

IN MOTiON
THE PLAN TO 2050



EXECUTIVE SUMMARY
SEPTEMBER 2025

**METROPOLITAN
TRANSPORTATION PLAN
FOR THE CAPITAL REGION**

IN MOTION

THE PLAN TO 2050

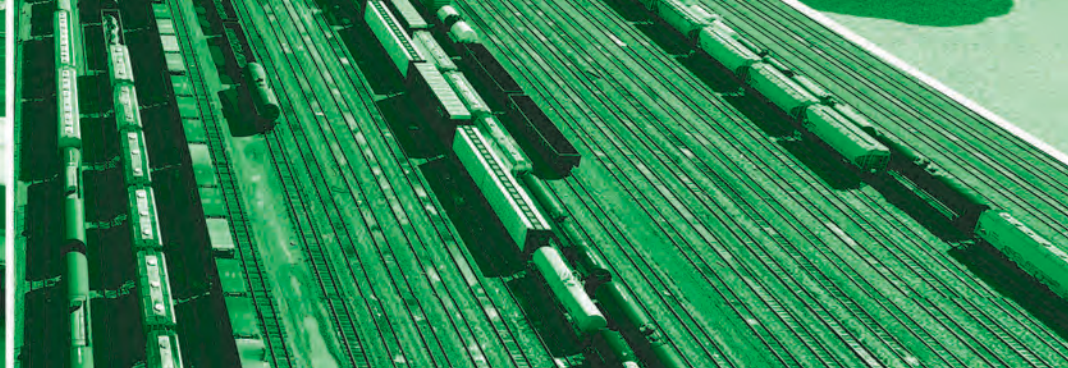
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TABLE OF CONTENTS

01	What is In Motion: The Plan to 2050?	6
02	Why This Plan Matters	6
03	The In Motion Plan’s Vision Statement	7
04	The In Motion Plan’s Goals	8
05	About the Capital Region	9
06	Key Trends Affecting the Capital Region	10
07	Planning for a Range of Future Scenarios	16
08	How We Get There	17
09	How Much Will Be Invested, and Where Will the Funding Come From?	20
10	How Will Performance Be Tracked?	23
11	What’s Next	24







WHAT IS IN MOTION: THE PLAN TO 2050?

In Motion: The Plan to 2050 is the Capital Region's Metropolitan Transportation Plan. It establishes the vision for the Capital Region's transportation system for the years 2025 to 2050, including both planned investment and policies. It was prepared by the Transportation Council, with input and guidance from the In Motion Task Force.



WHY THIS PLAN MATTERS

Federal law requires the Capital Region to have a Metropolitan Transportation Plan to receive federal transportation funding. Future decisions about which investments to make in the transportation system will need to be consistent with the regional priorities expressed in the *In Motion Plan*.

This Plan matters because the future investment choices will significantly affect the experience of those living, working, and visiting the Capital Region. The Transportation Council has sought public feedback at multiple points throughout the development of this plan, which has been taken into account in the final adopted plan.

THE IN MOTION PLAN'S VISION STATEMENT

From leading studies on emerging issues to planning investments necessary to maintain a state of good repair throughout the region's transportation system, everything the Transportation Council does will be guided by the following 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.

THE IN MOTION PLAN'S GOALS

To fulfill the Vision Statement, *In Motion: The Plan to 2050* outlines five key goals that the plan's strategies aim to accomplish.

More detailed objectives were identified for every goal to help the Transportation Council make progress throughout the life of the *In Motion Plan*.



Safety

Eliminate fatalities and reduce serious injuries by 50% on Capital Region roadways; increase the security of the transportation system.



Mobility

Ensure the transportation system is maintained, operated, and coordinated to support reliable travel throughout the region.



Access

Improve transportation choices and access to key destinations for people and goods.



Livability

Make strategic investments in the transportation system to allow people of all ages and backgrounds to thrive by supporting economic development, encouraging population growth, and planning for housing in areas with transportation options.



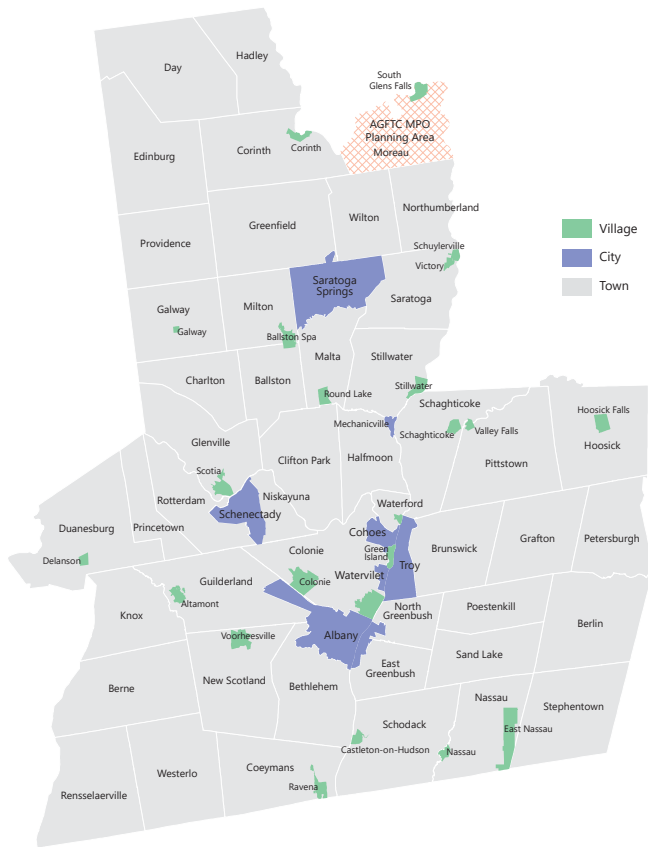
Resilience

Prepare for and protect transportation infrastructure from changing conditions and natural hazards and responsibly adapt transportation infrastructure for the use of future generations.



ABOUT THE CAPITAL REGION

The Capital Region is strategically positioned at the meeting point of the Hudson and Mohawk Rivers. These rivers have been crucial transportation routes since pre-colonial times. The Port of Albany remains a key regional asset today, supported by road, railway, transit, rail, and air networks. The region has been recognized as one of the 25 best places to live in the U.S., with over 800,000 residents across four counties (Albany, Rensselaer, Saratoga, and Schenectady). It features a mix of cities, suburbs, and small towns, offering diverse natural and urban landscapes along with nationally known historic landmarks. The region's primary economic sectors include the New York State capital and government activities, healthcare and education services, professional and business services, and leisure and hospitality. The Capital Region has the second-largest regional economy in New York State, next to the New York City metro area, and over the past decade, its economic growth has exceeded statewide growth.

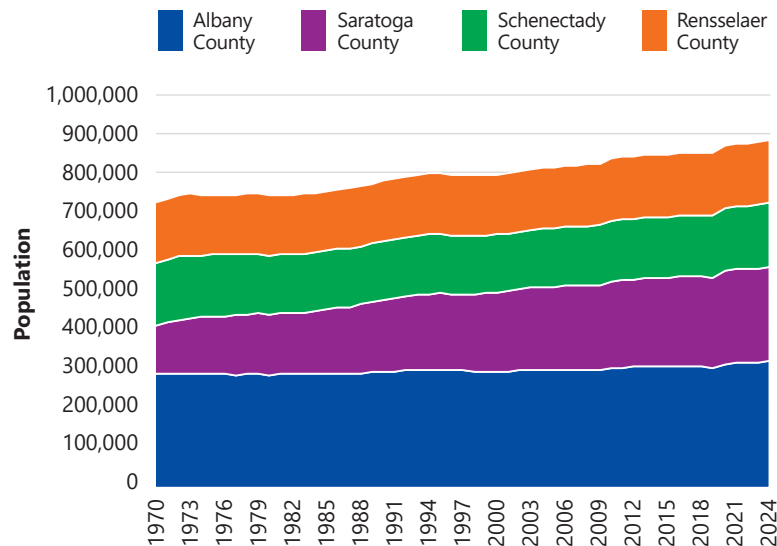


KEY TRENDS AFFECTING THE CAPITAL REGION

In the development of *In Motion: The Plan to 2050*, ten Key Trends were identified as having significant impacts on the Capital Region's socio-economic growth and transportation needs during the plan's timeframe through 2050.

1. Slow Population Growth: In contrast to many regions of upstate New York, the Capital Region's population is growing. This means an increasing number of residents, workers, and visitors, all of whom need to be able to get around the Capital Region safely and efficiently. In recent years, populations in the Capital Region's cities (Albany, Schenectady, Saratoga Springs, and Troy) have increased after many years of decline. At the same time, household sizes have been falling, with an increase in people living alone.

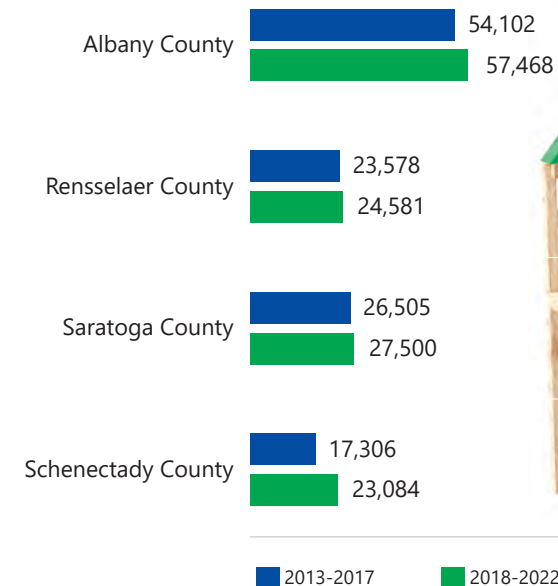
FIGURE 1: HISTORIC POPULATION TREND 1970-2024, BY COUNTY. SOURCE: CENSUS BUREAU



2. Growing Concerns about Housing Affordability:

Housing costs have outpaced incomes in recent years, and there has been a regional trend toward an increasing number of renters. Since the onset of the COVID-19 pandemic in 2020, the Capital Region has experienced a significant influx of population, with thousands of people relocating to the Capital Region. By standard measures of housing affordability, in all four of the Capital Region's counties, renting a 2-bedroom apartment or owning a median-priced home is challenging today for the Capital Region's moderate-income workers.

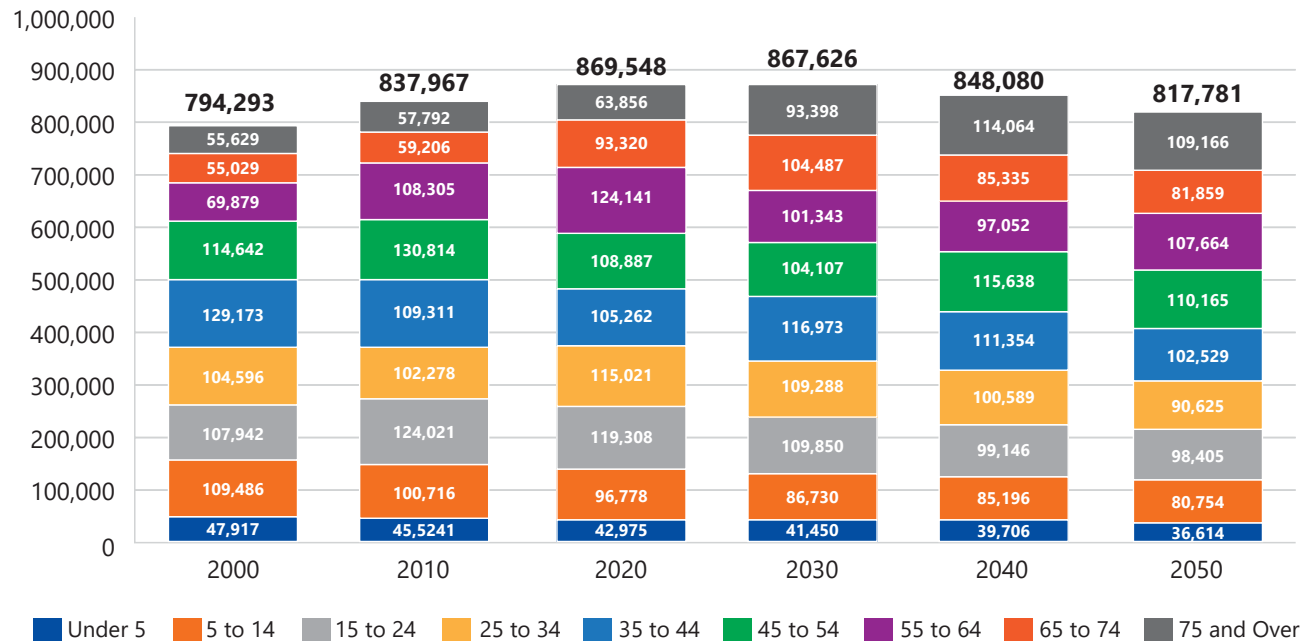
FIGURE 2: CHANGE IN THE NUMBER OF RENTER OCCUPIED HOUSING (2013-2017 VS. 2018-2022). SOURCE: U.S. CENSUS BUREAU, 5-YEAR ESTIMATES



3. An Aging Population with Increasing Needs:

The Capital Region's population is aging, with the percentage of residents over 65 years old increasing rapidly. In contrast, the proportion of young children (under the age of 5) has declined. Reflecting these patterns, from 2010 to 2020, the median age of residents increased from 39.6 to 40.5 years. Older residents have distinctive transportation needs, and as this population segment grows, the number of people with a disability is also likely to grow rapidly. At the same time, as older adults increasingly age in place in rural areas, transportation to and from medical facilities and other essential services may become a significant challenge.

FIGURE 3: CAPITAL REGION AGE COHORT PROJECTION



4. An Increase in Traffic Crashes: In 2021, during the COVID-19 pandemic, traffic fatalities nationally reached a 16-year high, with a similar increase seen in the Capital Region. The upward trend of crashes on the Capital Region’s roadways, particularly serious injuries and fatalities, is concerning. The Transportation Council routinely tracks crash rates and patterns and is currently developing a region-wide Safety Action Plan, which aims to set an ambitious goal of eliminating traffic fatalities and 50% of severe injuries throughout the Capital Region.

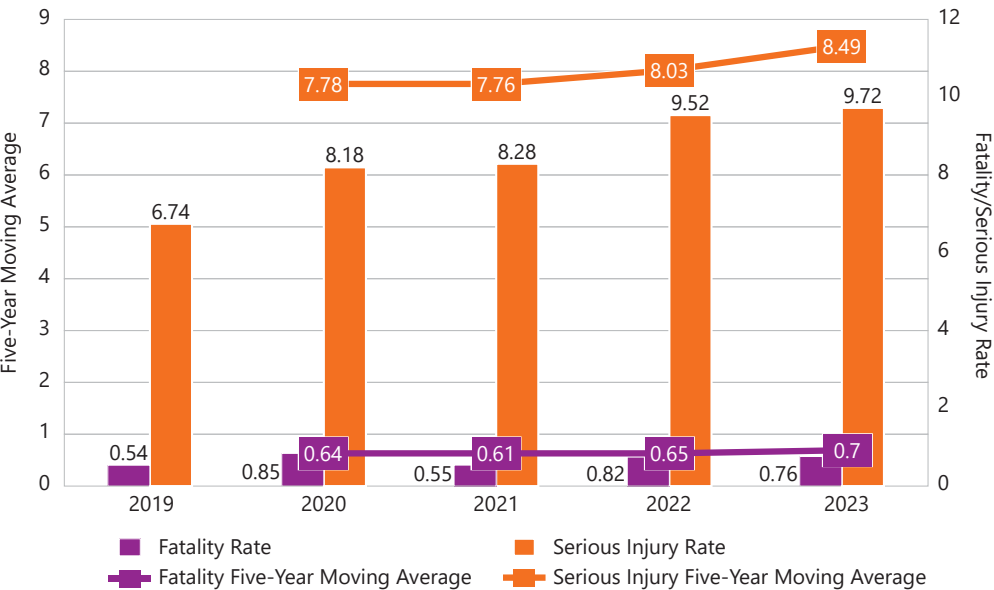
5. Economic Disparity: Although the Capital Region is becoming more socioeconomically diverse, significant economic disparities persist within the Region. Approximately 12% of the Capital Region’s workers live in poverty, despite being employed. Past policy, planning efforts, and investment decisions often resulted in unfair land-use patterns and disproportionate economic impacts. A notable example continuing to impact the Capital Region today is the legacy of discriminatory “redlining” housing policies from the early 20th century.

FIGURE 5: RETAIL JOB SHIFT IN THE CAPITAL REGION 2002 TO 2015
 SOURCE: JOB ACCESS IN NEW YORK’S CAPITAL REGION, 2022, TRANSPORTATION COUNCIL

	2002	2015	Percent Change	Absolute Change
Regional Total	40,982	44,974	10%	3,992



FIGURE 4: REGIONAL FATALITY AND SERIOUS INJURY RATE TREND (2019-2023)
 SOURCE: DRAFT CAPITAL REGION VISION ZERO SAFETY ACTION PLAN, 2025, PREPARED BY THE TRANSPORTATION COUNCIL.

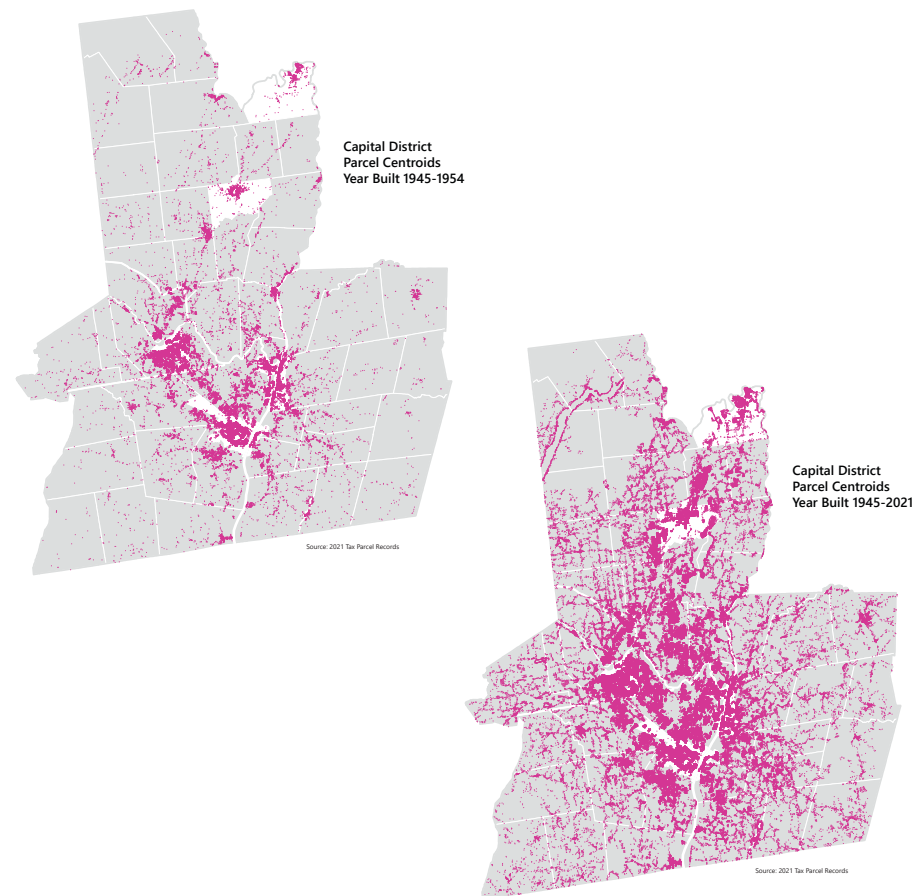


6. Aging Infrastructure: The “one-size-fits-all” approach to transportation infrastructure building from the “boom years” of the 1960s and 1970s is incompatible with creating connected neighborhoods that promote public health and well-being. The ongoing maintenance and replacement of transportation infrastructure place a burden on resources, limiting the funds available for updating, modernizing, and improving multimodal facilities. The Capital Region has struck a balance between preservation and incremental modernization; however, it continues to be a challenge to maintain all facility types in a state of good repair while providing feasible transportation alternatives that connect all communities. A prominent example of a regionally significant infrastructure asset in need of major rehabilitation and/or replacement is Interstate 787, which is the subject of a major planning study to determine the future of this corridor.



7. Disconnected Development: During the rapid growth of the post-WWII period, the Capital Region experienced a prevailing pattern of disconnected suburban growth driven in part by large-lot zoning regulations and a highway construction boom, including the construction of the I-87 Northway, I-90, and I-890. The Capital Region today bears the legacy of this extensive highway infrastructure, including the cost of its regular rehabilitation and replacement, the loss of land occupied by this infrastructure, and the changes in land use and travel patterns that resulted from it.

FIGURE 6: TAX PARCEL DATA FROM 1945 TO 2021 BASED ON “YEAR BUILT” ATTRIBUTE. SOURCE: CDRPC



8. Increasing Number of Transportation Options and

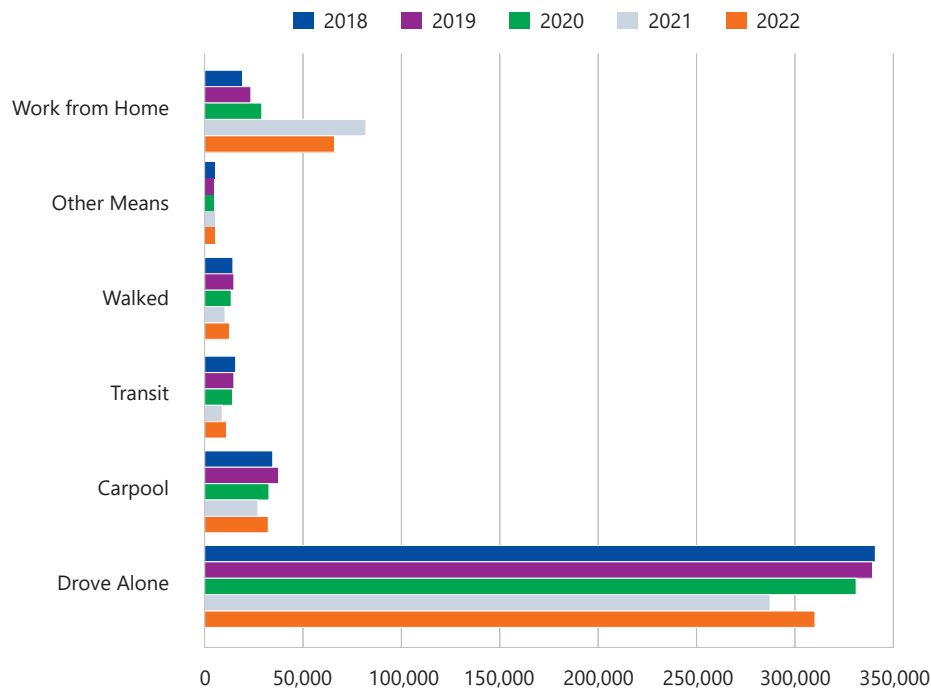
Advanced Technologies: The Capital Region's transportation system is undergoing a transformative technological change and shifts to alternative modes of travel continue to become more accessible. There is an increasing number of alternative fuel vehicles, and newer cars are equipped with a growing number of safety and driver-assistance systems. The Capital Region continues to develop and fund its railway network, including the Zim Smith Trail, as outlined in the *In Motion* Plan's financial plan. The Capital Region's transit system has undergone a significant transformation in recent decades with the introduction of Bus Rapid Transit. Further, residents and visitors alike now have additional travel options, including e-bikes and e-scooters, the CDPHP Cycle! Bike sharing program, the *Flex On-Demand* transit service, and the *DRIVE* carsharing program.



9. A Significant Shift to Working-From-Home:

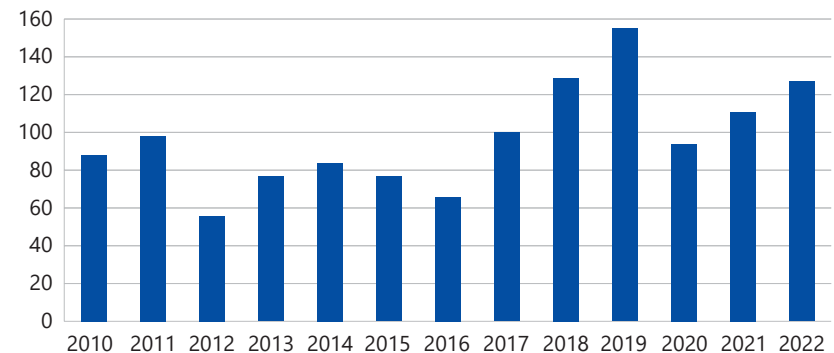
Telecommuting has undergone a rapid increase, catalyzed by more flexible work-from-home policies during the COVID-19 pandemic. While the Capital Region's employment remains clustered along the I-87, I-90, and NYS Route 5 corridors (particularly in the cities of Albany, Troy, and Schenectady, followed by the Town of Colonie), the share of residents telecommuting has tripled since 2018. Nevertheless, despite the growth of telecommuting, the total number of vehicle miles of travel (VMT) in the Capital Region has nearly returned to pre-pandemic levels.

FIGURE 7: CAPITAL REGION COMMUTE TO WORK MODE SHARE (2018-2022)
SOURCE: U.S. CENSUS BUREAU, AMERICAN COMMUNITY SURVEY 1-YEAR ESTIMATES DATA: ACS DP1Y2018, ACS DP1Y2019, ACS DP1Y2020, ACS DP1Y2021, ACS DP1Y2022



10. Extreme Weather: Transportation accounts for nearly 40% of all harmful air pollution in the Capital Region, making it the most significant contributor among sectors. July 2023 was Albany's hottest and wettest July ever, and it also had seven air quality alert days. In the coming years, it is expected that the Capital Region will experience increased overall temperatures and more extreme weather events. This poses challenges to infrastructure management, including managing unprecedented stormwater flows, intense heat waves, and an increase in freeze-thaw cycles.

FIGURE 8: NUMBER OF DAYS WITH STORM EVENTS IN THE CAPITAL REGION (2010-2022). SOURCE: NOAA NATIONAL CENTERS FOR ENVIRONMENTAL INFORMATION



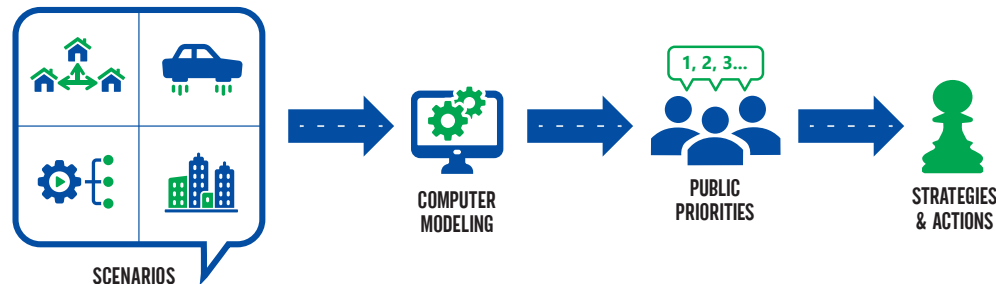
PLANNING FOR A RANGE OF FUTURE SCENARIOS

For *In Motion: The Plan to 2050*, state-of-the-art scenario planning methods were employed to understand how future transportation needs may unfold.

The *In Motion* Task Force participated in an intensive scenario-planning exercise that considered five distinct, plausible futures. Technological developments and land-development patterns (compact versus sprawling) were the key issues driving the scenarios.

The Transportation Council also utilized advanced computer modeling to further explore alternative future scenarios for the Capital Region. Different ways that the population could grow to 1,000,000 residents were studied, along with strategies for investing in road network enhancements to accommodate that growth.

The main finding was that compact development, combined with targeted investments in the road network, is the most beneficial approach. In the future, the Transportation Council will continue using scenario planning methods to ensure that transportation investment provides robust benefits across a range of possible future scenarios.



“The main finding was that compact development, combined with targeted investments in the road network, is the most beneficial approach.”



PIN	TIP #	Sponsor	Project Name	5-Year Cost (\$M)
176330	SA363	Town of Burden Lake	First Dyke Rd over Burden Lake	\$2,255,000
176250	SA363	Town of Burden Lake	Rt 236 and Guideboard Rd Intersection Improvements	\$4,412,650
176251	SA364	Town of Malta	Say Line Rd & Rt 67 Intersection	\$4,895,000
176332	SA365	Town of Wilton	Rt 50 Intersection Improvements	\$9,801,000
104364	SA366	NYS DOT	I-87 E13 Realign at E19	\$9,316,000
104365	SA367	NYS DOT	Roundabout Rt 9 at Cranter Rd	\$2,500,000
176338	R367	Town of Brunswick	Hoosick Rd Widening at Roosevelt Ave	\$7,700,000
104519	A642	NYS DOT	Route 378 over the Hudson River Bridge Replacement - Design Only	\$4,500,000
176339	A643	City of Cohoes	Saratoga St Enhancement Project	\$10,707,143
176340	A644	City of Albany	Washington Ave Complete Streets	\$9,130,000
172213	A645	NYS DOT	I-87 Pavement from Western Ave to Mohawk River	\$16,320,000
111142	A646	NYS DOT	Rt 20 W Ave to I-87 Ave Cornell	\$3,972,720
172282	SA368	NYS DOT	Mohawk River to I-87	\$17,740,000
176344	S288	Schenectady	Pavement Preservation	\$519,486
172283			Pavement Preservation	\$19,860,000
130000			Pavement Preservation	\$13,500,000
			Pavement Preservation	\$777,128
			Pavement Preservation	\$4,544,100
			Pavement Preservation	\$3,052,500

HOW WE GET THERE

In Motion: The Plan to 2050 presents a clear and focused set of key strategies to meet the future transportation needs of the Capital Region. For each of the following groupings, the Transportation Council and *In Motion* Task Force have identified specific strategies to guide future decisions.





Maintain Infrastructure Assets

Roads, bridges, buses, sidewalks, and trails are some of the systems that keep the Capital Region moving. Maintenance can be as simple as replacing a part or filling a pothole, or it can be as complex as redesigning a corridor, reconstructing a road, or replacing a bridge. In addition to basic maintenance, these strategies include making targeted enhancements during maintenance projects, improving data collection, and conducting innovative studies to rethink infrastructure systems, striving to meet the needs of the region for decades to come.



Create a Connected System of Multiple Transportation Options

This set of strategies aims to enhance the connectivity of the Capital Region's transportation network, focusing on providing access to various travel options, including transit, biking, walking, and other modes of transportation.

Strategies include planning for a Complete Streets network, implementing new safety improvements, and promoting the use of Universal Design principles to ensure the needs of all travelers are respected.



Plan for a Resilient Transportation System

A resilient transportation system is more dependable and, therefore, more consistent for the traveling public. Planning for resilience enables the region to prepare for and respond to disruptions caused by hazards related to extreme weather or emergencies.

Strategies for boosting resilience include enhancing stormwater management, planning for alternative fuel vehicles, and developing a Resilience Improvement Plan for the Capital Region.



Enhance the Operation of the Transportation System

Improving the transportation system benefits all users. It can help reduce recurring congestion at a much lower cost than building new or wider roads.

Strategies aimed at improving operations include developing a plan to implement advanced traffic-light systems, delivering the next generation of transportation demand management programs, and planning for emerging technologies such as automated vehicles and advanced air mobility.



Integrate Transportation and Land Use Planning

The Transportation Council has been a leader in supporting municipalities to develop policies that combine land use and transportation issues. Coordination between land use and transportation ensures that transportation funds are invested efficiently and in line with planned growth.

Strategies for integrating land use and transportation include planning walkable communities and updating parking and curbside management policies to meet emerging needs.



Support Economic Development

Economic development is crucial for a thriving Capital Region. Transportation can serve as a powerful catalyst for economic growth by linking people to jobs and connecting businesses with their suppliers and markets.

Strategies to leverage transportation investments to support economic growth include updating the Regional Freight Plan, improving access to job centers, and planning for “superload” corridors that enhance the Capital Region’s manufacturing base.



Align with Federal, State, Regional, and Local Policies

The Transportation Council operates within the policies established by the federal, state, regional, and local governments. This set of strategies involves collaborating with partners at these different levels to ensure alignment with adopted policies. Strategies in this category include aligning with and implementing various external policies, such as community plans, statewide transportation and related plans, and federal initiatives including priorities for the highway system, transit, freight, and Intelligent Transportation Systems.



Department of
Transportation



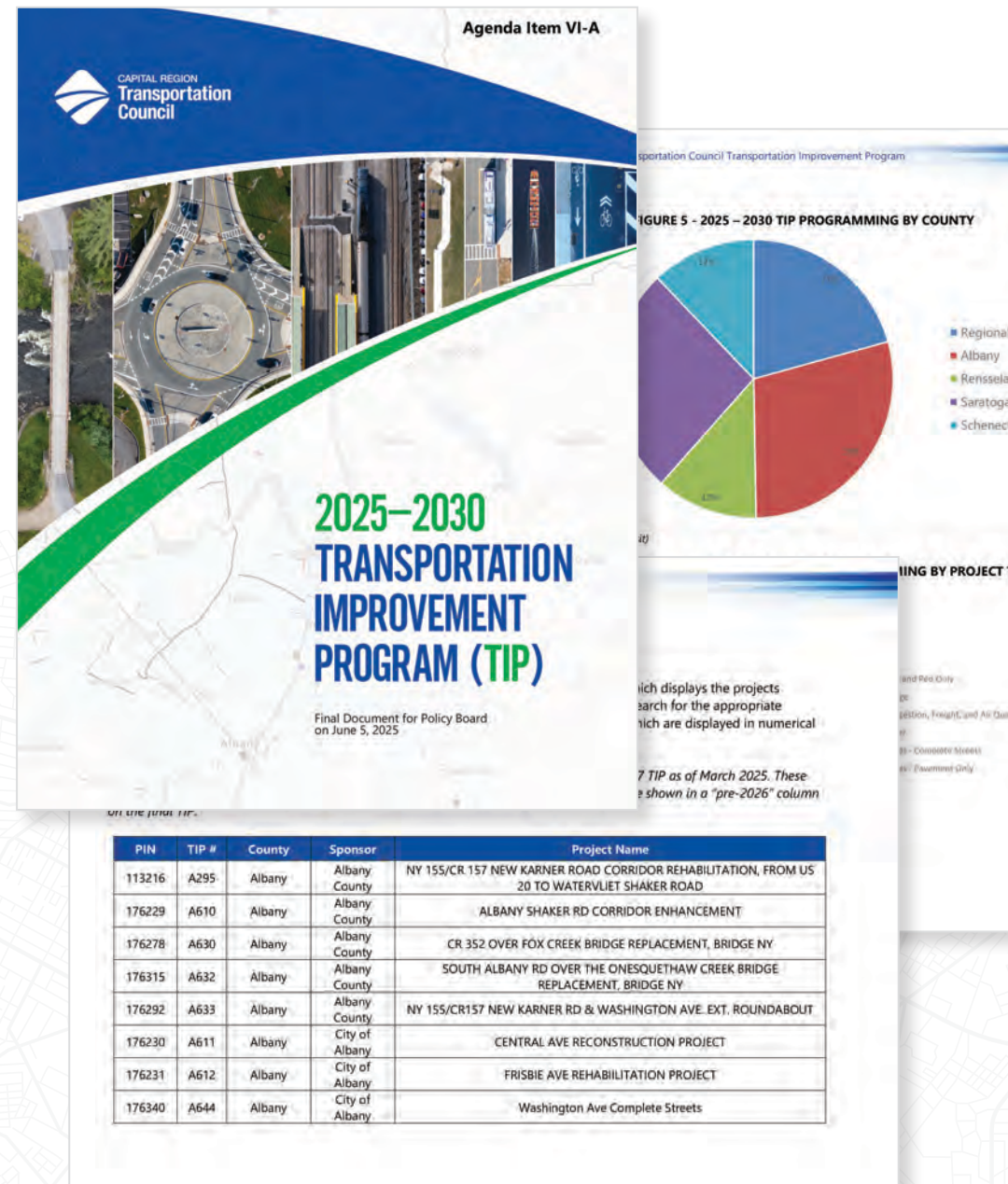
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HOW MUCH WILL BE INVESTED, AND WHERE WILL THE FUNDING COME FROM?

The Capital Region's transportation network is funded through a variety of means, including user fees and partnerships with federal, state, regional, and local governments.

The Transportation Council is responsible for preparing the Capital Region's *Transportation Improvement Program (TIP)*, which is a 5-year capital investment plan that is created by ranking and prioritizing candidate projects through a competitive process. The strategies and priorities of *In Motion: The Plan to 2050*, as well as the introduction of the innovative scenario planning methods, are intended to guide the formation of future TIPs for the Capital Region.



HOW MUCH WILL BE INVESTED, AND WHERE WILL THE FUNDING COME FROM?

The Financial Plan element of *In Motion* breaks down future anticipated funding by source and type. Many of the major federal funding programs are dedicated to specific aspects of the network (e.g. bridges, transit, freight corridors, etc.). A major trend in recent years has been the growth in discretionary federal funding programs, with the Transportation Council available to support partners in the Capital Region in their pursuit of competitive funding opportunities.

During the lifetime of *In Motion* out to year 2050, some 60% of funding is anticipated to be directed towards pavements and bridges on the Capital Region's roadways, with another 25% allocated to keeping the transit system running and maintained in a state-of-good-repair.

FIGURE 9: SOURCES OF ANTICIPATED FUNDING FOR THE IN MOTION PLAN

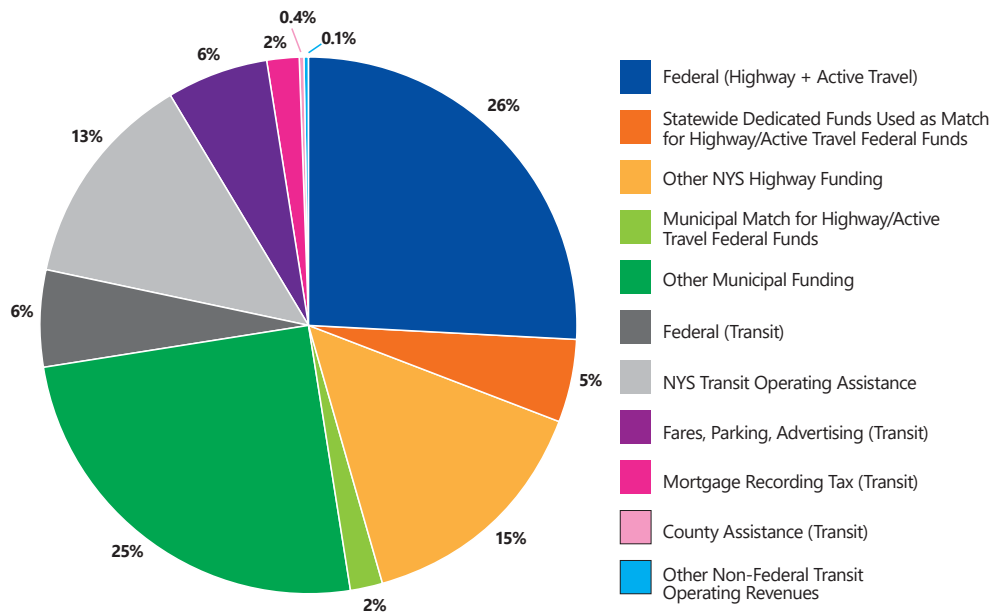
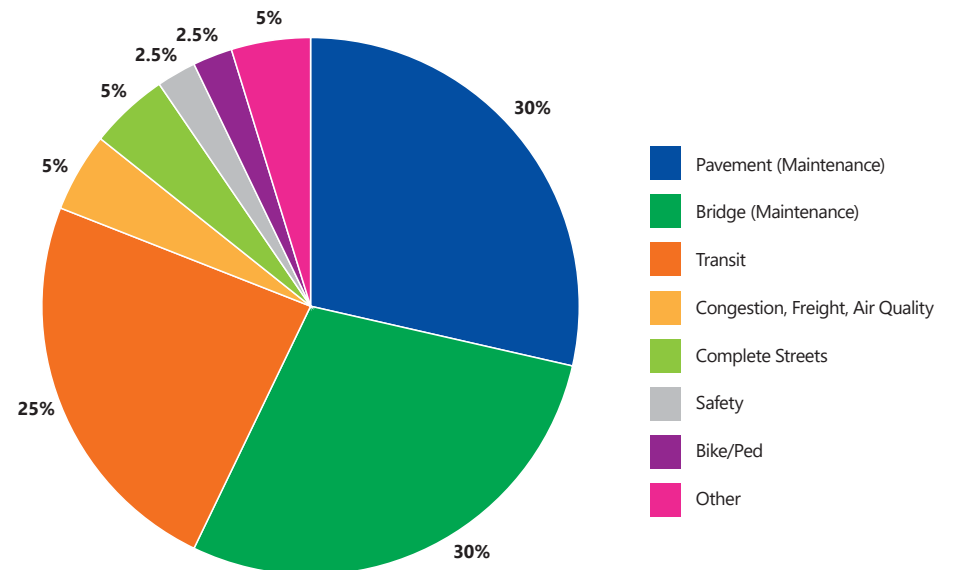
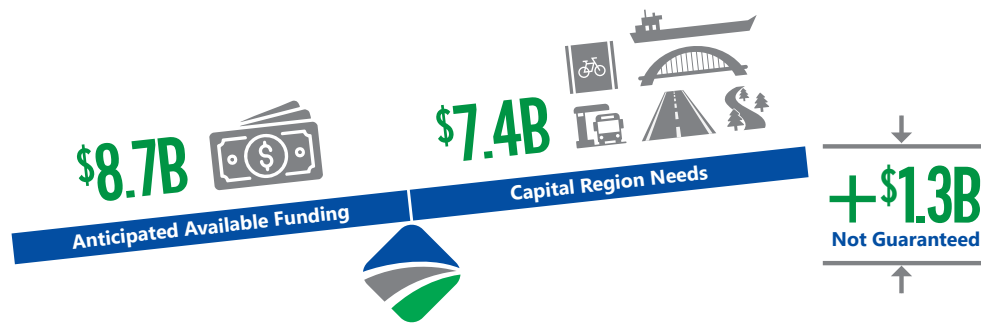


FIGURE 10: TRANSPORTATION COUNCIL'S ANTICIPATED DISTRIBUTION OF FUNDING BY PROJECT TYPE



HOW MUCH WILL BE INVESTED, AND WHERE WILL THE FUNDING COME FROM?

Out of an expected \$8.7B of revenues, a total of \$7.4B is planned to be programmed onto the Capital Region's TIPs during the 25-year horizon of *In Motion: The Plan to 2050*. This is anticipated to accommodate much of the Capital Region's transportation needs; however, there are three major needs for which funding has yet to be identified. These are all aging infrastructure assets whose rehabilitation and/or replacement will require large investments: the I-787 corridor in Albany, I-890 Exit 4C in Schenectady, and the Troy-Menands Bridge (NY 378). Securing funding from discretionary sources will be key for these major projects. The Transportation Council is committed to working diligently with partners in the Capital Region as well as the NYS and Federal governments to identify how to deliver these critically needed projects.



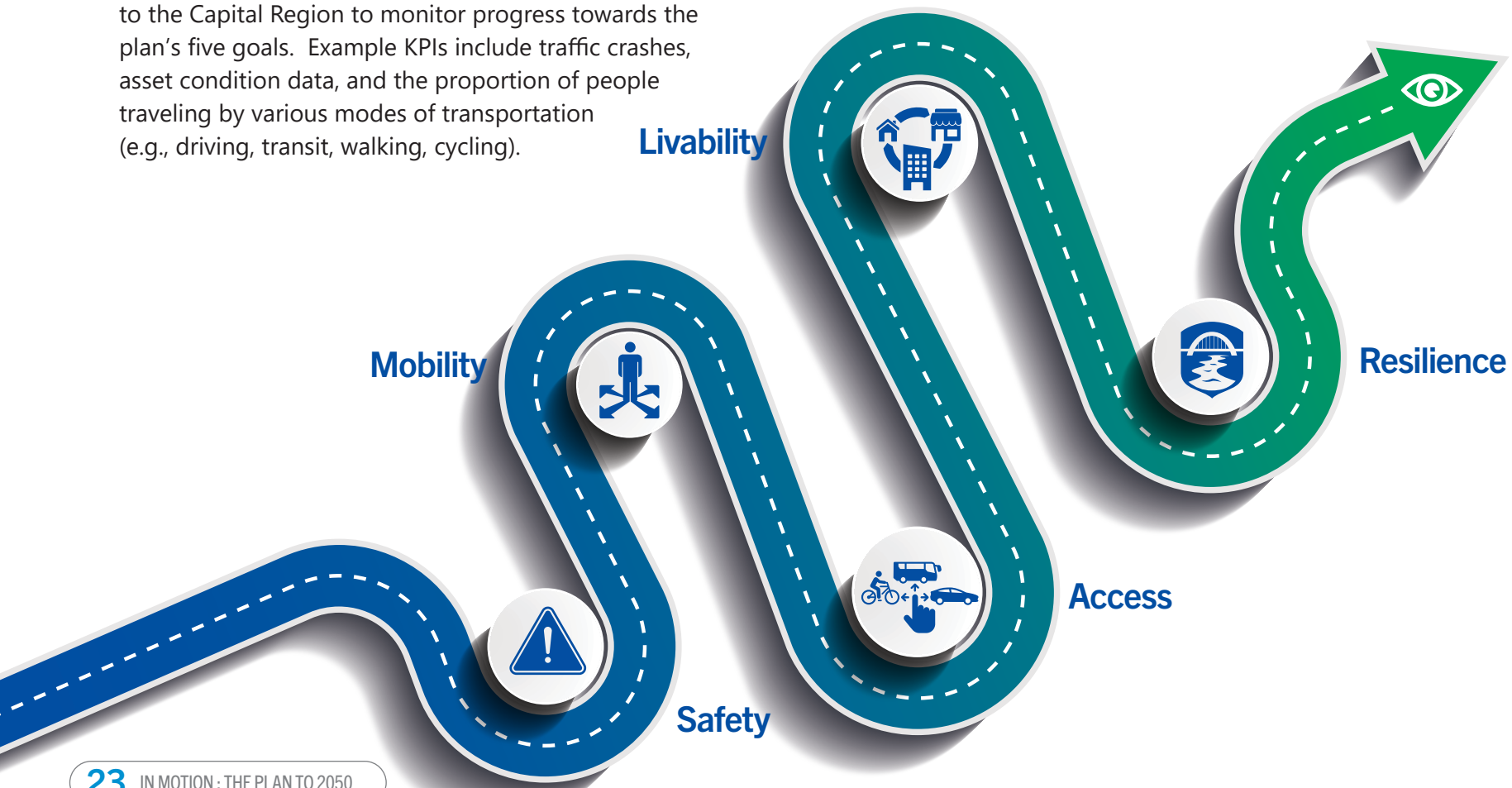
HOW WILL PERFORMANCE BE TRACKED?

Tracking the performance of the transportation system ensures that goals are being achieved. It allows any necessary adjustments to be identified, so that they can be made in a timely manner.

The federal government requires continuous monitoring of a baseline set of performance measures focused on issues such as safety, congestion, and the condition of infrastructure assets. Additionally, beyond federal requirements, *In Motion: The Plan to 2050* includes 26 key performance indicators (KPIs) specific to the Capital Region to monitor progress towards the plan's five goals. Example KPIs include traffic crashes, asset condition data, and the proportion of people traveling by various modes of transportation (e.g., driving, transit, walking, cycling).

Each of the KPIs are objective and measurable. Moving forward, the Transportation Council will develop a periodic performance scorecard to track these metrics, which will be integrated into the project selection process.

This best-practice approach to performance management will provide accountability and transparency, ensuring that performance drives future investment in the Capital Region's transportation system.



WHAT'S NEXT

The adoption of *In Motion: Plan to 2050* marks an important milestone for the Capital Region. It sets policies and procedures that will guide future actions to realize this plan's vision. Ongoing measurement of performance will help policymakers track progress toward the set goals and objectives.

The Transportation Council regularly updates the Capital Region's 5-year capital investment program known as the *Transportation Improvement Program*. The priorities outlined in this plan are meant to guide decisions about which projects to fund in future TIPs. Similarly, *In Motion: The Plan to 2050* will shape the Transportation Council's selection of priorities for its future planning activities.

Additionally, this plan promotes collaboration with the communities and stakeholders of the Capital Region, informing them about the Transportation Council's priorities and fostering regional coordination.



IN MOTiON

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