



CAPITAL REGION
**Transportation
Council**

IN MOTION

THE PLAN TO 2050

2025 CDRPC Planning & Zoning Workshop

October 17, 2025

P L A N N I N G T H E W A Y W E M O V E



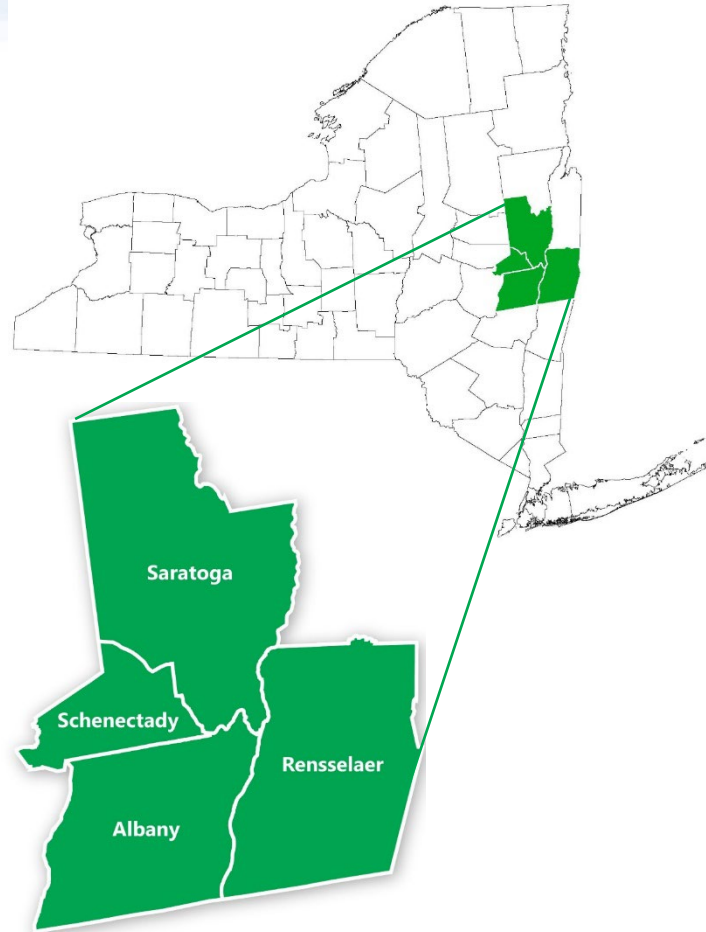
Agenda

- Introduction
- Purpose of the Plan
- Current Trends
- Assessing the Future
- Planning Strategies
- How Do We Implement the Plan?
- How Do We Measure Success

Introduction

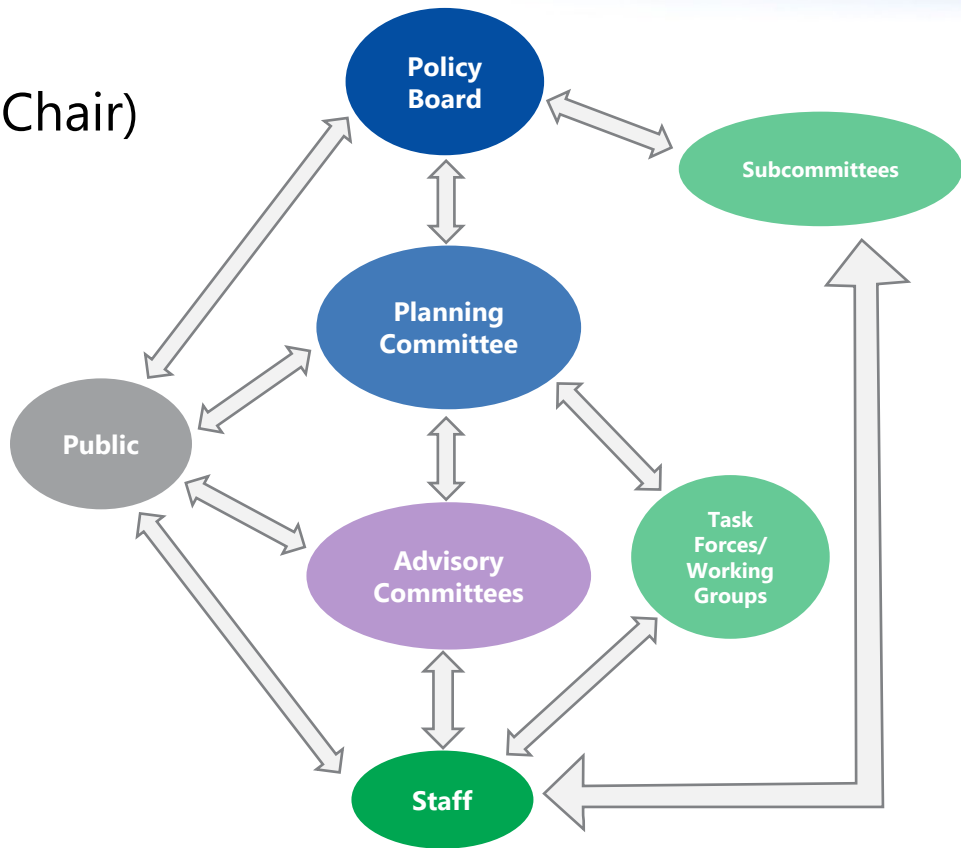
Capital Region Transportation Council

- Metropolitan Planning Organization (MPO)
 - Transportation Management Area (200,000+)
- Forum for transportation policy-making and planning
- Allocate federal transportation funds



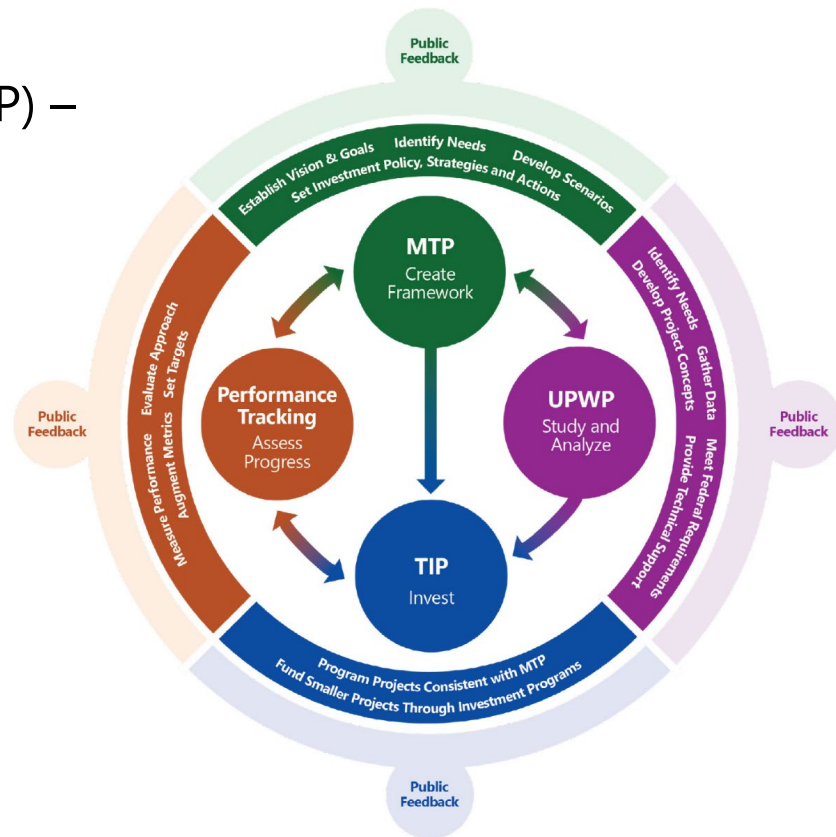
MPO Structure

- 8 cities (Mayor Kathy Sheehan – Chair)
- 4 counties
(2 voting members per county)
- 2 rotating Towns/Villages
- Town of Colonie plus:



Key Functions of the MPO

- Metropolitan Transportation Plan (MTP) – updated every 5 years
- Transportation Improvement Program (TIP) – updated every 3 years
- Unified Planning Work Program – updated annually
- Performance Tracking - annually



Purpose of the Plan

What is the In Motion Plan?

- Examines the region's future transportation system investment options
- Shared vision for the future
- Developed collaboratively with the public, governments, and interested parties
- Supports Federal Planning Factors



Vision Statement



By 2050, we will strive to maintain a clean and efficient transportation system that provides safe, resilient, and reliable options for the movement of all people and goods. The Capital Region will thrive with a seamless, multimodal network that is community focused, connecting all people to economic opportunity while supporting sustainable growth and livable communities. Transportation investments will improve system performance, support and promote new development, adapt to technological advancements, and protect the environment for future generations.

Goals



Safety – Eliminate fatalities and reduce serious injuries by 50%



Mobility – Maintain, operate, and coordinate the system to support reliable travel



Access – Improve choices and access to key destinations for people and goods



Livability – Support economic development, population growth, and housing in areas with transportation options



Resilience – Prepare for and protect transportation infrastructure from changing conditions and natural hazards; responsibly adapt

Who Implements the Plan?

- Transportation Council
- State and Regional Agencies/Authorities
- Counties, Cities, Towns, Villages
- Not just our Members!

How?

- Complimentary Transportation Plans
- Community Planning
 - Zoning and Regulations
- Capital Projects
 - Federal, State, and Local Funding



Plan Preparation Process

- Initiated in 2023 – 5 phases
- Guided by In Motion Task Force
- Public involved in all phases
- Adopted September 4, 2025
- Plan Website: www.inmotionplan.org

1 DATA COLLECTION

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 deficiencies and opportunities.



2 INFORM

Inform the public and stakeholders of the purpose of the MTP, timeline, and major milestones, and how they can get involved and stay informed as the planning process progresses.



3 IMAGINE

Define the future of transportation in the Capital Region. Identify the MTP purpose, the core values and community visions for the future.



4 DECISION-MAKING

Identify specific opportunities for the public and stakeholders to provide input at key decision-making points that will affect the development of plan materials.



5 REVIEW & ADOPT

Allow the public to review and provide input on the draft version of the final plan.

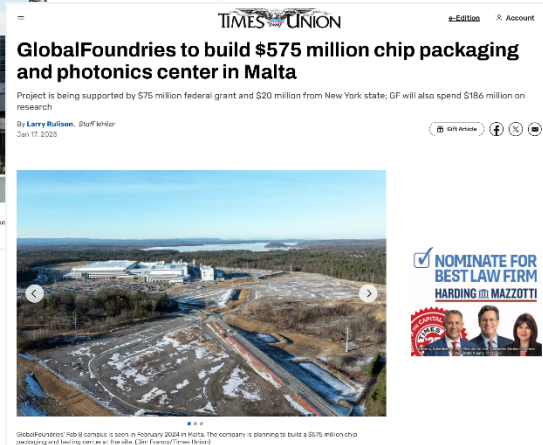
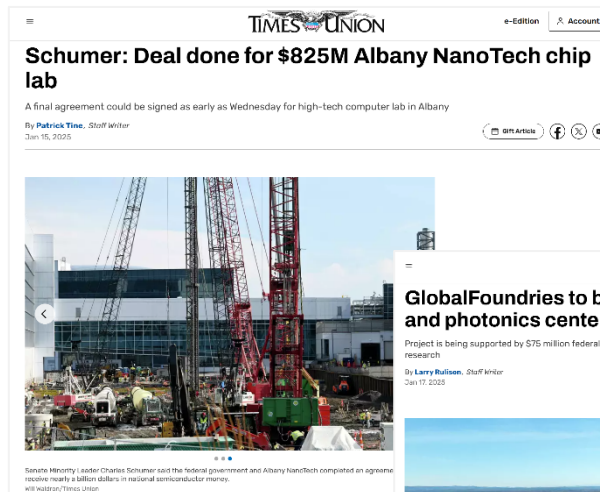




Current Trends

Why Update Now?

- Regional growth - Saratoga County
- National Semiconductor Technology Center
- Global Foundries
- Regeneron
- GE Vernova
- \$400M State investment in downtown Albany



Historical Milestones

Happy Birthday!



Trade networks and villages established by indigenous populations along the Mohawk and Hudson Rivers.

PRE-1600



Erie Canal opens, putting Albany and New York State on the map as the greatest public works project in North America.

1825



Curtis Hudson Flyer | Courtesy of NASM

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

1910



Albany Airport | Times Union Archive

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

1908



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

TODAY

1799

First turnpike is built between Albany and the Finger Lakes (now U.S. Route 20).



1831

First successful steam passenger railroad in the U.S. begins running regular service between Albany and Schenectady, later part of the New York Central Railroad system.



1967

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



Northway Interstate Construction | Bernie Kolenberg/ Times Union Archive

Regional Trends

- ✓ StoryMap
- ✓ Trends & Conditions Report

www.inmotionplan.org

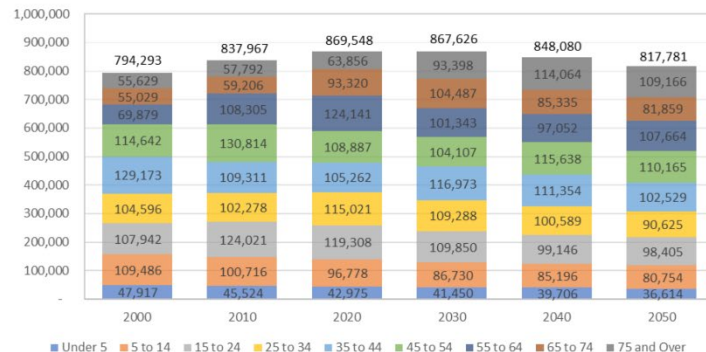


Why Now? Our Region People & Places Economy Land Use & Development Mobility & Travel Patterns A Changing Climate What's Next? About

①

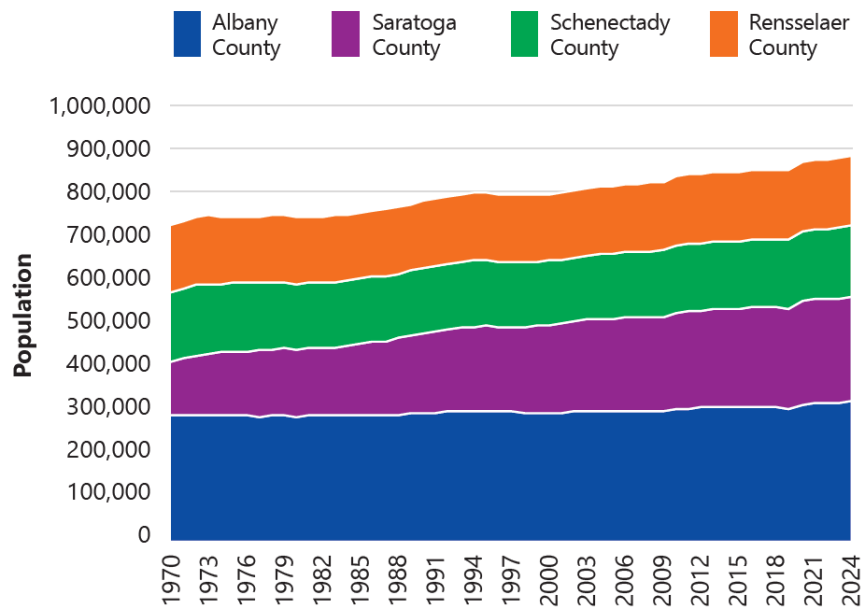
CAPITAL DISTRICT AGE COHORT PROJECTION

Population projections predict that the region will lose population through 2050 and of this population, the share of older adults is expected to grow. Many of these older adult households are disconnected and further away from town and urban centers, creating barriers to access essential goods and services.



Key Regional Trends

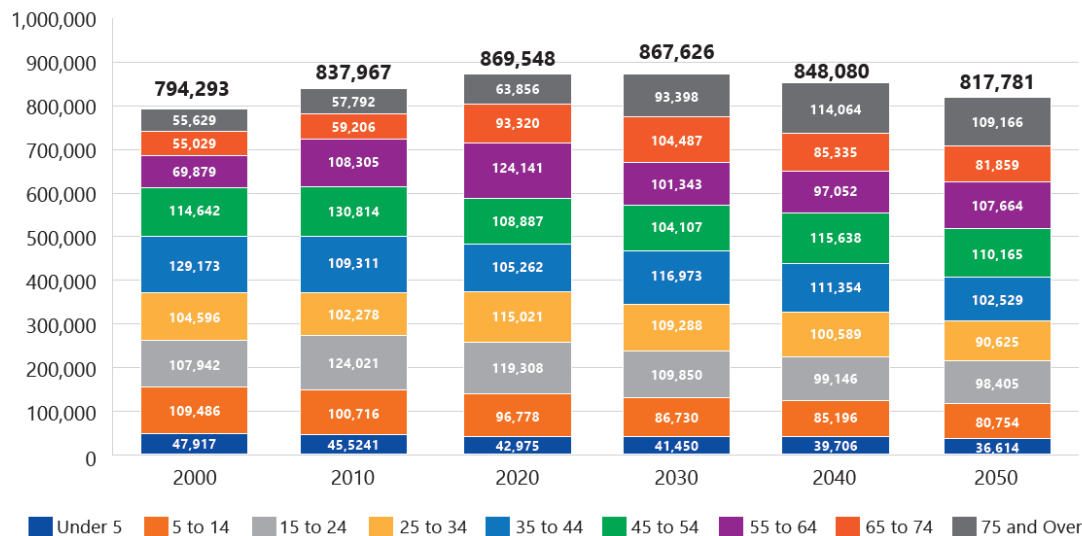
1. Slow population growth



Key Regional Trends

2. An aging population with increasing needs

FIGURE 3-3: CAPITAL REGION AGE COHORT PROJECTION



% of population 55+

2020 – 32%

2050 – 37%

Key Regional Trends

3. Growing housing affordability concerns

- 3 out of 4 counties - median renter wages insufficient for a 1-BR apartment, worse for 2-BR
- Homeownership increasingly out of reach, especially single earners
- Contributing factors:
 - Rising median sale prices
 - limited housing inventory
 - insufficient income growth

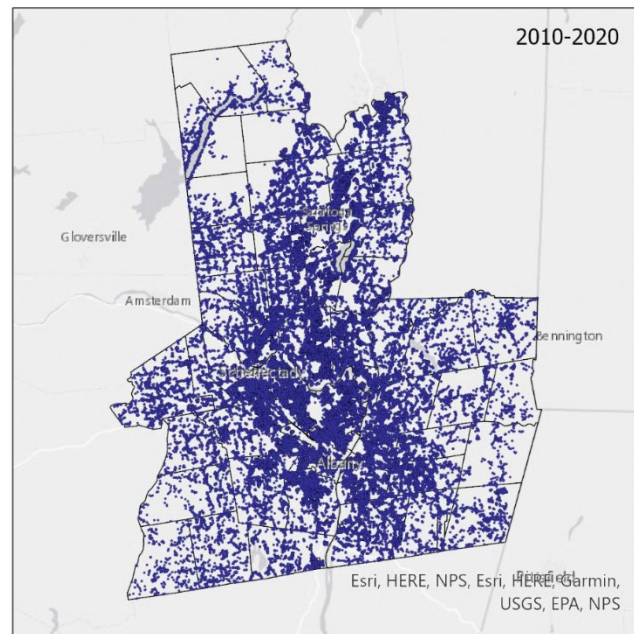
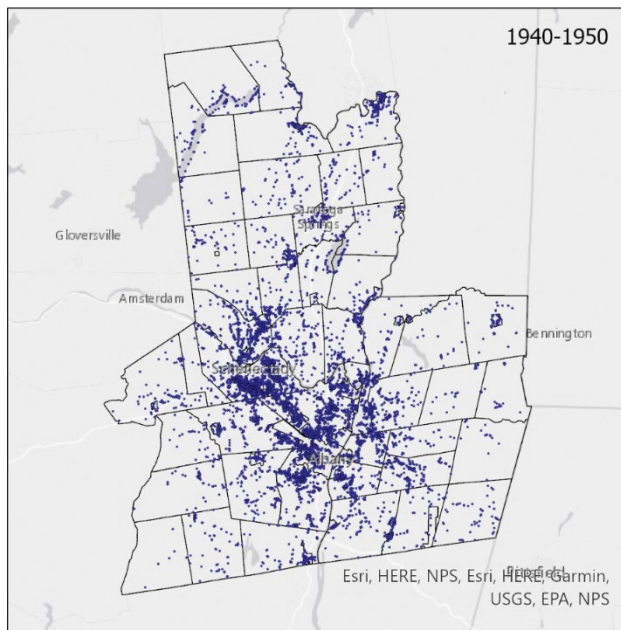


Key Regional Trends

4. Disconnected development

- Low density
- Poorly connected
- Private vehicles

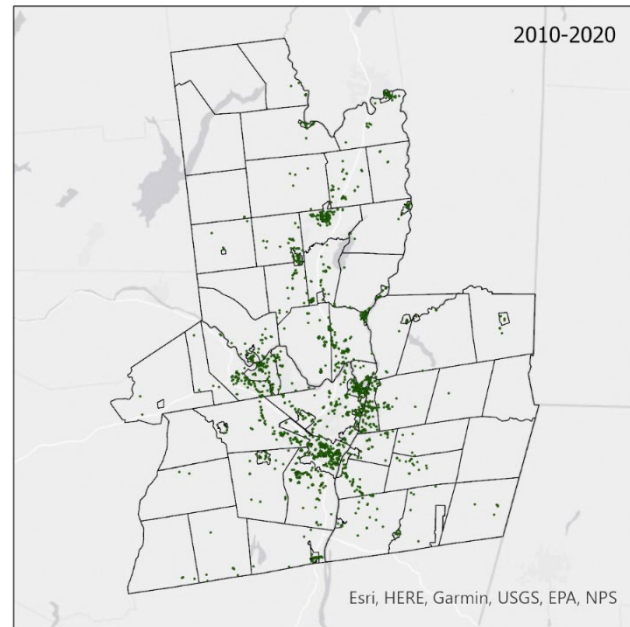
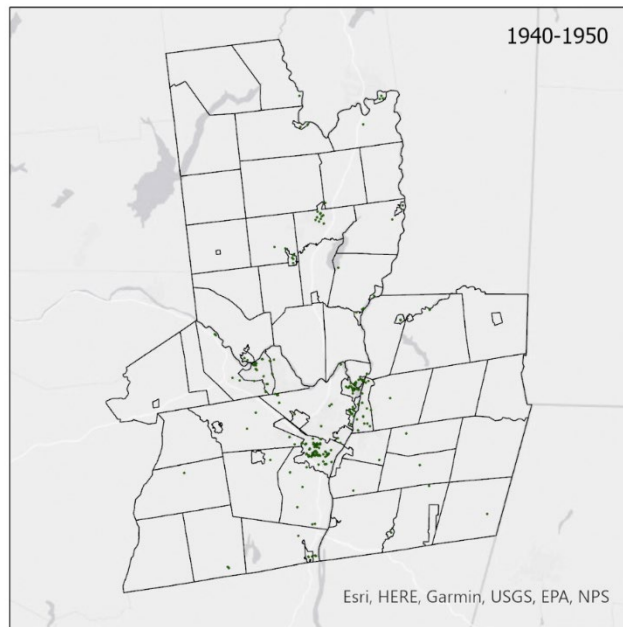
Residential parcels



Key Regional Trends

- More dense
- Better connected
- More transportation options

Multi-family parcels



Key Regional Trends

5. Economic disparity

- Mismatch between where low wage earners live and how they access jobs
 - car ownership costs are high
 - transit limited in suburbs
 - affordable housing for low wage earners often remains in the three core cities

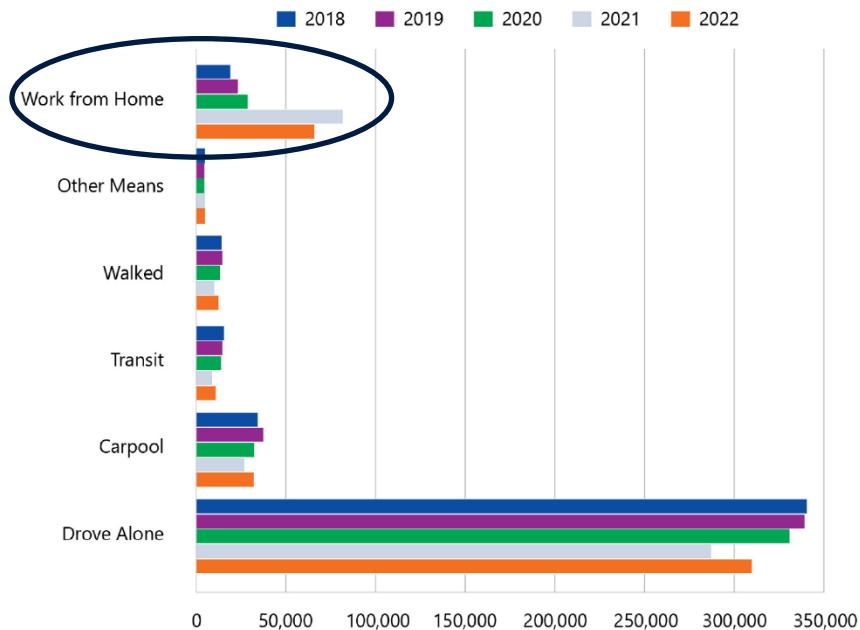
12% of regional workers are living in poverty, despite being employed

Figure 3-8: Retail Job Shift in the Capital Region 2002 to 2015
Source: Job Access in New York's Capital Region¹, 2022, Transportation Council

	2002	2015	Percent Change	Absolute Change
City of Albany	6,263	5,681	-9%	-582
City Schenectady	1,900	1,668	-12%	-232
City Troy	1,626	1,559	-4%	-67
Town of Colonie	10,330	10,751	4%	421
Albany County	20,537	21,818	6%	1,281
Saratoga County	9,238	10,359	12%	1,121
Schenectady County	5,988	7,121	19%	1,133
Rensselaer County	5,219	5,676	9%	457
Regional Total	40,982	44,974	10%	3,992

Key Regional Trends

6. A significant shift to working-from-home

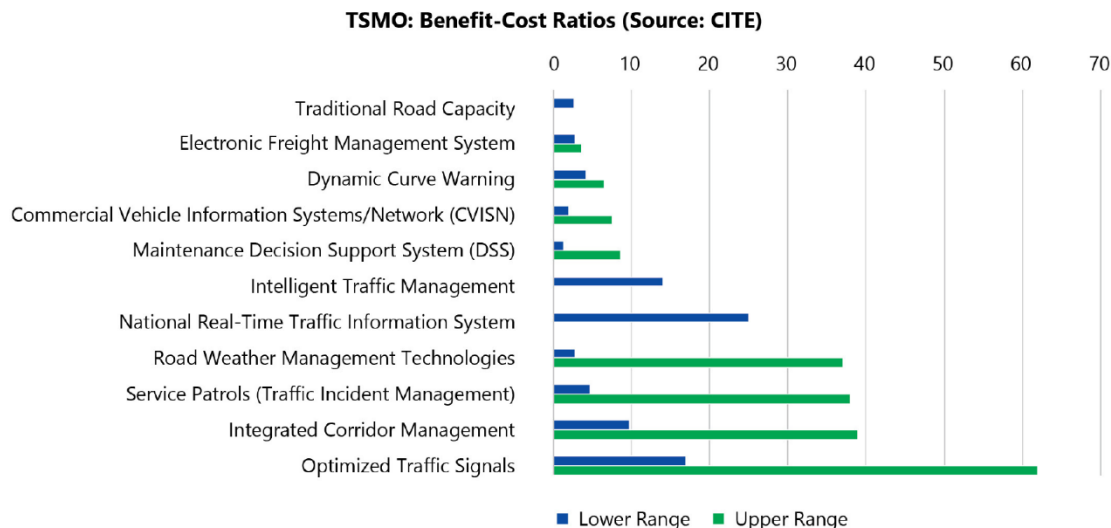


Capital Region Commute to Work Mode Share (2018-2022)

Key Regional Trends

7. Increasing number of transportation options and advanced technologies

- Micromobility
- Microtransit
- Alternative Fuel Vehicles
- Autonomous Vehicles
- ITS and TSMO



Key Regional Trends

8. Extreme weather



2 MONTHS AGO

New York officials open cooling centers as extreme heat wave grips the state

Temperatures are expected to reach the 90s this week in the Capital Region and across New York, in some areas reaching near 100 downstate.

Key Regional Trends

9. An increase in traffic crashes

Capital Region Fatalities and Serious Injuries by Emphasis Area Compared to NYS (2019-2023)

NY SHSP Emphasis Area	Crash Category	2019	2020	2021	2022	2023	Capital Region Trend	NYS Trend
Intersections	(All)	103	100	140	215	235	▲	▲
	Bicyclists	18	18	21	33	28	▲	▲
Vulnerable Road Users	Pedestrian	66	54	66	80	77	▲	▼
	Road Workers	0	0	1	0	0	-	▼
Road User Behavior	Alcohol	44	47	53	52	54	▲	▲
	Drugs	9	18	15	13	12	▲	▼
	Cell Phones	1	4	5	4	4	▲	▲
	Distracted	83	75	95	82	86	▲	▼
	Asleep	15	8	24	25	11	▲	▼
Roadway Departures	Roadway Departures	110	112	112	104	111	▼	▲
	Head-On	41	28	39	48	40	▲	▲
	Sideswipe	8	6	9	9	11	▲	▲
Alternate Road Vehicles	Buses	8	1	0	4	7	▲	▼
	Motorcycles	78	99	92	103	77	▲	▲
	Trucks	31	31	29	34	33	▲	▼
Age Related	65+	125	98	136	132	153	▲	▲
	<21	76	69	88	89	79	▲	▲
Aggressive Driving	Aggressive Driving	8	11	10	11	9	▲	▲
	Following Closely	77	50	56	79	68	▲	▼
	Traffic Control	25	36	42	46	54	▲	▼
	Unsafe Speed	121	117	132	132	113	▼	▲

Key Regional Trends

10. Aging infrastructure

Capital Region Hudson River Crossings (as of 2024)

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	NYS DOT
Livingston Avenue Bridge (CSX and Amtrak) *	Rail Bridge	1902	122	Rail
Patroon Island Bridge (I-90)	65,000	1968	56	NYS DOT
Troy-Menands Bridge (NY-378) **	37,000	1932	92	NYS DOT
Congress Street Bridge (NY-2)	12,000	1969	55	NYS DOT
Green Island Bridge	13,000	1982	42	NYS DOT
Collar City Bridge (NY-7)	49,000	1981	43	NYS DOT
NY-470 Bridge	14,000	1924	100	NYS DOT
Troy-Waterford Bridge (US-4)	11,000	1909	115	NYS DOT
Mechanicville Bridge (NY-67)	7,000	1946	78	NYS DOT
Rail Bridge, Stillwater (B&M Railroad)	Rail Bridge	1914	110	Rail
Stillwater Bridge	4,000	1930	94	NYS DOT
Schuylerville Bridge	9,000	1997	27	NYS DOT
Dix Bridge (Shared-use trail)	Trail	1895	129	NYS DOT
Northumberland Bridge	4,000	1917	107	NYS DOT

Assessing the Future

What is Scenario Planning?

- A process that helps prepare for multiple futures by imagining the possibilities.
 - Proactive rather than reactive
- Explores:
 - What's happening now
 - What could change
 - How it could change
 - What could affect our region's future
 - What strategies we should consider to prepare
- Exploratory Scenario Planning Workshop
- Scenario Modeling



Five Scenarios

Driving Forces:

- Development
 - Zoning
 - Community Development
- Technology
 - Shared Micromobility
 - Autonomous Vehicles
 - Urban Air Mobility

Identified common themes

What
if...?

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

What
if...?

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

What
if...?

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).

What
if...?

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

What
if...?

Business-As-Usual: Regional Momentum – The continuation of current trends in development patterns and technology.

Scenario Workshop Findings

- Infrastructure Flexibility
- Multimodal Options
- Regional Coordination
- Resilience
- Technology Integration
- Transportation and Land Use Integration
- Economic Viability

Scenario Modeling

- Population Growth and Land Use Scenarios

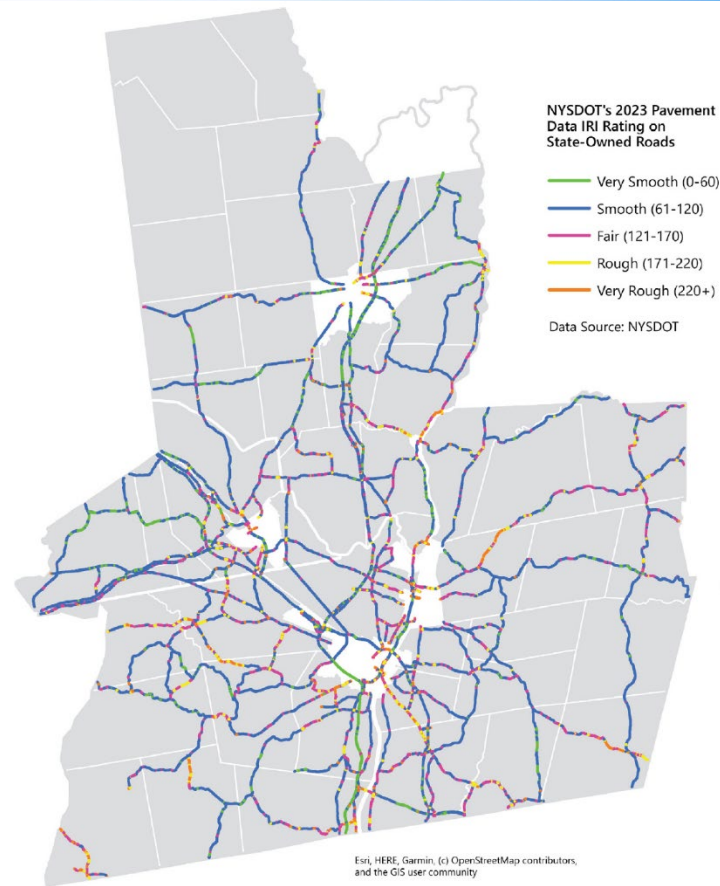


- Transportation System Investment Scenarios
 - No Change
 - Focus on operations and minor capacity changes
 - Targeted investment in road capacity at worse spots first

Congestion worsens with 1M+ but Compact Growth slows the impacts!

Needs Assessment

- Establish baseline future “needs” for state-of-good repair
- Multi-modal approach:
 - Pavement and bridge maintenance needs
 - CDTA's transit fleet
 - Active transportation assets
 - Summary of recent 2025-2030 TIP solicitation project proposals



Public Input

- Direct Outreach
- Digital Outreach & Engagement
 - 4 distinct surveys: 800 responses
 - Zip code and demographic data collected
- Print & Media Outreach

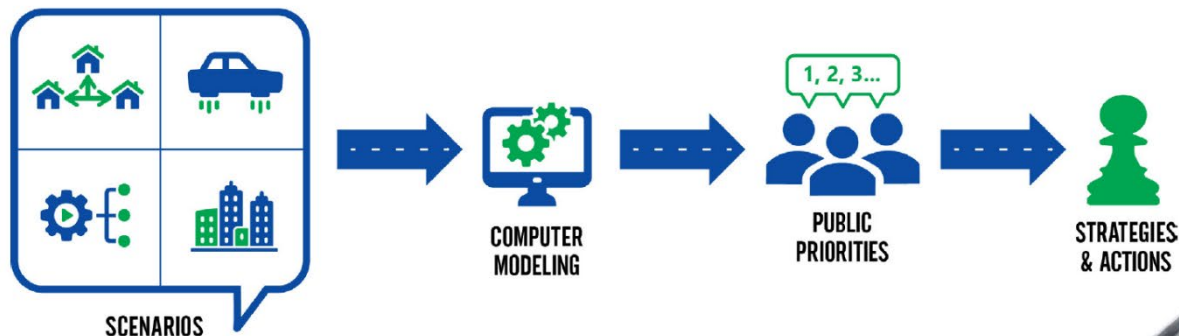


Future Spending Priority Results

Transportation Investment Idea	Top Priority	Priority	Low Priority	Not a Priority	Not Sure	Did Not Answer
Build Sidewalks, Bike Lanes, & 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 & Reliable Transit	51.1%	28.6%	9.9%	2.7%	1.1%	6.6%
Safer Roads & Intersections	47.3%	34.1%	9.3%	1.1%	0.5%	7.7%
Fix Roads & 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 & Highways	5.5%	11.0%	20.3%	47.8%	6.0%	9.3%

How was this used?

Compact development, combined with targeted transportation investments, is the most beneficial approach.



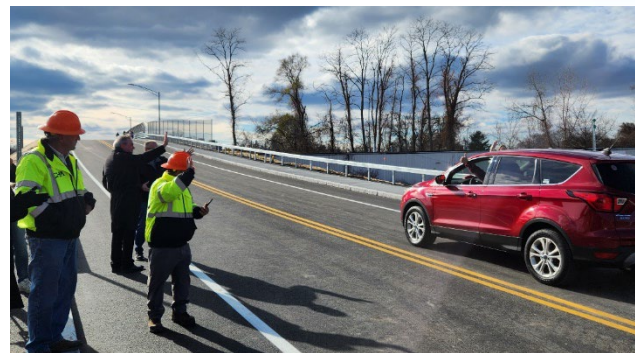
Planning Strategies

Strategies and Actions

1. Maintain Transportation Infrastructure
2. Create a Connected System of Multiple Transportation Options
3. Plan for a Resilient Transportation System
4. Improve the Operation of the Transportation System
5. Integrate Transportation and Land Use Planning
6. Support Economic Development
7. Align Federal, State, Regional, and Local Policies

Maintain Transportation Infrastructure

Maintain Existing
Infrastructure in a State
of Good Repair



Incorporate multimodal
transportation options
when maintaining
infrastructure



Maintain Transportation Infrastructure

Invest in PEL or Major
Corridor Studies

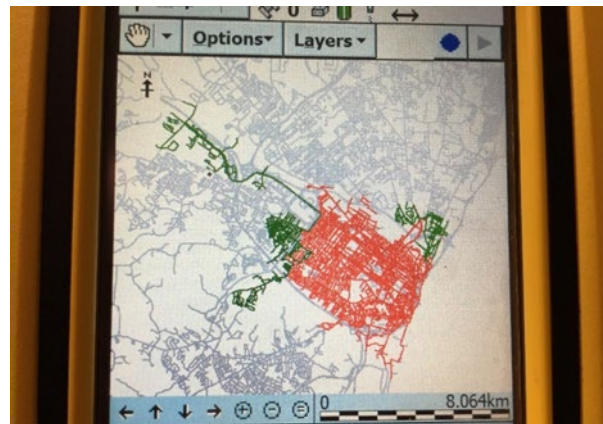
Collect Asset
Condition Data

Reimagine I-787

Albany and Rensselaer Counties, New York

October 2024

Draft Planning and Environment Linkages Report



Maintain Transportation Infrastructure

Explore Discretionary Grants and Alternative Funding Tools

United States Department of Transportation
Federal Highway Administration

About Programs Resources Briefing Room Contact Search PHVA

About Programs Resources Briefing Room Contact

INFRASTRUCTURE INVESTMENT AND JOBS ACT

Home Overview **Funding** Assistance / Local Support Fact Sheets Guidance / Regs

Competitive Grant Funding Matrix

The United States Department of Transportation (USDOT) and FHWA have a variety of competitive grant programs used to fund various types of transportation projects and activities. The matrix describes these programs broadly, organized by applicant type. Potential applicants should refer to the applicable columns in the matrix. The matrix lists grant programs (rows), which can be matched with the potential applicant (columns) the program can fund. Potential applicants should review program specific guidance to inform additional decisions about each program.

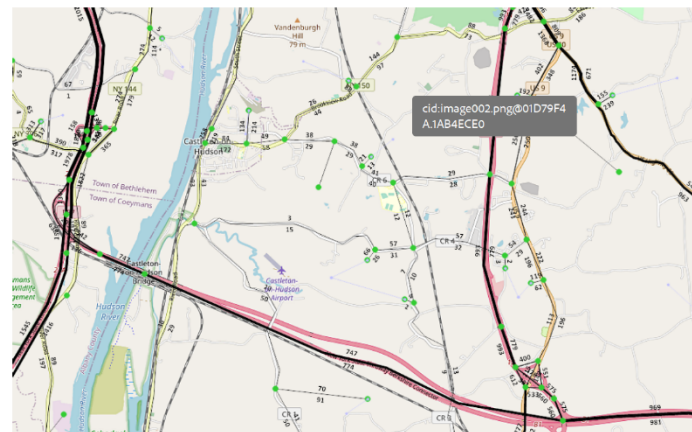
Grant Program	Program Description	State Highway Agency	Metropolitan Planning Organization (MPO)	Local Government or Agency	Federally Recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Public Beach	Territorial	Other
ADOT's Advanced Rural Communities Grantmaking System	A program to provide, implement, design, demonstrate, evaluate, support and document the application of advanced rural corridor management systems, practices, performance, and results.	Yes	Yes (See 301)	Yes (See 301)	Yes (See 301)		Yes		
Advanced Transportation Technology and Innovation Mobility Development (also known as the Advanced Transportation Technology and Innovation Mobility Development)	Provides grants to design, build, and operate advanced transportation technologies to improve safety, mobility, and performance of the transportation system and to address the needs of the transportation system.	Yes	Yes	Yes			Yes		Yes

Transportation Review for GEIS

Capital Region Transportation Council; February 2024



Since 1991, the Transportation Council has partnered with local governments to provide transportation reviews of development proposals within Generic Environmental Impact Statement (GEIS) areas and estimate appropriate mitigation costs based on each development's unique characteristics. Mitigation funds help fund congestion and safety improvement projects needed to facilitate an area's growing traffic.

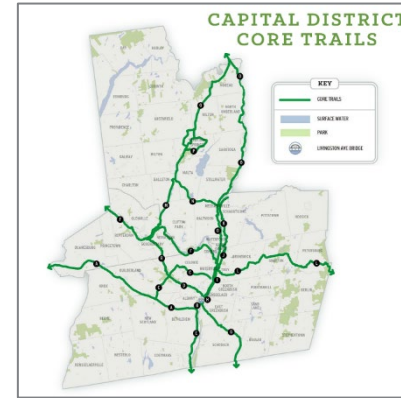


Above: the Transportation Council's STEP model, a regional travel demand model used to analyze the traffic impacts of proposed developments

Create a Connected System of Multiple Transportation Options

Plan for an Active
Transportation/
Complete Streets
Network

Encourage Complete
Streets Policy
Adoption



City of Saratoga Springs Complete Streets Policy

Prepared by Shared Access Saratoga

ADOPTED MAY 1, 2012

RESOLUTION NO. 30

TOWN BOARD
TOWN OF BETHLEHEM
RESOLUTION
COMPLETE STREETS

WHEREAS, a goal of the Town of Bethlehem Comprehensive Plan is to improve mobility – the ability of people, regardless of age and status, to engage in desired activities throughout the Town; and

WHEREAS, the Town of Bethlehem Comprehensive Plan recommends maintaining and enhancing bicycle and pedestrian connections within neighborhoods, and between neighborhoods and hamlet centers;

WHEREAS, the Town of Bethlehem has established a pathways committee (PaTHs 4 Bethlehem) to explore bicycle and pedestrian facility connections and address issues; and

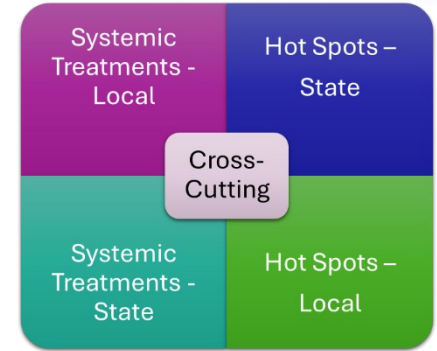
WHEREAS, bicycling and walking are important forms of transportation and recreation in our community; and

WHEREAS, bicycling and walking contribute to health, fitness, neighborhood vitality, social interaction, and economic development; and

Create a Connected System of Multiple Transportation Options

Implement Safety Improvements, Emphasizing Vulnerable Users

CAPITAL REGION
VISION ZERO



Encourage Use of Universal Design

Universal Design Goals

- Body fit
- Comfort
- Awareness
- Understanding
- Wellness
- Social integration
- Personalization
- Cultural appropriateness

Create a Connected System of Multiple Transportation Options

Quantify the Benefits of Active Transportation

Bike and Ped Only

Eligible projects include on-road and off-road facilities for pedestrians, bicyclists, and non-motorized transportation users. Example projects include the installation, repair, or replacement of sidewalks, bike lanes, and multi-use paths. **Only use this category if the proposed project does not include improvements to adjacent pavement infrastructure.**

Candidate projects will be scored based on the following methodology.

- **50-point Project Benefits Score:**
 - Assigning an A-B-C score for Cost effectiveness
 - Assigning an A-B-C score for Market Potential
 - Assigning an A-B-C score for Safety



Plan for a Resilient Transportation System

Identify Vulnerabilities
in the Regional
Transportation
System

Perform Resilience
Planning



Prioritization

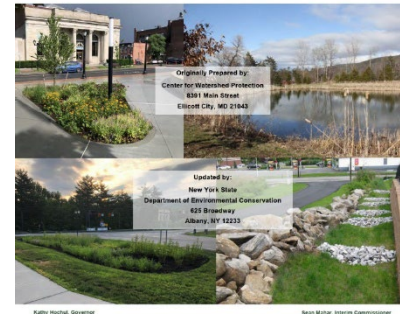
Risk	High	High Risk Low Criticality	High Risk Moderate Criticality	High Risk High Criticality
	Moderate	Moderate Risk Low Criticality	Moderate Risk Moderate Criticality	Moderate Risk High Criticality
	Low	Low Risk Low Criticality	Low Risk Moderate Criticality	Low Risk High Criticality
		Low	Moderate	High
		Criticality		

Plan for a Resilient Transportation System

Plan for Emergencies

Promote Stormwater Management Practices

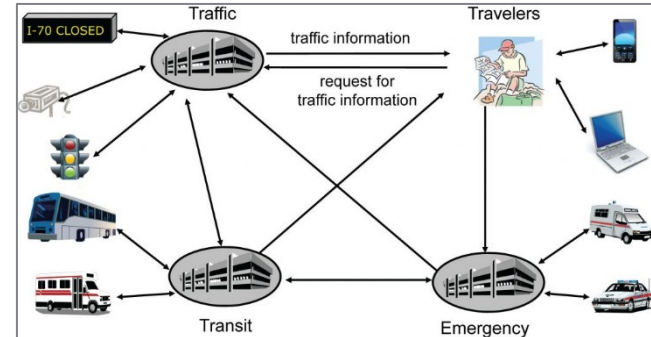
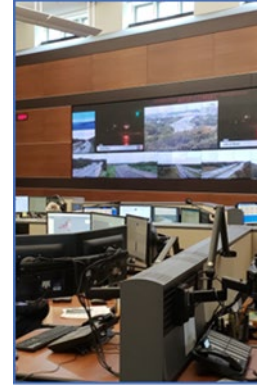
Plan for Alternative Fuel Vehicles



Improve the Operation of the Transportation System

Implement
Transportation
Systems Management
and Operations
(TSMO) Strategies

Coordinate with
NYSDOT to Update
the Regional ITS
Architecture



Improve the Operation of the Transportation System

Develop a Traffic
Signal and Technology
Program



Plan for Automated
Vehicle Infrastructure
and Advanced Air
Mobility



Improve the Operation of the Transportation System

Develop the Next
Generation
Transportation
Demand Management
Program

Consider Spot
Widenings and
Connector Roads



FIGURE 3.4: HOOSICK ROAD WIDENING AT ROOSEVELT AVENUE

Integrate Transportation and Land Use Planning

Plan for Walkable Communities and Compact Development



Connect Transportation and Housing through Planning



Integrate Transportation and Land Use Planning

Implement Parking Management Strategies



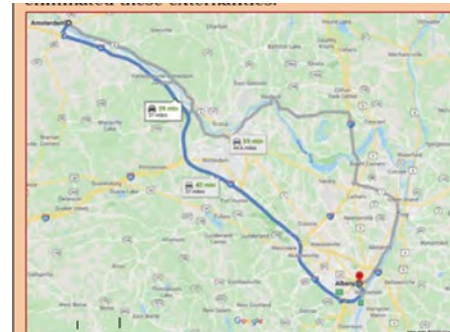
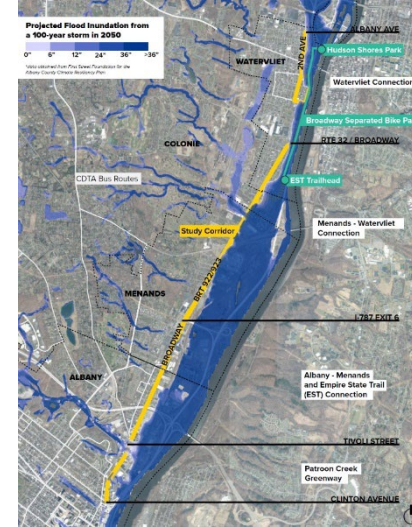
Implement Curb Management Strategies



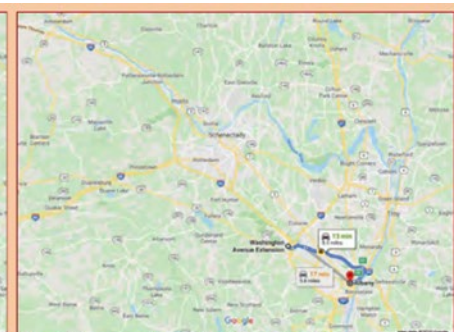
Integrate Transportation and Land Use Planning

Encourage
Intermunicipal
Community Planning

Take Steps Toward
Freight-Efficient Land
Uses



Pane A: Location Selected (Amsterdam, New York)

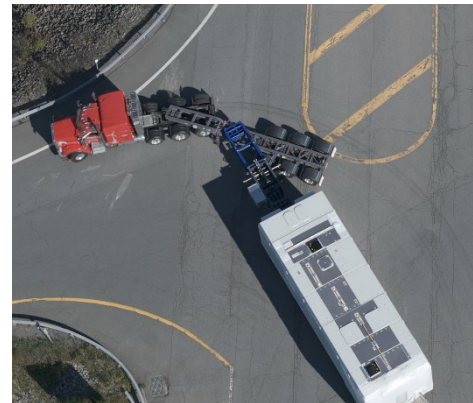


Pane B: Location Rejected (Colonie, New York)

Support Economic Development

Update the Regional
Freight Plan

Plan for “Superload”
Corridors



Support Economic Development

Assess Access to Job
Centers and
Affordable
Transportation
Options



Plan for First/Last Mile
Transportation



Support Economic Development

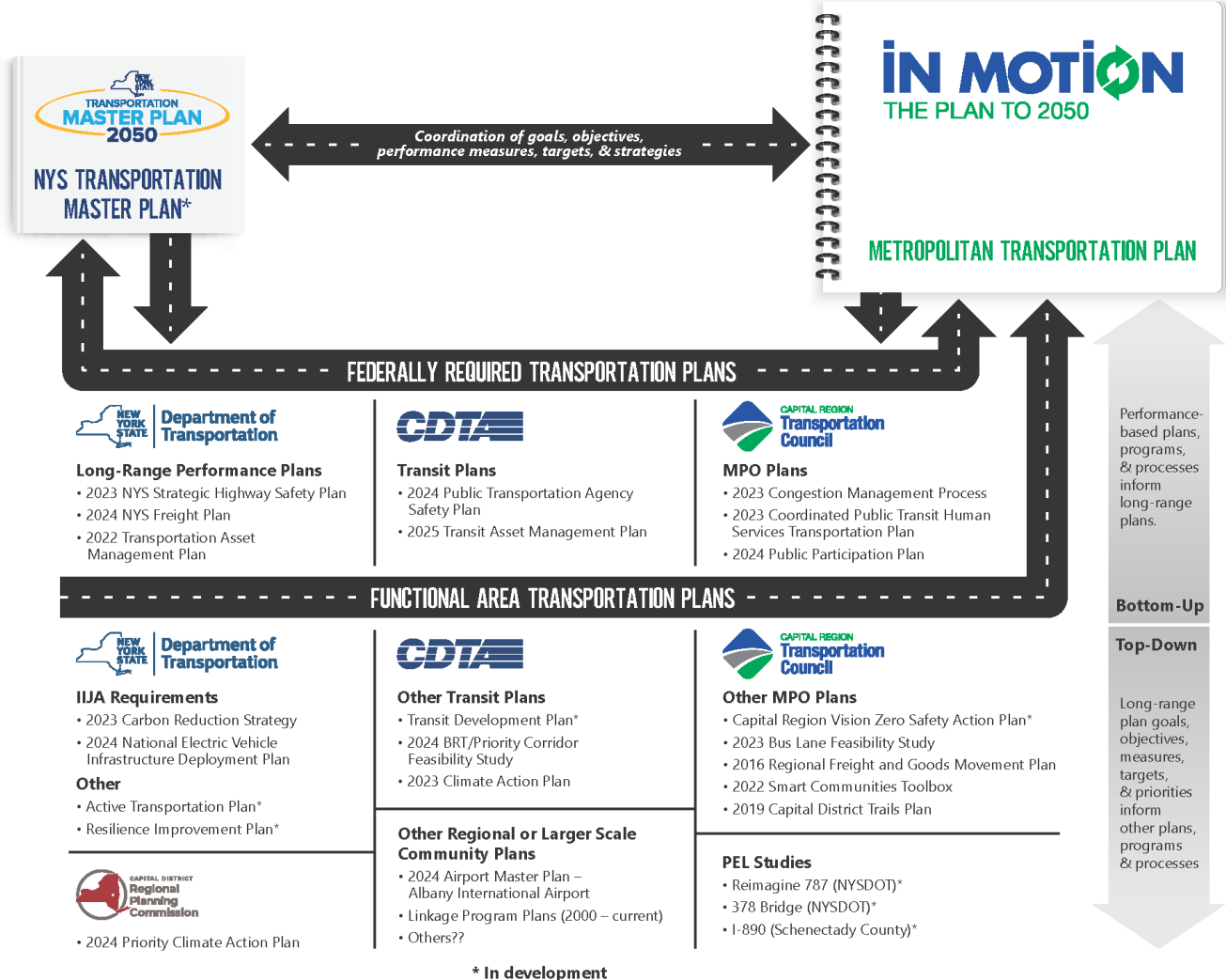
Assess the
Transportation
Impacts of Special
Events and Tourism



Support Passenger
Rail Planning



Align Federal, State, Regional, and Local Policies



Zoning Requirement Ideas

- Landscaping, Screening, Buffering, Lighting, and Streetscape
- Sidewalks and trail connections within and between developments
- Complete streets policies and plans
- Stormwater management coordination on project sites and those related to the transportation system
- EV parking and charging at developments larger than a certain size
- Micromobility requirements

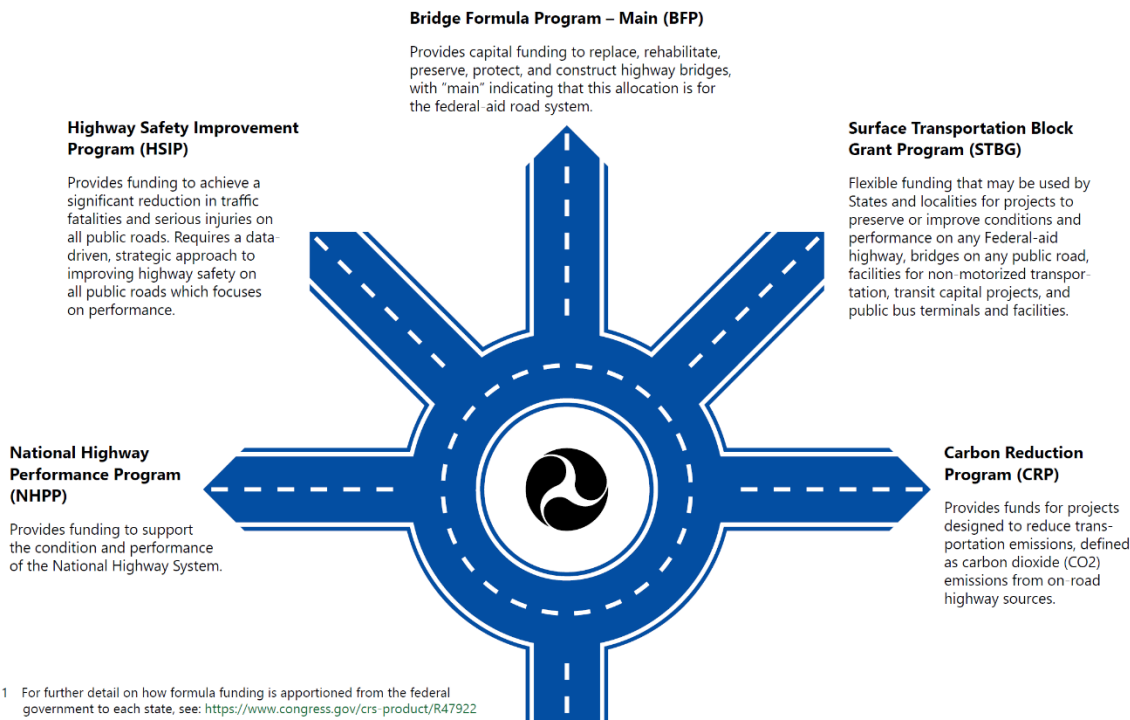


How Do We Implement the Plan?

Financial Plan

- Revenue vs. Expenditures to fund identified needs
- Federal, state, local fund sources
- Estimated Revenue to 2050: \$8.7B
(excludes an additional \$5.7B in local spending)

Major Federal Funding Programs

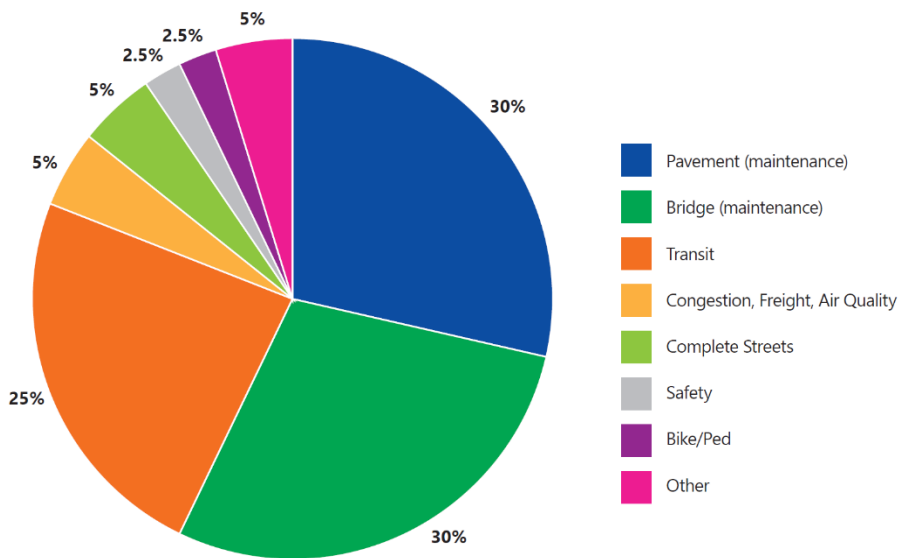


¹ For further detail on how formula funding is apportioned from the federal government to each state, see: <https://www.congress.gov/crs-product/R47922>

Financial Plan

- Estimated Expenditures to 2050: \$7.4 B
- Maintenance and key system enhancement projects
- Demonstrate "Fiscal Constraint" as revenue exceeds expenditures

Anticipated Distribution of Funding by Project Type



Project List

Project Name	Sponsor	Cost Estimate	Work Type	Category
All projects on 2025-2030 Transportation Improvement Program	Various	\$889M	Various	Fiscally-constrained
NY 67 over Hudson River, BIN 4415150	NYSDOT	\$70M	Maintenance/preservation	Fiscally-constrained
US 9W/I-787 Bridge	NYSDOT	\$65M	Maintenance/preservation	Fiscally-constrained
US 4 over Hudson River, Bridge (City of Troy)	NYSDOT	\$92M	Maintenance/preservation	Fiscally-constrained
Stillwater Bridge Road (NY 915C) Bridge, BINs 1029200, 4029210	NYSDOT	\$40M	Maintenance/preservation	Fiscally-constrained
"West Facility" in Schenectady for Bus Maintenance	CDTA	\$145M	System enhancement	Fiscally-constrained
Albany Intermodal Center	TBD	\$100M	System enhancement	Fiscally-constrained
Implementation of Regional Trails Plan	Various	\$154M	System enhancement	Fiscally-constrained
Zim Smith Trail	Saratoga County	\$13M	System enhancement	Fiscally-constrained
Reimagining I-787	NYSDOT	\$3B-4B	System enhancement	Illustrative
Route 378 Over the Hudson (Troy-Menands Bridge), BIN 1062850	NYSDOT	\$300M	Maintenance/preservation	Illustrative
I-890 Exit 4C Mobility and Quality of Life Improvements, Schenectady	NYSDOT	TBD	System enhancement	Illustrative



CAPITAL REGION
**Transportation
Council**

Community Planning and ADA Transition Plan Solicitation

P L A N N I N G T H E W A Y W E M O V E



Lead applicant must be:

- City, town, village, or county in Transportation Council planning area
- Member organizations (i.e. NYSDOT, CDTA, etc.)

Intermunicipal cooperation is encouraged!

\$150,000 total project cost cap

10% local cash match

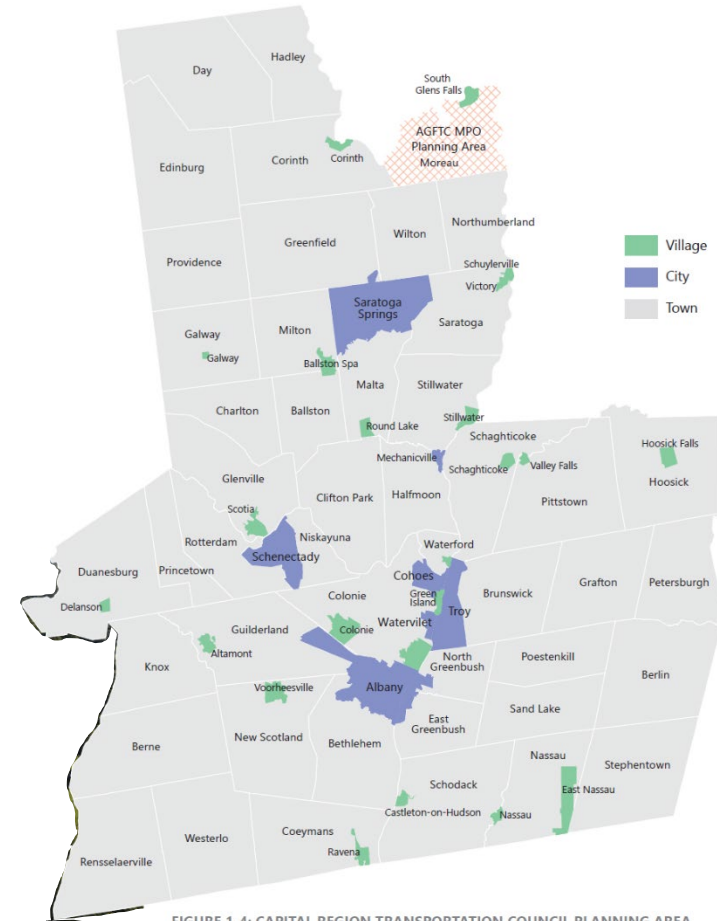


FIGURE 1-4: CAPITAL REGION TRANSPORTATION COUNCIL PLANNING AREA

Key Dates

- **October 16, 2025** – Sponsor Informational Webinar (recording available today)
- **December 5, 2025** – Applications due
- **January 7, 2026** – Staff shares recommendations with Planning Committee (sponsors will be notified)

Funds available for use after April 1, 2026.

Local & Regional Transportation Planning Solicitation Guidance:

www.capitalmpo.org/2026solicit



How Do We Measure Success?

Performance Measures

- Federally Required Metrics

	METRICS	DESCRIPTION	PERFORMANCE
	Highway Safety	These performance measures present five year rolling averages of the number of traffic fatality and serious injury metrics on Capital Region roadways.	Despite periodic decreases – likely the result of the pandemic – the Capital Region generally experienced an increase in both the number and rate of fatalities and serious injuries between 2019 and 2023.
	Pavement & Bridge Conditions	These performance measures express the quality of the bridge and roadway conditions on the Capital Region roadways within the National Highway System (NHS).	Between 2018 and 2023 the percentage of pavement within the interstate roadway system in good condition generally decreased while the percent in poor condition remains low. The percentage of bridge deck area in good condition decreased while the percentage in poor condition increased slightly.
	Transit Safety	These performance measures express the number of fatalities and injuries by transit mode and vehicle mile as well as mechanical failures by mode.	CDTA updated its transit safety targets in late 2024 including zero fatalities across all modes as well as metrics for injuries, safety events and system reliability. Transportation Council has reviewed and supports these goals.
	Transit Asset Management	These performance measures express the condition and quality of public transit rolling stock, equipment, infrastructure and facilities.	82.7% of CDTA's fleet are within the standard useful vehicle life for each type of vehicle, and 17.3% are past the end of their useful life.
	System Performance	These performance measures track the % of mileage of the roadway systems that are considered reliable.	The percent of person-miles on the Interstate system that are reliable decreased slightly between 2018 and 2023. For the non-Interstate NHS, performance increased notably from 2019 to 2023.
	Freight Performance	These performance indicators articulate the quality of goods movement on the Capital Region roadway network through the Truck Travel Time Reliability Index (TTTR).	Truck Travel Time Reliability improved slightly from 2018 to 2023.

Key Regional Performance Indicators

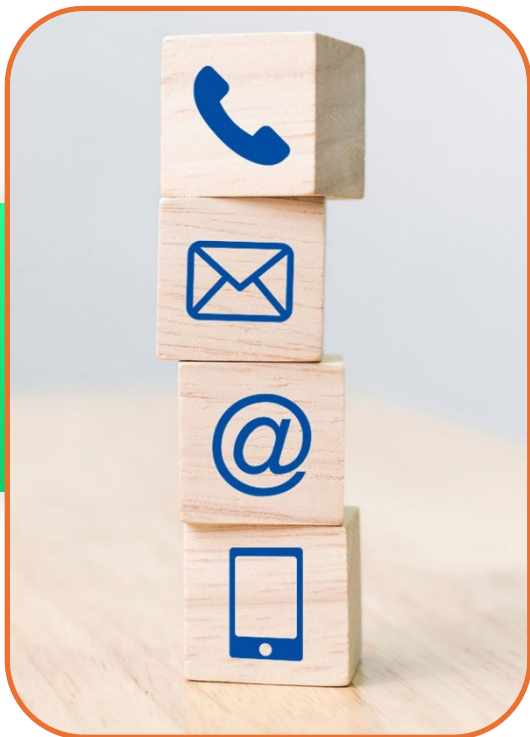
- Organized by In Motion Plan Goals
- Recommendations for new data sources
 - Driver mode shift survey – 12% “active aspirers”
 - NY cycling census
 - “Big Data”
 - Data collection:
(active transportation, micromobility, transit, etc.)
- Performance reporting annually (or as data is available)

 Mobility
Key Performance Indicator
NHPP & STBG Program Funds Obligated to Roadway Maintenance Projects
Sidewalk, Paved Multi-Use Trail, & Bike Facility Condition Data
Amount of Federal Funds Obligated to Technology Projects
Number of Traffic Signals with Video Detection and/or Other Technologies
Mileage of Sidewalk Data Available to the Transportation Council

Final Thoughts

- Transportation Council is a resource
- Final plan documents available at www.inmotionplan.org
- Consider applying for a planning project
- Keep us posted as to changes or evolving issues

Thank You!



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