*

During this phase, the Transportation Council will announce that it is initiating the update of the MTP by releasing the Regional Trends StoryMap. A range of public engagement strategies will be used to gather input from stakeholders to better understand their transportation issues, priorities, and preferences.

- *MTP Goals*

A memorandum summarizing stakeholder and citizen feedback and survey responses will be compiled. Feedback received during this process will be essential in understanding the needs and priorities of the region and assist in setting specific MTP goals. The MTP goals will cover various aspects of the transportation system, like safety, reliability, and resiliency. The regional vision will align with the MTP goals and the final MTP will include strategies for achieving these goals.

- *Financial Assessment*

One of the key pieces of the MTP is the Financial Plan. During this phase, the Project Team will identify and analyze revenue sources, outline financial assumptions (i.e. inflation rates), project expected revenue, and estimate funding needs. The Financial Assessment will assist in developing the Project Prioritization Rubric and different financial and funding scenarios.

- *Imagine*

During this phase, stakeholders and the public will identify the MTP vision through a series of outreach and engagement events and tools. The vision will align with the MTP goals and identify which big ideas align with the region's priorities and needs. This phase will also produce a list of priority transportation projects.

- *Regional Vision Summary*

The Project Team will draft a concise and inspiring statement laying out the vision for a transportation system that captures the desired future for the region. The vision

statement will be a clear, aspirational, and resonant statement that aligns with the MTP goals and feedback from stakeholders and the public.

- *Regional Transportation Projects List*

The Project Team will produce a list of “big ideas” as well as funding priorities that align with the established MTP goals and vision for the future transportation system. A document will be developed with a detailed description of each project, including which goal(s) it addresses, cost estimates, potential funding sources, and other key steps to implementation. The list will be shared with stakeholders and residents to prepare them for the decision-making phase of the MTP process.

- *Decision-making*

This phase is a crucial step in the development of the Final MTP. It will combine all the feedback, ideas and information collected in phases 1-3 with a technical analysis of various transportation alternatives and scenarios identified to achieve the MTP vision and goals. Stakeholders will be invited to provide input on key policy decisions that will affect the development of the draft MTP. The deliverables anticipated during this phase include a project prioritization rubric and a scenario planning and policy analysis summary.

- *Scenario Planning & Policy Analysis Summary*

The Project Team will identify multiple plausible future scenarios to assess the potential impact of different factors on the transportation system. These scenarios will consider uncertainties like future funding, population and growth, technology advancements, development impacts, and more. A narrative will be developed for each scenario that describes the future context, key drivers, challenges, and opportunities to help stakeholders better understand each scenario, their implications for the future, and which policies are recommended for inclusion in the final MTP.

- *Project Prioritization Rubric*

Based on the proposed strategies and policies, the Project Team will develop a systematic and data-driven approach for prioritizing transportation projects and programs that implement the MTP vision and goals. This rubric will be proposed as a tool for the Transportation Council to use in programming its core products and will demonstrate to the public how the MPO will approach implementation of the MTP.

- *Review & Adopt*

This is the final phase of the MTP process, where the decisions from the prior phase are memorialized into one plan outlining the collective vision, values, and priorities for the transportation system of the Capital Region, possible means to implement the plan, and the process of how the plan was completed. The public and stakeholders will review and comment on the product of the MTP process through its draft and final forms. Deliverables include the draft and final versions of the Metropolitan Transportation Plan and required air quality analysis.

- *Draft Metropolitan Transportation Plan*

The Draft InMotion Plan will be released to the public for review in April 2025 following approval from the Transportation Council's Policy Board. The Draft plan will include an interactive executive summary as well as a detailed plan. The detailed plan will include the long-range perspective and projections, vision and goals, identification of needs, policy framework, project prioritization, financial plan, environmental analysis, and summary of public engagement. There will be no less than a 25-day public review period of the Draft InMotion Plan.

- *Air Quality Conformity Analysis*

An air quality conformity analysis is a process and assessment required under the United States Clean Air Act (CAA) to ensure that transportation plans, programs, and projects in areas with air quality concerns are consistent with the goals and requirements of the New York State air quality requirements. The air quality conformity analysis will assess the strategies, policies, and projects recommended in the InMotion Plan. The public will have the opportunity to review and comment on the conformity determinations before the final InMotion Plan is approved for adoption.

- *Final Metropolitan Transportation Plan*

The Final InMotion Plan will be finalized in July 2025 following no less than a 25-day public review period. The final plan will incorporate any edits, updates, or changes necessary based on comments and feedback received during the public review period. All comments and feedback received during the public review period will be summarized and incorporated into the final plan. The final plan will undergo a review and evaluation by the Transportation Council Planning Committee and Policy Board. The Policy Board will vote to approve the InMotion Plan in September 2025. The Transportation Council Chairperson will sign a resolution indicating its adoption as the official Metropolitan Transportation Plan for the region.

Measuring Engagement

All public engagement and participation will be recorded, compiled, and documented in the final MTP. Public feedback and input received throughout the MTP process will inform the MTP vision, principles, and strategies. The Transportation Council has developed evaluation measures to evaluate the success of its public outreach strategies and ensure the MTP process meets the Transportation Council's public participation goals.

The Transportation Council is committed to an inclusive planning process. To help ensure that the MTP is informed by engagement from a broad array of residents and travelers, the Project Team tracks self-reported demographic data through survey tools to ensure the Project Team will hear from an array of voices.

Table 2. MTP Deliverables Schedule

	2023				2024				2025		
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Data Collection											
Regional Trends StoryMap											
Regional Trends & Conditions Report											
Updated Congestion Management Process											
Coordinated Public Transit-Human Service Transportation Plan											
Public Outreach Plan											
Inform											
Project Website											
Plan name, brand, & logo											
MTP Issues & Priorities Survey											
MTP Goals											
Financial Assessment											
Performance Measures & Targets											
Imagine											
Regional Vision Summary											
Regional Transportation Projects List											
Infrastructure conditions & modeling											
Decision-making											
Scenario Planning & Policy Analysis Summary											
Project Prioritization Rubric											
Review & Adopt											
Draft MTP (Report & StoryMap)											
Air Quality Conformity Analysis											
Final MTP											

The demographic data, along with ZIP code data, collected from survey participants includes:

- Gender
- Age
- Disability status
- Approximate yearly household income
- Race/Ethnicity
- Hispanic or Latino
- Language other than English (Limited English Proficiency)

This data will be used to measure the effectiveness of the participation strategies in reaching underserved populations and the general public.

Table 3. Outreach Strategies and Evaluation Measures

Performance Measures	Goal 1: Thorough	Goal 2: Inclusive	Goal 3: Creative	Goal 4: Continuous
Direct Outreach				
Number, location, and type of meetings	◆	◆	◆	◆
Number, location, and type of table events	◆	◆	◆	◆
Number, location, type of other events	◆	◆	◆	◆
Digital Engagement				
Number of MTP posts on social media	◆		◆	◆
Number of views and/or participants in virtual events	◆	◆	◆	◆
Number of comments received during virtual events	◆	◆	◆	◆
MTP website unique page views	◆	◆		◆
Number of survey responses	◆	◆	◆	◆
Assessment of reach to underserved communities with surveys	◆	◆		
Print & Media Outreach				
Number of physically printed materials distributed	◆	◆	◆	◆
Number of direct distributions via mail or in person	◆	◆		
Number of press releases distributed	◆	◆		◆
Number of press mentions of MTP process	◆		◆	◆

Table 4 shows the percent of regional population for underserved population groups.

Table 4. Demographic data metrics

Variable	Regional Prevalence
Disability Status	12.00%
Young Adults (18-29 years)	17.32%
Older Adults (65+ years old)	15.19%
Latino or Hispanic/Non-White Adults	21.80%
Low-Income Adults	10%
LEP Adults	3.40%

Source: U.S. Census Bureau, ACS 5-year (2016-2020; 2017-2021), NYS Open Data

Ensuring Accessible Engagement

Section 504 of the Rehabilitation Act of 1973 states that “No otherwise qualified individual with a disability in the United States shall, solely by reason of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” All venues and meeting spaces used for outreach and engagement will be accessible to individuals with disabilities. When possible, meeting and event locations will be selected along public transit routes. Upon request of at least 48 hours prior to a scheduled meeting or event, Transportation Council staff will be available to meet persons arriving by transit at the nearest transit stop and accompany them to the meeting or event.

Transportation Council staff will provide or coordinate the provision of auxiliary aids or services and reasonable accommodations upon request by a person with a disability. The request must be made at least 48 hours prior to the meeting or event at which the aids, services, or accommodations are requested. All outreach materials and content will be developed to comply with accessibility standards and guidelines, use clear terms, avoid jargon, and provide alternative formats such as text transcripts for videos. The MTP Public Participation Plan recommends the use of a variety of communication channels to reach a wider audience and provide easy and accessible ways for stakeholders to engage in the MTP process. All digital content will comply with Web content Accessibility Guidelines (WCAG) to the AA level and designed with accessibility in mind. The WCAG guidelines benefit people who have no or low vision, color blindness, low or no hearing, seizures, reduced dexterity, or an inability to use their hands, and cognitive or learning disabilities including age-related issues with thinking or remembering.

Information on how the Transportation Council is complying with Title II of the Americans with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973 can be found in its Self-Evaluation and Transition Plan. Details on the plan can be found [here](#).

Language Assistance

Most individuals living in the United States read, write, speak, and understand English. However, there are many individuals in the Capital Region for whom English is not their primary language. The individuals who have a limited ability to read, write, speak, or understand English are commonly referred to as limited English proficient (LEP).

Language assistance will be provided for LEP people covered by the safe harbor provision of USDOT guidance, which states that assistance must be provided to "...each eligible LEP language group that constitutes 5% or 1,000 people, whichever is less, of persons eligible to be served..." Within the Albany-Schenectady-Troy Metropolitan region Spanish, Chinese (including Mandarin and Cantonese), and Arabic meet this threshold.

Table 5. Safe Harbor Languages

Language	Individuals that Speak English "less than very well" (age 5+)	Percent Total Population that Speaks English "less than very well (age 5+)
Spanish	6,791	0.80%
Chinese	3,873	0.45%
Arabic	1,345	0.16%
All Languages	27,330	3.20%

*Source: American Community Survey 5-Year data, 2017-2021. *MOE of +/- 301*

Translation and Interpretation

Written translations of vital InMotion Plan documents and other selected key documents will be provided on request, in compliance with the federal safe harbor provision. Visitors to the InMotion website can utilize the website translation feature to view the website in different languages.

The Transportation Council provides or coordinates oral interpretation for safe harbor LEP language groups and American Sign Language Interpreter Services. The request must be made at least 48 hours prior to the meeting. The interpretation service will be provided in-person, if possible, or via telephone or video conference. Other oral interpretation requests will be met when necessary and feasible.

At in-person engagement events, the Project Team will use the US Census "Language Identification Flashcard" to help identify a person's primary language. Once the primary

language is identified, the Project Team will then assess the feasibility of providing translation and interpretation assistance.

Get in Touch!



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APPENDIX J

PUBLIC PARTICIPATION SUMMARY

This appendix summarizes the results of four public surveys conducted during the In Motion planning process. It includes response data, geographic maps of participation by ZIP code, and summaries of public input in accessible language(s).

Summary of Public Involvement for the In Motion Plan

Draft as of August 28, 2025

Introduction

Throughout the development of In Motion: The Plan to 2050, public opinion has been critical in shaping the overall direction of the plan. The following summarizes the public involvement process, including four detailed summaries of surveys conducted throughout the planning process.

Public Involvement Approach

A detailed public involvement plan (Appendix I) was prepared at the beginning of the planning process to guide public involvement efforts. Consistent with the Transportation Council's Public Participation Plan, the plan centered on four key principles:

- **Continuous:** Members of the public should be able to participate from the comfort of their own homes or in a community where they feel comfortable sharing their opinion with, at a time convenient to them, throughout the planning process. This means using tools that enable 24/7 involvement.
- **Thorough:** Engagement should be comprehensive, providing many options for how a person can get involved.
- **Inclusive:** Everyone is welcome to participate. We want to make sure participants are as diverse as our region, therefore, we make a concerted effort to reach underserved communities.
- **Effective:** Engagement should *demonstrate* broad reach, representation, and contribution to the decision-making process. Outreach and engagement will be evaluated regularly to encourage improvements.

The planning process included five phases that allowed for key input opportunities from the public, summarized as follows:

Phase 1: Data Collection (April 2023 – December 2023)

Phase 2: Inform (December 2023 – September 2024)

Phase 3: Imagine (January 2024 – February 2025)

Phase 4: Decision-Making (November 2024 – June 2025)

Phase 5: Review & Adopt (July 2025 – September 2025)

Four public opinion surveys were conducted during phases 1 and 2, as well as individual surveys during phases 3, 4, and 5. Survey responses were received from over 600 individuals throughout the planning process. Summaries of the four surveys are included in this Appendix (Appendix J).

The official comment period on the draft report began on August 6 and ended on September 3. Comments during the formal public review phases were accepted via a digital comment form, email, phone, or by mail.

Stakeholder Involvement

Throughout the planning process, the Transportation Council's Policy Board and Planning Committee were briefed on the status of the plan at every meeting. The guiding force behind the overall development of the plan was the 38 member In Motion Task Force, comprised of state, regional, and local government staff, elected officials, economic development partners, University faculty, transportation providers, and public health officials. The task force met eight times throughout the planning process, providing valuable insight and perspectives on our future transportation system.

The Transportation Council also engaged with its advisory committees including Active Transportation, Freight, Regional Operations and Safety, and Human Services Transportation. These groups meet on a quarterly basis and in between meeting were keep apprised of engagement opportunities through direct email. Email was also used to engage with our Native Nation and federal land holders in the region throughout the planning process. Finally, staff from the FHWA and FTA provided valuable guidance throughout the planning process.

Public Outreach & Engagement Strategies

A variety of tools were used to seek public input into the planning process. Note that all flyers and other outreach materials were prepared to comply with the Americans with Disabilities Act and for public events, translation, American Sign Language interpretation, and other accommodations were made available by request. The various types of outreach and engagement tools used throughout the planning process included:

- Direct Outreach – In person opportunities to participate included open house workshops, tabling at community events and farmers markets, presentations to community groups, and transit station “pop ups” or curbside conversations at which staff set up a table at a transit station to get input from transit riders.



In-person engagement at the Schenectady Greenmarket

- Digital Outreach & Engagement – Virtual engagement including ongoing maintenance of a project website (www.inmotionplan.org), promotion through the Transportation Council's e-newsletter (an audience over 1,500) and social media (Facebook, LinkedIn, Twitter/X, and Instagram), virtual workshops which were recorded for future viewing, allowing the public to view the presentation and respond to public opinion surveys on their own time.



In Motion Plan Website

In addition to four public opinion surveys, the office phone number served as a “hotline” to accept comments for those without access to the internet. Finally, the Regional Trends StoryMap was an innovative tool used to share lengthy regional trend data in an engaging format for the digital

area.<https://storymaps.arcgis.com/stories/16834ab0f564478aa953d1aee43388f1>

- Print & Media Outreach – The project team regularly sent out press releases about public involvement opportunities, especially while promoting public opinion surveys. This resulted in local media coverage and public events and in an in depth interview with Spectrum News as part of their In Focus series:
<https://spectrumlocalnews.com/nys/central-ny/news/2024/07/25/progress-being-made-to-reimagine-upstate-new-york-s-highways>

Engagement with Those that Live, Work, and Play in the Capital Region

Of utmost importance to the staff of the Transportation Council was hearing from voices in the community that are not regularly engaged in the transportation planning process. Hearing from people that live and work in our communities, including those that visit, was a key aspect of our public involvement process. To get a sense of who we heard from in our four surveys, zip code data was collected along with demographic data including age, disability status, approximate yearly household income, race/ethnicity, and Hispanic or Latino on a voluntary basis.

Language other than English (Limited English Proficiency). This data helped track who we were and were not hearing from to adjust how and where we were engaging the public. Flyers, surveys and other materials were translated into the region's three safe harbor languages of Spanish, Simple Chinese, and Arabic.

Map 1 highlights the locations by zip code of all survey respondents throughout the planning process. It is notable that residents in the rural areas of our region remain challenging to reach despite providing all libraries in the region with flyers as well as all Stewart shops which have community bulletin boards.

Map 1: In Motion Surveys Total Responses by Residential Zip Code



In addition to the areas shown on this map outside of the Transportation Council's Planning Area, survey responses were also received from the following Zip Code Areas: Forest Hills, NY (1), Hudson, NY (2), Pleasant Valley, NY (1), Poughkeepsie, NY (1), Queens, NY (1), Remsen, NY (1), Ulster Park, NY (1), Utica, NY (1) and Wrentham, MA (1)

----- Interstate

— Municipal Boundary

Survey Responses

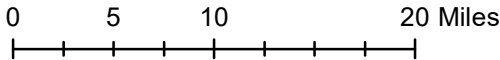
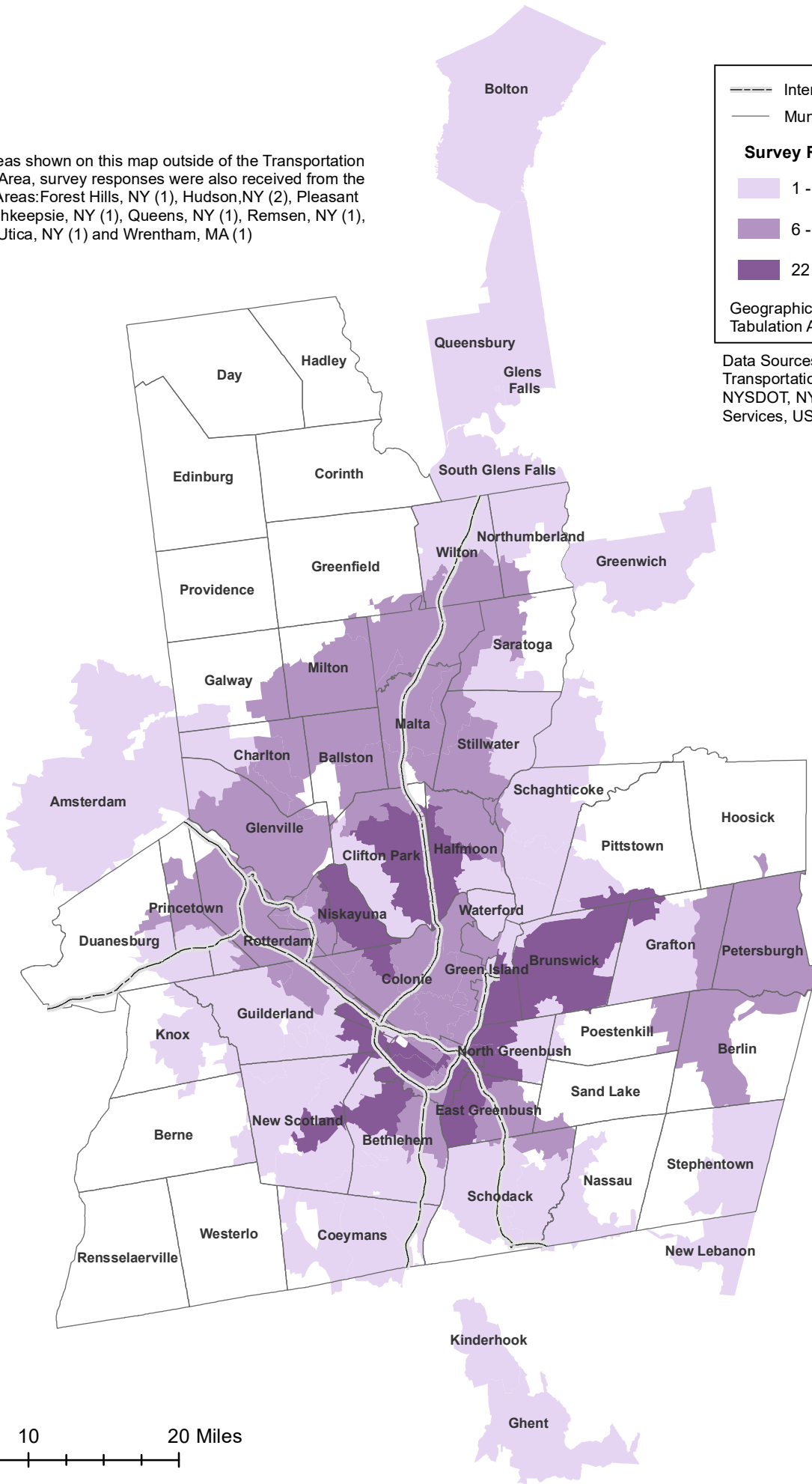
1 - 5 responses

6 - 21 responses

22 - 56 responses

Geographic Unit: Zip Code Tabulation Areas

Data Sources: Capital Region Transportation Council, NYSDOT, NYS Geospatial Services, US Census Bureau



Demographic Summary

The Transportation Council collected demographic data from respondents in all four surveys. While these questions were not mandatory, information was received from over 500 respondents for all but the question about English as a first language. Based on U.S. Census Bureau, ACS 5-year data (2016-2020; 2017-2021) and NYS Open Data, the regional prevalence of some of these categories was calculated. This data was compared to the survey responses summarized below to see if a representative cross section of the regional population participated in the survey process. While not statistically significant, this comparison provided some insights that will be used to refine the Transportation Council's public participation process.

Gender	Count	Percent
Man	282	50.72
Woman	253	45.50
Non-binary	13	2.34
Prefer another term	8	1.44
Total	556	100

Are you disabled?	Count	Percent
No	494	88.06
Yes, permanently	45	8.02
Yes, temporarily	22	3.92
Total	561	100

Prevalence of regional population identifying as having a disability is 12%. This threshold was met.

What is your approximate yearly household income?	Count	Percent
\$150,000 or more	122	23.19
\$100,000 to \$149,999	122	23.19
\$75,000 to \$99,999	85	16.16
\$35,000 to \$74,999	123	23.38
Less than \$35,000	74	14.07
Total	526	100

Prevalence of low income households (below \$35,000) in the region is 10%. This threshold was met.

Age	Count	Percent
Under 20	9	1.63
20-29	100	18.12
30-44	175	31.70
45-64	158	28.62
65+	110	19.93
Total	552	100

Prevalence of young adults (those under 29) in the region is 17%.

Prevalence of older adults (those 65+) is 15%.

Both of these thresholds were met.

Race/Ethnicity	Count	Percent
White	476	83.80
Black	35	6.16
Asian	22	3.87
Two or More Races	10	1.76
Native American	5	0.88
Other	20	3.52
Total	568	100

Hispanic or Latino?	Count	Percent
No	526	94.77
Yes	29	5.22
Total	555	100

Prevalence of regional population identifying as Hispanic or Latino/Non-White is 22%. This threshold was not met.

Is English Your First Language?	Count	Percent
No	4	2.61
Yes	149	97.39
Total	153	100

Prevalence of regional population for whom English is not their first language is 3.4%. This threshold was not met.

*Note: Question was only asked for surveys 3 and 4

Technical Memorandum

Date: June 23, 2024
To: In Motion Task Force
From: Sandy Misiewicz, Transportation Council Executive Director
Re: Survey 1 Results Summary

Introduction

Phases I and II of the In Motion planning process included a three question survey distributed from November 2023 through May 2024 to gather input on public values and preferences related to transportation. This memorandum summarizes the survey process and responses. Feedback received during this and future surveys will be essential in understanding the needs and priorities of the region, will assist staff with refining the draft goals and objectives, and will support the development of the vision and policies for the In Motion plan.

Survey Distribution

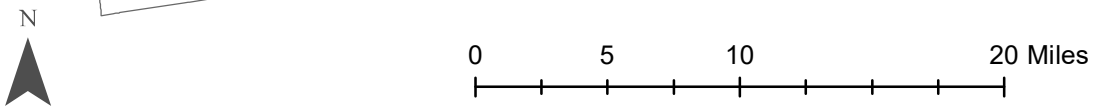
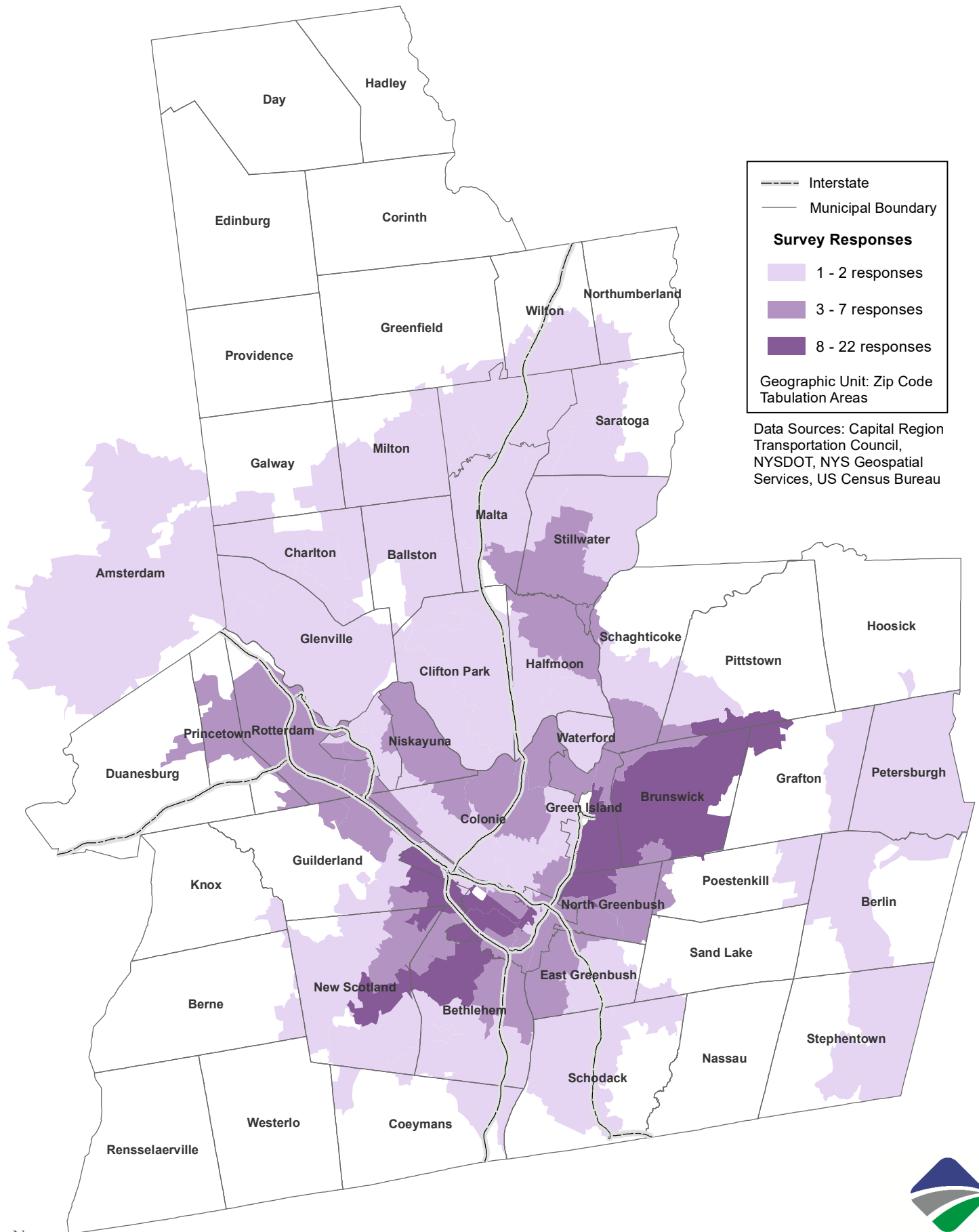
The survey was distributed through the following methods and activities. Flyers and business cards were translated into Spanish, Chinese, and Arabic to increase our reach to Limited English Proficiency populations. The online survey could also be translated into those languages.

- In Motion Plan Website and Online Regional Trends StoryMap
- Transportation Council social media platforms (Facebook, Instagram, X, and LinkedIn)
- Press Release and Social Media Toolkit for Transportation Council members
- Inform & Imagine Virtual Workshop and “go at your own pace” Workshop
- Outreach at 27 Local Libraries (urban, suburban, and rural)
- Transit pop-ups at Riverfront Station in Troy and Gateway Plaza in Schenectady
- Tabling/events including:
 - Reimagine I-787 Public Open House at Capital Center
 - Rotterdam Hamburg Street Festival
 - Bethlehem Walk and Roll Fest
 - New York State Electric Vehicle Fleet Event at Empire State Plaza
 - Clean Cities Electric Landscaping Showcase in Colonie
 - Castleton Complete Streets and Connections Plan Public Meeting

Survey Response Summary

The Transportation Council received 179 surveys, mapped by zip code on page 2.

In Motion Survey 1 Responses by Residential Zip Code



Question 1: What problems do you face while traveling around the Capital Region?

- *Limited Transit Options* (58 mentions) - not enough transit outside of Albany, schedules are not adhered to, long travel times, limited late night and weekend service, not enough options in suburban and rural areas.
- *Lack of Bicycle Infrastructure* (37 mentions) – few dedicated bike lanes, not enough safe options for the average rider.
- *Lack of Pedestrian Infrastructure* (31 mentions) – disconnected or no sidewalks, unsafe street crossings (especially at intersections), and long crossing distances.
- *Traffic Congestion* (25 mentions) – several Congestion Management Process Network corridors mentioned including US 4, NY 146, I-87/Route 7, and Hoosick Steet/Road.
- *Poor Roadway Maintenance* (14 mentions) – Potholes and poor lane striping
- *Overall lack of transportation options* (9 mentions) – driving or using transportation networking companies for many destinations are the only reasonable options.
- *Traffic Signals Need Improvement* (7 mentions) – signal timing is not optimized, signals are not coordinated, detection is poor for smaller vehicles like motorcycles.
- *Other notable mentions* (5 mentions at minimum):
 - Sprawl and auto-centric development patterns
 - Poor driver behavior – safety issues
 - More accessible options needed for those with disabilities

Question 2: How would you prioritize spending on the following transportation ideas?

Transportation Investment Idea	Top Priority	Priority	Low Priority	Not a Priority	Not Sure	Did Not Answer
Build Sidewalks, Bike Lanes, and Trails	64.3%	22.5%	4.4%	4.4%	0.0%	4.4%
More Transportation Options	54.9%	23.6%	11.5%	3.3%	0.0%	6.6%
More Frequent and Reliable Transit	51.1%	28.6%	9.9%	2.7%	1.1%	6.6%
Safer Roads and Intersections	47.3%	34.1%	9.3%	1.1%	0.5%	7.7%
Fix Roads and Bridges	39.8%	45.3%	8.3%	1.7%	1.7%	3.3%
Reduce Traffic Delays	20.3%	24.7%	31.9%	12.1%	1.6%	9.3%
Install Technology	18.2%	45.9%	22.1%	2.8%	3.3%	7.7%
More Electric Vehicle Charging Stations	15.5%	26.5%	30.4%	18.8%	2.2%	6.6%
Make It Easier to Move Goods	13.7%	23.6%	29.1%	15.9%	9.3%	8.2%
Build More Roads and Highways	5.5%	11.0%	20.3%	47.8%	6.0%	9.3%

Thirty-five (35) respondents ranked “Other” as a Top Priority, five (5) ranked “Other” as a Priority and two (2) did not provide a rank. Other ideas and priorities included:

- Accessibility
- Prioritize safety
- Prioritize vulnerable road users
- Prioritize pedestrian infrastructure
- Expand bicycle infrastructure
- Services for commuters north of Albany
- Reduce VMT, fuel consumption
- Address land use patterns that create transportation and quality of life problems
- Improve connections to the Rensselaer Amtrak Station from Albany, Troy
- Intercity bus service
- Services for night commuters

Question 3: What is a place (locally, nationally, or internationally) that you find is easy and/or pleasant to get around? Why?

- Local Infrastructure
 - Traffic circles at Rt 85 and Rt 9
 - Woodbury Center exists off 87
 - CDTA
 - Empire State Trail
 - Trains or buses
- Upstate New York
 - Adirondacks
 - Albany
 - Alplaus
 - Ballston Spa
 - Bethlehem
 - Colonie
 - Cohoes
 - Glens Falls
 - Greene County
 - Guilderland
 - Kingston
 - Latham
 - Malta
 - Rensselaer
 - Rochester
 - Saratoga Springs
 - Troy
- Places Within the USA/North America (not upstate New York)
 - Amherst, MA
 - Anchorage, AK
 - Atlanta, GA
 - Boston, MA
 - Boulder, CO
 - Bozeman, MT
 - Burlington, VT
 - Camden, NJ
 - Chapel Hill, NC
 - Chicago, IL
 - Davis, CA
 - Denver, CO
 - Easthampton, MA
 - Hoboken, NJ
 - Las Vegas, NV
 - Madison, WI
 - Martha’s Vineyard, MA
 - Miami Beach, FL
 - Minneapolis/ St. Paul, MI
 - Monterey, CA
 - Montpelier, VT
 - Montreal, Canada
 - New York City, NY
 - New York/New Jersey metro area

- Northampton, MA
- Philadelphia, PA
- Portland, OR
- Providence, RI
- Richmond, VA
- San Francisco, CA
- San Juan, PR
- Savannah, GA
- Seattle, WA
- Tacoma, WA
- Toronto, Canada
- Washington, D.C./ metro area
- USA
- New England
- California
- Florida
- Maryland
- Dusseldorf, Germany
- Edinburgh, Scotland
- London, England
- Paris, France
- Prague, Czech Republic
- Roma, Italy
- San Sebastian, Spain
- Stockholm, Sweden
- Denmark
- England
- Europe
- German-speaking countries
- Finland
- Netherlands
- Sweden
- Europe
 - Amsterdam, Netherlands
 - Basel, Switzerland
 - Copenhagen, Denmark
 - Darmstadt, Germany
- Asia and the Pacific
 - Auckland, New Zealand
 - Singapore
 - Taipei, Taiwan
 - Japan
 - Places in Asia

The most cited reasons as to why respondents liked the places they identified include:

- Don't need a car
- Walkable/extensive and comfortable pedestrian infrastructure, safe for pedestrians
- Bikeable/extensive bicycle infrastructure network, safe for bicyclists
- Convenient airport connection to/from central city
- Many different ways to get around
- Trains, commuter trains, trams, light rail, inter-city trains
- User-friendly transit and/or metro systems – apps, maps, payment systems (or free)
- Extensive, frequent, efficient, comfortable transit and/or metro
- Late night transit and/or metro service
- High density development
- Waterfront access
- Separation of cars from active modes
- Easy to navigate – layout of the streets, wayfinding features
- Infrastructure makes it easy to get out of the city
- Streetscape is pleasant for walking – narrow streets, high density
- Streets that are closed to car traffic
- Auto traffic is slow and discouraged in the core downtown, other modes are prioritized
- Accessibility for those with disabilities

- Roundabouts/traffic circles

Respondent Demographic Data

Note: Survey participants were asked to volunteer demographic data. These questions were not required.

What is your approximate yearly *household* income?	Count	Percent
\$150,000 or more	36	22%
\$100,000 to \$149,999	30	19%
\$75,000 to \$99,999	25	16%
\$35,000 to \$74,999	43	27%
Less than \$35,000	26	16%
Total	160	100%

Gender	Count	Percent
Man	88	51%
Woman	77	45%
Non-binary	3	2%
Prefer another term	3	2%
Total	171	100%

Race/Ethnicity	Count	Percent
White	144	84%
Black	7	4%
Asian	5	3%
Two or More Races	5	3%
Other	11	6%
Total	172	100%

Age	Count	Percent
Under 20	5	3%
20-29	32	19%
30-44	56	33%
45-64	38	22%
65+	39	23%
Total	170	100%

Hispanic or Latino?	Count	Percent
No	160	95%
Yes	8	5%
Total	168	100%

Are you disabled?	Count	Percent
No	147	86%
Yes, permanently	18	11%
Yes, temporarily	5	3%
Total	170	100%

Preliminary Respondent Assessment

The Transportation Council has developed evaluation measures to evaluate the success of its public outreach strategies and ensure the MTP process meets the Transportation Council's public participation goals. To help ensure that the MTP is informed by a broad array of residents and travelers, self-reported demographic data is tracked and will be used to refine future engagement strategies. The following summarizes this data:

- The prevalence of non-White/Latino or Hispanic and Limited English Proficiency (LEP) survey respondents are both below the regional averages.
- The prevalence of respondents in all other measurable categories -- young adults, older adults, disabled people, and low-income adults – are above the regional prevalences.
- The survey did not collect data on broadband access. Instead, this measure is being tracked by comparing broadband access by municipality, as provided by the Broadband Mapping Unit of the NYS Office of Information Technology Services, to responses by zip code (see maps).

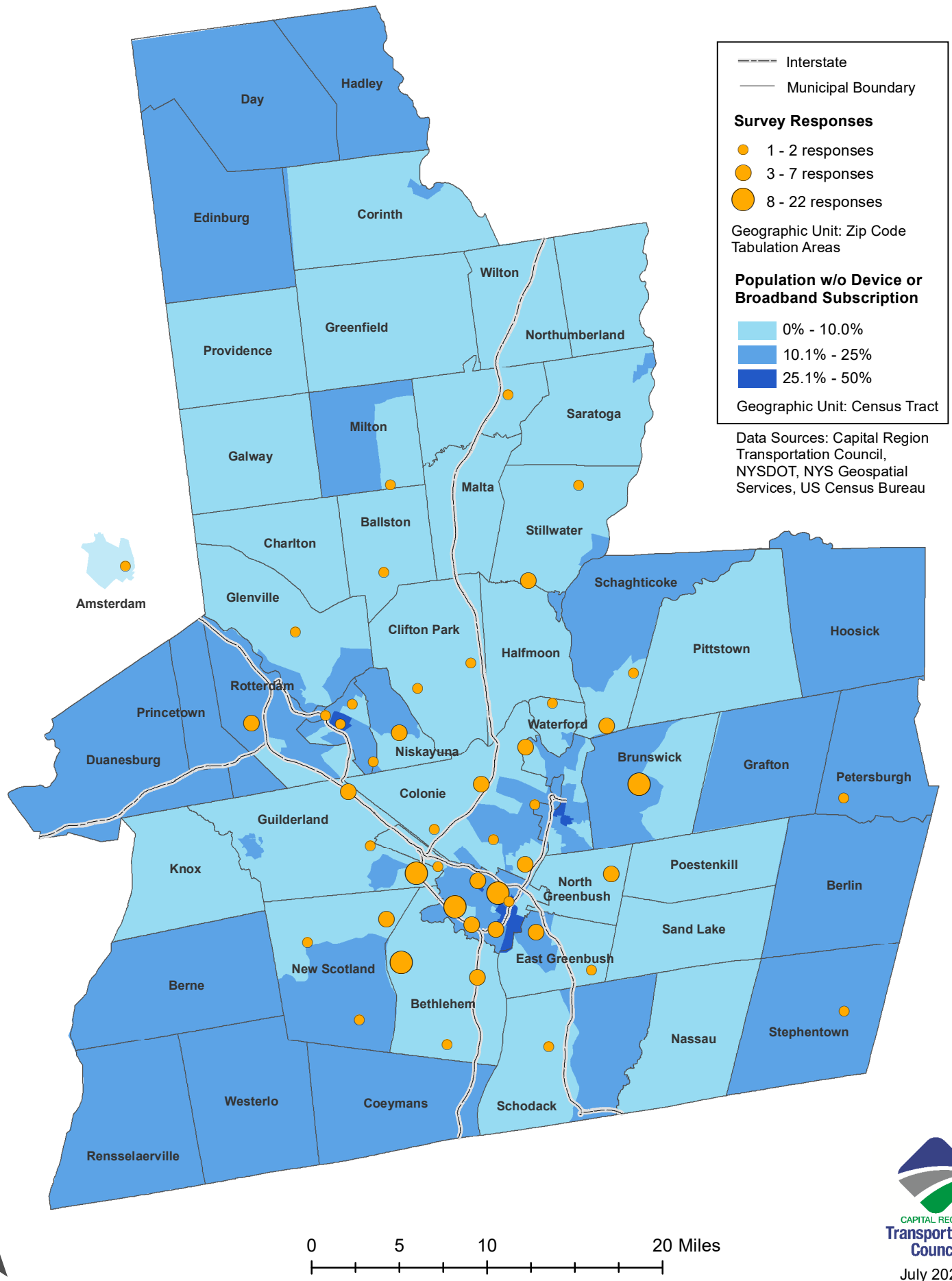
Variable	Regional Prevalence [^]	Survey Respondent Prevalence	Number of Responses per Question*
Disability Status	12.00%	13.75%	170
Young Adults (18-29 years)	17.32%	21.89%	170
Older Adults (65+ years old)	15.19%	23.08%	170
Latino or Hispanic/Non-White Adults	21.80%	14.02%	164
No Broadband Access	3.25%	n/a	n/a
Low-Income Adults	10%	16.25% [#]	160
LEP Adults	3.40%	0%	n/a

[^] Source: U.S. Census Bureau, ACS 5-year (2016-2020; 2017-2021), NYS Open Data

*179 total surveys submitted.

[#] Respondents with a household income of \$35k or less

In Motion Survey 1 Responses by Residential Zip Code, with Percent Population without Access to a Device and/or Broadband



IN MOTION

THE PLAN TO 2050

Technical Memorandum

Date: September 13, 2024
To: In Motion Task Force
From: Sandy Misiewicz, Transportation Council Executive Director
Re: Survey 2 - Goals and Priorities Results Summary

Introduction

Phase III (Imagine) of the In Motion planning process included a survey distributed from June 17, 2024 through September 6, 2024. The survey gathered input on draft goals for the In Motion plan, visionary ideas for transportation, and ideas for specific transportation projects. This memo summarizes the survey process and responses. The feedback will be used to inform the planning process, revise and strengthen the draft goals, and inform the transportation planning priorities for the Capital Region.

Survey Distribution

The survey was distributed through the following methods and activities. Flyers and business cards were translated into Spanish, Chinese, and Arabic to increase our reach to Limited English Proficiency populations. The online survey could also be translated into those languages.

- Press Release and Social Media Toolkit for Transportation Council members
- In Motion Plan Website
- Transportation Council newsletter
- Transportation Council social media platforms (Facebook, Instagram, X, and LinkedIn)
- CDTA Transit System Video Screens (on buses) and CDTA newsletter
- Transit Station Pop-Up in Albany at State/Downtown Station Westbound
- Transit Station Pop-Up in Schenectady at Veterans Park Station Eastbound
- Tabling at Community Events including:
 - Saratoga County Fair
 - Latin Fest in Albany's Washington Park
 - Troy Farmers Market
 - Black Arts & Culture Festival in Albany at Empire State Plaza
 - Glenville First Responder Night

- Vision Zero Plan Public Meetings
- Transportation Council Planning Study Public Meetings
- Transportation Council Advisory Committee meetings (five)

Survey Questions

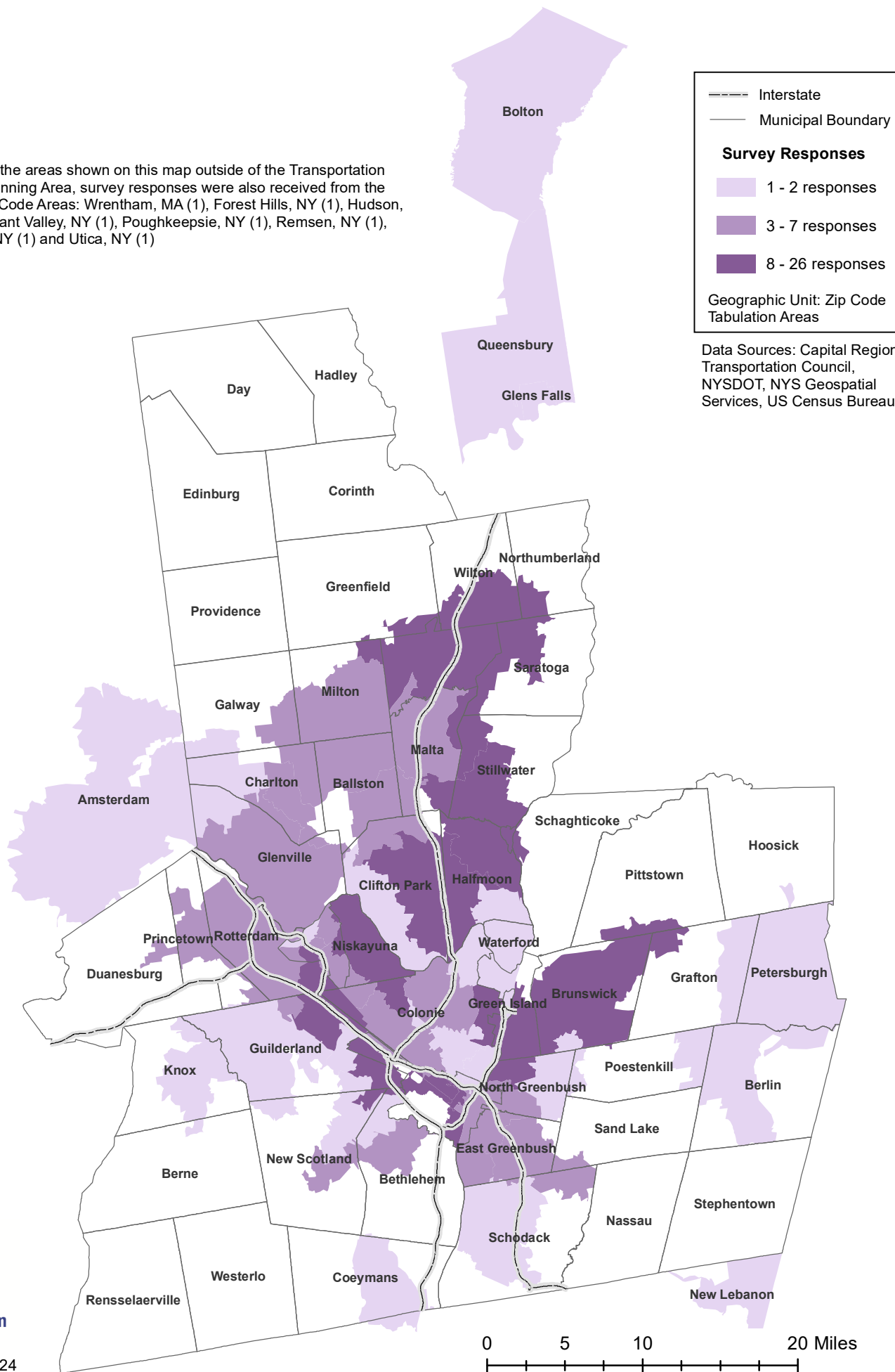
- 1) Your Zip Code (limit to 5 digits)
- 2) What do you think of Goal 1: Safety?
- 3) What do you think of Goal 2: Mobility?
- 4) What do you think of Goal 3: Access?
- 5) What do you think of Goal 4: Equity?
- 6) What do you think of Goal 5: Livability?
- 7) What do you think of Goal 6: Climate?
- 8) What do you think of Goal 7: Resilience?
- 9) Do you have any comments on the draft Goals?
- 10) What are your visionary ideas for transportation in the Capital Region?
- 11) Is there a specific transportation project or series of projects that you would like to see funded now?
- 12) Gender
- 13) Age
- 14) Are you disabled?
- 15) What is your approximate yearly *household* income?
- 16) Race/Ethnicity
- 17) Hispanic or Latino?
- 18) Would you like to subscribe to the Transportation Council's Newsletter?
- 19) Email
- 20) First Name
- 21) Last Name

Survey Response Summary

The Transportation Council received 225 surveys, mapped by zip code on page 3.

In Motion Survey 2 Responses by Residential Zip Code

In addition to the areas shown on this map outside of the Transportation Council's Planning Area, survey responses were also received from the following Zip Code Areas: Wrentham, MA (1), Forest Hills, NY (1), Hudson, NY (2), Pleasant Valley, NY (1), Poughkeepsie, NY (1), Remsen, NY (1), Ulster Park, NY (1) and Utica, NY (1)



Questions 2-8: What do you think of the Goals? (225 responses)

Goal	I like it	I don't like it
1 – Safety	96%	4%
2 - Mobility	97%	3%
3 - Access	98%	2%
4 - Equity	94%	6%
5 - Livability	95%	5%
6 - Climate	92%	8%
7 - Resilience	96%	4%

Question 9: Do you have any comments on the draft Goals? (97 responses)

Respondents generally liked the goals with many stating/asking who would say no to any of the goals. A general summary of respondent concerns or reasons respondents did not like the goals include:

Goal 1 – Safety:

- Reference FHWA's Safe System approach
- How could you achieve the first goal without somehow making trucks and SUVs illegal? Seems like it would not be a goal that could be worked towards and if anything is trending negatively.

Goal 2 – Mobility:

- As worded, seems to tie the status quo with reliable travel throughout the region. It should be reworded to focus on reliability, since that seems to be the desired outcome for this goal. Infrastructure maintenance, efficient operations, and coordination between agencies are strategies or efforts to realize something and are probably not desired outcomes in themselves.
- Goal #2 Is too broad.
- Expand "operation" to include real time collection of traffic conditions thru technology deployment and real time management of the system thru roadside message signs and information feed to internet systems (e.g. WAZE, etc.)

Goal 3 – Access:

- Goal 3 - too vague; needs specificity
- Goal 3 is way too vague for how important access is in drafting a transportation plan.
- "Key Destinations" is super vague and varies widely from person to person. "Close Gaps" is also vague.
- I don't think it is necessary to limit the discussion to "key destinations."

Goal 4 – Equity:

- Decisions should be made that include better benefits all people. Once made and implemented the issues of specialized groups can be resolved.
- Consider a specific level or percentage of investment that should be maintained.
- Equity should include transportation options for rural populations.

Goal 5 – Livability:

- I recommend taking a step back and making this goal about better coordinating land use planning and transportation planning. This would be a more meaningful effort and would support economic development and various kinds of growth.
- "Maximize investments that support efficient freight movement and the basic needs of DRIVERS." Should be clarified.

Goal 6 – Climate:

- This goal should have emissions reductions as the primary desired outcome. The transportation system is a primary contributor of GHG emissions in the region/State and the climate goal should not downplay the importance of emissions reductions.
- As written, "reducing risks" could also apply to climate adaptation efforts, which would be wasted if/when we don't limit emissions and the effects on our infrastructure are much more severe.
- We can't control this.
- I was extremely disappointed to see that cycling, walking, active mobility aren't even mentioned, but cars are.
- I'm ok with it IF it isn't a push for all EV's. This is not conducive for all means of transportation.
- I believe the timeline for implementation needs to be adjusted to allow for technology innovations to catch up. Current target dates and mandates are economically infeasible and the cost burden will be greatest for the disadvantaged populations we are working to help with Goal 4.
- My issue is that the northeast is not a viable climate for battery operated buses.

Goal 7 – Resilience:

- Seems like goal 6 but rephrased.
- If the other goals are prioritized "resiliency" will be addressed.
- I do not understand number 7. Does it refer to climate change concerns....and you just don't want to say that?
- The verbiage in Goal 7 is too vague, more detail/clarification needed.

General Comments on the Goals:

- Goals 5 & 6 are contradictory. A better goal would be to encourage additional housing density in areas already served by transportation. Build up instead of out.

- I believe it's impossible to deal with all 7 goals; thus I targeted the first 5 only. Given the aging of the population I believe you need to invest more in your STAR and FLEX approaches.
- An explicit goal should be substantial modal shift away from the private automobile
- Goals are not bold enough and require little change from what you are doing now. I doubt they would help the region meet the State's ambitious Climate Act requirements. Need more emphasis on maintaining existing transportation assets, particularly local road network which is not in a State of Good Repair. Land use decisions need to direct future growth to existing developed areas.
- Goal 6 and 7 could be more muscular.
- I am not quite clear on why climate and resilience are two different goals - they feel very intertwined to me.
- If they can add more transportation in less than 30 minute increments it can make it more inviting to use more
- Spend less money and lower taxes
- Wish CDTA would come to Columbia County. In need of a service like yours. Rural area with a lot of the population with no transportation. Lot of seniors and low income people. Still work in downtown Albany.
- Suggest an additional goal that incorporates evolving technology and application to transportation. Autonomous vehicle technologies are operational in other areas of the country and certainly can be expected in the Capital District by 2050. Also AI has to be a factor in future transportation applications.
- Since the SUNY College of Nanotechnology and Sematech complex are hopeful of being designated the National Semiconductor Technology Center (NSTC); it is imperative that the CRTC In Motion Plan 2050 recognize/acknowledge this within its jurisdiction.
- Extremely vague
- I don't think enough emphasis is placed on public access. It's all great to work on but if the public can't afford bus fares, cars w/all their maintenance, etc., what's the point? We don't do enough to help the public get where they need to go to maintain even the minimal quality of life in my opinion.
- I wish the goals included language making it a greater priority to (1) close public transit service gaps created by suburban sprawl, NIMBY attitudes, etc. and (2) identify initiatives that help reduce personal single- occupancy vehicle usage for local commuting in a meaningful way.
- I think they're fine but they also feel vague.
- Use of "older adults" is more helpful than "seniors"

Question 10: What are your visionary ideas for transportation in the Capital Region? (147 responses)

Respondents offered numerous “visions” for transportation. The following summarizes many of the keywords submitted in response to Question 10:

- 787 – Remove, reimagine or reroute 787
- Accessibility
- Airport and Train Station Access
- Alternative Fuel Vehicle Technology
- Bike Infrastructure
- BRT
- Bus and other Transit Infrastructure
- Bus Bike Racks
- Bus Lane
- Complete Streets
- Connected or Grid Streets
- Costs
- Drainage
- Equity
- Electric Vehicles
- Ferry
- Freight
- Gondola
- Green infrastructure
- Lane Reduction
- Livability
- Maintenance
- Multi modal station
- Network
- Non motorized
- Options
- Parking
- Pedestrians – Continuous sidewalks
- Rail
- Rail/Train Station and Airport Access
- Rail/BRT
- Reduce cars
- Renewables
- Rideshare
- Rural
- Safety
- Seniors/Equity
- Shuttles
- Sidewalk
- Speed reductions
- Sustainability
- Sustainable Funding
- Sustainable Roads
- Technology investment
- Thruway Access
- Traffic reduction

Respondent Demographic Data

Note: Survey participants were asked to volunteer demographic data. These questions were not required.

What is your approximate yearly *household* income?	Count	Percent
\$150,000 or more	48	24%
\$100,000 to \$149,999	51	25%
\$75,000 to \$99,999	34	17%
\$35,000 to \$74,999	39	19%
Less than \$35,000	31	15%
Total	203	100%

Gender	Count	Percent
Man	109	52%
Woman	95	45%
Non-binary	4	2%
Prefer another term	1	<1%
Total	209	100%

Age	Count	Percent
Under 20	4	2%
20-29	31	15%
30-44	66	32%
45-64	75	36%
65+	32	15%
Total	208	100%

Are you disabled?	Count	Percent
No	189	88%
Yes, permanently	16	8%
Yes, temporarily	9	4%
Total	214	100%

Race/Ethnicity	Count	Percent
White	175	83%
Black	18	8%
Asian	7	3%
Native American	1	<1%
Two or More Races	4	2%
Other	7	3%
Total	212	100%

Hispanic or Latino?	Count	Percent
No	195	92%
Yes	16	8%
Total	211	100%

Preliminary Respondent Assessment

The Transportation Council has developed evaluation measures to evaluate the success of its public outreach strategies and ensure the MTP process meets the Transportation Council's public participation goals. To help ensure that the MTP is informed by a broad array of residents and travelers, self-reported demographic data is tracked and will be used to refine future engagement strategies. Some findings from Survey 2 include:

- The prevalence of non-White/Latino or Hispanic, young adults, older adults and those with disabilities are just below the regional averages.
- LEP data was not collected.
- The survey did not collect data on broadband access and will not be included in future surveys or analysis.

Variable	Regional Prevalence[^]	Survey Respondent Prevalence	Number of Responses per Question*
Disability Status	12.00%	11.7%	214
Young Adults (18-29 years)	17.32%	17.0%	208
Older Adults (65+ years old)	15.19%	15.0%	208
Latino or Hispanic/Non-White Adults	21.80%	20.4%	211
No Broadband Access	3.25%	n/a	n/a
Low-Income Adults	10%	15.0% [#]	203
LEP Adults	3.40%	n/a ^{**}	n/a

[^] Source: U.S. Census Bureau, ACS 5-year (2016-2020; 2017-2021), NYS Open Data

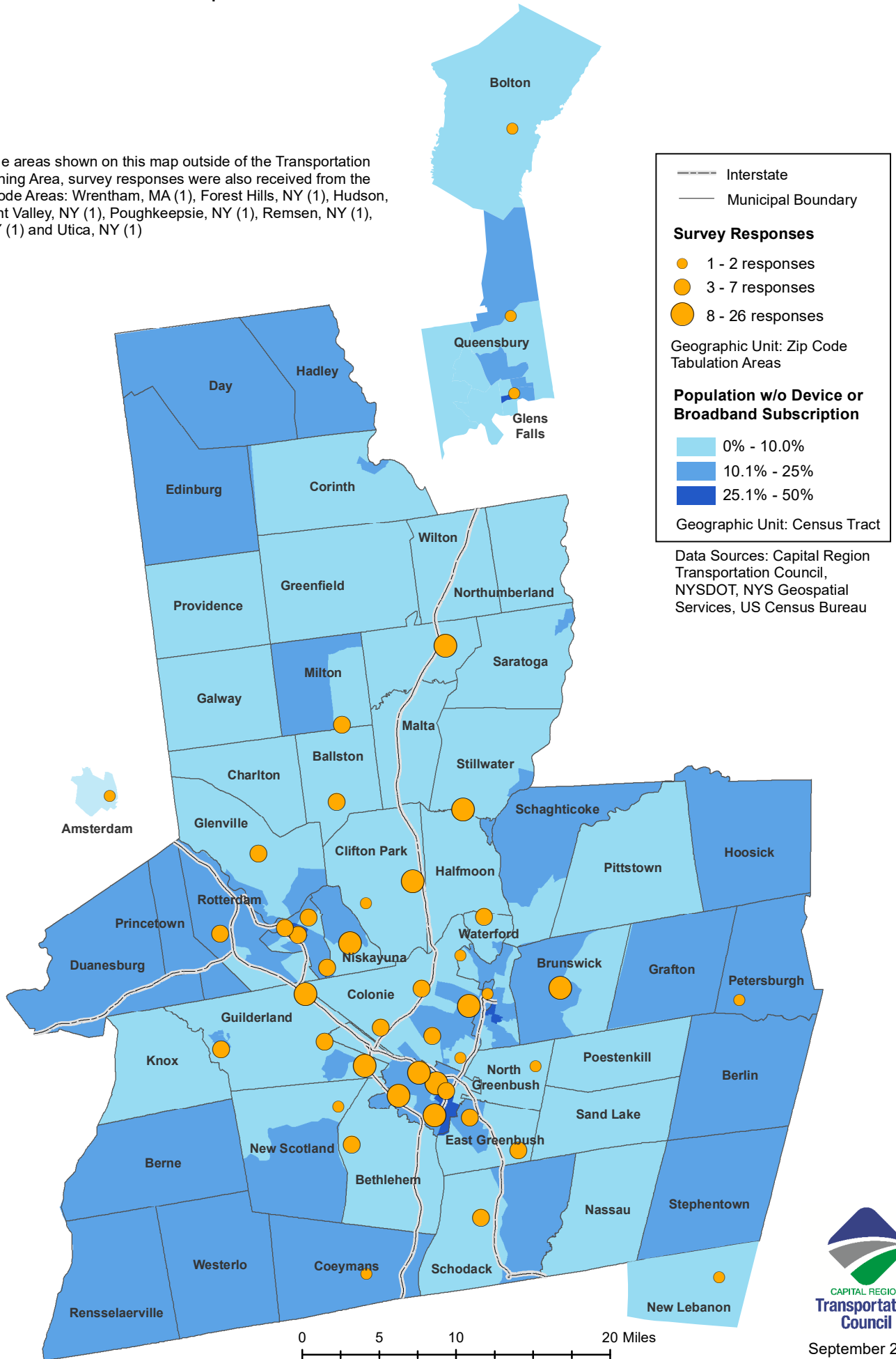
* 225 total surveys submitted.

[#] Respondents with a household income of \$35k or less

^{**} Latin Fest tabling with a Spanish speaking staff member supported engagement for those for whom English may not be their first language.

In Motion Survey 2 Responses by Residential Zip Code, with Percent Population without Access to a Device and/or Broadband

In addition to the areas shown on this map outside of the Transportation Council's Planning Area, survey responses were also received from the following Zip Code Areas: Wrentham, MA (1), Forest Hills, NY (1), Hudson, NY (2), Pleasant Valley, NY (1), Poughkeepsie, NY (1), Remsen, NY (1), Ulster Park, NY (1) and Utica, NY (1)



Technical Memorandum

Date: March 10, 2025
To: In Motion Task Force
From: Sandy Misiewicz, Transportation Council Executive Director
Re: Survey 3 Results Summary

Introduction

Phase III of the In Motion planning process included a seven-question survey distributed from December 2024 through February 2025 to gather input on public values and preferences related to transportation. This memorandum summarizes the survey process and responses. Feedback received during this and future surveys will be essential in understanding the needs and priorities of the region, will assist staff with refining the draft goals and objectives, and will support the development of the vision and policies for the In Motion plan.

Survey Distribution

The survey was distributed through the following methods and activities. Flyers and business cards were translated into Spanish, Chinese, and Arabic to increase our reach to Limited English Proficiency populations. The online survey could also be translated into those languages.

- In Motion Plan Website and Online Regional Trends StoryMap
- Transportation Council social media platforms (Facebook, Instagram, X, and LinkedIn)
- Press Release and Social Media Toolkit for Transportation Council members
- Flyers distributed to Stewart's Shops community boards across the Capital Region
- Tabling/events including:
 - Saratoga County Planning & Zoning Conference
 - In Motion "Lunch and Learn" Virtual Workshop

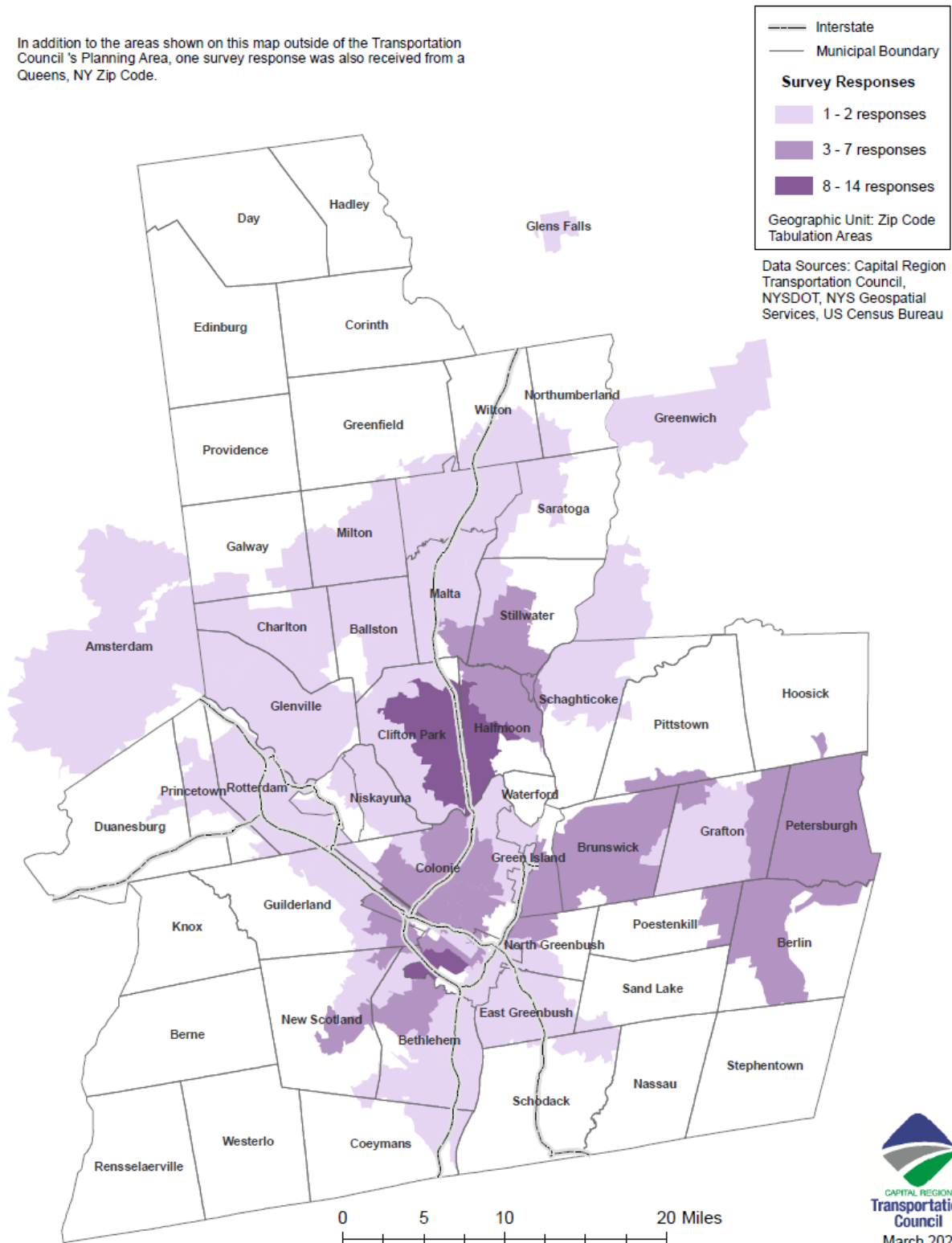
Survey Response Summary

The Transportation Council received 104 surveys, mapped by zip code on page 2.



In Motion Survey 3 Responses by Residential Zip Code

In addition to the areas shown on this map outside of the Transportation Council's Planning Area, one survey response was also received from a Queens, NY Zip Code.



Question 1: What do you like about the vision statement?

Multimodal/variety of transportation options= 12
Inequities/equitable/equity = 19
Community/community focus/community focused = 12
Environment/Environmental protection = 16
Sustainable/sustainability = 8
Centered on people, not just automobiles = 9
Like and approve of it just as is = 15

86 responses to this question

Question 2: What don't you like about the vision statement?

Does not explicitly call for reduction of car dependency/support of transit options/
walkable/bikeable= 4
Vagueness/lack of direct, concrete goals/not specific enough = 21
Equity/Inequities = 5
Recommend to change nothing (liked vision statement as is)= 5
Sustainable growth = 3
Would like to see stronger language to hold the region accountable to change = 12
Worry that new technology doesn't need to be front and center for change = 2

79 responses to this question

Question 3: Thinking about future growth and technological advancement in the Capital Region, which of the following do you think is likely to happen by 2050? (select one)

The region grows to look more like the City of Albany and technology is somewhat used in transportation = 6
The region grows to look more like the City of Albany and technology is widely used in transportation = 13
The region grows to look more like the Town of Halfmoon and technology is somewhat used in transportation = 13
The region grows to look more like the Town of Halfmoon and technology is widely used in transportation = 11

48 responses up until January 15th

28 responses not counted in analysis due to question glitch Jan 15th – February 6th

16 responses February 6th through 28th

The region grows to look more like the City of Albany and technology is somewhat used in transportation = 3

The region grows to look more like the City of Albany and technology is widely used in transportation = 11

The region grows to look more like the Town of Halfmoon and technology is widely used in transportation = 2

Community Tradeoffs Yes/No Questions Summary...

79 in favor of multifamily housing options (if it created more affordable housing)

Note: 8 additional responses selected "not sure", 17 "no"

88 in favor of taller buildings on main streets (if it added local shops, restaurants, services)

Note: 2 additional responses selected "not sure", 13 "no"

88 in favor of one-way streets or limited on street parking (if it created safer bike/ped routes)

Note: 8 additional responses selected "not sure", 8 "no"

Community Tradeoffs:

What other tradeoffs would you be willing to make in your community?

Called for more/better transit = 20

Reduction of car-centric design and/or call for reduced parking = 23

Called for density and affordable housing = 10

More biking infrastructure/bikeability = 14

Walkability = 17

Reduced speed = 8

83 responses for this question

Respondent Demographic Data

Note: Survey participants were asked to volunteer demographic data. These questions were not required.

What is your approximate yearly *household* income?	Count	Percent
\$150,000 or more	23	22
\$100,000 to \$149,999	26	25
\$75,000 to \$99,999	17	16
\$35,000 to \$74,999	24	23
Less than \$35,000	7	7
Left blank	7	7
Total	104	100

Gender	Count	Percent
Man	51	49
Woman	44	42
Non-binary	5	5
Prefer another term	1	1
Left blank	3	3
Total	104	100

Age	Count	Percent
Under 20	0	0
20-29	22	21
30-44	31	30
45-64	23	22
65+	24	23
Left blank	4	4
Total	104	100

Are you disabled?	Count	Percent
No	90	86
Yes, permanently	5	5
Yes, temporarily	4	4
Left blank	5	5
Total	104	100

Race/Ethnicity	Count	Percent
White	91	87
Black	3	3
Asian	3	3
Two or More Races	1	1
Other	2	2
Left blank	4	4
Total	104	100

Hispanic or Latino?	Count	Percent
No	100	96
Yes	0	0
Left blank	4	4
Total	104	100

Is English Your First Language?	Count	Percent
Yes	99	95
No	3	3
Left blank	2	2
Total	104	100

Technical Memorandum

Date: 8/25/2025
To: In Motion Task Force
From: Sandy Misiewicz, Transportation Council Executive Director
Re: Survey 4 Summary

Introduction

To support the development of the In Motion Plan, a four question survey was distributed from May 28, 2025 through August 15, 2025. The survey gathered public feedback on the strategies and actions being proposed for the plan. This memo summarizes the survey process and responses. The feedback was used to inform our understanding of the needs and priorities of the region, assisted staff with refining the draft goals, strategies, and actions, and reinforced support for the vision and policies of the In Motion Plan.

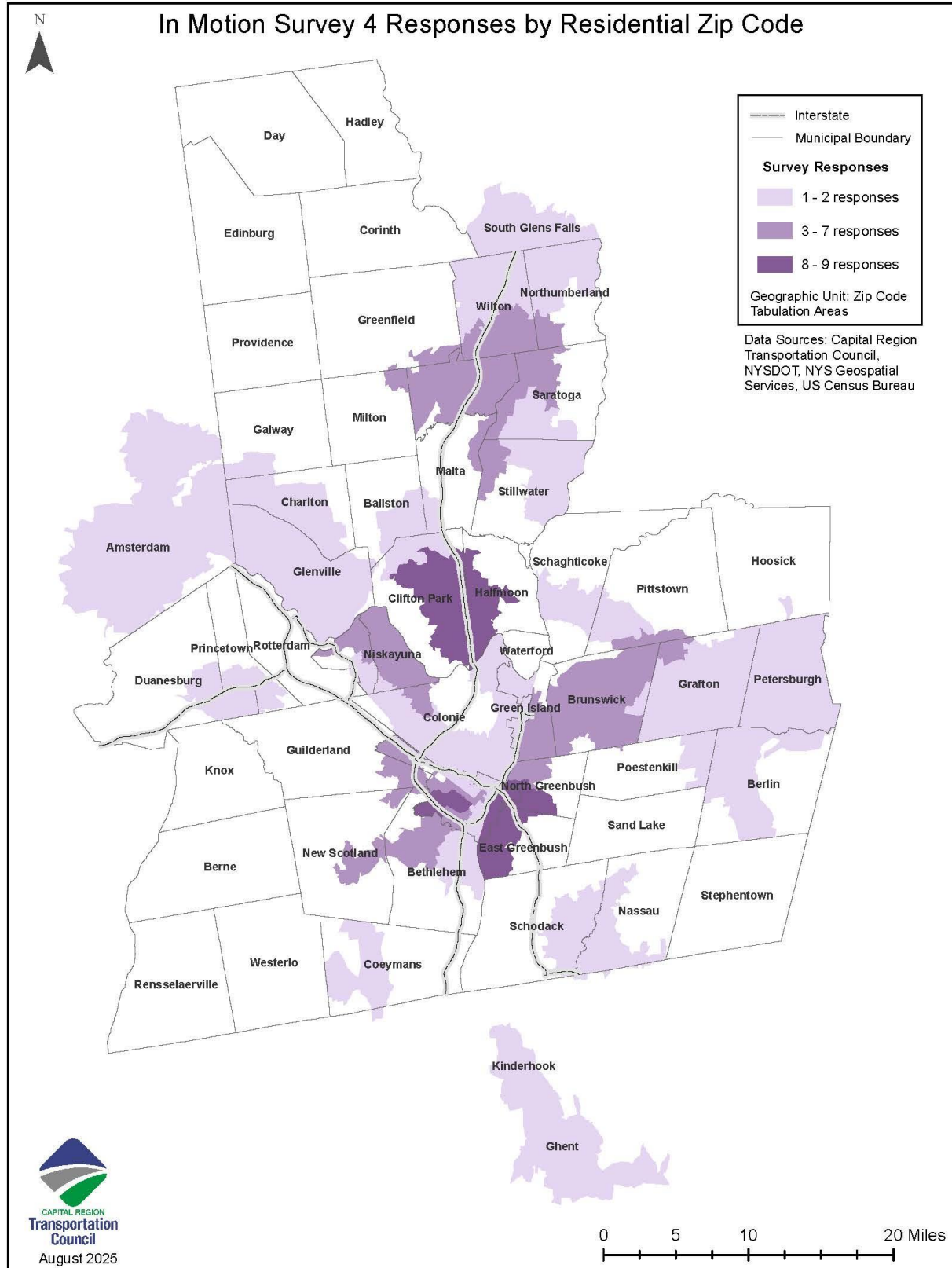
Survey Distribution

The survey was distributed through the following methods and activities. Flyers and business cards were translated into Spanish, Chinese, and Arabic to increase our reach to Limited English Proficiency populations. The online survey could also be translated into those languages.

- In Motion Plan Website
- Transportation Council Newsletter, social media, and Advisory Committees
- Press Release and Social Media Toolkit for Transportation Council members
- Two Virtual “lunch and learn” Workshops with recordings to “go at your own pace”
- Open House at the Delaware Avenue Branch of the Albany Public Library System
- Outreach at 27 Local Libraries (urban, suburban, and rural)
- Promotion through CDTA transit vehicle video screens
- In-person tabling at events including:
 - Troy Riverfest
 - Bethlehem Walk and Roll Fest
 - NYS Electric Vehicle Fleet Event
 - Schenectady Green Market
 - Saratoga Farmers Market
 - City of Rensselaer Farmers Market
 - Town of Clifton Park National Night Out
 - Empire State Plaza Farmers Market

Survey Response Summary

The Transportation Council received 101 surveys, mapped by zip code.



Question 1: Write the numbers 1 through 5 (1= most important, 5 = least important) next to the goals to rank them in order of importance to you.

46.81% of 94 respondents stated that Safety was **most important**
18.68% of 91 respondents stated that Mobility was **most important**
32.97% of 91 respondents stated that Access was **most important**
28.72% of 94 respondents stated that Livability was **most important**
16.48% of 91 respondents stated that Resilience was **most important**

11.70% of 94 respondents stated that Safety was **least important**
20.88% of 91 respondents stated that Mobility was **least important**
8.79% of 91 respondents stated that Access was **least important**
11.70% of 94 respondents stated that Livability was **least important**
37.36% of 91 respondents stated that Resilience was **least important**

Question 1.5: Do you think there is anything missing from this list of goals?

12 respondents want to see improvements regarding walkability and bike-ability.
16 respondents want to see improvements made to public transit and railway travel.
6 respondents want to see improvements made regarding connectivity and multimodal transportation options.
4 respondents want alternative fuel technologies and/or less pollution from the transportation system.
3 respondents want more affordable transportation options.
2 respondents want to see better communication about transportation options and ongoing planning efforts.

Others (**singular responses**): considerations for aquatic and terrestrial connectivity, making transportation more child and family friendly, getting transportation to cities and towns that already exist, call for more specific goals, need to make room for higher population, bike for community health, all of these are important.

Question 2: Put an X or check in the space next to the strategy that is of greatest concern to you (*Note: some respondents noted more than one issue of concern*)

55 respondents marked "Plan for and connect multiple transportation options (complete streets network)."
50 respondents marked "Integrate transportation and land use planning. Plan for land development that provides access to multiple transportation options."
39 respondents marked "Support economic development. Support the movement of goods, access to jobs, and affordable transportation options."

36 respondents marked "Maintain existing transportation infrastructure (i.e. condition of roads, bridges, sidewalks, etc.)."

28 respondents marked "Improve the flow of traffic and operations of the transportation system."

26 respondents marked "Plan for resilient infrastructure. Identify system vulnerabilities, including natural hazards, and identify ways to mitigate their impact."

26 respondents marked "Coordinate strategies from state, regional, and local plans. Facilitate discussions, collaborate, and coordinate to foster regional cooperation."

Question 2.5: Do you think there is anything missing from this list of strategies?

10 Respondents want to see more transit options where it most makes sense, more connectivity of multimodal options, and improvements to transit service.

9 Respondents want to see an increase of bike/pedestrian infrastructure and safety focus.

4 Respondents want to see more of a focus on economic aspects, cost reduction, or exploring how maintenance of overbuilt infrastructure may undermine the economy.

3 Respondents voiced concerns about the maintenance of the current infrastructure and how it balances with redeveloping the area.

2 Respondents stressed the need for efficient, clean transportation with reduced emissions and protection of the natural environment/green spaces.

1 Respondent stated that land use should be considered in the equation of addressing sprawl.

1 Respondent stated that they wish to see more school zone safety/speed reduction strategies deployed.

Respondent Demographic Data

Note: Survey participants were asked to volunteer demographic data. These questions were not required.

What is your approximate yearly *household* income?	Count	Percent
\$150,000 or more	15	22.73
\$100,000 to \$149,999	15	22.73
\$75,000 to \$99,999	9	13.64
\$35,000 to \$74,999	17	25.76
Less than \$35,000	10	15.15
Total	66	100

Gender	Count	Percent
Man	34	45.33
Woman	37	49.33
Non-binary	1	1.33
Prefer another term	3	4.00
Total	75	100

Age	Count	Percent
Under 20	0	0
20-29	15	20.00
30-44	22	29.33
45-64	22	29.33
65+	15	20.00
Total	75	100

Are you disabled?	Count	Percent
No	68	87.18
Yes, permanently	6	7.69
Yes, temporarily	4	5.13
Total	78	100

Race/Ethnicity	Count	Percent
White	66	82.50
Black	7	8.75
Asian	7	8.75
Native American	0	0
Native Hawaiian/Pacific Islander	0	0
Other	0	0
Total	80	100

Hispanic or Latino?	Count	Percent
No	71	93.42
Yes	5	6.58
Total	76	100

Is English Your First Language?	Count	Percent
No	1	1.96
Yes	50	98.04
Total	51	100



APPENDIX K

RESPONSE TO COMMENTS

This appendix provides the Transportation Council's responses to public comments received throughout the development of the In Motion plan. It reflects how feedback was addressed and incorporated into the final document.



Response to Comments

September 4, 2025

Introduction

As part of the formal public review process, detailed comments were submitted from community members and other stakeholders on *In Motion: The Plan to 2050*. The comment period opened on August 6, 2025 and closed on September 3, 2025. The following lists the comments received and the Transportation Council's response.

Comment 1: Received via email on August 29, 2025

From: Rich Brustman <rbrustman@gmail.com>

Sent: Friday, August 29, 2025 3:43 AM

To: Latanya Sellie <info@capitalmpo.org>

Subject: Comment on In Motion: The Plan To 2050 Draft

Comment on In Motion: The Plan To 2050 Draft

Submitted to Capital Region Transportation Council

by Rich Brustman

313 W Highland Dr Schenectady NY 12302

August 28, 2025

The Plan discusses 'Improving the Operation of the Transportation System' on page 55 in general terms. I have a more specific proposal for improving the operation of the region's highway system: Give the Thruway's Role in the State Transportation System a complete re-evaluation.

I recently proposed this for NYSDOT's recent Master Plan draft. My comments to NYSDOT also apply to "In Motion." Here they are:

Re-evaluate the Thruway's Role in the State Transportation System

Built to serve mid 20th century New York it now needs to be upgraded to serve 21st century New York. The Thruway was designed as an inter-regional highway system, linking the State's Metropolitan areas. Now it should be reconfigured in the urban areas to better support local transportation needs.

Basically, this means adding exits and removing local tolls to draw traffic off nearby urban arterials. The State did this for the Buffalo and NYC areas and should now do it for the Capital Region and other upstate urban areas.

To illustrate, let's look at how the Thruway could better serve the Capital District:

Background:

When the Thruway was planned in the 1940s, the area between Albany and Schenectady was predominantly farmland. There is only one exit between their downtowns. Subsequent Capital District freeways, built in the 1960s and 70s, anticipated and provided for urban growth by having exits every couple of miles. Thus the region's northern and eastern suburbs have freeways that relieve nearby arterial streets. And the western and southern suburbs don't.

In the ensuing 70 years Guilderland's population of 7,000 went up over five-fold, gaining over 30,000 more, and Colonie's gaining 55,000 more. Bethlehem's growth is similar. Yet these urbanized towns have no urban freeway, only a rural one designed to discourage local travel.

Concept:

The objective is to better integrate the Thruway (I-90 and I-87) into the Capital Region's transportation network by transforming it from a primarily inter-regional limited access facility into one primarily serving regional traffic. This involves repurposing the Thruway between Exit 22 (Selkirk) and Exit 25A (Schenectady) by removing tolls on local traffic and adding several exits. This will draw traffic off nearby arterial roads in Bethlehem, Albany, Colonie, Guilderland, and Rotterdam.

Benefits:

The principal benefit is elimination of circuitous and inefficient travel burdening nearby arterial roads, mainly Western Avenue in Guilderland, Central Avenue in Colonie, Route 9W in Bethlehem, and several arterial streets in Albany. It's also a chance to better connect the Thruway with the many warehouses and truck terminals along its corridor.

Drawing traffic off the local system means less total vehicle miles of travel. The Thruway's wider lanes and controlled access will improve net safety for travel shifted from the streets. Ancillary benefits are less fuel consumption, reduced travel times, lower pollution, and safer local streets. Opportunities for trails, small parks, and other amenities may arise in the Thruway's right-of-way.

Staging:

A project of this scope may take a decade to fully develop, design and build. However, it can be done in stages to bring some early local benefits.

The first stage is to eliminate tolls for local traffic, to be done as soon as possible. The existing electronic tolling system makes this relatively easy. That system is already programmed to make

travel free for one local exit pair (between exits 24 and 25A, but not including 25.) It should be reprogrammed to make travel toll free for vehicles that enter and exit the 24 mile stretch from Selkirk to I-88 in Princetown. This would preserve Thruway revenues derived from long haul traffic using this stretch.

The second stage, planning and building new exits at key points, would take more time and resources, but it would have a more significant impact on reducing congestion on arterial roads and improving mobility for local residents. At least four or five new local arterial connections should be considered, and more if suburban growth continues. It may also be worth considering extending the toll-free stretch to Amsterdam in the west and to Coeymans in the south.

Other Implementation Considerations:

State-level policy decisions will also be necessary, such as who will maintain the free Thruway section, how that maintenance will be funded, and how to minimize the impact on Thruway revenue.

The State's agencies, municipalities and other organizations will have their own set of concerns. These include capital finance limitations, institutional barriers, and negative impacts on particular constituencies.

I thank the Capital Region Transportation Council for its work on "In Motion: The Plan To 2050," and for considering this lengthy comment.

Response:

Thank you for sharing your comments with the Capital Region Transportation Council (Transportation Council) regarding the In Motion: The Plan To 2050 Draft and the Thruway's role in the state transportation system. The Thruway Authority has worked closely with the Transportation Council, the Metropolitan Planning Organization (MPO) for Albany, Rensselaer and Schenectady Counties, which the Thruway traverses.

Regarding your suggestion to remove tolls for local traffic between exit 22 (Selkirk – NY Routes 144 & 396) and exit 25A (Schenectady – Binghamton – I-88 – NY Route 7): the Thruway operates as a user-fee system, funded primarily by tolls. These tolls are essential to maintaining and operating the 570-mile system, which receives no dedicated federal, state or local tax dollars. More than 90 percent of Thruway revenue comes from tolls, including nearly one-third from out-of-state drivers.

Free travel would also conflict with the Authority's Bond Resolutions. Legislation or plans requiring free or reduced tolls would violate existing bond covenants and negatively impact bondholders, breaching statutory and constitutional protections.

Furthermore, removing tolls does not eliminate the need to maintain the system. In 2024, the Thruway processed more than 400 million transactions and saw 8.2 billion vehicle miles traveled. The Authority's 2025-2029 Capital Plan invests \$2.7 billion into infrastructure and equipment, an increased commitment of \$742 million or 38 percent since the approval of a multi-year toll adjustment plan in 2023. The increased investment will lead to work on approximately 61 percent of the Thruway's more than 2,800 pavement lane miles as well as the replacement or rehabilitation of 20 percent of the Thruway's 819 bridges. Tolls are essential for the modernization of one of the oldest components of the Dwight D. Eisenhower Interstate Highway System.

Regarding new interchanges in the Capital Region: the Thruway is part of the National Highway System (NHS) and must follow Federal Highway Administration (FHWA) guidelines and policy requirements. Policies for any changes in access to the Thruway are set forth under Title 23 U.S.C. Section 111, which can be found at:

<https://www.fhwa.dot.gov/design/interstate/170522.cfm>.

Absent a traffic or operating issue on the Thruway itself, the Authority does not propose or fund new interchanges or modifications to existing interchanges. The process for requesting an interchange on the Thruway is a multifaceted process that typically originates from regional and/or municipal interests. Early coordination with NYSDOT and FHWA is necessary. NYSDOT will have a large role in this process and NYSDOT must submit proposed change in access to FHWA. It must be demonstrated that FHWA policy requirements are met before request will be considered acceptable.

Traffic studies must show the current system cannot accommodate traffic, all reasonable alternatives have been considered, and the proposed change will not adversely impact safety or operations. The proposal must align with regional land use and transportation plans. FHWA also requires a National Environmental Policy Act (NEPA) review.

Should a proposal arise, the Thruway Authority would be involved and provide guidance throughout this complex process.

Thank you again for your engagement and interest in the future of transportation in the Capital Region.

Comment 2: Received via virtual Comment Form on September 1, 2025

Mark Hanna (mark.hanna.ny@gmail.com)

"Bridges should accommodate pedestrians and cyclists, both independently separate from vehicle lanes. Bridges currently prioritize highway connections with little to no options for nonvehicular means of transport.

Bicycle commuting from West Sand Lake to corporate woods I felt extremely vulnerable c"

Response:

Thank you for your comment. The In Motion Plan includes a strategy to "Incorporate multimodal transportation options when maintaining infrastructure. When performing state-of-good repair projects, incorporate other travel options whenever possible. Where road or bridge capacity for motor vehicles is underutilized, incorporate public transit, active transportation, and complete streets treatments to re-allocate street space for modes that are currently underserved. Reconstruction and replacement projects should be planned with new space for transit, active transportation, and complete streets".

The intent is to incorporate pedestrian, bicycle, transit and other travel options in bridge and other infrastructure projects per the state's Complete Streets policy. This is particularly important in a reconstruction project, particularly bridges, as bridge reconstruction is often a "once in a generation" opportunity to include separated bicycle and pedestrian facilities, sometimes even transit facilities, from motor vehicle travel lanes. The Transportation Council strongly encourages bridge owners to consider bicycle, pedestrian, and transit travel in their planning and design work.

Comments received at the August 12, 2025 Open House

The following comments were noted from five participants at the In Motion Plan Open House held at the Delaware Avenue branch of the Albany Public Library on August 12, 2025.

- Concern was expressed at how long it will take to change 787
- Redefining downtown Albany may impact the transportation system
- Better overall infrastructure conditions
- Consider the public health impacts of transportation
- Electrify the transit system
- Land bank should encourage more local land ownership
- More after school youth programs are needed
- Consider creating space for e-bikes by designating one side of a street for walking and the other side for e-bikes. The e-bike side would replace sidewalks with bike facilities.
- Nicollet Mall in Minneapolis could be a model for the Albany area of converting a street to pedestrian spaces.
- Encourage transitional housing along with new and remodeled housing
- Minnesota light rail system is a regional model
- Truck regulations and their sizes are an issue
- Consider the use of rubberized asphalt...Massachusetts example
- Need to increase use of CDTA trolleys for events and Lark street area
- Concern noted over CDTA driver turnover
- Housing paint incentive is needed for upkeep
- Cheaper bike rentals should be considered



APPENDIX L

AIR QUALITY CONFORMITY DETERMINATION

This appendix documents the transportation air quality conformity process for the seven-county Albany-Schenectady-Troy, NY ozone nonattainment area. It describes the joint effort among regional transportation councils and NYSDOT to meet air quality requirements tied to the adoption of the new Transportation Improvement Program (TIP).

Appendix L: Air Quality Conformity Determination

[PLACEHOLDER]



APPENDIX M

RESOLUTION #25-11: ADOPTION OF IN MOTION: THE PLAN TO 2050

This appendix includes the official resolution that was signed by the Policy Board on the day of adoptions **(9/4/25)**, formally approving In Motion: The Plan to 2050. The resolution documented the Policy Board's endorsement of the Metropolitan Transportation Plan and affirmed its support for the goals, strategies, and recommendations outlined in the document.

Appendix M: Resolution #25-11: Adoption of In Motion: The Plan to 2050

[PLACEHOLDER]