

New Visions 2050 Plan Update

How can we make the Capital Region a better place by investing in transportation? CDTC is starting to work on an update to the regional transportation plan—called “New Visions 2040”. The New Visions Plan supports keeping our highways and bridges in good condition; providing high quality transit service, and building what we call “complete streets”. Complete streets are streets that are designed for cars, as well as for walking, bicycling, and transit.

New Visions describes the transportation investment needed for sustainable regional economic growth. The region has many assets: good transportation, strong urban areas, affordable and diverse housing locations, good schools, colleges and universities, ease of mobility, modern air and rail transportation facilities, cultural and recreational opportunities and a clean environment--these are significant assets in attracting advanced technology firms.

CDTC remains committed to the maintenance, repair, reconstruction and right-sizing of the existing freight and passenger transportation facilities.

The New Visions 2050 Plan update will be completed by September 2020. While 2050 may seem like a long time from now, transportation investments must consider future conditions even though forecasts cannot be precise. For example, there is great potential that the majority of cars will be self-driving. There may be many other changes in technology and land use that need to be anticipated and considered as much as possible. We must plan for new, smarter, better, and rapidly-changing transportation technology. Advancements in technology, such as self-driving cars, self-adjusting traffic signals, smart phone apps, ridesharing, carsharing, and bikesharing will have tremendous impacts on future transportation. These impacts can include, but are not limited to, decreasing congestion, providing transportation to more seniors and people with disabilities, reducing traffic crashes, and more. With good planning, we must ensure that changes in technology are used to protect our regional quality of life and support healthy urban, suburban and rural communities.

CDTC will ask the following subcommittees to develop white papers which will update data in each topic area and document accomplishments since the last Plan was approved in 2015. Recommendations will be prepared by each subcommittee.

1. Freight Advisory Committee
2. Regional Operations and Safety Advisory Committee
3. Infrastructure Task Force
4. Bicycle and Pedestrian Task Force
5. Complete Streets Working Group
6. Regional Transportation Coordinating Committee
7. Transit Task Force
8. Quality Region Task Force
9. Smart Communities



New Visions 2050 Plan Schedule:

May 2019	Subcommittees start meeting. Work on updating needs assessment, preparing white papers.
December 2019	Working Papers on each major topic (prepared by subcommittees and staff) completed for Planning Committee Review.
February 2020	Preliminary Draft Plan completed for public review. Develop public review process that asks questions, ideas, opinions of public.
June 2020	Final Draft Plan completed; two month public review begins.
September 2020	Final Plan approval by Policy Board.

Four Basic Scenarios

1. **Base-Year 2050 Trend.** This scenario uses the population, employment, and land-use forecasts that are incorporated in CDTC's travel demand model, which was used in the LRTP update. In this scenario, the gradual adoption of CAV technologies would not change trend land use and development patterns. Mobility as a Service would increase without dramatically changing travel behavior. Adoption of electric vehicles would continue through 2050 at the trend pace predicted by national forecasts.
2. **Sprawl Development.** This scenario assumes that adoption of CAV technologies will encourage development further from urbanized areas. Some commentators suggest this will be the case, as people traveling in CAVs will view commuting travel time as potentially productive. Private ownership of vehicles would remain similar to current ownership rates, and Mobility as a Service would be limited and concentrated in cities. The result would be increased sprawl development patterns beyond trend. This land-use pattern would run counter to the New Visions Plan goals. Provision of transit service would become more challenging. Adoption of electric vehicles would continue through 2050 at the trend pace predicted by national forecasts.
3. **Urban Development.** This scenario assumes that urban living will be made more attractive through new transportation options like Mobility-as-a-Service (MaaS) and CAV technologies. In addition, this scenario assumed a high level of urban reinvestment and transit investments that encourage construction of transit-oriented development in the region's urbanized areas. New paradigms would increase the importance and success of transit. Success of Mobility as a Service and CAV technologies could lead to reduced private ownership of vehicles. This land-use pattern furthers the New Visions Plan development goals. Adoption of electric vehicles would continue through 2050 at the trend pace predicted by national forecasts.
4. **Urban Development with Pricing.** This scenario uses the land-use assumptions from the Urban Development Scenario to explore the impacts of increasing household transportation costs. This could result from instituting several pricing options, including a carbon tax, a VMT tax or fee structures to encourage ridesharing in MaaS. Many commentators predict that without the support of fee structures to encourage ridesharing with MaaS, congestion could increase because of increased vehicle miles of travel. Adoption of electric vehicles would continue through 2050 at the trend pace predicted by national forecasts.

Two Overlay Scenarios which could happen in combination with any of the Four Basic Scenarios

- A. **Optimistic EV.** This scenario assumes a high level of EVs in the light-vehicle fleet resulting from policies and incentives from CDTC, the State, and the federal government, as well as market-driven consumer choice. This level of fleet penetration exceeds that in the trend scenario and is consistent with New York State Energy Plan goals.
- B. **Pessimistic EV.** This scenario assumes the level of EV penetration in the fleet to be less than the trend scenario. This may be a result of market resistance or uncertain government policy support.