

Planning the New York Metropolitan Region

Tom Wright

President & CEO



Since 1922,
Regional Plan
Association has
prepared long-
range plans for the
New York City
metropolitan region

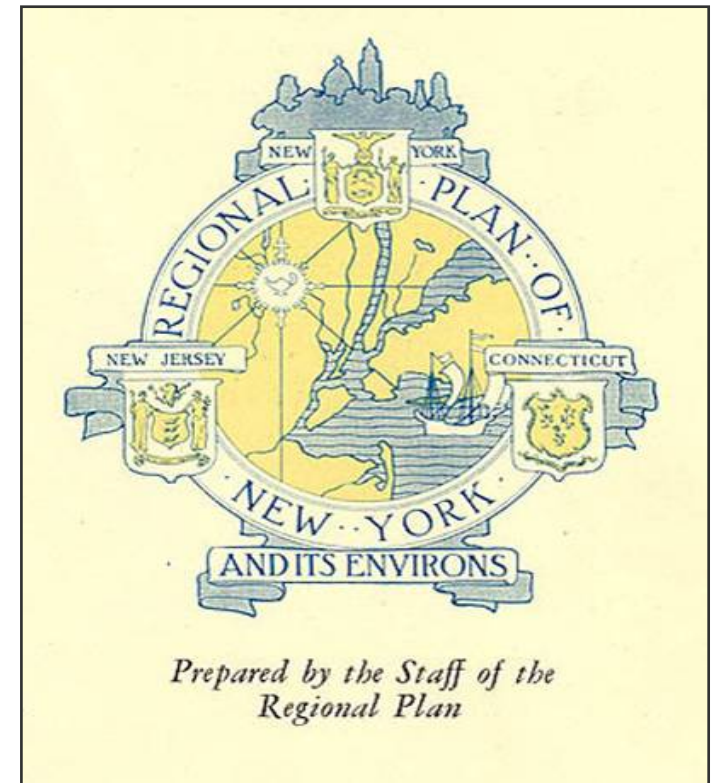
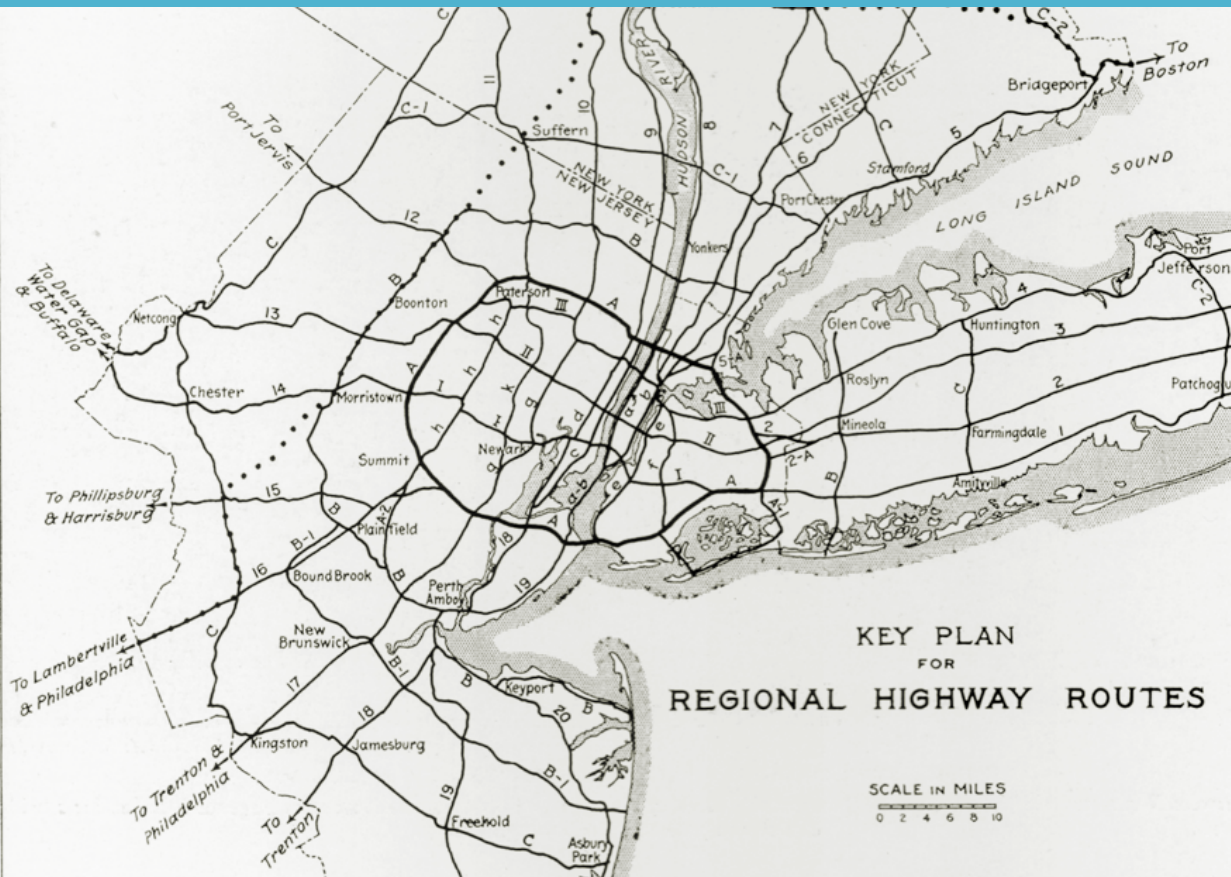


3 states
31 counties
782 towns
23M residents

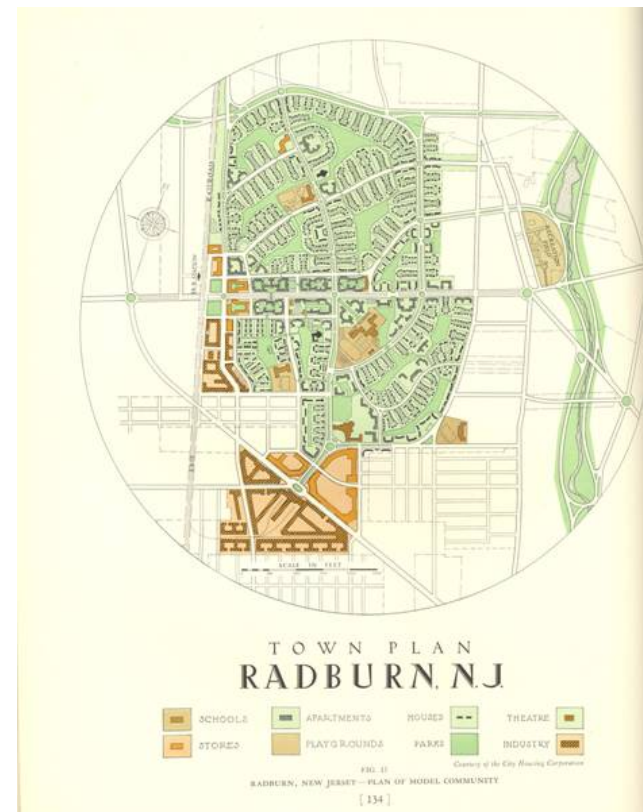
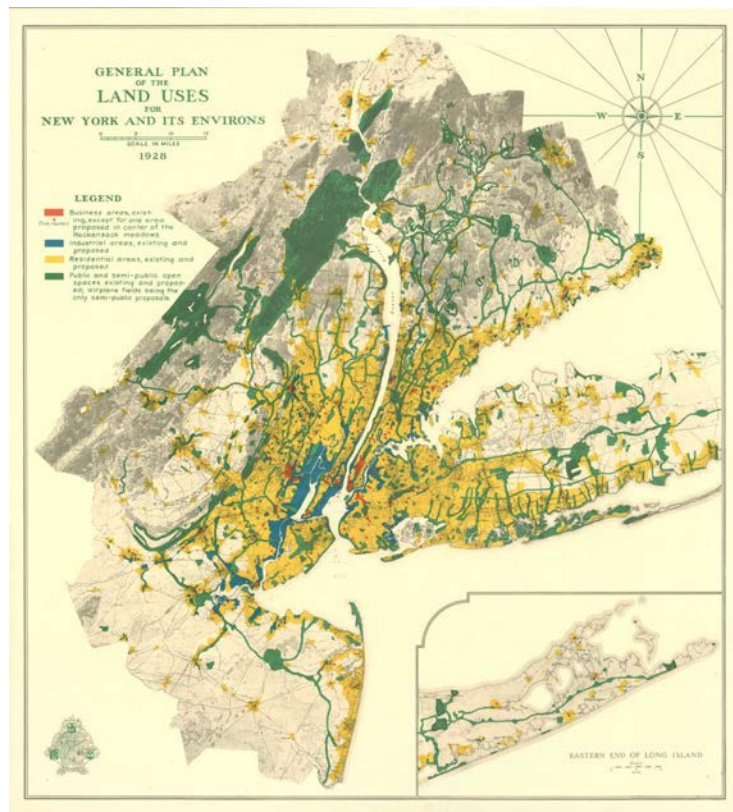
**No Regional
Government**



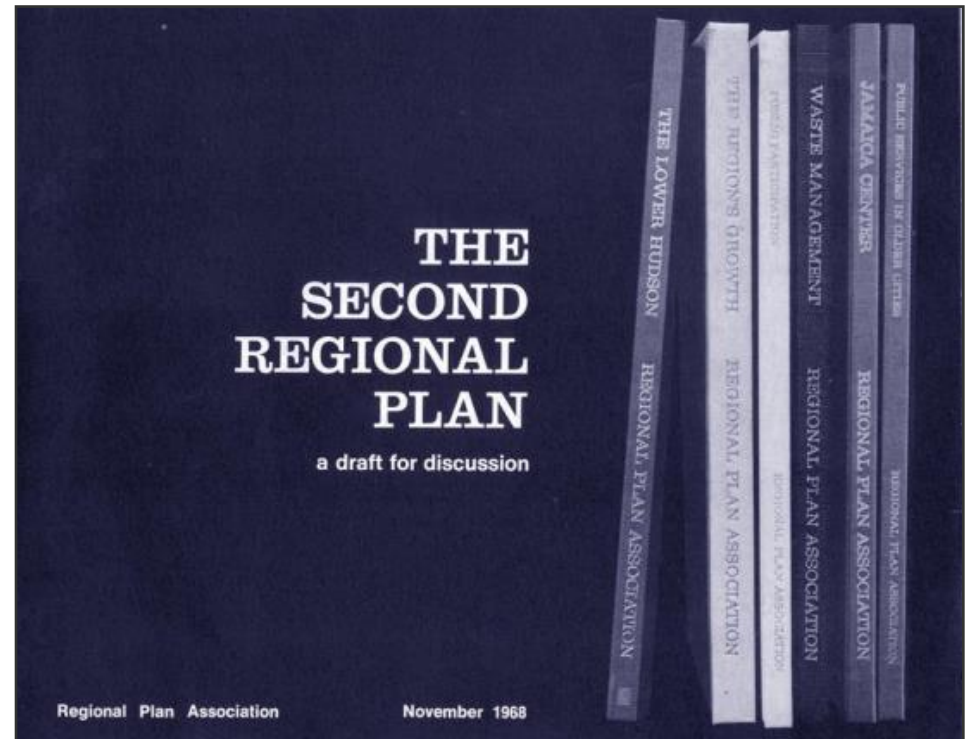
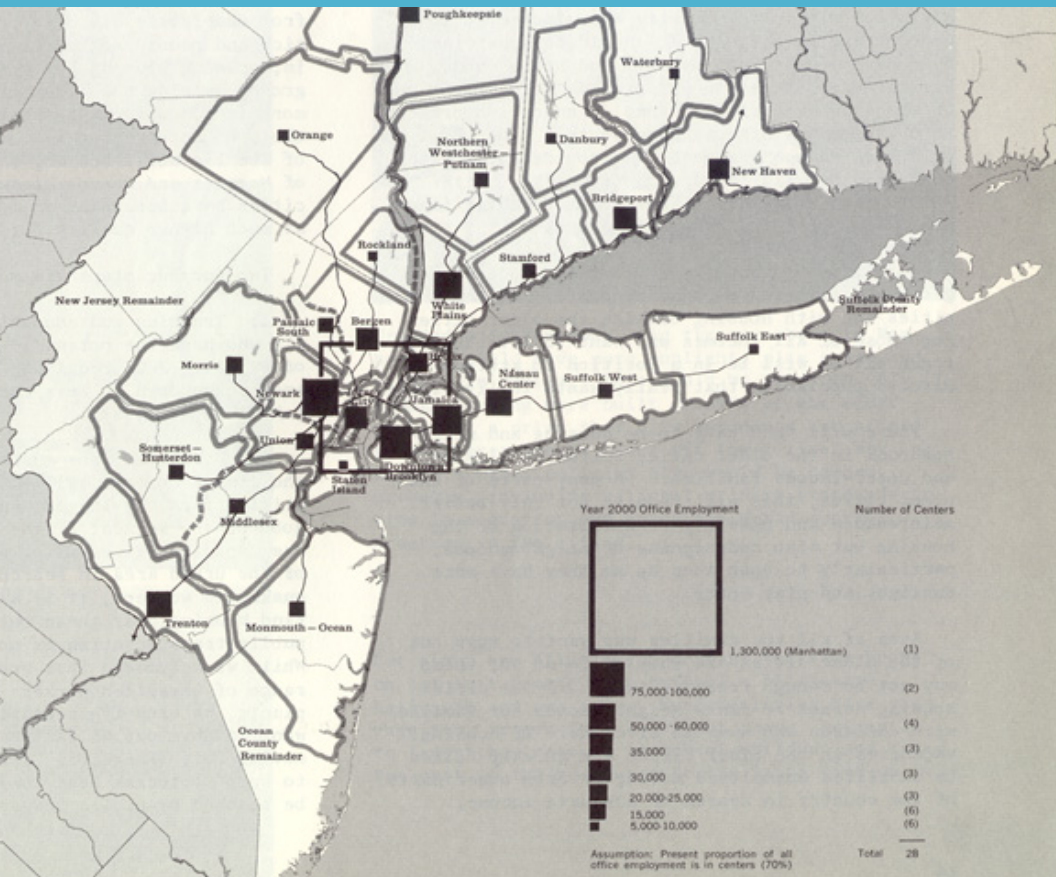
The First Regional Plan (1929)



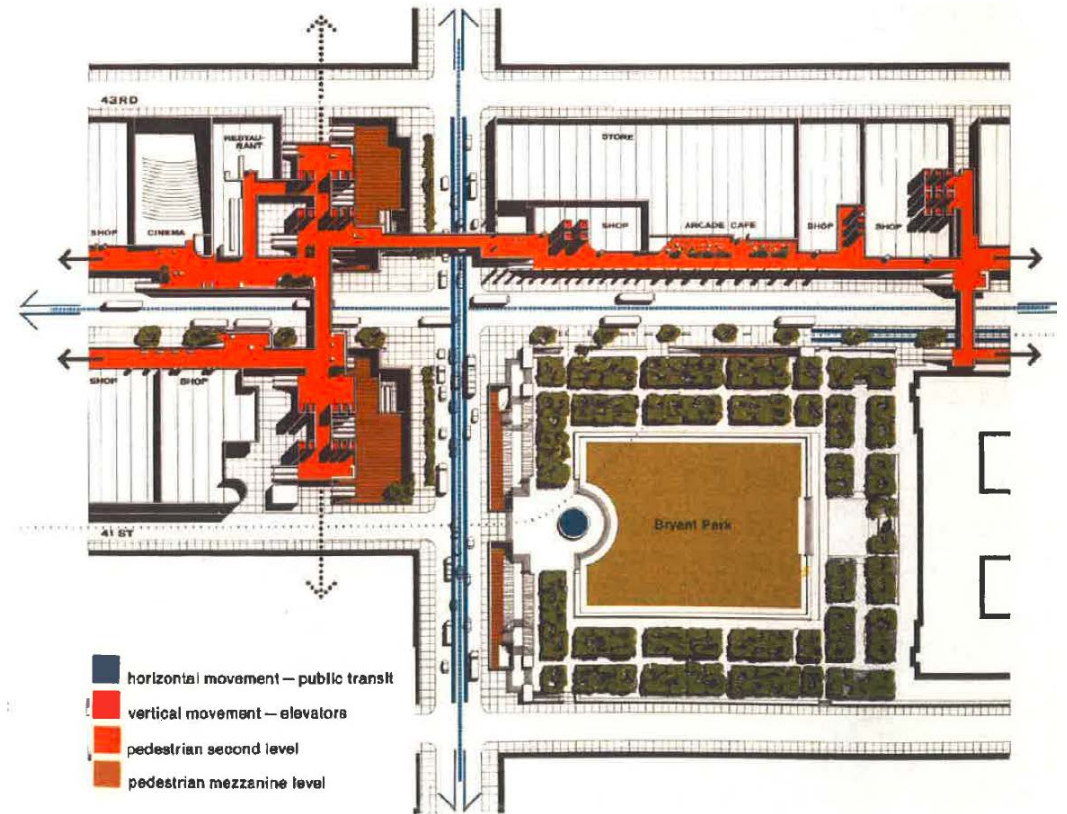
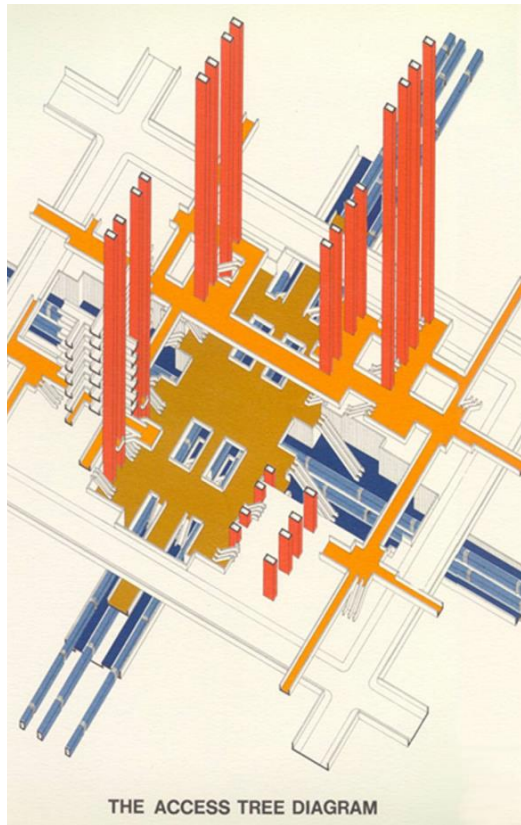
The First Regional Plan (1929)



The Second Regional Plan (1969)



The Second Regional Plan (1969)



The Third Regional Plan (1996)

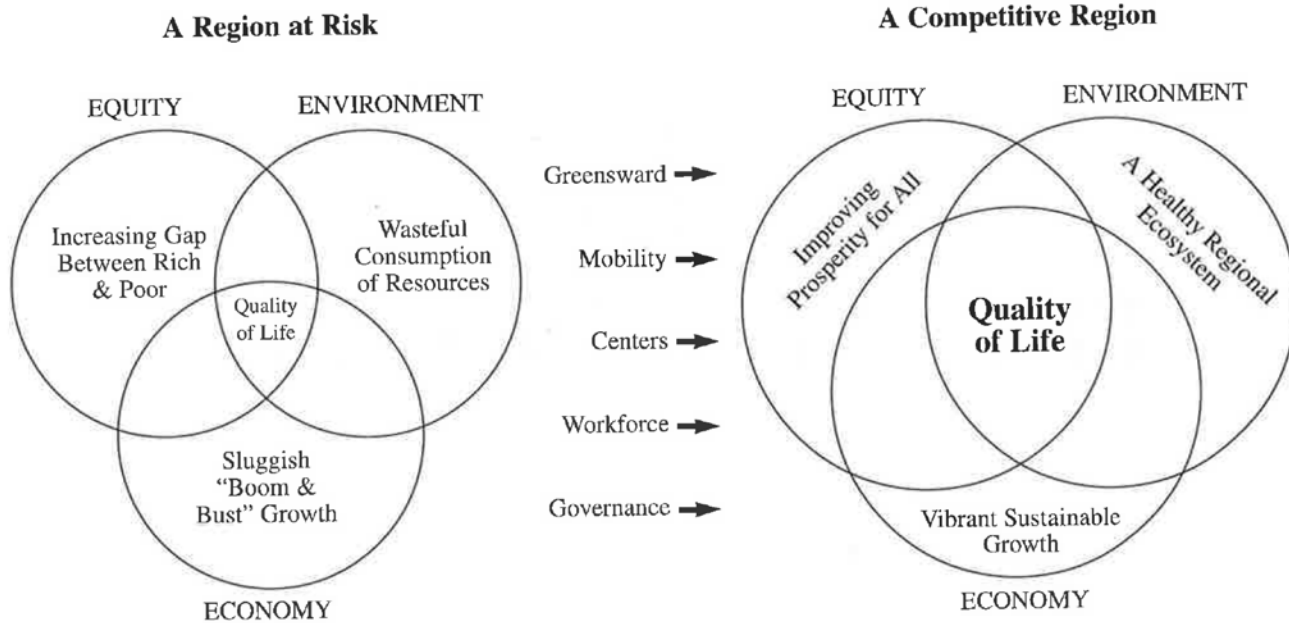
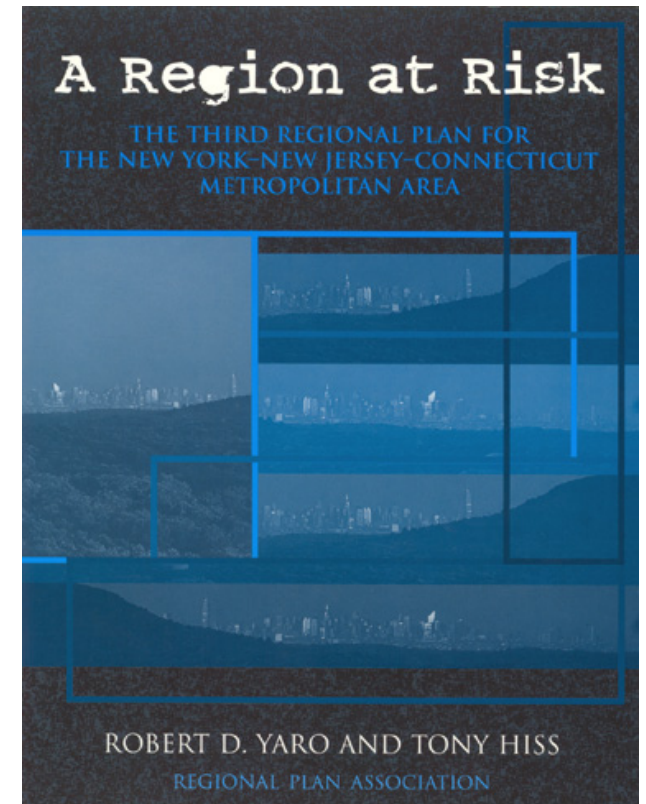
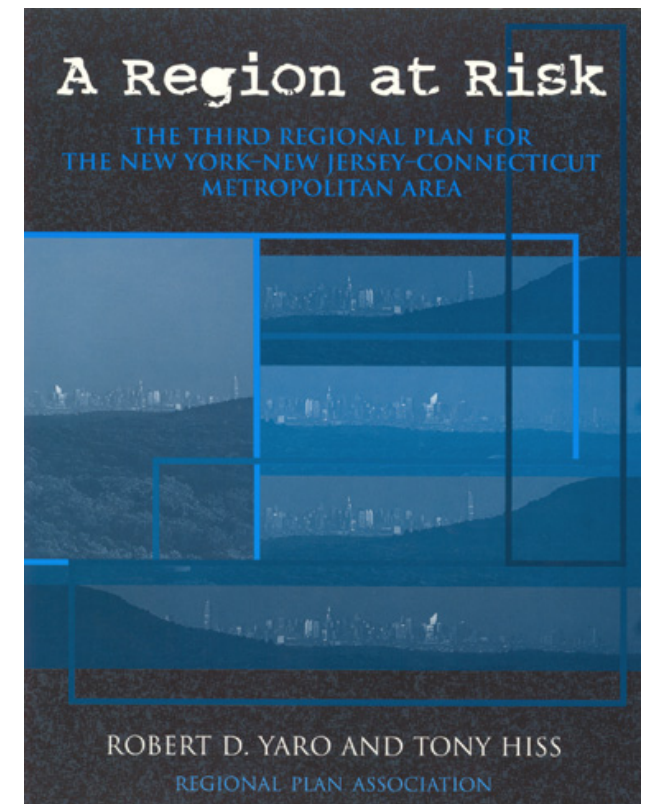
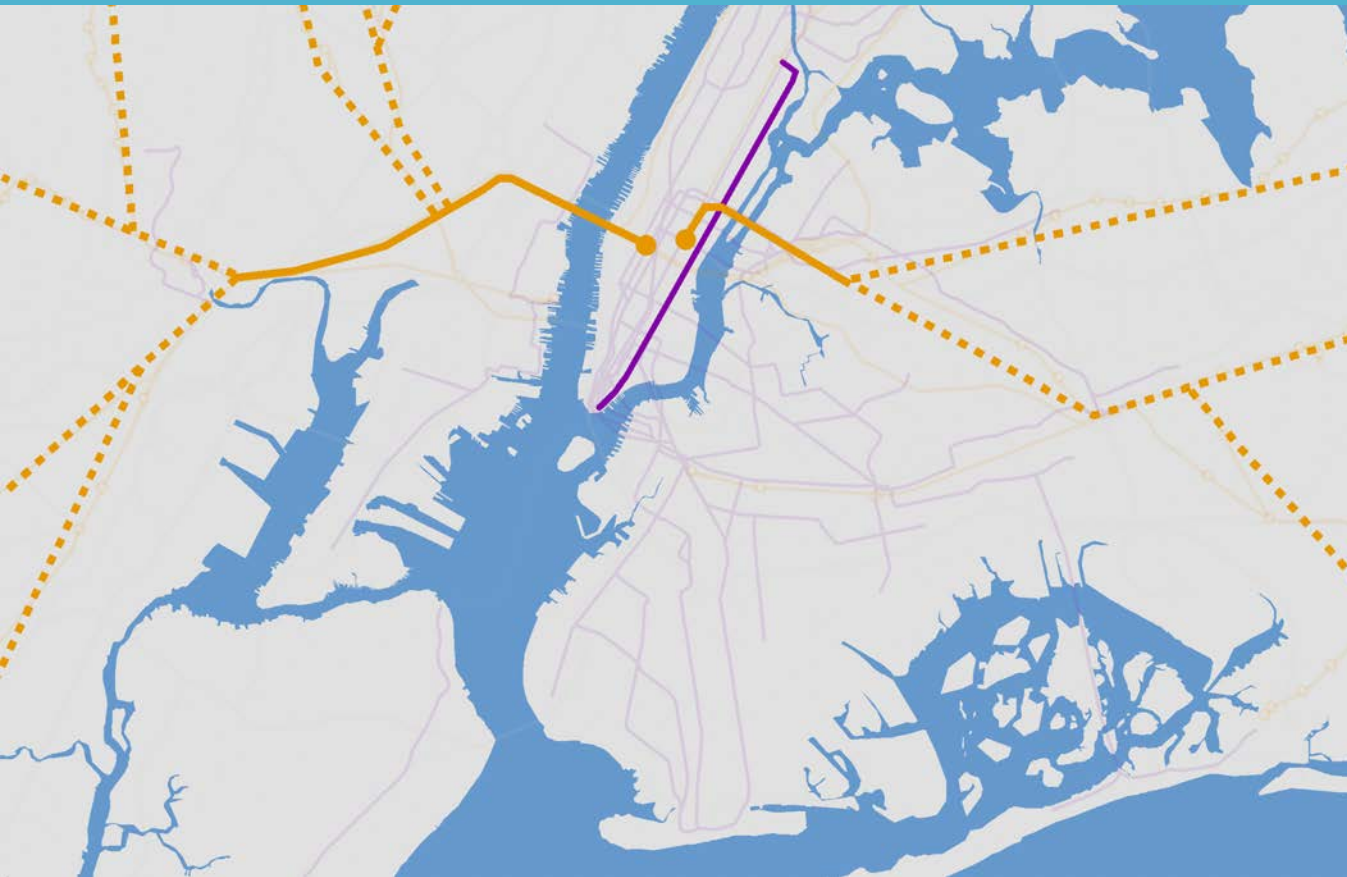


Figure 43: The Three E's Transformed by the Five Campaigns.



The Third Regional Plan (1996)





The Fourth Regional Plan



rpa.org/fourth-plan





Equity



Health



Prosperity



Sustainability



**Fix the institutions
that are failing us**



**Rise to the challenge
of climate change**



**Create a dynamic, customer-
oriented transportation system**



**Make the region
affordable for everyone**

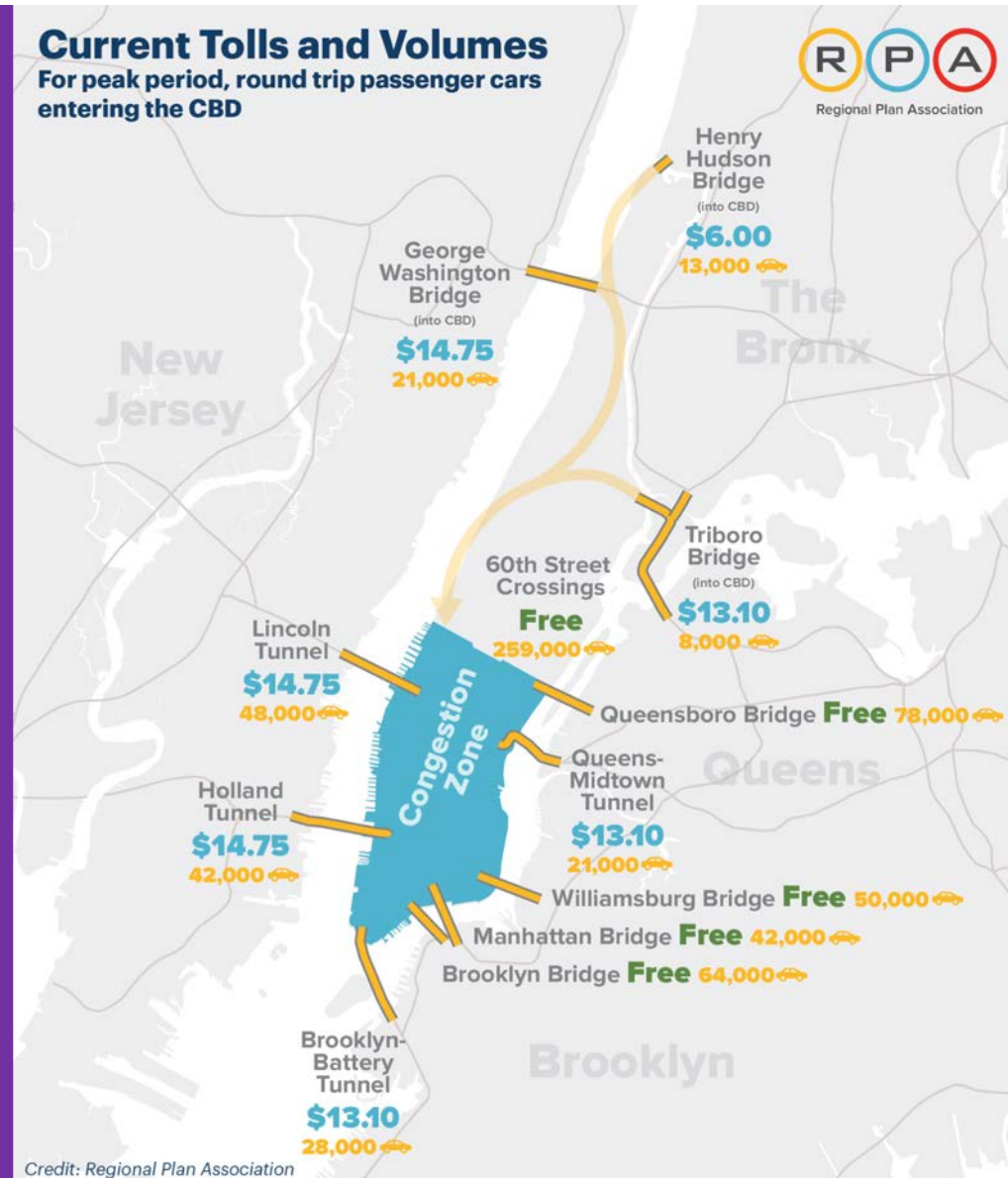
Fix the institutions that are failing us

- **Put a price on driving, through congestion pricing, tolling and eventually VMT fees**
- Reform our regional transportation authorities and reduce the costs of building new transit projects
- Price GHG emissions using California's comprehensive approach
- Establish a Regional Coastal Commission and state adaptation funds
- Increase civic engagement and make planning and development more inclusive, predictable and efficient

Congestion Pricing

Combined Tolls and Volumes for peak period, roundtrip passenger cars entering the CBD

Current Tolls and Volumes For peak period, round trip passenger cars entering the CBD



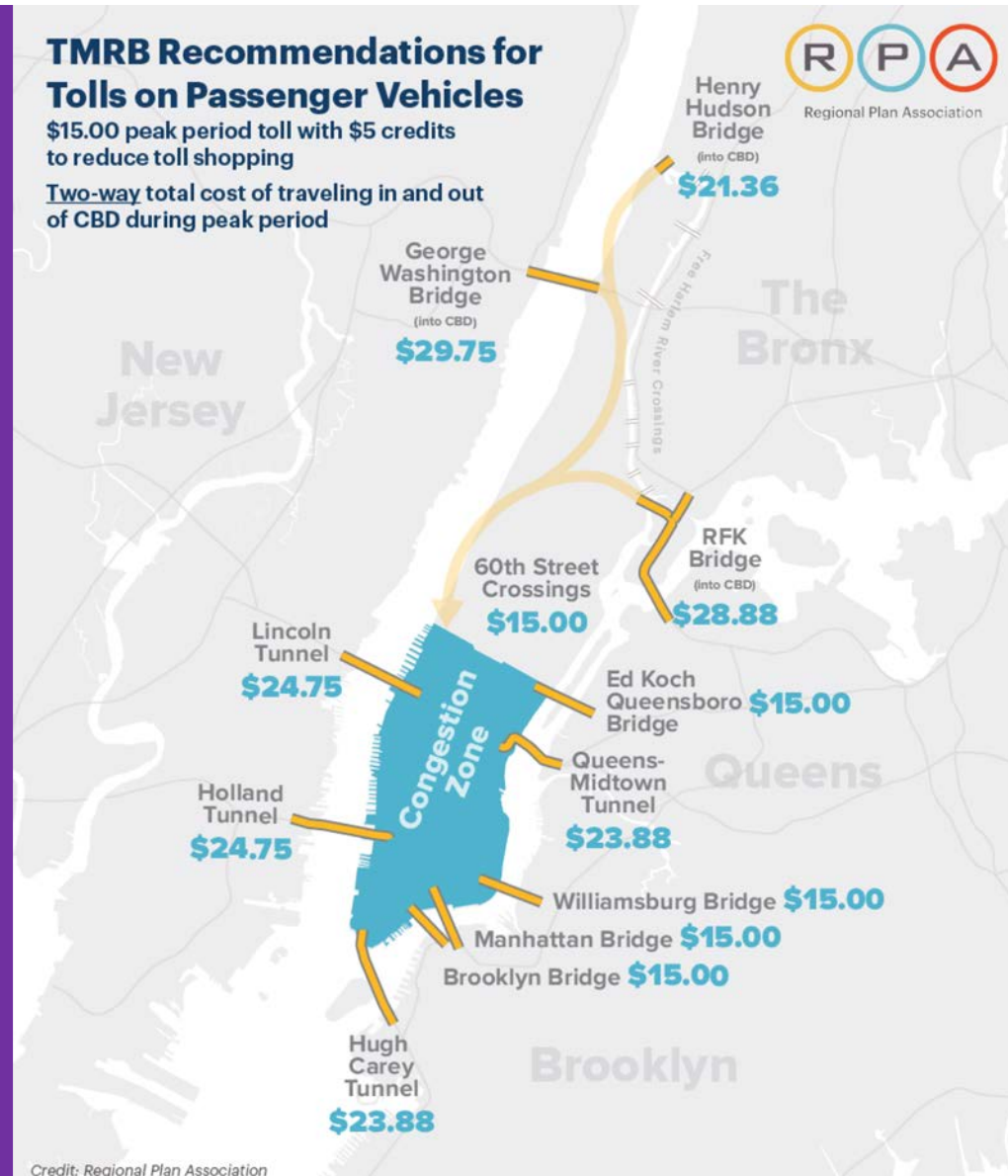
Congestion Pricing

Traffic Mobility Review Board Recommendation

TMRB Recommendations for Tolls on Passenger Vehicles

\$15.00 peak period toll with \$5 credits to reduce toll shopping

Two-way total cost of traveling in and out of CBD during peak period



Credit: Regional Plan Association

Rise to the challenge of climate change

- ➔ **Create a modern, smarter, greener energy grid**
- ➔ Establish a National Park in the Meadowlands
- ➔ Protect places where the densities justify it; transition away from lower-density places or places at particularly high risk

Ambitious Offshore Wind Goals

New York

- 70% renewable energy by 2030, 100% clean energy by 2040
- 85% economy-wide GHG reductions by 2050
- 9,000 megawatts of offshore wind power by 2035

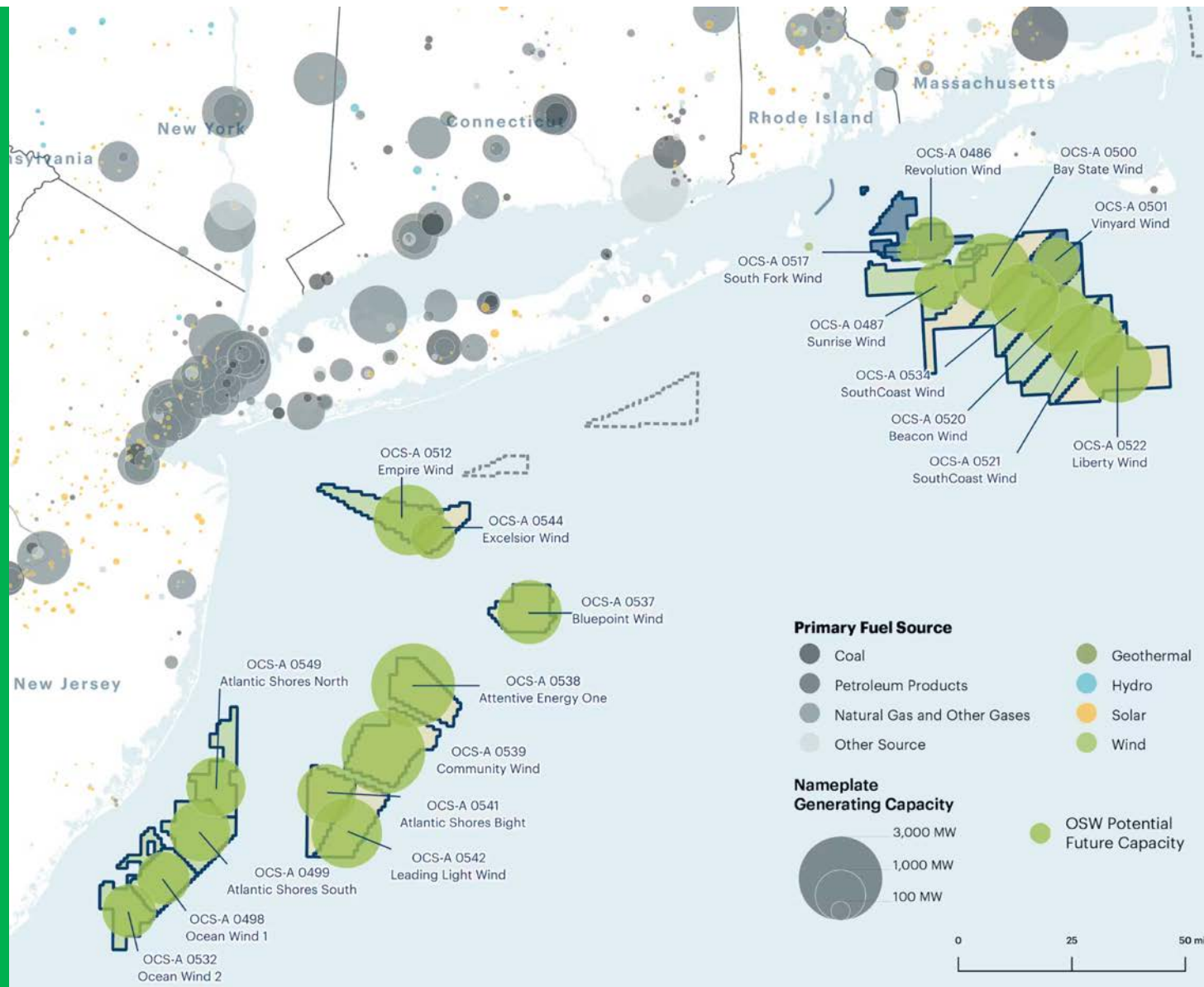
New Jersey

- 100% clean energy by 2035
- 80% reduction of all GHG by 2050
- 11,000 megawatts of offshore wind power by 2040

Connecticut

- 80% reduction of all GHG by 2050
- 100% zero carbon electricity supply by 2040
- 2,000 megawatts of offshore wind power by 2030

Offshore Wind Farms have the ability to offset 7 million tons of CO2/year and help us hit our climate and clean energy targets



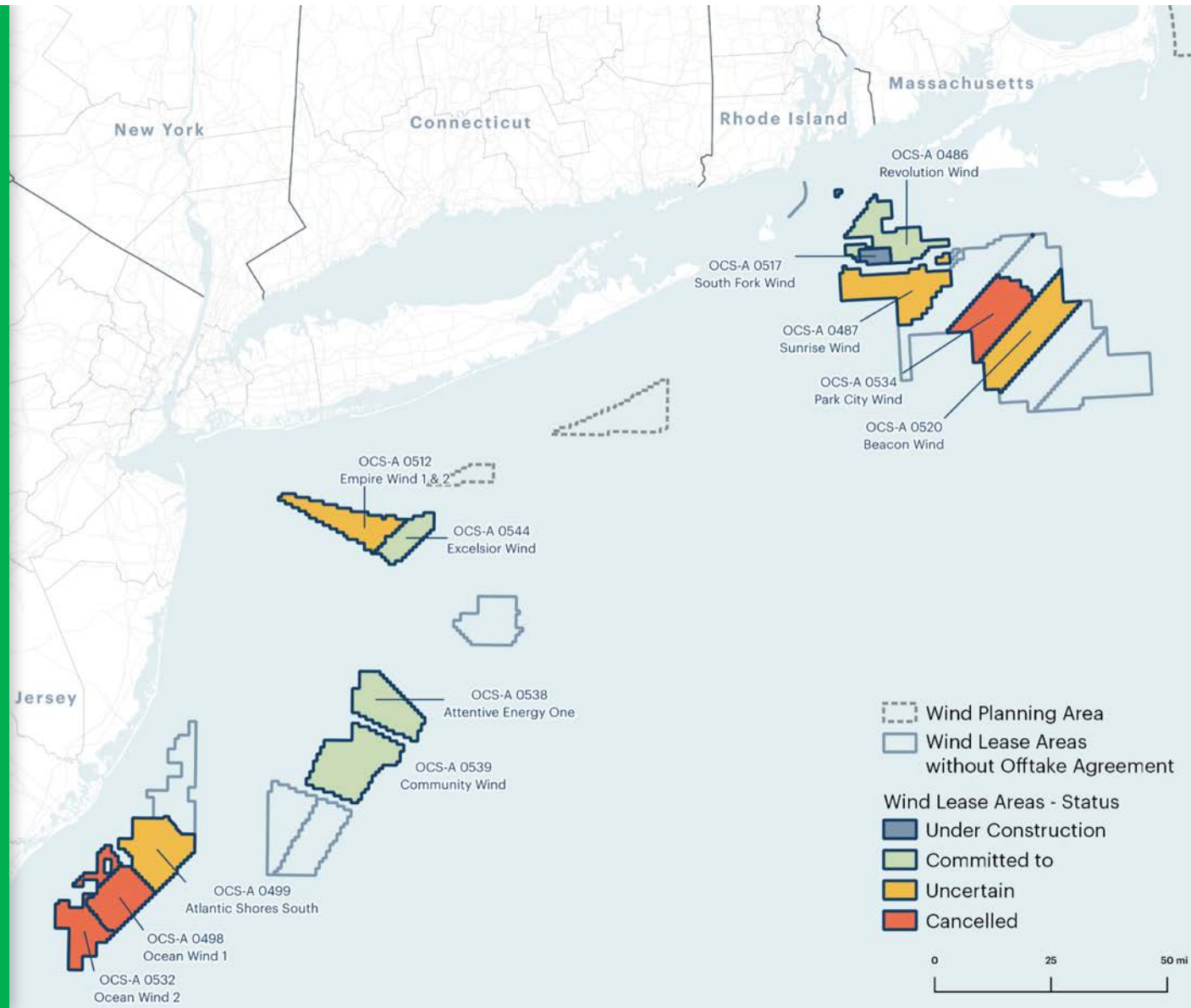
The state of the region today

1 project under construction

3 projects cancelled

5 uncertain

4 committed to

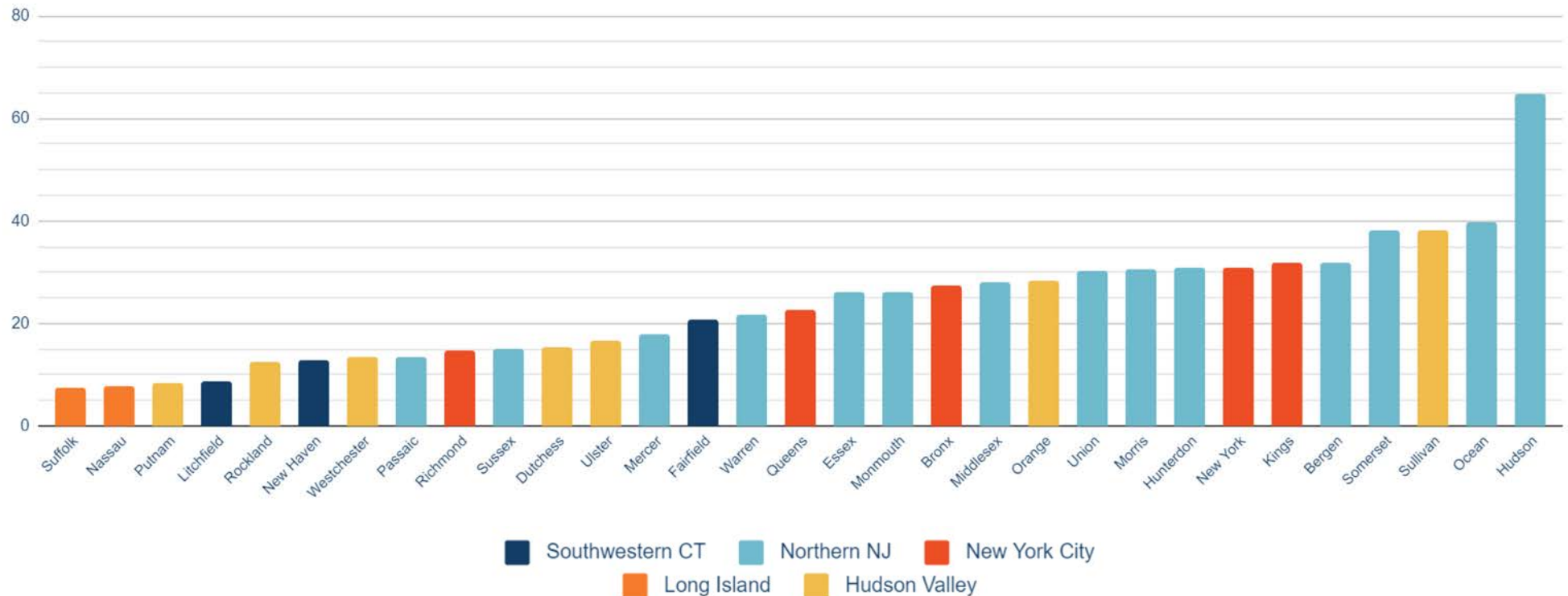


Make the region affordable for everyone

- ➔ **Create a million additional new homes in transit-accessible locations**
- ➔ Create well-paying job opportunities throughout the region
- ➔ Turn environmentally burdened neighborhoods into healthy communities

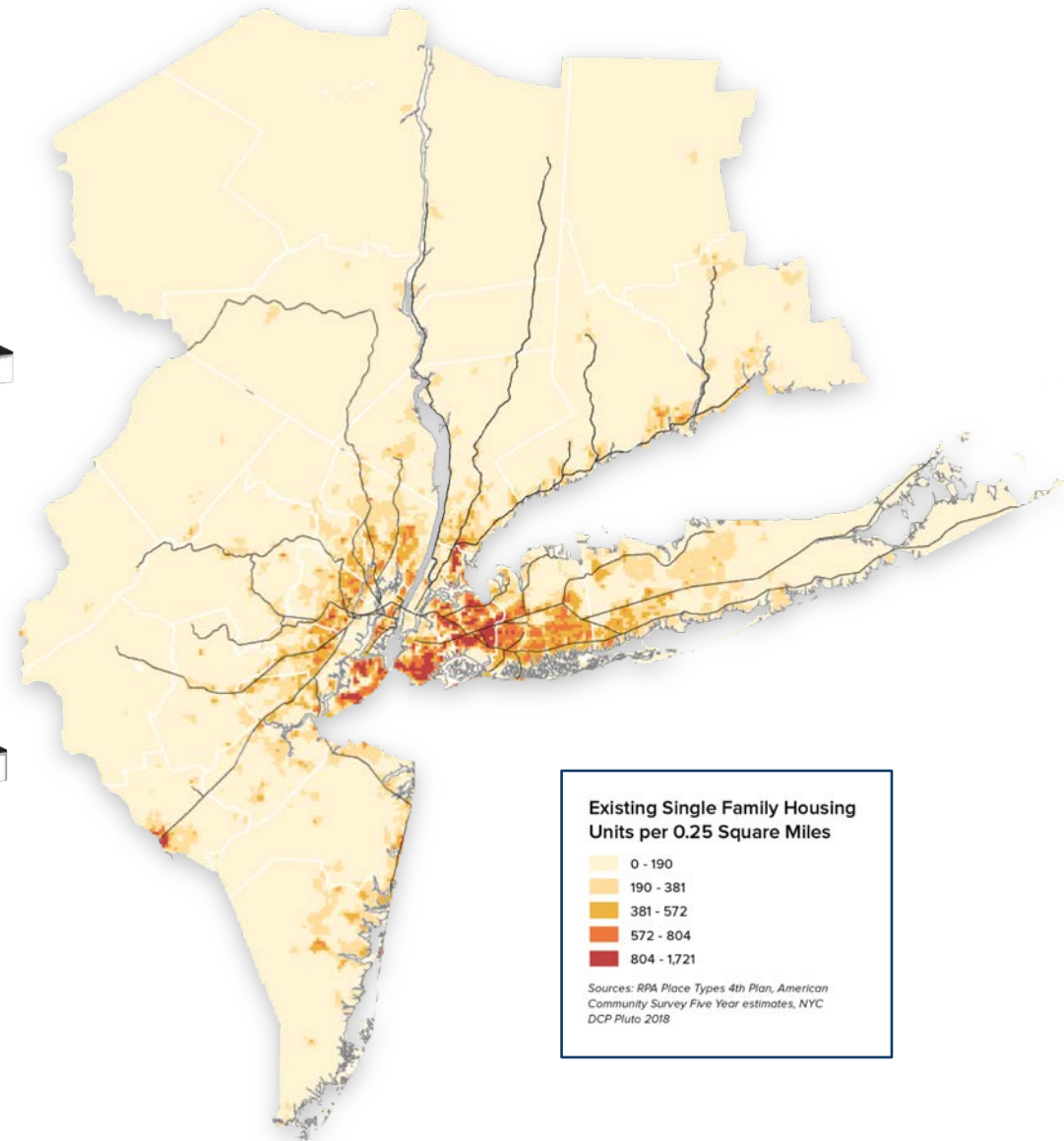
Building Permits per 1,000 Residents

Based on the number of building permits issued between 2010-2020 and total population in 2020 Census



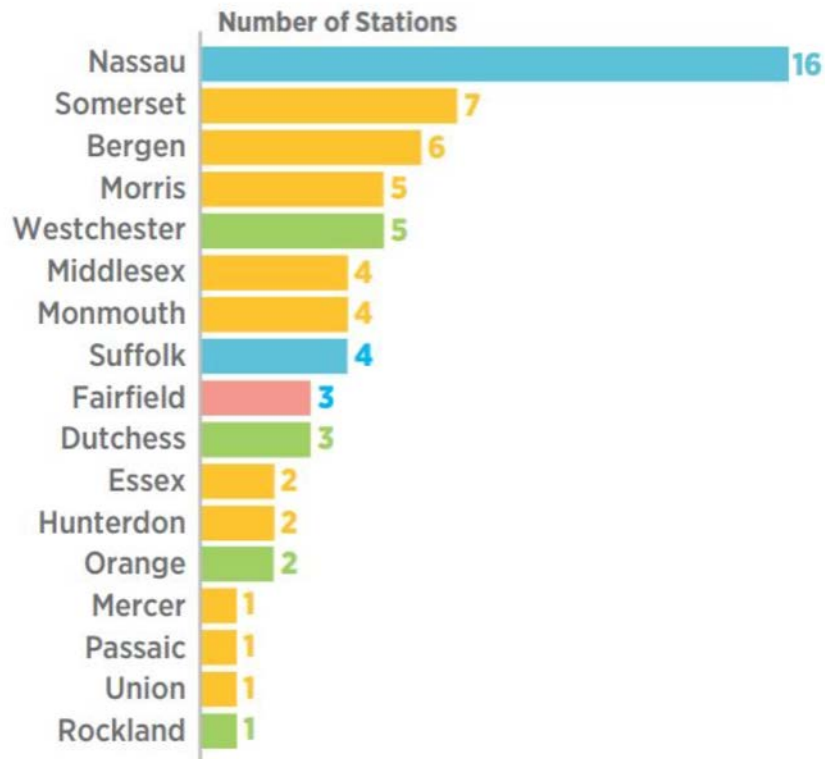
Accessory Dwelling Units

We can create a half million new homes without any new construction, just by allowing ADUs or conversions of large single-family houses to two- or three-family houses



Transit Oriented Development

Number of Stations with Infrastructure for TOD and No Supportive Zoning by County



Source: RPA Analysis; U.S. Census Longform 1990



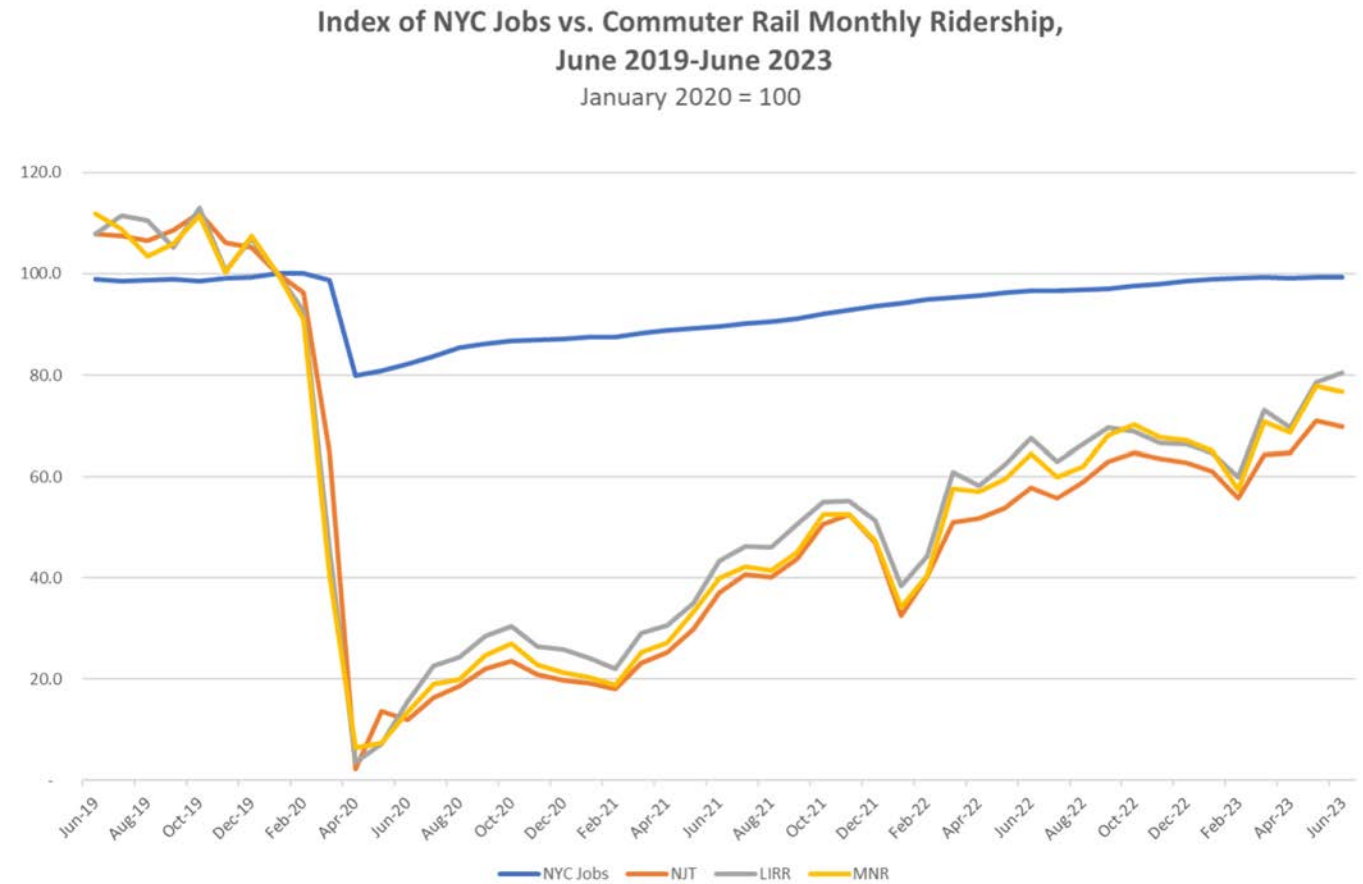
Create a dynamic, customer-oriented transportation system

- ➔ **Expand Trans-Hudson capacity and regional connectivity with a unified, integrated, expanded regional rail**
- ➔ Totally reconstruct and modernize the subway within 15 years
- ➔ Design streets for people & open up more public space in the urban core
- ➔ Expand and redesign Kennedy and Newark airports to increase capacity

Our region is connected by one of the world's most extensive transit networks

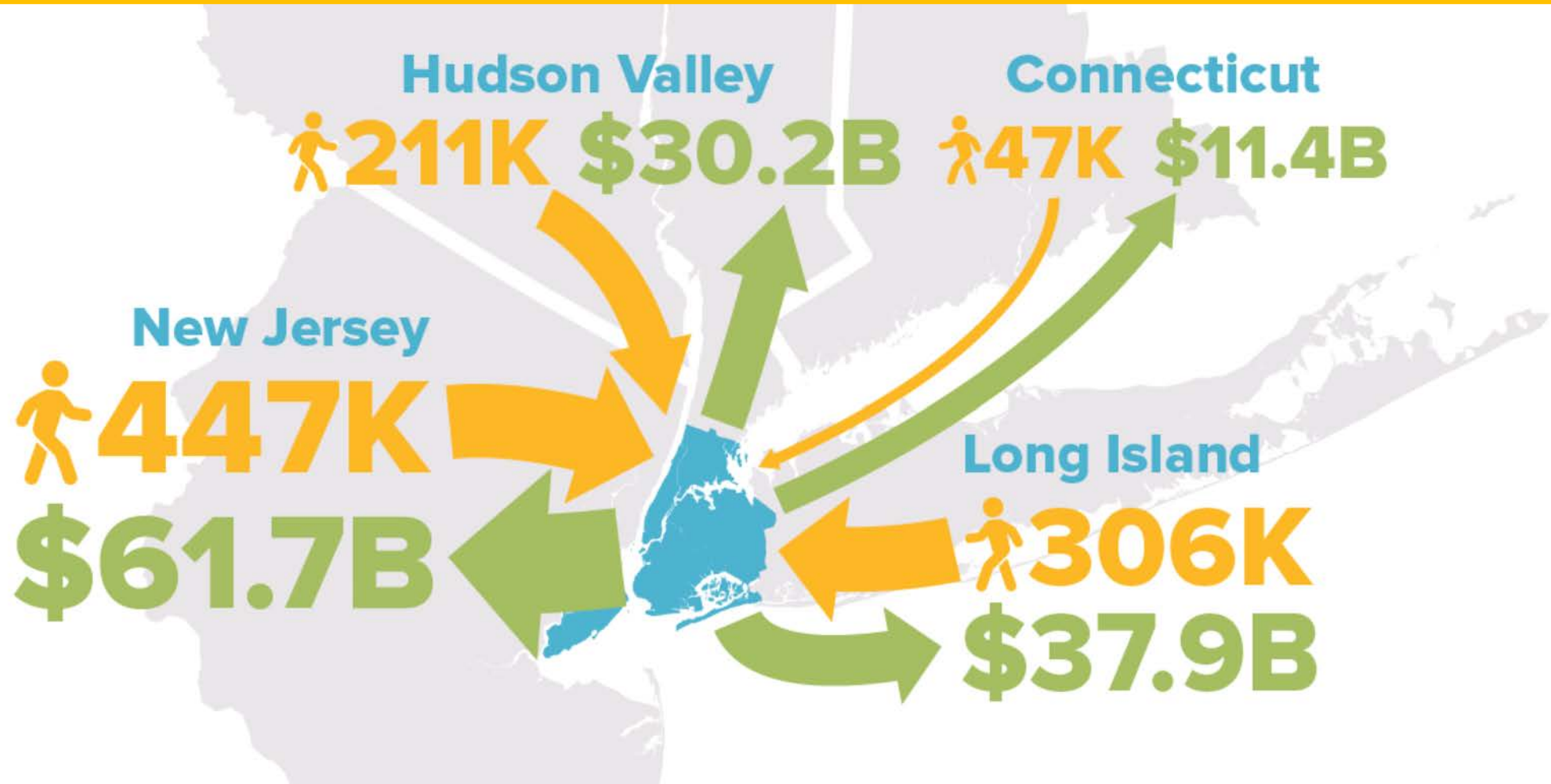


The economy is still recovering and commuter rail ridership is back up to 70-80% of pre-pandemic highs

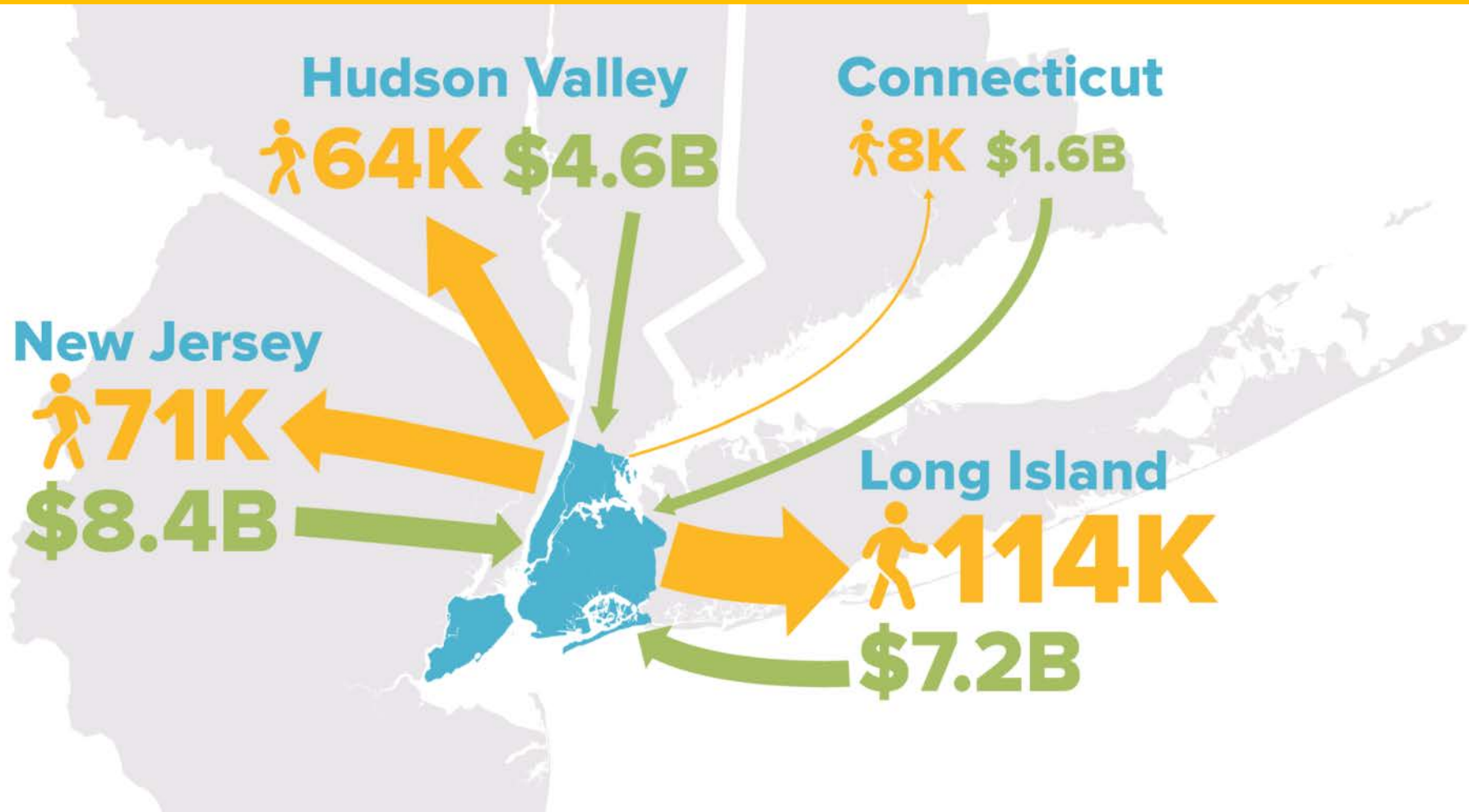


Sources: Bureau of Labor Statistics, Metropolitan Transportation Authority, Association of Public Transportation Authorities

In 2022, 1 million commuters earning \$141 billion flowed between New York City and other parts of the region



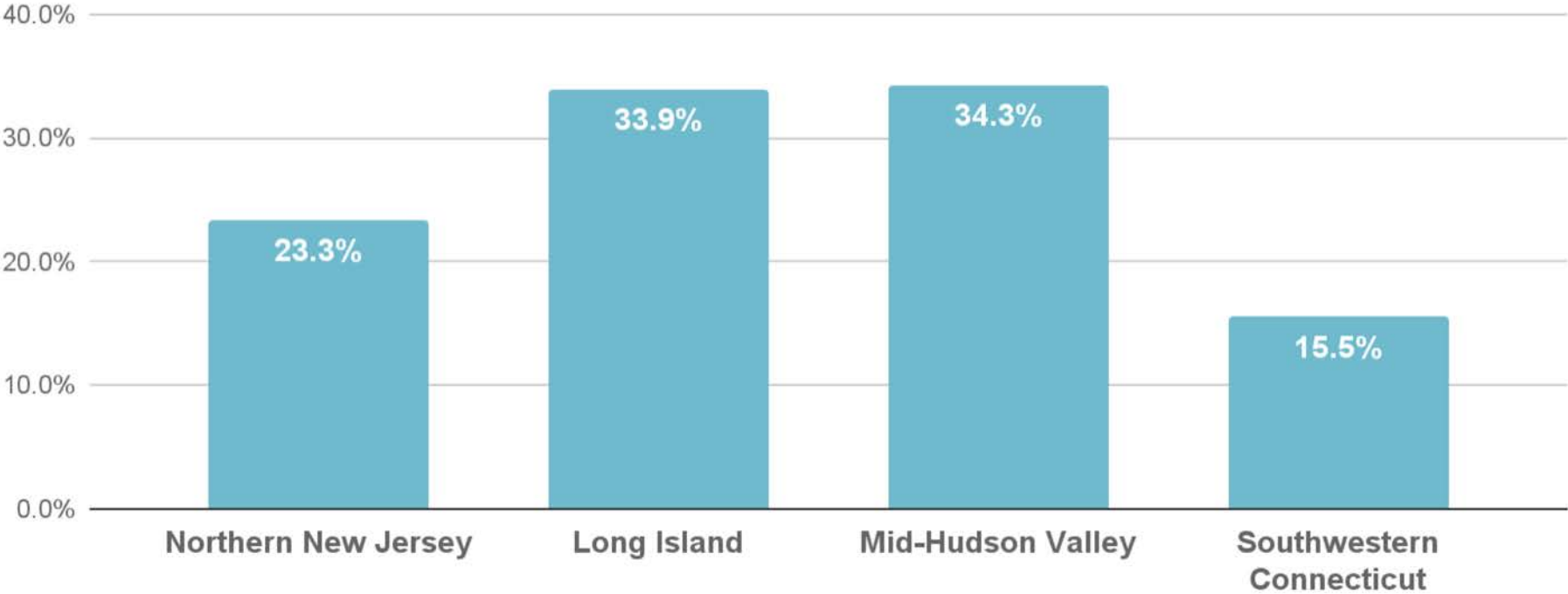
Reverse commuters from NYC filled 7% of jobs in other parts of the region and earned 7% of NYC wages



Commuters earned more than 1 of 4 of all wages earned by residents outside of NYC, ranging from 15.5% of wages in CT to 34.3% in the Hudson Valley

Share of Residents' Wages Earned by Commuters, 2022

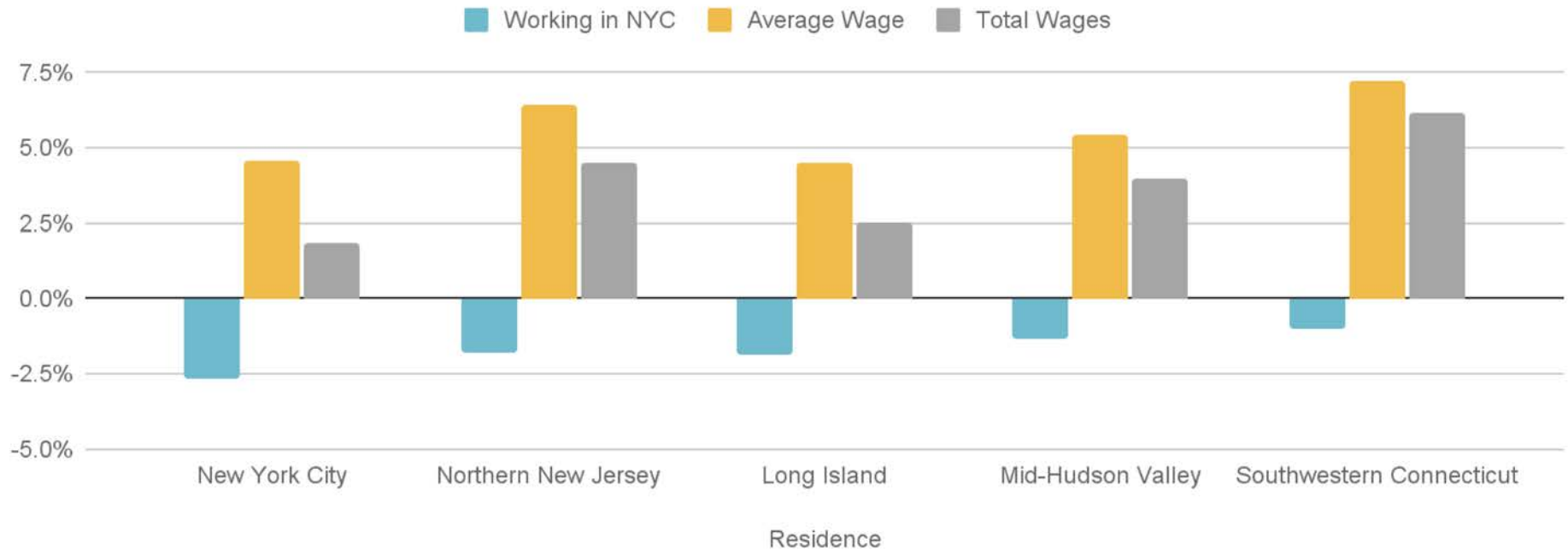
RPA Estimate based on 2019 ACS and 2022 BLS Current Employment Series



Between 2019 and 2022, the number of commuters and remote workers declined slightly, but their total wages increased

Percent change in NYC workers and real wages by place of residence, 2019-2022

2019 American Community Survey, 2022 RPA Estimate



Recent Transit Improvements

- #7 Extension to Hudson Yards
- Phase 1 of Second Avenue Subway
- Moynihan Train Hall
- East Side Access

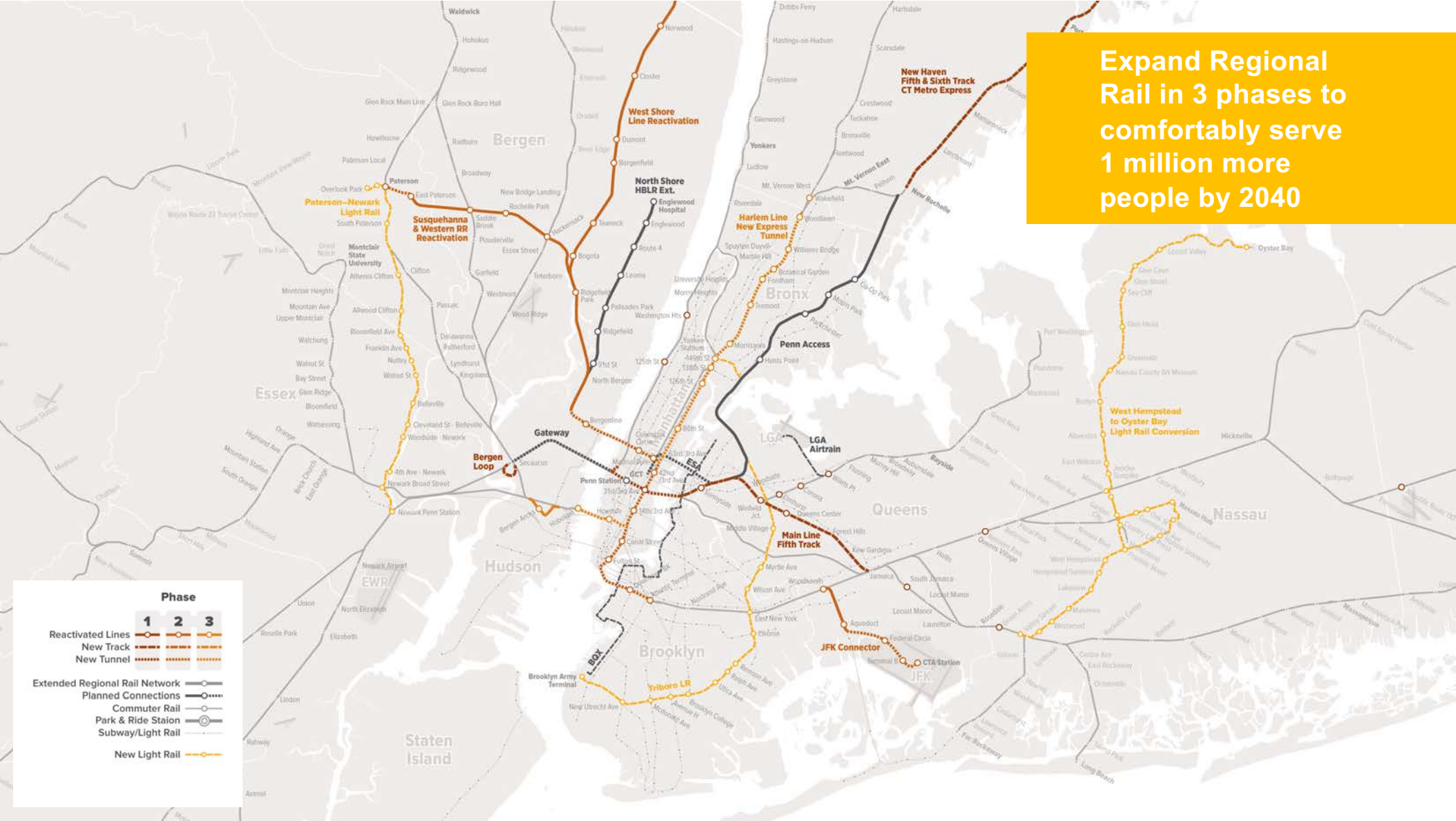


Current Transit Priorities

- Congestion Pricing
- Gateway
- Penn Station Renovation and Expansion
- Penn Access
- Port Authority Bus Terminal
- Interborough Express



Expand Regional Rail in 3 phases to comfortably serve 1 million more people by 2040





The Tri-State Region AND ITS ENVIRONS



Regional Plan Association