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THE NEW VISIONS 2040 PLAN

What should our transportation system look like in thirty years? Where should growth occur in the Capital District for the next 30 years? How can we protect our walkable communities and quality places? How can we support the needs of freight transportation and goals of economic growth? How can we guarantee that the Capital District will remain a vibrant place to live and work? These are important questions to be discussed in updating the New Visions Plan which will need thoughtful, new, and maybe transformative answers.

The Plan is the responsibility of the Capital District Transportation Committee (CDTC), which is the Metropolitan Planning Organization for the Capital District. CDTC will conduct a broad public outreach to ask the public for ideas and input. The stronger the public engagement, the stronger the

Plan will be. Nine subcommittees are being formed that will engage a wide range of stakeholders in discussions and evaluations of different aspects of the Plan. The resulting identification of needs and issues will be presented to the public over a one year period using multi-media forums. CDTC will explore new ways to use social media and innovative public outreach methods. After hearing from the public, a draft plan will be developed for review and approval.

The nine subcommittees are:

- Freight Advisory Committee
- Regional Operations and Safety Advisory Committee
- Infrastructure Task Force
- Bicycle and Pedestrian Task Force
- Complete Streets Working Group

- Regional Transportation Coordinating Committee
- Transit Task Force
- Quality Region Task Force
- Environment and Technology Task Force

A key question in the Plan update will be evaluating funding levels for infrastructure investment to ensure that our transportation systems will be maintained over the next twenty-five years. With federal funding for transportation continuing to decline, finding adequate resources for highways, bridges, sidewalks, and trails remains a significant challenge. CDTC will conduct an in-depth analysis of bridge and pavement conditions and expected rates of deterioration, as well as evaluating the impact existing levels of investment will have in maintaining the infrastructure.

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Quotable Quote

“If one does not know to which port one is sailing, no wind is favorable”

- *Lucius Annaeus Seneca*

CDTC TO PARTNER ON BICYCLE SKILLS TRAINING



Riding a bicycle instead of driving an automobile has well-known benefits: reduced congestion and air pollution for everyone, as well as cost savings and improved health for the traveler. Trips of fewer than five miles make up 55% of all trips nationally (2009 National Household Travel Survey - NHTS) and bicycling

hovers around 1% of all trips in the Capital Region (2001 NHTS). This means great potential for increases in bicycling.

CDTC established the Capital Coexist website in 2010 to increase awareness and understanding between people driving and riding a bicycle on the roadways. Now, recognizing that one of the primary reasons people do not ride bicycles for transportation is fear to bicycle on roadways with automobile traffic, CDTC is working to provide reduced-

cost bicycle skills training in each member county via League of American Bicyclists certified instructors.

The League of American Bicyclists provides the only nationwide certification for bicycle skills instructors. Their most popular course, Traffic Skills 101, is designed to give riders the confidence to ride safely and legally in traffic or on the trail. Participants learn how to conduct bicycle safety checks and fix a flat, as well as on-bike skills and crash avoidance techniques.



LINKAGE CORNER

CDTC's Community and Transportation Linkage Planning Program (the Linkage Program) offers planning assistance via a consultant or CDTC staff for regional/local planning initiatives that link transportation and land use. It is a key implementation activity of New Visions 2035 and the cornerstone of CDTC's local planning assistance and public outreach efforts.

CDTC has funded 76 collaborative, jointly-funded studies over the past thirteen years. Study sponsors have included 40 separate urban, suburban and rural municipalities and counties as well as not-for-profits and other public entities. Roughly \$5 million in federal, state and local funds have been committed to the Linkage Program since its inception in 2000.

MALTA'S FORM BASED CODE: IMPLEMENTING THE DOWNTOWN MASTER PLAN

The Towns of Malta and Stillwater are at the center of the Capital Region's largest economic development project. After years of planning, Global Foundries has a micro-computer chip manufacturing facility currently employing over 2,000 workers, a research facility under construction and a second manufacturing facility approved for development.

Since the early 2000's, Malta has been preparing for growth related to the tech park development by undertaking several major planning initiatives. CDTC has partnered with the Town on many of these studies, including the Exit 9 Land Use and Transportation Study, the NY 67 corridor study, the Route 9 North and South Corridor Plan, and the Malta Linkage Study. In addition to these studies, the Town also updated its comprehensive plan and implemented new zoning. These efforts identified and established prospective nodes of higher density development, with accompanying design guidelines, to help concentrate mixed residential and commercial growth in sections of the Town that can offer a variety of transportation options.

Recently, the Town further refined its vision for the area

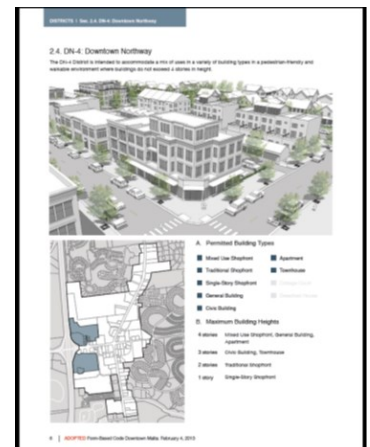
surrounding the intersection of Route 9 and 67, which is planned for the highest concentration of growth, by completing and adopting the Town of Malta Downtown Plan. In order to codify the vision established in the Downtown Plan, the Town once again partnered with CDTC through the Linkage Program to develop and implement a form based zoning code.

Form based zoning, which has been in use for some time in Saratoga Springs, offers predictability to developers by prescribing the physical form of buildings, including their shape, size, and architectural design elements, in order to create a high quality public realm. It also can be used to prescribe the street types and blocks to ensure that pedestrians, bicycles and transit users are considered in their design. This is different from traditional zoning codes which typically prescribe only the allowable uses of a building, as opposed to the building design.

Following a year of extensive review by the Town of Malta's Planning Director and staff, CDTC, the Town Board, a Study Advisory Committee comprised of key stakeholders, and the general public, the Downtown Form Based

Code was adopted in February 2013. A unique feature of the Code is the use of Administrative Review for decision making. Administrative Review gives the Town's Building and Planning Coordinator the authority to approve applications for project site review with limited involvement of the Planning Board. The Planning Board still maintains a role in the review process as it pertains to public input, with the exception of certain circumstances as specified in the code. Administrative Review is expected to streamline the review process.

To view the details of the adopted code, visit: <http://www.cdtcmpo.org/linkage/reports/malta.htm>



CDTC ANNOUNCES THE 2014-2015 LINKAGE PROGRAM SOLICITATION

CDTC is currently soliciting for planning initiatives that support the implementation of local and regional plans for its **2014-2015 Community and Transportation Linkage Planning Program**. Available funding includes \$150,000 in consultant assistance and \$100,000 in CDTC staff technical assistance. The submission deadline is December 16, 2013.

For more information including the detailed 2014-2015 solicitation package go to: www.cdtcmpo.org/linkage.htm

New for this solicitation, CDTC will be prioritizing the programming of Linkage Studies following three tiers of eligibility:

- **Tier 1:** Feasibility studies in corridors that have a funding commitment for a federal, state or local corridor pavement project or other multi-modal transportation project in the next two to three years.
- **Tier 2:** Feasibility studies, strategic zoning code changes/zoning code overlays, site design standards or guidelines or official mapping initiatives that do not have a funding commitment for a related construction project.
- **Tier 3:** Other types of planning work.

CAPITAL DISTRICT CLEAN COMMUNITIES UPDATE

This summer, the US Department of Energy Clean Cities program celebrated its 20th anniversary. The program has been hugely successful in displacing petroleum use in transportation through promoting the deployment of alternative and advanced vehicles and anti-idling policies and idle-reduction technologies. Through these efforts Clean Cities Coalitions have collectively displaced over 4 billion gallons of petroleum nationwide.

CDTC hosts a designated Clean Cities Coalition. The Capital District Clean Communities coalition (CDCC), includes stakeholders from the 4-County CDTC region plus Washington, Warren, Fulton, Montgomery, Schoharie, Otsego, Greene and Columbia counties. Over the past year the CDCC has rebranded itself

with a redesigned logo and new website that is due to launch Fall 2013 (see sidebar). The new website is meant to be an educational tool for our stakeholders and the public that will locate alternative fuel stations, compare vehicles, and help fleet managers measure their petroleum use or savings by deploying alternative fuel vehicles.

In May 2013 CDCC hosted a series of Compressed Natural Gas (CNG) workshops to educate fleet managers on the benefits of CNG, the CNG vehicles available, return on investment and what modifications fleet garages must make to accommodate CNG vehicles. The CDCC was also successful in their application for an intern through the Clean Cities University Work-

force Development Program (CCUWDP). CDCC is currently working with their second intern through CCUWDP. The interns have been invaluable in expanding the education and outreach mission of CDCC through the use of social media, website development, and data collection.

In June, CDCC launched an electric vehicle (EV) education campaign called Get Charged in the Capital Region. The campaign supports the state and federal efforts to promote the deployment of EVs. CDCC built a website, www.nycapitalregionev.com, to provide information to consumers, local governments, employers, fleet managers, and electrical contractors on how to become "EV-Ready". CDCC worked with NYSERDA

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Come check us out! Visit our new website at:

<http://capitalcleancommunities.org/>



HUMAN SERVICES TRANSPORTATION PLAN

The Capital Region Coordinated Public Transit-Human Services Transportation Plan was first adopted in 2007 and revised in 2011. The Regional Transportation Coordination Committee will assist CDTC staff in developing the next draft Coordinated Plan which must be updated every four years.

Coordinated Plans must focus on transportation needs of older adults, persons with disabilities, and low-income populations fulfilling a federal requirement first enacted as part of the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU required projects funded through three programs — Job Access and Reverse Commute (JARC, Section 5316), New Freedom (Section 5317) and Elderly

Individuals and Individuals with Disabilities (Section 5310) — be derived from a locally developed, coordinated public transit-human services transportation plan. SAFETEA-LU guidance intended plans to provide a “unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income, laying out strategies for meeting these needs, and prioritizing services.”

Current federal transportation law, Moving Ahead for Progress in the 21st Century (MAP-21), retained many but not all of the coordinated planning provisions of SAFETEA-LU: JARC and New Freedom were eliminated as standalone programs, and the Section 5310 and New Free-

dom Programs were consolidated into a single program: *5310 Enhanced Mobility of Seniors and Individuals with Disabilities* which provides for a mix of capital and operating funding for projects contained in a locally developed coordinated plan.

The Coordinated Plan must be crafted with participation by seniors and individuals with disabilities as well as representatives from public, private and non-profit transportation providers, including human service agencies. The plan will provide a “blueprint” for implementing a range of strategies intended to promote and advance local efforts to improve transportation for persons with disabilities, older adults, and persons with low incomes and will include:



- Current services inventory
- Assessment of transportation needs for individuals with disabilities, older adults, and persons with limited incomes. (Based on recent Census and American Community Survey data, etc.)
- Identification of coordinated actions to eliminate or reduce duplication in services and strategies for more efficient utilization of resources
- Strategies to address identified gaps in services
- Prioritization of implementation strategies

NEW VISIONS 2040

(Continued from page 1)

New Visions 2040 Plan Schedule:

October 2013- Subcommittees start meeting. Work on needs assessment, updating priority networks.

February 2014- Hire consulting firm to assist with public outreach, brochures, videos, multimedia

June 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 multimedia, surveys

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

The existing Plan already presents an ambitious agenda for transportation investment, regional land use and economic development. It takes a bold look at the way development takes place in our region, and recommends concentrated growth patterns that will support our cities, provide opportunities for high quality transit and reduce congestion and driving costs. The Plan calls for urban investment, smart economic growth, and high quality transportation service. The New Visions Plan has already received strong public support for the following objectives:

- Encourage sustainable economic growth with good-paying jobs
- Revitalize urban areas
- Help build community structure in growing suburbs
- Preserve open space and agricultural land
- Make communities more walkable and livable
- Provide high quality transit options
- Connect all residents with job opportunities
- Mitigate growing congestion and maintain reasonable mobility on the highway system
- Encourage land use and transportation planning
- Maintain our transportation infrastructure

Encouraging strong community planning with public involvement is critical to achieving these goals. CDTC will continue its Linkage program, which provides funding for cities, towns and villages to prepare community-based transportation and land use



plans consistent with New Visions principles. Where and how the region's communities plan and design the places we work, live, and shop can have a real and direct impact on the region's arterial and collector street system. It will also influence whether people can walk, bike or take transit to reach their destinations and other aspects of regional quality of life.

The Plan will further explore the feasibility of **"Big Ticket" Initiatives**. These are currently unfunded, but represent a vision that the region can strive for; the plan empowers CDTC members and others to continually explore big ideas. This innovative approach ensures that the Capital District maintains vision during periods of financial constraint. The Big Ticket Initiatives include:

- Guideway Transit System with Transit-Oriented Development
- Regional Greenway Program
- Riverfront Access and Urban Development Program

- Street Reconstruction and Reconfiguration
- Roadway Widening and Connections Program
- Suburban Town Center Development
- Bus Service Expansion, BRT Program with Transit Oriented Development
- Managed Lane Program
- Highway Noise Program
- Demand Management Program
- Clean, Efficient Vehicle Program
- Intelligent Traffic Management Program
- Video Surveillance and Enforcement Program
- Comprehensive Traffic Safety Program

CDTC welcomes your involvement in the Plan update. Please stay tuned as the update progresses and share your ideas and comments with us. Let us know if you would like to be on an e-mail list to be kept informed.

CDCC UPDATE

(Continued from page 3)

and Energetics Inc. to host a workshop for electrical contractors and building code officers on Electric Vehicle Supply Equipment (EVSE - charging stations) installation. CDCC also presented at the Capital District Regional Planning Commission's Land Use Training Workshop on EVSE installation for planners, planning and zoning boards and other local government officials. Recently, CDCC coordinated with NYSERDA, CALSTART and Frito Lay to host a workshop on the

NYSERDA EV Truck Voucher Program. Frito Lay graciously hosted the workshop at their Clifton Park facility where they recently received 5 plug-in EV trucks through the NYSERDA Truck Voucher Program and installed charging stations for their fleet.

The CDCC will continue to expand upon their education and outreach efforts to help local fleets reduce their petroleum use, save money, and reduce emissions by deploying more alternative fuel vehicles. For more information about CDCC or alternative fuels contact Jen Ceponis at jceponis@cdtcmo.org



CDTC WEBSITE REDESIGN

CDTC is redesigning our website! Our current website was designed by our staff in 2005, and is also maintained in-house. If you have been to our website, you know it is fast and contains huge amounts of data (actually more than 7,700 pages of data). But "all good things must come to an end." As we all know, websites have changed dramatically over the years, and CDTC needs a new, more attractive, more professional, and more capable website.

Last April we published a Request for Proposals in the NYS Contract Reporter, and received 17 proposals. Our selection committee rated each proposal and selected 4 website design consultants to interview. After the interviews Tailwind Associates of Schenectady, New York was awarded the contract.

Our new website will:

- Be more usable to the public, and finding information will be easier
- Give the public opportunities for input

- Have a more up-to-date appearance
- Attract more users, improving public awareness and appreciation of regional transportation planning and CDTC.

We plan to have more graphics, more interactivity, and more videos on the new website. Our new website will be usable to all levels of users - from the novice, to our members, to the experienced planner. We will use "responsive technology" so that our website will look the same on smart phones, tablets, and PC's. We will meet design standards for impaired users, include translation software and a search engine, and integrate social media such as Facebook and Twitter into the site.

We are really excited about this change. We have a staff project management team, and a great consultant partner. The entire process should take about 6 months, having our new website up and running sometime in April of next year.

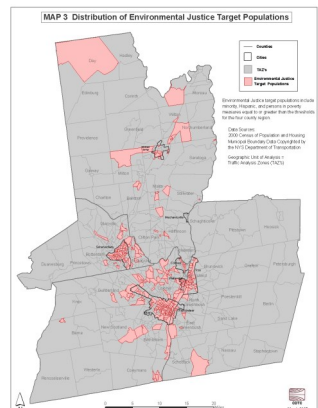
CDTC TO UPDATE ENVIRONMENTAL JUSTICE PLAN

Environmental Justice is a public policy objective that has the potential to improve the quality of life for those whose interests have traditionally been overlooked. Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations" was issued during President Clinton's administration, and is closely related to Title VI of the Civil Rights Act of 1964. Several federal agencies, including FHWA, USDOT, and FTA have recently issued updated orders on EJ.

The goal of Environmental Justice is to ensure that any adverse human health or environmental effects of any government activities do not disproportionately affect minority or low-income populations. All federally funded transportation-related programs, policies, and activities are required to consider the effects on minority and low-income populations.

CDTC's Environmental Justice Plan is intended to ensure that EJ principles are inherently integrated into the planning process at both the system and project level. The Environmental Justice Analysis Report documents the equitable distribution of transportation projects throughout the region and provides an evaluation of CDTC's plans, programs and processes in relation to EJ issues.

CDTC's EJ plan will be updated to include current demographic data in the coming months.





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ADDRESS CORRECTION REQUESTED

CALENDAR

Please call CDTC to confirm dates & times

- 11/06/13 CDTC Planning Committee @ 9:30 AM, CDTC Office
- 11/12/13 CDTC Bike-Pedestrian Task Force @ 9:00 AM, CDTC Office
- 12/05/13 CDTC Policy Board @ 3:00 PM, CDTC Office
- 12/10/13 CDTC Bike-Pedestrian Task Force @ 9:00 AM, CDTC Office
- 01/08/14 CDTC Planning Committee @ 9:30 AM, CDTC Office
- 01/14/14 CDTC Bike-Pedestrian Task Force @ 9:00 AM, CDTC Office
- 02/05/14 CDTC Planning Committee @ 9:30 AM, CDTC Office
- 02/11/14 CDTC Bike-Pedestrian Task Force @ 9:00 AM, CDTC Office
- 03/06/14 CDTC Policy Board @ 3:00 PM, CDTC Office
- 03/11/14 CDTC Bike-Pedestrian Task Force at 9:00 AM @ CDTC Office
- 04/02/14 CDTC Planning Committee @ 9:30 AM, CDTC Office
- 04/08/14 CDTC Bike-Pedestrian Task Force at 9:00 AM @ CDTC Office

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Editing and Layout: Leah Mosall

Comments and requests to be added or deleted from the mailing list are welcome and should be sent to: newsletter@cdtcmo.org