

Climate Change at the MPO Table

A Natural Extension of a Holistic
Planning Approach

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Capital District Transportation Committee
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“Laundry List”

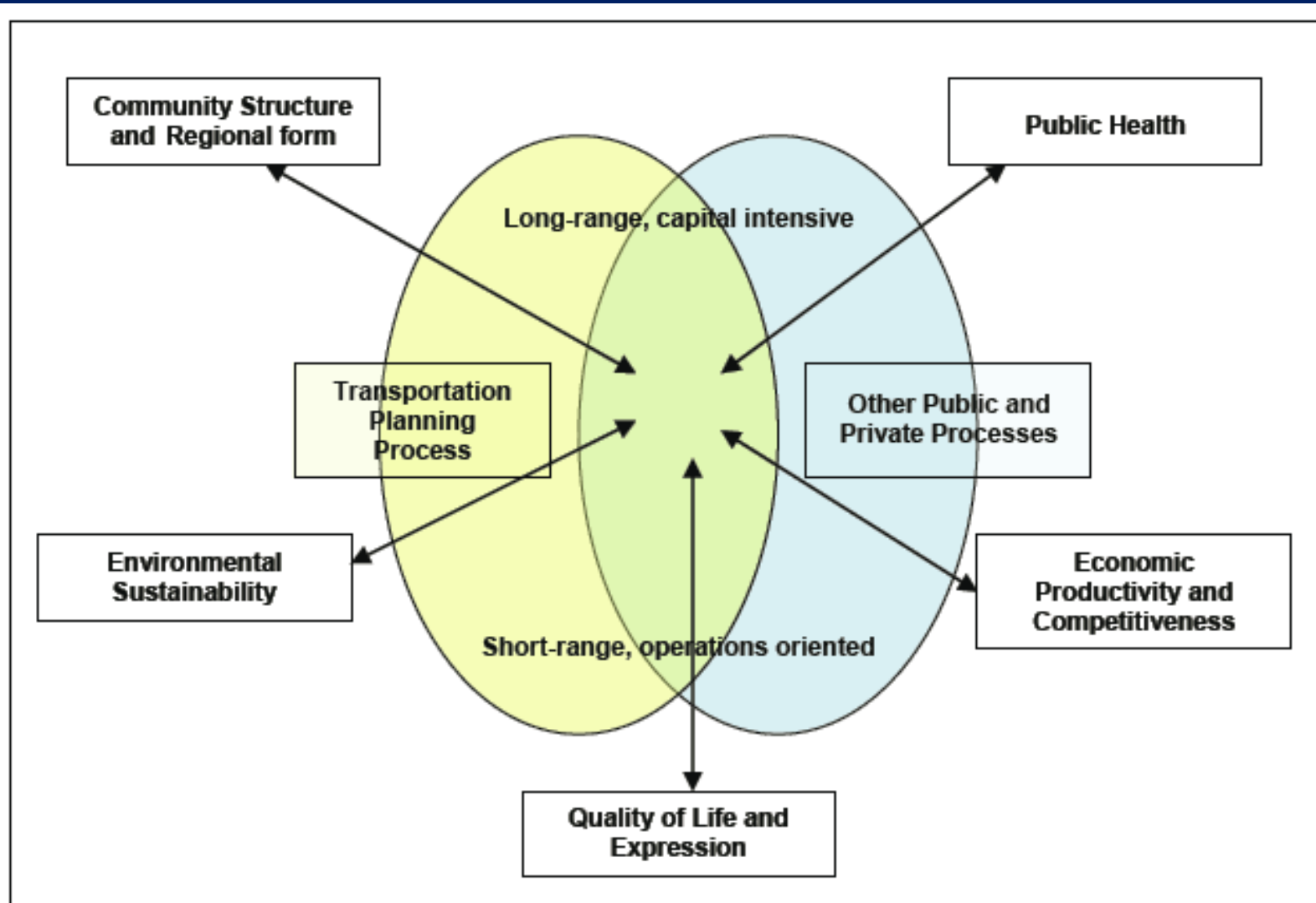
- Livability
- Sustainability
- Quality of Life
- Land Use
- Housing
- Jobs Access
- State of Good Repair
- Access to Alternatives
- ADA compliance
- Climate Change
- Social Equity
- Security
- Safety
- Economic Competitiveness
- International Trade
- Alternative Fuels
- Air Quality
- Inter-regional travel
- Air freight
- Waterways
- Energy independence

**Premise: The Metropolitan
Planning Organization
concept can succeed.**

Core Characteristics

- Intellectual Honesty
- Engagement and Relevancy
- Integration
- Articulation
- Operation

Holistic View



CDTC's Journey

- Context-based solutions – 1980
- “Stewardship and Vision” – 1985
- Collaborative planning -- 1987
- Public-private partnerships – 1989
- Jurisdiction-blind programming - 1992
- Shift from capacity to management -- 1993
- Integrated objectives -- 1995
- Plan-driven budgeting – 1997
- “Colloquy” -- 2005
- Alternative futures -- 2007

Allowed by federal and
state laws?

It's actually what the
laws require.

How can we create
this environment?

Core Characteristics

- Intellectual Honesty
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- Integration
- Articulation
- Operation

Honesty – Go Beyond Cliches

60-year old!

- Commuter vs. other markets
- Peak hr. LOS F vs. 24-hr
- Uncertainty in future forecasts
- Transit land use impacts
- Travel equilibria
- Modal bias
- 85th percentile speed
- State of good repair
- Conditions for big initiatives
 - Urgency
 - Champion
 - Resonance
 - Subjectivity
 - Willingness to pay

Engagement and Relevancy

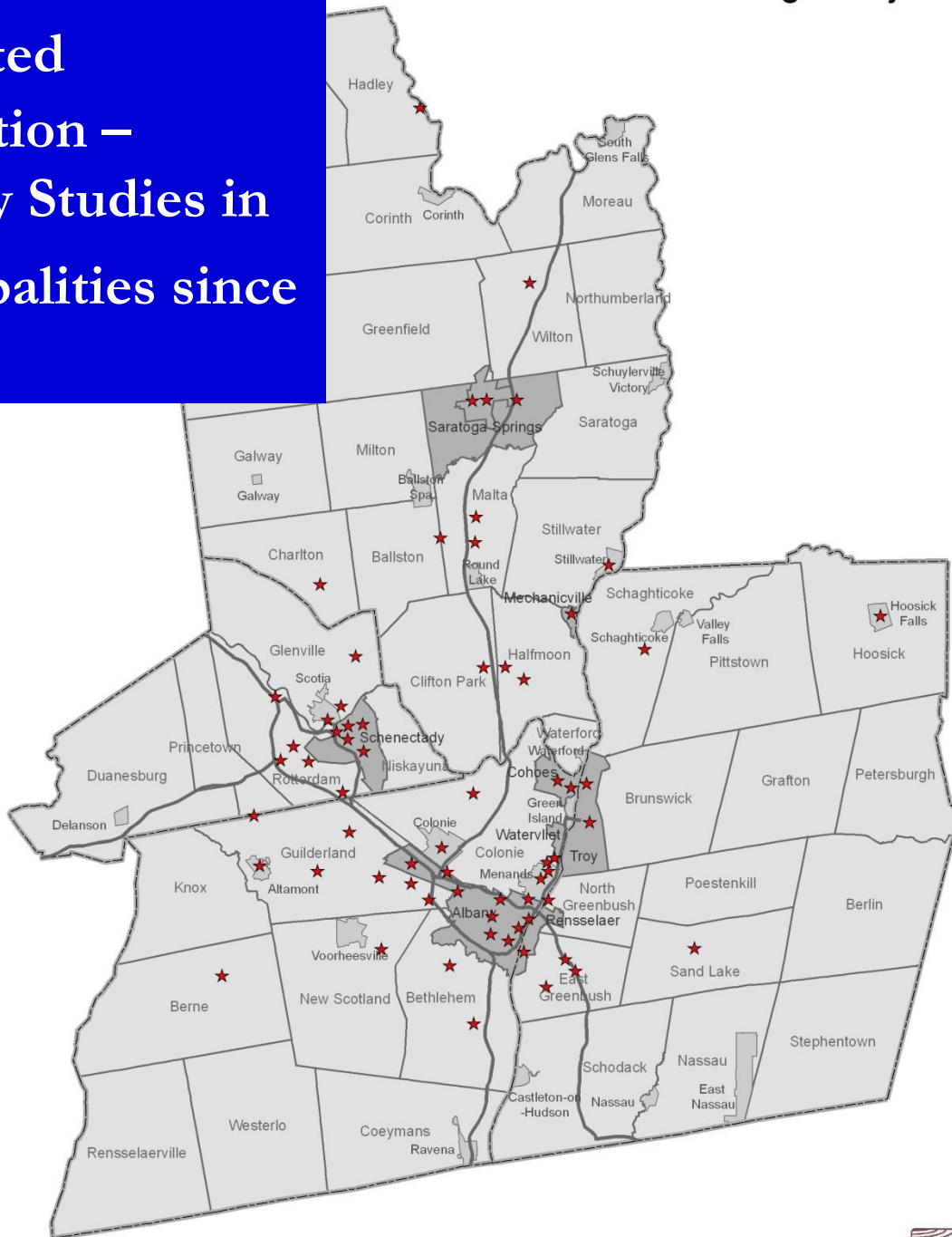
■ Range

- AARP
- State Health Dept
- Chambers of Commerce
- Center for Ec Growth
- NYSDOT Safety Unit
- Statewide Smart Growth
- NYS Climate Action Plan
- Neighborhood Assoc
- State Ec Develop Corp

■ Structure

- 65 Linkage Studies
- Regional Development Coordinating Council
- Sustainability Partnership
- Waterfront Initiative
- GEIS areas
- TDM Initiative
- Spot Improvements
- Operations Committee

65 Integrated
Transportation –
Community Studies in
36 municipalities since
2000



Integration: Regional Consensus

- **Economic Initiatives Required**
 - positive outcome not guaranteed
- **Urban Revitalization Initiatives Required**
 - urban decline with suburban growth not tolerable
 - “uneven playing field” an issue
- **Suburban Community Planning Essential**
 - gain, not loss of community fabric desired with growth
 - support for stronger requirements
- **Economic Advancement for All Residents**
 - equitable access to opportunity
- **Mobility with Modal Options Important**

Integration: MPO Vision

... According to George, "It's a pleasant place --not too big, not too small, with a variety of attractive, livable communities and cultural opportunities ... and always some new industry emerging to keep the economy perking." They eagerly "talk up" the virtues of the Capital District to friends and relatives who live out of the area.

... a combination of events gave him a greater sense of control. He can't say whether it was having direct access to up-to-the-second traffic information that helped, or the Johnny-on-the-spot removal of disabled cars that made the difference. Maybe it was having a transit option that, for George's commute, was actually quicker than driving. Certainly, once his employer allowed him to -- at least occasionally -- work at home on the computer, traffic congestion was less of a stress producer than it had been, although it never did go away. And, of course, in the back of his mind he had always tucked away the option of moving closer to work, where he could walk or bike to work like many of his friends did.

...Developers are eager to do business in the Capital District because they know where the development is desired and they know that the community uses development to knit together a more cohesive community. Jane knows that it took a lot of work on somebody's part so that her granddaughter can bike to the shopping center safely, that it took a lot of work so that the new development fits in with the old.

...Today, the older cities are as vibrant as the suburbs -- each plays a role in the life of the region -- and rural scenes with agricultural and recreational activity are only a few miles away....

Integration: Goals

- Maintain or improve overall service quality from current conditions.
- Enhance the quality of life in the region.
- Reduce the per-capita resource requirements related to provision, operation, use and mitigation of the impacts of the transportation system from current per capita costs.
- Reduce the per capita cost of accidents (crashes).
- Build strong urban, suburban and rural communities.
- Knit them together into a cohesive metropolitan area.
- Support economic and social interactions that accommodate population, household, employment and commercial and industrial growth while improving environmental quality and enhancing the natural and built environment

Articulation: Principles

- First adopted in 1993 for Congestion Management System
- Comprehensive set adopted 1997
- Augmented with each plan update; now 31
- Respected as basis for all actions

In project development and design, other performance measures, such as pedestrian, bicycle and transit access; community quality of life; and safety will be considered along with congestion measures.

- dependence on the auto; and
- to provide essential mobility for those who do not operate a private vehicle.

Cost-effective operational actions are preferable to physical highway capacity expansions.

- 8) Cost-effective operational actions are preferable to physical highway capacity expansion.

Management of demand is preferable to accommodating single-occupant vehicle demand growth.

- any demand management is essential to ensure congestion management.

Transit facilities and services can be an essential element of the social, economic and cultural fabric of a metropolitan region if supportive policies and investments are in place.

PLANNING & INVESTMENT PRINCIPLES

in CDTC's *New Visions for Capital District Transportation* plan. Reflect these principles in all its actions.

Any major highway expansion considered by CDTC will include a management approach.

- The region is multi-centered with the most intensive suburban development in the center of the region rather than at the fringe. Suburban and urban areas depend on

Safety requires creating a traveling environment that is consistent with the community context and provides a reasonable range of risk for all users of the system.

- Use Transj
- 17) Transi
- social,
- suppor
- 18) Neighl
- succes
- comm

Local Land Use Management

encourage Local Land Use Management

-) Land use planning and management is critical to the protection of transportation
-) Design of street create a pedes without compro

nk Transportation:

- 21) Transportation commercial dev

sensitive areas and will help to preserve rural

ent guidelines will be flexible enough to deal

Funding will be based on function and condition, not ownership

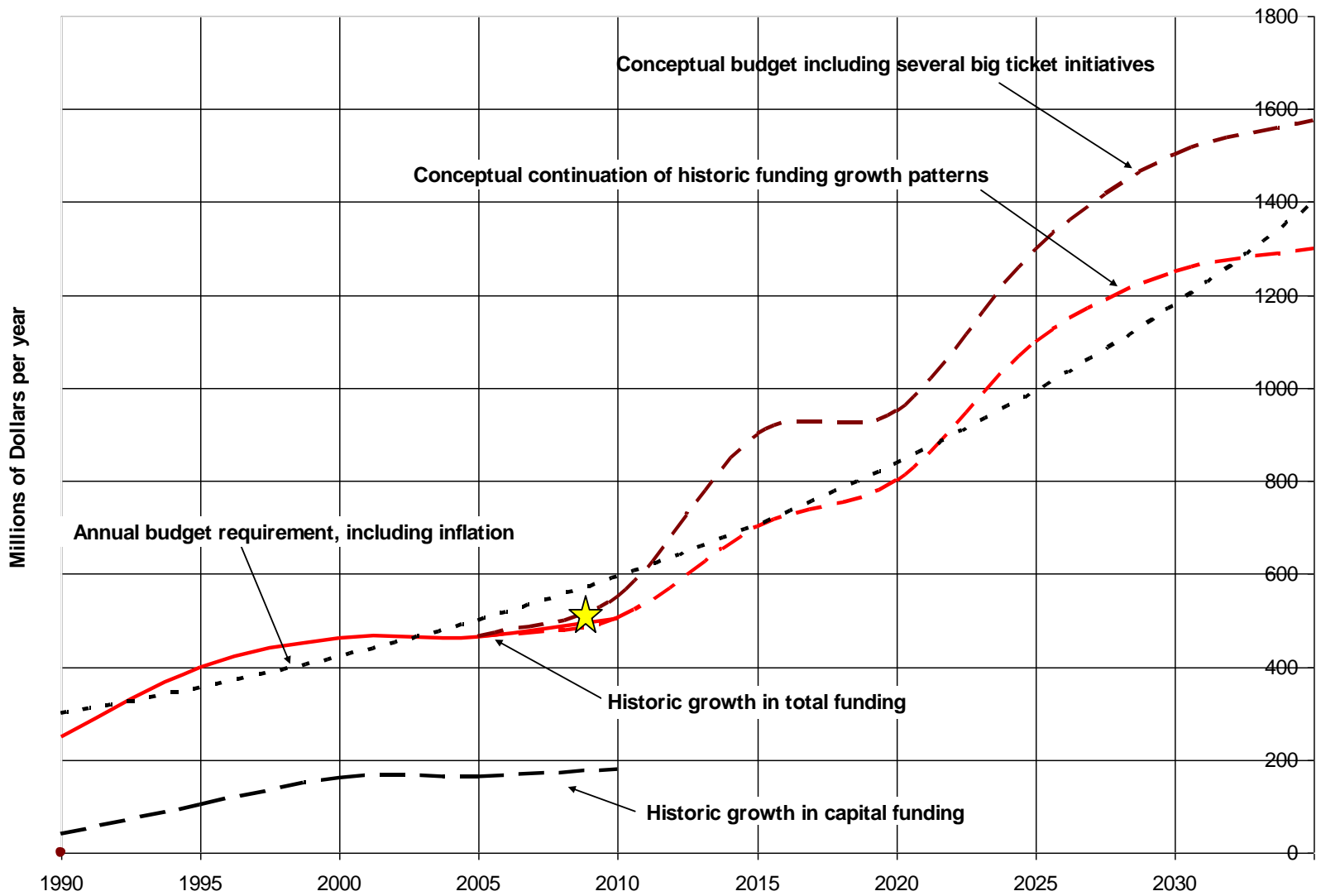
Land use planning and management is critical to the protection of transportation system investment.

Operation: “steady progress” budget policy

- Intermodal facilities
- Transit capital
- Transit operations
- Priority highway rehab
- Other highway rehab
- Bridge rehab
- Highway and bridge operations
- ITS/ traffic infrastructure
- ITS operations
- CMS Strategic projects
- Community / Econ projects
- Supplemental bike/ped
- Supplemental goods mvt
- Supplemental arterial mgt
- Supplemental safety actions
- Demand management
- Integrated planning & outreach

- “The 2030 plan is fiscally balanced over time – *but only if public funding increases regularly over the next 25 years as it has in the past.* An essentially ‘flat’ level of revenues would lead to serious, unacceptable declines in physical and service conditions and make even the most modest improvements difficult to accomplish.”

- New Visions 2030 Financial Plan



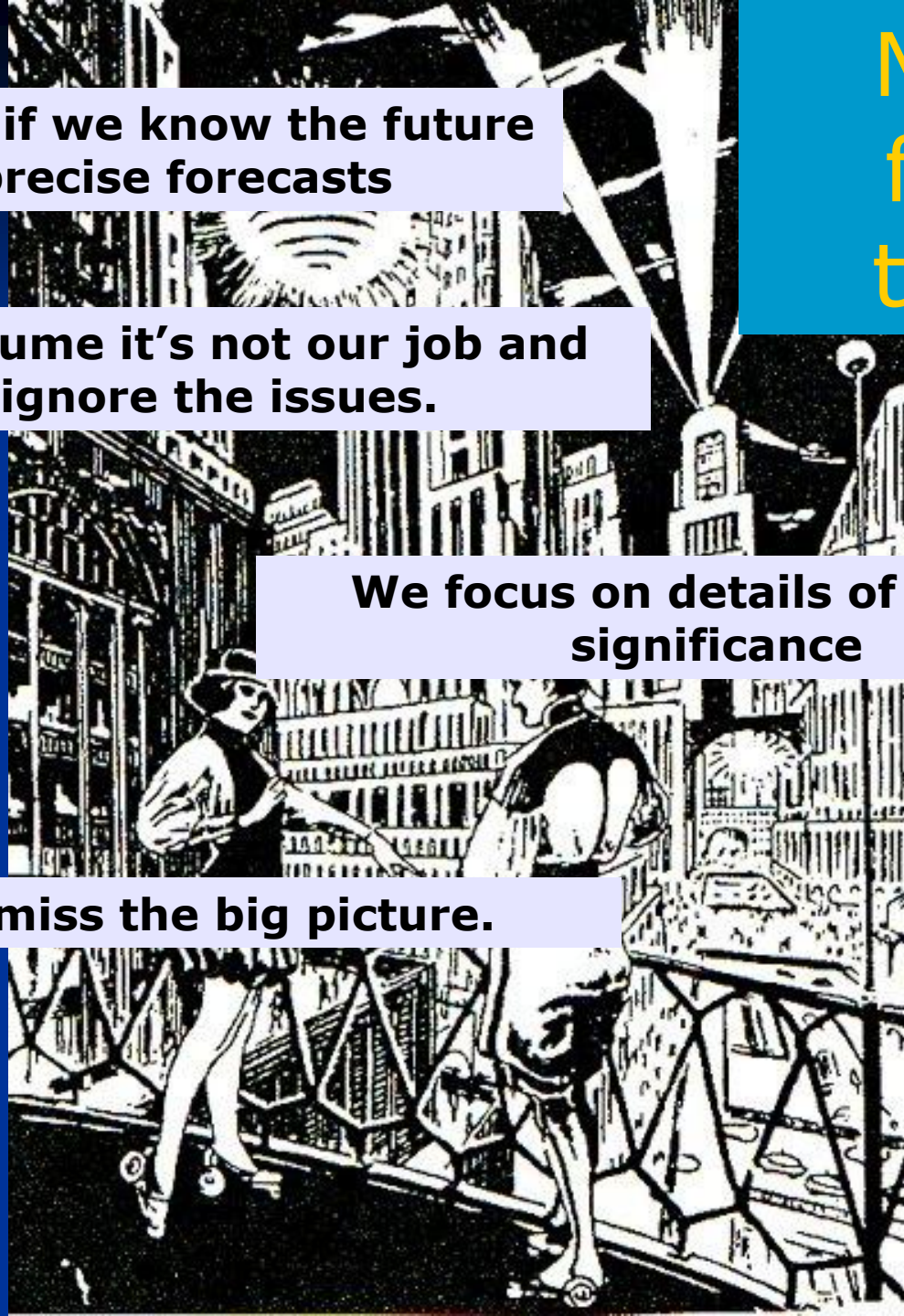
**Move
from
this...**

**We plan as if we know the future
and make precise forecasts**

**or assume it's not our job and
ignore the issues.**

**We focus on details of limited
significance**

and miss the big picture.





to this.

**We recognize that we cannot
make precise forecasts**

**but engage in discussions of
vision and vulnerability.**

**We sort out what we can affect
from what we cannot, what we
want to achieve from what we
want to avoid**

and plan and invest accordingly.

How does this relate
to climate change?

It's just another facet
of the holistic
approach.

Dealing with Climate Change

- Be honest about the role of planning
- Embrace uncertainty
- Engage with the players
- Integrate climate change policy into holistic view
- Articulate principles/plans/budgets to follow
- Operationalize

Honesty: Durable Truths

- Stability of fundamental relationships
- Secondary relationships change
- Societal reliance on technology
 - Avoid undesired change
 - Unexpected effects
 - Compensatory behavior
- Land use interaction

Honesty: Role of Planning

		Market Forces Alone	Macro Policy	Local / MPO Planning
Can it	Reduce climate change?	No	Yes	Yes
	Mitigate impacts of?	Yes	Yes	Yes
Will it	Reduce climate change?	No	Maybe	No
	Mitigate impacts of?	Yes	Maybe	Maybe

Honesty: Climate Change

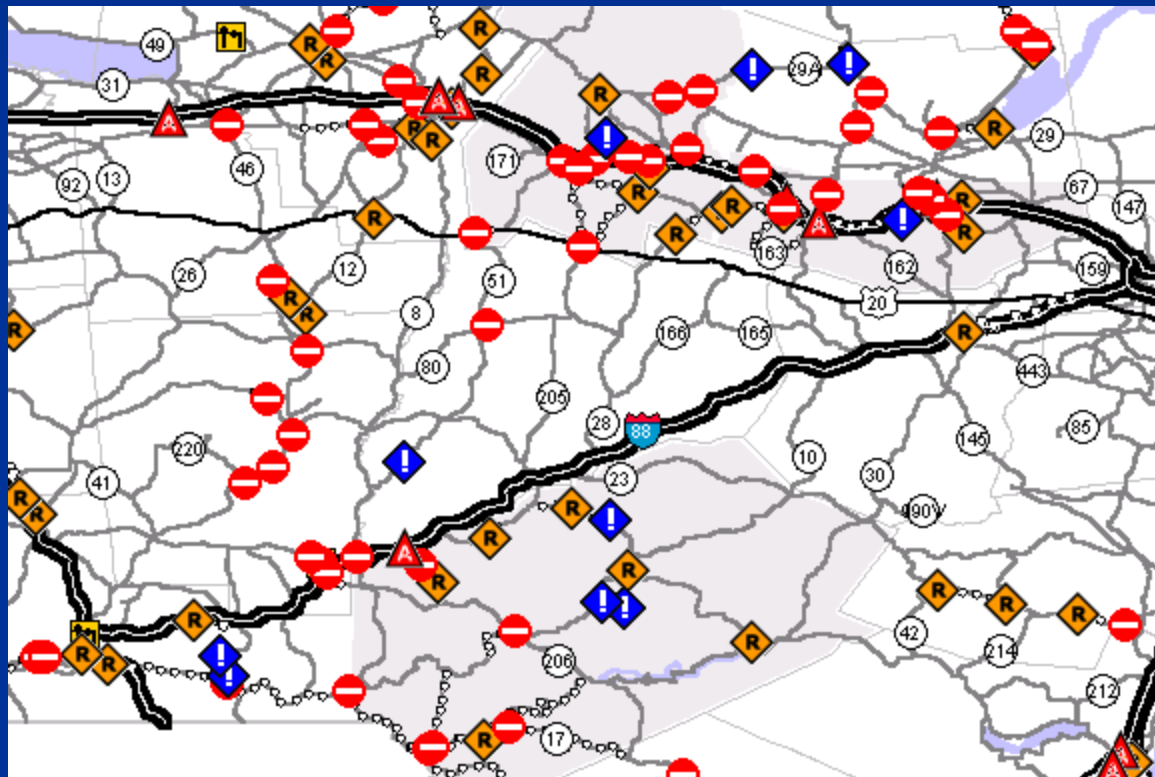
“Global climate change itself could introduce significant impacts on the US economy and transportation system, ranging from increased infrastructure damage from exaggerated weather events to altered agricultural production and introduce serious challenges especially to coastal infrastructure.”

-- Colloquy on the Coming Transformation of Travel,
June 2005

Honesty: Uncertainty

New York Travel Conditions

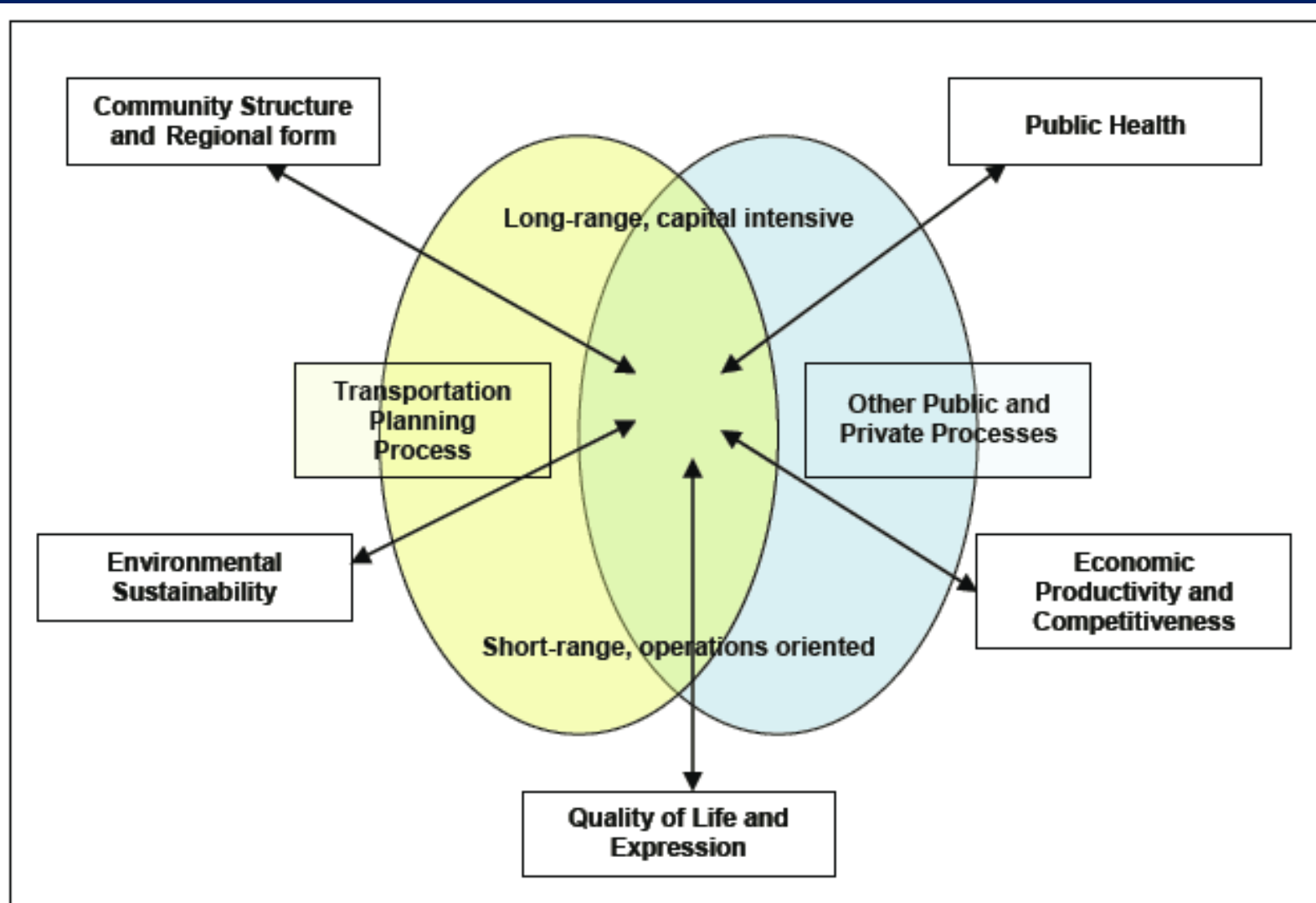
June 28, 2006



Engagement -- Relevancy

- CDTC staff on NYS Climate Action Plan
- Challenge “Conformity” mentality
- Assist in scenario planning
- “Policy-based” forecasting
- “Big Ticket” discussions

Holistic View



Articulate & Operationalize

■ CDTC Head Start

- Principles -- all consistent w/climate change policy
- Prospectus – defines how
- Plan – multiple objectives
- Work Program – climate change task
- New Initiatives
 - Sustainability Partnership
 - Integrated Corridor Management
 - 50-year vulnerability exercise

It's just another facet
of the holistic
approach.

www.cdtempo.org

Search: “Intention to Succeed”