

Record of Meeting
CDTC Regional Operations Committee
Tuesday, July 7, 2009
10:00 AM
CDTC OFFICE: One Park Place, Albany, NY

Attendees:

John Poorman (CDTC)
Chuck MacNeil (CDTA)
Jason Purvis (CDTC)
Bill Roehr (Troy)
Rocky Ferraro (CDRPC)
Mike Francini (Albany County)

Dan Howard (NYSDOT TMC)
Mark Kennedy (NYSDOT Region 1)
Jan Meihede (NYSDOT Region 1)
Mike Schauer (FHWA)
Dennis O'Malley (consultant)
Mark Pyskadlo (NYSDOT Region
Chris O'Neill (CDTC)

The discussion focused on a proposed new initiative for regional operations management. The initiative has been studied by CDTC and NYSDOT with consultant help (Dennis O'Malley). The ultimate goal of the initiative will be strong, integrated regional operations based upon the successful application of the skill and talent of the region's transportation assets for the benefit of the transportation users of the Capital District. Funding options to be considered for a staff-based or consultant based program include tapping into TIP ITS set-asides for capital projects, planning, and real-time support for operational improvements.

Dennis O'Malley presented information about NITEC (Niagara International Transportation Technology Coalition). NITEC:

- Provides a regional forum for transportation issues under the Niagara Frontier Transportation Authority and the Province of Ontario
- Been in existence for more than a decade
- Provides a great starting point for learning regional transportation strengths and weaknesses

The benefits of encouraging regional operations include:

- Consistent with the CDTC New Visions Plan
- Each auto produces 1# of CO₂ for each mile traveled
- Signal timing could reduce CO₂ by 300 K Tons annually
- Better management of incidents could reduce CO₂ by about 14 million tons annually
- Signal retiming can reduce gas consumption by 16%
- Better use of very limited transportation funding is very limited

John Poorman gave a presentation which:

- Explained the consistency between an operations approach and the CDTC New Visions Plan: Congestion Management, Planning and Investment principles, Linkage Studies, Transit, bicycle and pedestrian objectives
- Outlined different potential approaches to using CDTC's structure to implement an increased operations approach for the Capital District.

After discussion, it was generally agreed that we need to establish local support of cities and towns before proceeding. The Planning Committee and CDTC Policy Board can consider the option of incorporating funding for an operations staff to assist NYSDOT and localities with operations such as signal coordination. One of the principles that should be considered a given is that this program should not generate extra work for existing operations staff at NYSDOT, CDTA, or the cities and towns.

The ultimate goal of the regional operations initiative will be strong, integrated regional operations based upon the successful application of the skill and talent of the region's transportation assets for the benefit of the transportation users of the Capital District.