Promoting Sustainable and Equitable Community & Economic Development Throughout New York State

Peter B. Fleischer
Executive Director
Empire State Future

- 72 businesses, civic and environmental organizations (combined mailing lists of over 500,000 New Yorkers)

Mission:

- Dedicated to the revitalization of New York’s main streets, town centers and urban areas
ESF Coalition Members (72)
Steering Committee

Partners for a Livable Western New York
Funders
ESF Principles

• Use Limited Public Resources Wisely: Reinvest in Existing Population Centers
• Discourage Low–density Automobile–based Development
• Greenhouse Gas Emission Reductions
• Equitable, Sustainable Growth
• Public Transit, Walking, Biking
• Energy Demand Reduction
• Rural Economic Opportunity/Farmland Protection
• Affordable, Accessible Housing
Over 120 Presentations

Empire State Future
Presentations 2012-2014
Towns and Rural Areas
Western New York Progress
Central New York Progress
Capital Region Progress
Hudson Valley Progress
New York Metro Progress
Why does SG matter to SUNY campuses?
Past Trends
1960-2000
Erie-Niagara: Population declines, developed area doubles

Image from WNYREDC: A Strategy for Prosperity, 2011
1960-2000
Central NY: Population increases 8%, urbanized area doubles
1960-2000 Capital Region suburbanizes and urban areas decline
2010-2050 Capital Region Projected Growth
Downstate Suburban areas grow and congestion increases
New York City: Populations grows and expects 600,000 more
Today and Future Trends
Families will look and act differently

Between 2003-2025: 27M additional U.S. Households...

Only 2.6M w/children

By 2025: only 28% of Households will have even 1 Child

Sprawl has become more expensive
Annual gasoline expenditure for an “archetype” family has increased $3,700 since 2005*

*Cost per gallon- 2000- $1.60, 2005- $2.24, 2012 -$3.85 (NYSERDA)
Assumes: 12 mpg “truck”- 20,000 mi/year
Second car- 20 mpg, 12,000 mi/year
Energy cost has outpaced income

Income: NYS Upstate Average- 2001-2011, US Census Bureau
Energy: NYS Upstate Averages- 2002-2012, NYSERDA
Aging Demographics
## Ratio of Working Age (24-64) to 65+ to Worsen Rapidly

<table>
<thead>
<tr>
<th>Location</th>
<th>2010</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York State:</td>
<td>4.01 / 1</td>
<td>2.79 / 1</td>
</tr>
<tr>
<td>New York City:</td>
<td>4.58 / 1</td>
<td>3.57 / 1</td>
</tr>
<tr>
<td>Suffolk County (Stony Brook):</td>
<td>3.98 / 1</td>
<td>2.89 / 1</td>
</tr>
<tr>
<td>Ulster County (New Paltz):</td>
<td>3.71 / 1</td>
<td>2.45 / 1</td>
</tr>
<tr>
<td>Albany County (UAlbany):</td>
<td>3.81 / 1</td>
<td>2.63 / 1</td>
</tr>
<tr>
<td>Broome County (Binghamton):</td>
<td>3.08 / 1</td>
<td>2.35 / 1</td>
</tr>
<tr>
<td>Erie County (Buffalo):</td>
<td>3.32 / 1</td>
<td>2.48 / 1</td>
</tr>
<tr>
<td>Cortland County (Cortland):</td>
<td>3.70 / 1</td>
<td>2.40 / 1</td>
</tr>
</tbody>
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*(PAD, 2011)*
People want smart growth
Annual rate of growth in American cities and surrounding urban areas has now surpassed that of exurbs for the first time in at least 20 years (Census 2010)
Demand for Homes in Livable, Walkable Communities

2013 multi-family starts roughly 33%

Young people are choosing alternative transportation.

* Licensed Drivers as a % of their Age Group Population

*The University of Michigan Transportation Research Institute, 2011
** FHA, National Household Travel Survey, 2009
Quality of Existing Infrastructure
Water
• 403 high hazard dams
• Reported $27 billion in drinking water infrastructure needs

Sewer
• Reported $29.7 billion in wastewater infrastructure needs

Bridges
• 12.5% considered structurally deficient
• 27.1% considered functionally obsolete

Roads
• 60% of roads in poor or mediocre condition
• Costs NY motorists $4.551 billion a year ($403 per motorist)
Economic Infrastructure Priorities:

Water/Sewer Repair
Transit-Oriented Development
Agriculture
Quality-of-Life Projects

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Non-Safety Bridge
New Roads
New Water/Sewer (Sprawl)

$20 billion on infrastructure compared to $1 billion in REDC
1. Has the greatest synergistic value in terms of effect on nearby home/industrial/retail or commercial values.
2. Utilizes existing water/sewer/sidewalk/ road infrastructure
3. Reuses vacant or abandoned buildings or land
4. Supportive of local retail
5. Located near areas of high unemployment
6. Reduces employee transportation cost and gasoline expenses
7. Public Health benefits of connectivity and walkability
8. Accessible by and supportive of public transit, walking or biking
Implementing the Smart Growth Law

1. Directive from Governor
2. More Education from Department of State
3. Incentives/Disincentives
4. Additional Legislation
5. Include the Regional Economic Development Councils

ESF will convene state agencies and authorities to discuss best practices
Why for SUNY?

• Geographic spread of campuses
• Role in economic development and community revitalization
• Construction budget
• Presence of hundreds of thousands of young people
Student Housing – Main Street Herkimer, NY
Andrews Palmer House – Herkimer, NY

• Within walking distance of all local services and stores
• Bus connections to Herkimer County Community College one block over
• Bus Connections to Little Falls and Utica within two blocks
• Dormitory style living
• $350-$450 per month (all single occupancy rooms)
• Community bathrooms and showers
• 61 Rooms- All newly refurbished
• Parking available for $25/month
Questions?

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