

Capital District Transportation Committee



CDTC Transportation Planning and its links to Local Planning

May 21, 2014

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Executive Director

Capital District Transportation Committee



- CDTC is
 - a small, regional, public transportation planning agency.
 - a fair and objective forum
 - where local and public input is sought and considered, and
 - where transportation funding and planning decisions are made.
 - a.k.a. a MPO.

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- The Federal Highway Act of 1962 required the formation of Metropolitan Planning Organizations (MPO's) for any urbanized area with a population greater than 50,000.
- MPO's are designated by the governor of each state, and federal transportation funding is channeled through MPO's and their planning process.
- There are 14 MPO's in New York State.

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- Congress created MPO's to give local governments a voice in transportation planning, and to ensure that transportation planning is based on a continuing, cooperative, and comprehensive (3C) planning process



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The 3C Planning Process:

- Cooperative – cooperation between federal, state, local levels of government and various agencies within each level
- Continuing – need to periodically reevaluate and update transportation plan
- Comprehensive – includes the following 10 elements

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- Economic Factors
- Population
- Land Use
- Transportation Facilities
- Travel Patterns
- Terminal & Transfer Facilities
- Traffic Control Features
- Zoning, Building Codes, Subdivision Codes
- Financial Resources
- Social & Community Values

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- There are five core functions of an MPO:
- **Establish a setting:** Establish and manage a fair and impartial setting for effective regional decision-making in the metropolitan area.
- **Identify and evaluate alternative transportation improvement options:** Use data and planning methods to generate and evaluate alternatives. Planning studies and evaluations are included in the Unified Planning Work Program or UPWP.

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- **Prepare and maintain a Metropolitan Transportation Plan (MTP):** Develop and update a long-range transportation plan for the metropolitan area covering a planning horizon of at least twenty years that fosters (1) mobility and access for people and goods, (2) efficient system performance and preservation, and (3) good quality of life.

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- **Develop a Transportation Improvement Program (TIP):** Develop a short-range (four-year) program of transportation improvements based on the long-range transportation plan; the TIP should be designed to achieve the area's goals, using spending, regulating, operating, management, and financial tools.
- **Involve the public:** Involve the general public and other affected constituencies in the four essential functions listed above

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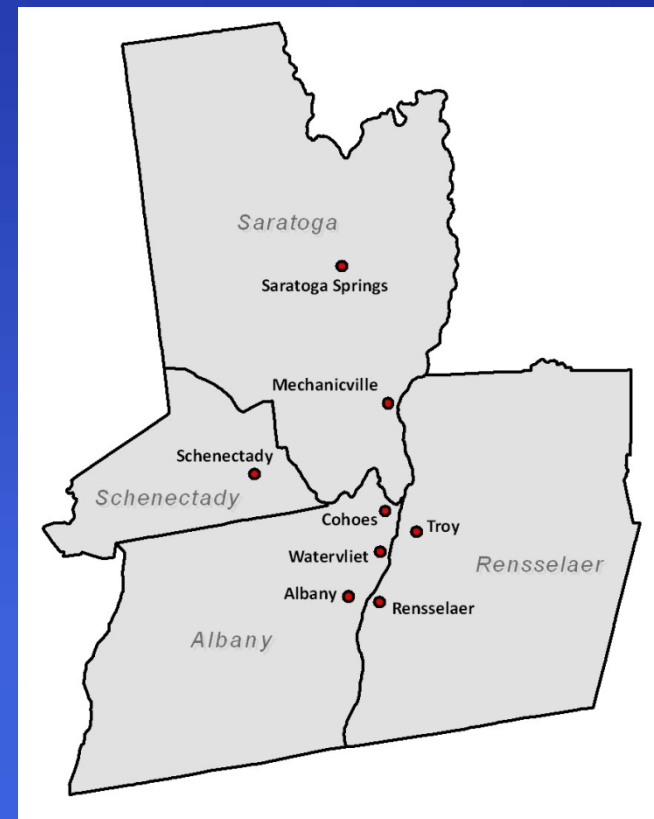
- This year the Capital District Transportation Committee (CDTC), will be 50 years old, having been formed in 1964. CDTC includes the counties of Albany, Rensselaer, Saratoga, and Schenectady.
- CDTC is the MPO for both the Albany-Schenectady-Troy metropolitan area and the Saratoga Springs metropolitan area.



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- CDTC has 21 members including representatives from each county, all 8 cities, the Town of Colonie, 2 rotating Town representatives, and every regional transportation agency including CDTA, CDRPC, NYSDOT, NYS Thruway, Albany International Airport, and the Albany Port District Commission.



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CDTC consists of 2 Committees

- Policy Board – made up of the elected officials or their designated representative.
- Planning Committee – made up of representatives designated by our members, usually planning, engineering, or public works staff.

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...and several subcommittees:

- Bike/Pedestrian
- Freight
- Operations
- Safety
- Complete Streets
- Administrative & Finance



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Transportation planning (all modes)

Planners

COUNTIES

CITIES

TOWNS

Transportation
Planners

CDTC

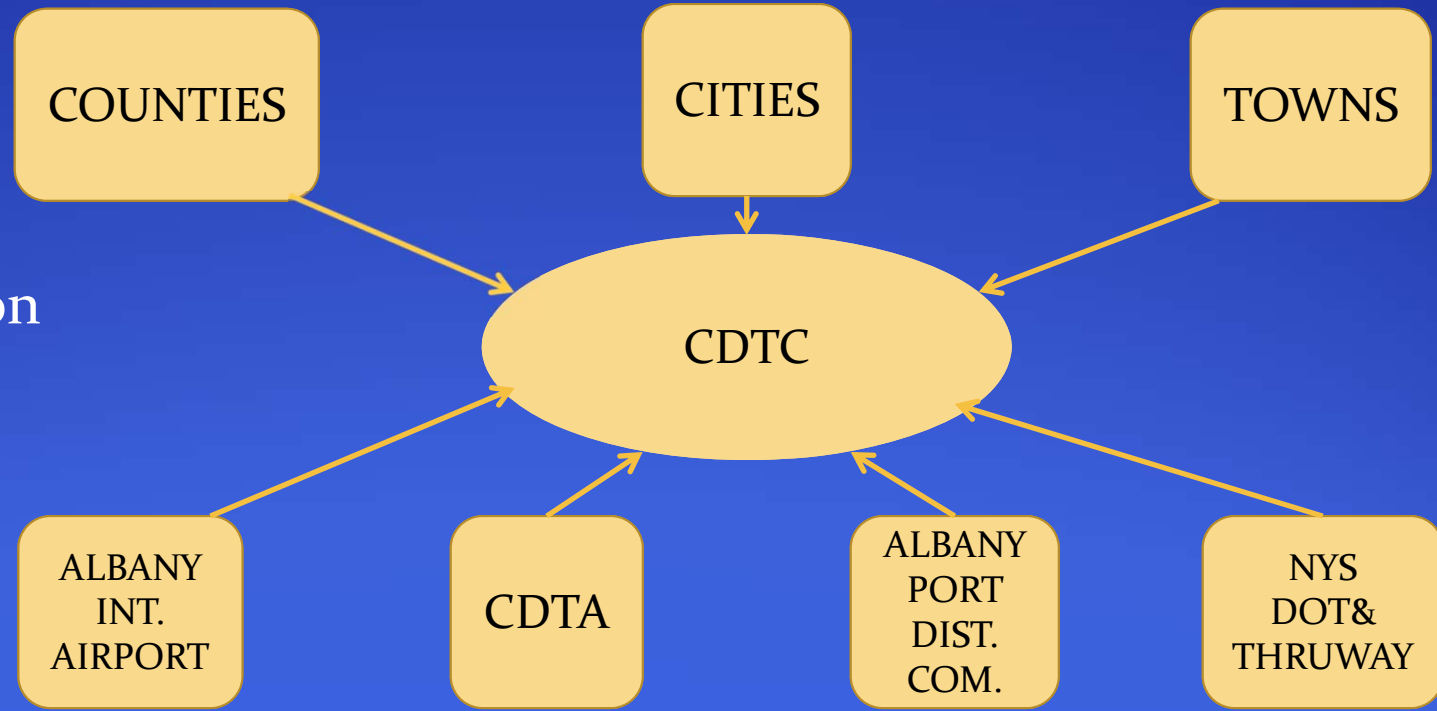
Airport,
Transit, Port,
Highway
Planners

ALBANY
INT.
AIRPORT

CDTA

ALBANY
PORT
DIST.
COM.

NYS
DOT &
THRUWAY



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- CDTC products
 - New Visions 2035 – long range transportation plan
 - Transportation Improvement Program (TIP) – 5 year capital plan.
 - Unified Planning Work Program (UPWP) – 2 year work program containing all CDTC activities, their budget, and their revenue source.
 - Linkage Studies – link land use to transportation, more than 75 studies with more than 40 municipalities over last 11 years.

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- **PRESENTATION PREMISE**

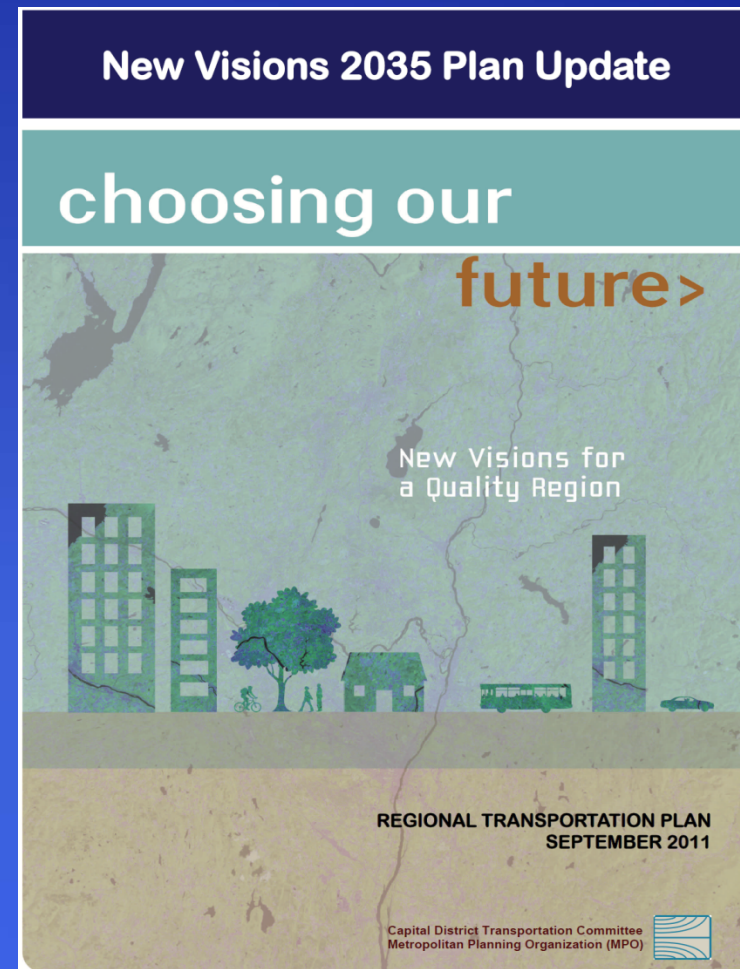
- All CDTC's products are strongly linked to the local planning efforts and the regional planning efforts of our members.
- That is, our transportation planning impacts local and regional planning, and visa versa.

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New Visions 2040 – what should our transportation system look like in 40 years and how do we get there?



- Update next 2 years
- 31 planning and investment principles dealing with:
 - Finances, Development Patterns, Infrastructure, Bike/Ped., Transit, Congestion Management, Elderly & Disabled, etc.
 - 16 “Big Ticket Items” such as light rail, alternate fuel vehicles, managed lanes, demand management, etc.



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- CDTC staff ensures that all our work (our products, plans, studies, fund programming, etc.) supports or implements one or more of these 31 planning and investment principles.
- We also try to ensure that other local and regional plans that impact transportation support these principles.

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- Some of these 31 planning and investment principles that directly relate to local planning include:
 20. The transportation system of the Capital Region is an important part of the region's attractiveness.
 21. Transportation investments will help preserve and enhance the Capital Region's existing urban form, infrastructure, and quality of place.
 22. Transit facilities and services can be an essential element of the social, economic, and cultural fabric if supportive policies and investments are in place.

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23. Neighborhood-based local planning efforts are important to the success of an overall regional plan that emphasizes livable communities.
24. Land use management is critical to the protection of transportation system investment.
25. Design of street layout and location of complementary uses creates a pedestrian scale and provides increased accessibility without compromising the attractiveness of development.

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26. Transportation investments will encourage residential and commercial development to locate within an Urban Service Area defined for the Capital Region.
27. Environmental stewardship is one of CDTC's emerging roles and is crucial to the success of and quality of life in this region. Transportation investments must improve or preserve the region's cultural and natural environment.
28. Transportation investments will not encourage development in environmentally sensitive areas and will help to preserve rural character.

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New Visions 2040.

- In January of this year we formed 9 New Visions committees.
- Committee members are public, private, and non-profit representatives with experience in the relevant fields.
- Meet monthly, bi-monthly or quarterly to develop white papers on their topics.
- White papers will be presented to the public for their input.

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New Visions 2040

- The 9 New Visions Committees are:
 - Quality Region Task Force
 - Freight Advisory Committee
 - Regional Operations and Safety Advisory Committee
 - Complete Streets Advisory Committee
 - Bicycle and Pedestrian Advisory Committee
 - Environment and Technology Task Force
 - Infrastructure Task Force
 - Regional Transportation Coordinating Committee
 - Transit Task Force

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A Quality Region –

- Develops and sustains healthy urban, suburban, and rural communities that function interdependently and readily adapt to change.
- Creates economic, educational, social, cultural, and recreational activities.
- Provides safe neighborhood environments and housing choices for all.
- Protects sensitive environmental resources.
- Fosters community identity and "a sense of place" in all parts of the region

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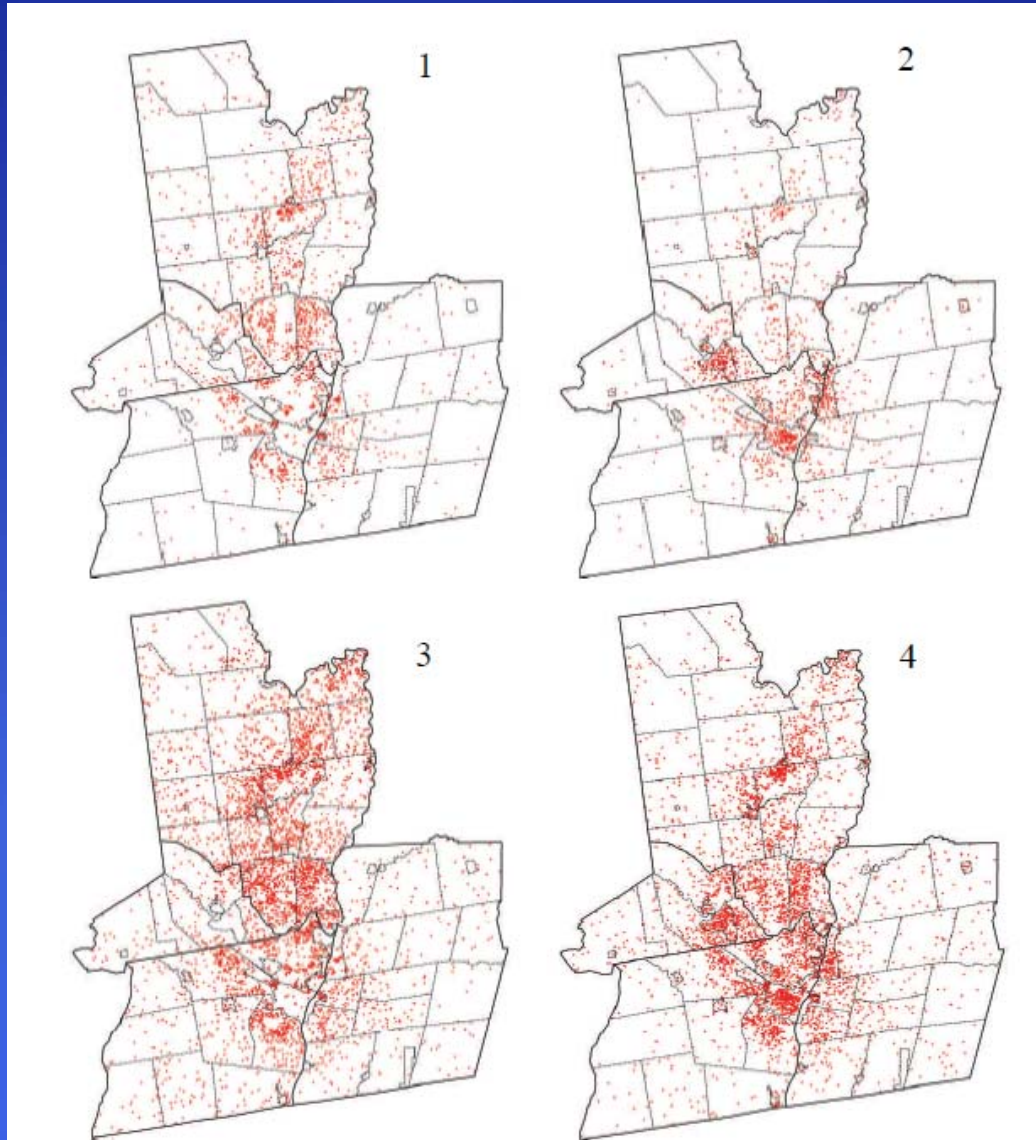
Quality Region Task Force Local Planning Impacts

- Examines regional growth scenarios - status quo, concentrated status quo, trend hyper-growth, and concentrated hyper-growth
- Federal transportation funding, funding priorities, and MAP-21 reauthorization
- 31 planning and investment principles
- Project Programming screening and merit evaluation

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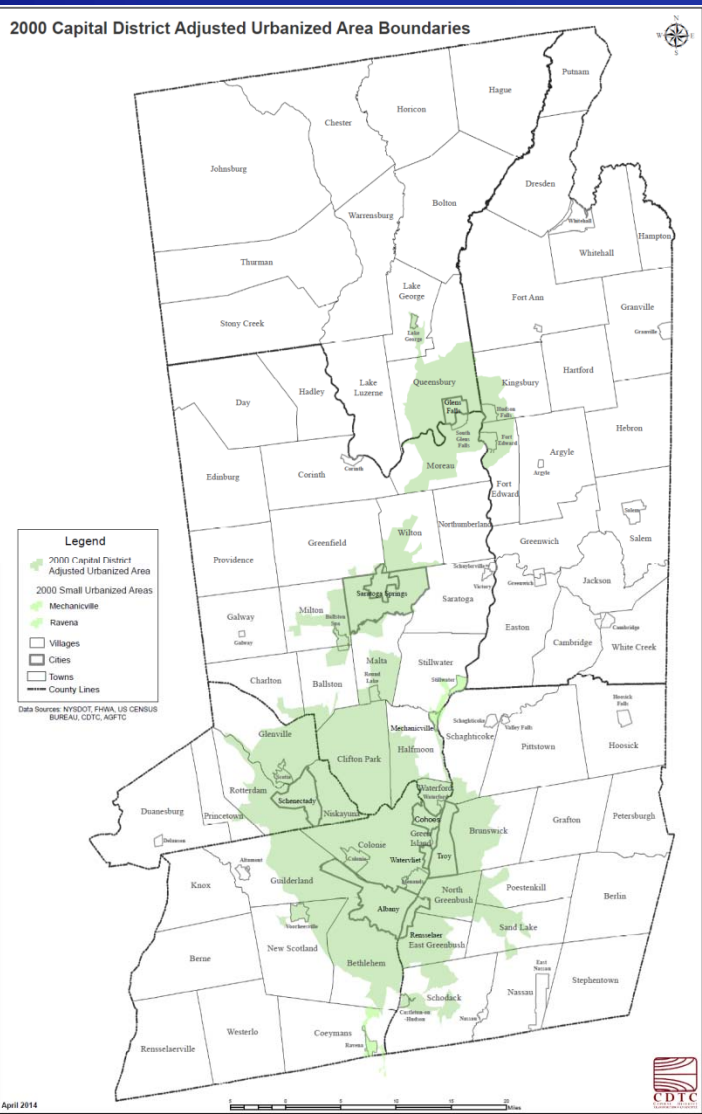
1. Status Quo – 9% population growth by 2030
2. Concentrated Status Quo
3. Hyper-Growth – 29% population growth
4. Concentrated Hyper-Growth



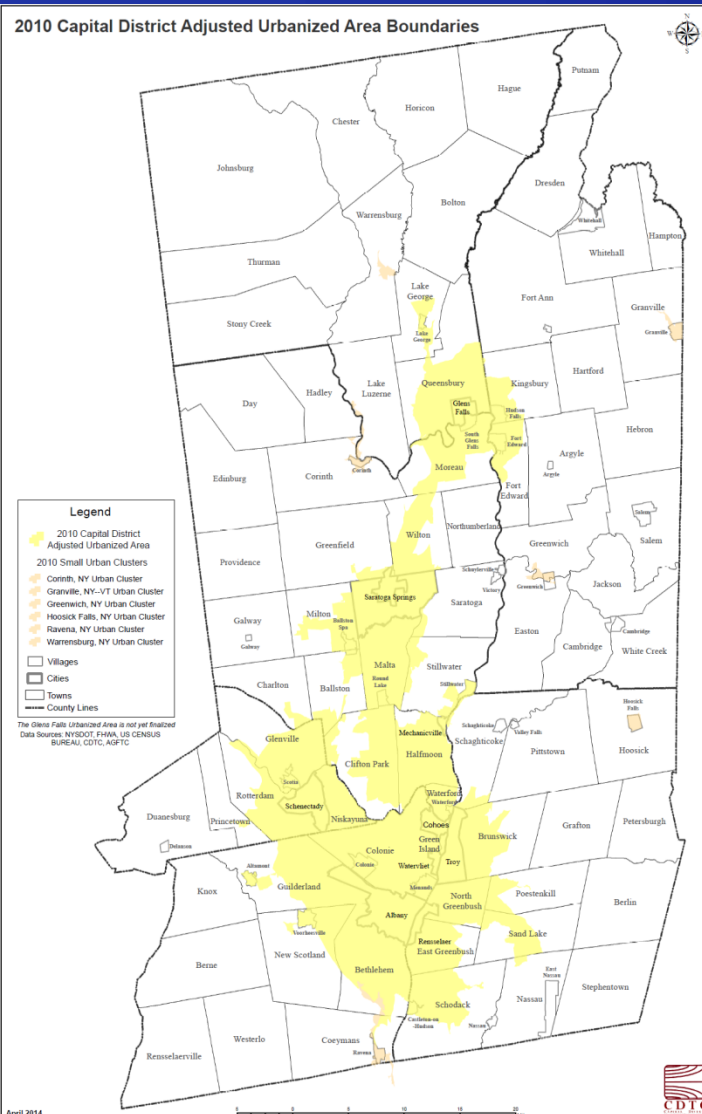
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2000 Capital District Adjusted Urbanized Area Boundaries



2010 Capital District Adjusted Urbanized Area Boundaries



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Freight Advisory Committee Local Planning Impacts

- Freight Priority Network – where to program funding
- Regional Freight Plan – land use conflicts, projects, and environmental justice
- Freight data & performance measures – knowing the who, what, where, and when of freight, and monitoring our progress.

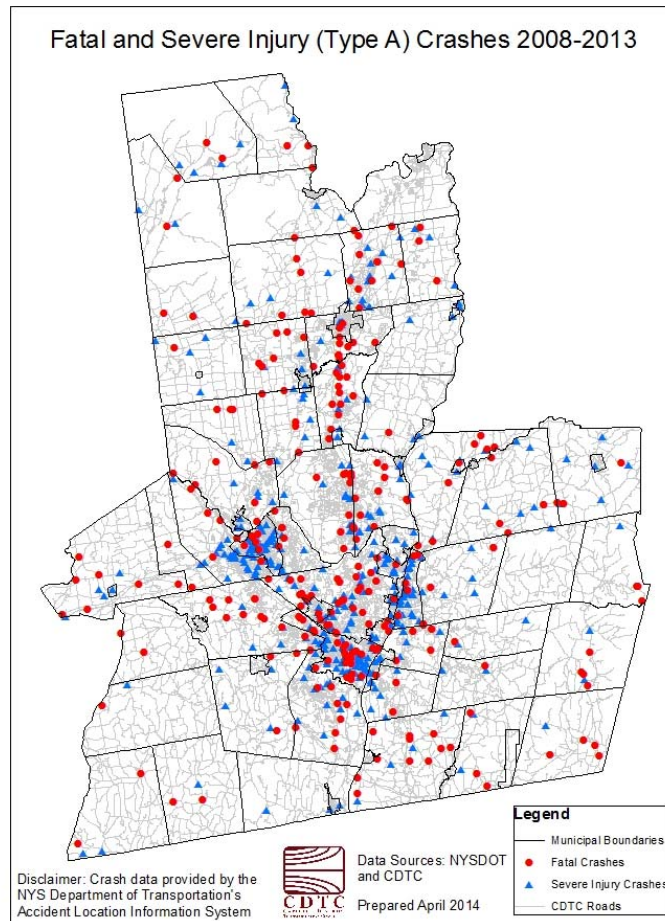
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Regional Operations & Safety Advisory Committee Local Planning Impacts

- Congestion Management Plan Update – where is congestion and how can we manage it.
- Travel/delay data – measuring reliability, AADT, VMT, delay
- ITS Priority Network – where to program funding
- Safety needs inventory & projects – developing local accident data, locating high accident areas, and reducing accidents.

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Complete Streets Advisory Committee Local Planning Impacts

- Planning for all modes for all projects within the existing context



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Complete Streets Advisory Committee Local Planning Impacts

- Adopting national design standards
- Developing a process where local input can be considered before final design
- Educating local decision makers
- Ongoing efforts of Advisory Committee members, including state and local project managers

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Bicycle and Pedestrian Advisory Committee Local Planning Impacts

- Bike Ped Priority Network – where to program funding
- Regional Greenway Plan – connecting region's trail system – where can it be improved?
- Performance measure – bicycle and pedestrian surveys and counts, and automated bicycle counts
- Trail Maps – encouraging trail use and local tourism

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Environment and Technology Task Force Local Planning Impacts

- Alternative fuels (electric, CNG, etc.) and developing a network of fueling/charging stations
- Our Clean Communities Program – a Clearinghouse for information on emerging technologies
- Self-organizing traffic signals, totally automated cars, POD cars, VMT tax, etc.
- How should the New Visions Plan and local planners anticipate these impacts

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Environment and Technology Task Force Local Planning Impacts



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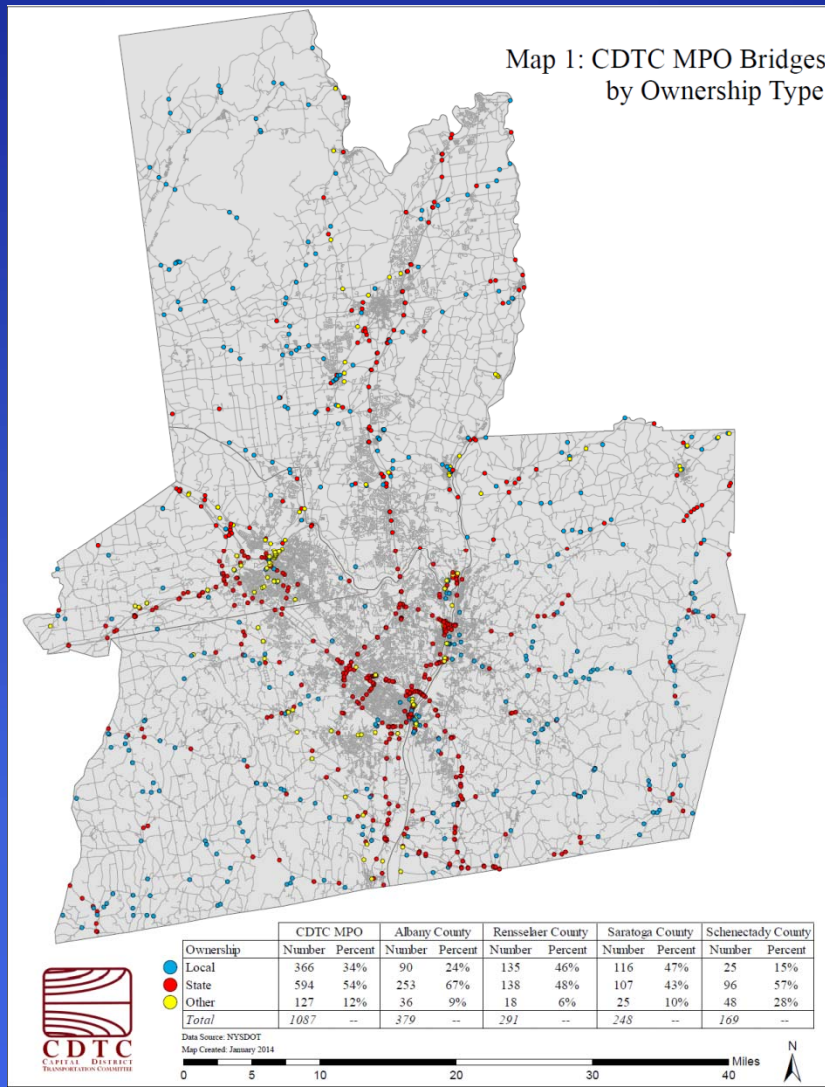
Infrastructure Task Force Local Planning Impacts

- Pavement Conditions – local contracts to rate local pavement condition
- Bridge Conditions – regional contract to develop bridge preservation candidates
- Local Bridge and Pavement funding needs
- Equity for non-State owned roads
- Local Highway and Bridges Condition Inventories

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Map 1: CDTC MPO Bridges
by Ownership Type



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Regional Transportation Coordination Committee (Human Services Transport)

Local Planning Impacts

- Developing methods to coordinate the many public and private sources of human services transportation (seniors and disabled)
- Transit Human Services Transportation Plan – identifying needs and solutions
- Providing federal funds for bus purchases



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Transit Task Force

Local Planning Impacts

- With CDTA develop Transit Development Plan and Transit Priority Network - where transit funding will be spent
- Developing Transit funding needs & new revenue sources
- Parking requirements & site plan review guidelines
- Bus Plus BRT planning in local communities



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Transit Task Force

Local Planning Impacts

- Public input to transit policy ideas
- Fixed guideway (light rail)
- Travel Demand Management – carpools, carshare, bikeshare
- Transit Oriented Development in local communities



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• New Visions 2040 Plan Schedule:

January 2014

- Subcommittees start meeting. Work on needs assessment, updating priority networks.

May 2014

- Hire consulting firm to assist with public outreach, brochures, videos, multi-media

July 2014

- Working Papers on needs assessment (prepared by subcommittees and staff) completed for Planning Committee Review

September 2014

- Public outreach presenting initial results and asking focused questions; develop video, use multi-media, surveys

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- **New Visions 2040 Plan Schedule:**

December 2014

- Draft Plan completed for public review. Develop public review process that asks questions, ideas, opinions of public. Keep Planning Committee and Policy Board involved in assessing public input and providing guidance

May 2015

- Final draft Plan completed; three month public review begins. Develop video and other media to explain the Plan in easily understandable, meaningful format.

September 2015

- Final Plan approval by Policy Board. Public outreach to publicize plan begins

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Transportation Improvement Program (TIP) – 5 year capital plan – Local Planning Impacts

Matched Federal Funds in \$M

	# Projects	2013-18
Regional	26	237.564
Transit	15	85.085
Albany County	24	51.96
Rensselaer County	16	21.955
Saratoga County	18	32.879
Schenectady County	10	29.869
Totals	109	459.312

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Transportation Improvement Program (TIP)– 5 year capital plan – Local Planning Impacts

- Working with local planning departments to develop project applications
- Working with project sponsors to evaluate projects
- Meetings with local communities and stakeholders during the design process to address local concerns

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Transportation Improvement Program (cont.)

- Some examples include:
 - Dunn Memorial and Patroon Bridges Repairs
 - Port of Albany Dock Repair
 - Queue Jumpers on Central Avenue
 - TMC Operating Costs
 - Albany Waterfront Pedestrian Bridge
 - Pearl Street Reconstruction
 - Krumkill Road over Normans Kill

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Transportation Improvement Program (cont.)

- Some examples include:
 - Congress Street Bridge
 - Vandenburg Ave. Reconstruction
 - Historic Hadley Bow Bridge Preservation
 - Canal Road Bike Path
 - I-890/Thruway Exit 26 Interchange
 - Schenectady Bridge Painting
 - State Street Streetscape

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Unified Planning Work Program (UPWP) Local Planning Impacts

Task 2.28	Census/Household Travel Survey
Task 2.30	Routine Highway Condition Survey
Task 2.31	Traffic Volume Report
Task 4.60	Capital Coexist
Task 5.51	Provision of Technical Services
Task 5.52	Provision of Community Services
Task 5.86	Clean Communities

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Linkage Studies

LOCAL PLANNING IMPACTS

- Small local planning studies conducted with CDTC, consultants, and local planning staffs
- Integrate transportation and land use
- 76 studies with a total investment of \$5.0 million over 12 years
- Nationally recognized



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Linkage Studies

LOCAL PLANNING IMPACTS

- Some examples include:
 - Route 4 Corridor Study in East Greenbush
 - Schodack Town Center
 - Malta Form Based Code
 - Clifton Park Town Center Plan
 - Schenectady Route 5 Transit Gateway
 - Scotia Waterfront Concept Implementation Plan
 - Albany Bicycle Master Plan
 - Delaware Avenue Hamlet Enhancement Study

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Large Studies

Local Planning Impacts

- I-87/US 9 Integrated Corridor Management Study
- Saratoga County Traffic Study
- I-787 Livable Corridor Study

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CDTC (and others) Planning Challenges

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TOO MANY NEEDS & NOT ENOUGH FUNDING!

- Infrastructure Needs (ASCE 2013 Report Card)
 - 42% of America's major urban highways remain congested, costing the economy an estimated \$101 billion in wasted time and fuel annually.
 - Though Federal, state, and local capital investments increased to \$91 billion annually, currently, the FHWA estimates that \$170 billion in capital investment would be needed on an annual basis to significantly improve conditions and performance.

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- Infrastructure Needs (cont.)
 - 1 in 9 of the nation's bridges are rated as structurally deficient, while the average age of the nation's 607,380 bridges is currently 42 years.
 - The Federal Highway Admin. estimates that to eliminate nation's bridge deficient backlog by 2028, we would need to invest \$20.5 billion annually, while only \$12.8 billion is being spent currently.



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- Funding Constraints
 - Highway Trust Fund projected to run out of funding in October 2014.
 - MAP-21 expires on September 30, 2014. Currently flat funding with more NHPP funding.
 - Federal gas tax is 18.4 cents per gallon, and has not changed since its last raise in 1993.
 - Gas tax is decreasing because Americans driving less and vehicles are using less fuel.
 - Gas taxes funded all federal transportation program. Now fund about 91%.
 - \$53 billion from general fund since 2008.

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- Funding Constraints (cont.)
 - 2007 Report of the National Surface Transportation Policy and Revenue Study Commission estimates a need of \$225 billion annually (highway, transit, and rail)
 - And recommends:
 - Increase in fuel tax 5-8 cents per gallon per year for 5 years, then indexing tax to inflation.
 - In the long-term, develop strategies and mechanisms for transitioning to an alternative to the gas tax, such as a VMT (Vehicle Miles Traveled) fee.

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- Status of MAP-21 Reauthorization in Congress
 - U.S. DOT offered the Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act, or GROW AMERICA Act, which is a \$302 billion, four year transportation reauthorization proposal.
 - U.S. Senate Environment & Public Works passed a draft bill that provides for \$265 billion over 6 years.
 - U.S. House of Representatives does not have a proposal yet.

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- Supporting and Addressing Stakeholder Issues
 - Need to fund local projects
 - New staff or lack of knowledge about federal-aid system
 - Lack of resources – staff and funding to apply for and manage projects

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- Keeping Peace & Thinking Regionally
 - Consensus voting and limiting conflicts
 - Negative committee dynamics (factions)
 - Thinking beyond borders

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- Maintaining Interest & Relevancy
 - Attendance and input is directly related to member interest
 - Member interest is often based on funds available and program relevancy
 - Program relevancy changes as needs change and vary by municipality

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- Maintaining Credibility
 - Must provide the expertise needed by our members, e.g. traffic engineering, modeling, project management, federal-aid system, and specialized planning (transit, bike/ped, freight, etc.)
 - Maintaining knowledge of international and national planning initiatives
 - Maintaining knowledge of future technologies, e.g. autonomous vehicles (Google, Tesla, Nissan) and alternate fuels

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- Planning vs. Implementation
 - Cannot just plan. We must implement those plans.
 - Tying together linkage studies, TIP project selection, and long-range plan.
 - Showing results!

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- Staying involved in the planning and design of local and state projects
 - Some project management staff do not want input
 - Tight schedules and lack of resources
 - No central data base of all local and state projects

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- Keeping “politics” out
 - Evaluating projects by merit – using qualitative and quantitative criteria
 - Four Counties, 8 Cities, Towns and Villages = 78 municipalities
 - Never-ending challenge

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- Obtaining public input
 - Public is too busy to contribute.
 - Input from the fringes
 - Role of technology, but is it biased

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CDTC GOALS -

- **PLAN FOR THE FUTURE TRANSPORTATION SYSTEM FOR THE CAPITAL DISTRICT**
- **IMPLEMENT WISE AND COST-EFFECTIVE TRANSPORTATION PROJECTS**
- **OBTAIN PUBLIC INPUT AND SUPPORT**

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- Questions
- Contact information:

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<http://www.cdtcmpto.org/>

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Transportation Funding Allocation Game -

- Limited funds (\$100.00) and almost unlimited needs
- Decide which transportation programs receive the funding
- Will be using this game at meetings, New Visions Public Workshops, and on our new website

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NEW VISIONS *(Regional Transportation Plan)*

Federal Transportation Funding Priorities-
If you had \$100.00 how would you spend it on transportation?

\$

\$

\$

\$

\$

\$

\$

\$

= TOTAL
\$ 100.00

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Transportation Funding Allocation Game -

- Please complete the form now before you leave
- Hand it to staff on the way out
- We will post results during lunch.

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