

Planning the New York Metropolitan Region

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President & CEO



Since 1922,
Regional Plan
Association has
prepared long-
range plans for the
tri-state
metropolitan region



3 states
31 counties
782 towns
23M residents



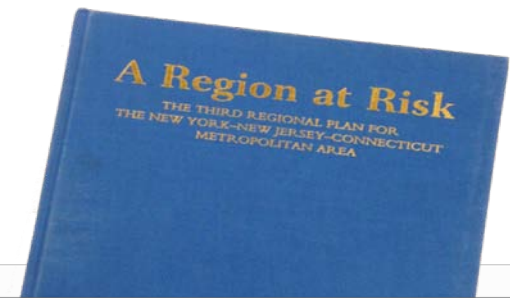
The Tri-State Region
AND ITS ENVIRONS



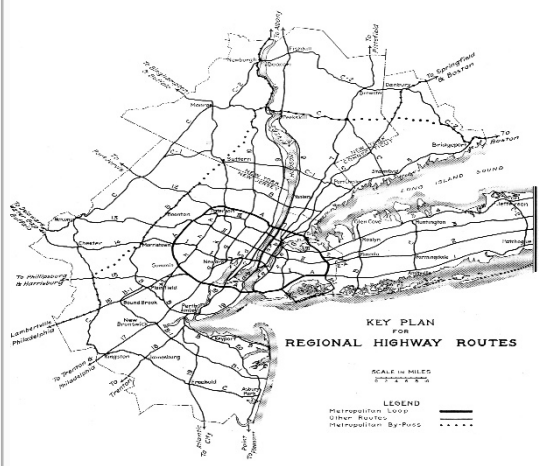
0 10 20 30 40 Miles



Regional Plan Association



1929 First Regional Plan



1968 Second Regional Plan



1996 Third Regional Plan





The Fourth Regional Plan

rpa.org/fourth-plan



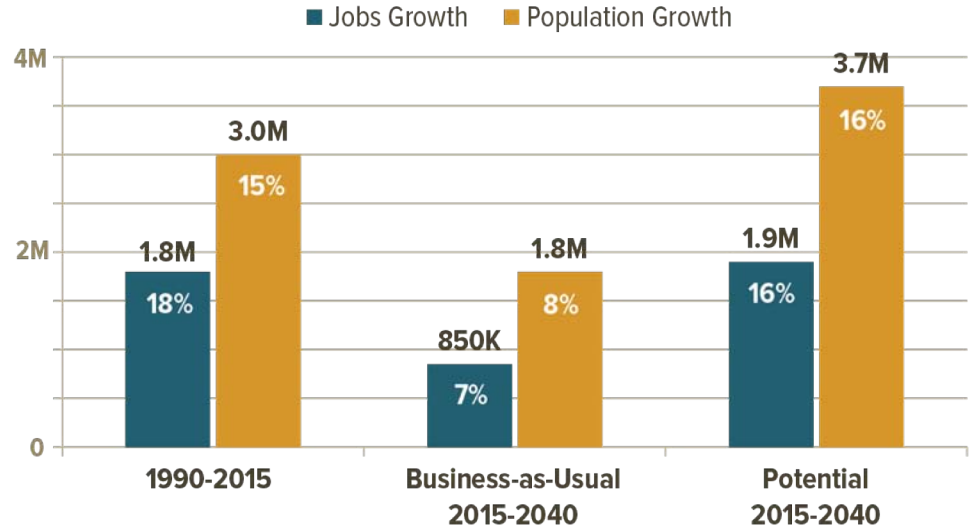
Diagnosis



- ➔ **The tri-state region has made enormous strides**
- ➔ **Opportunities are limited for too many people**
- ➔ **There is a rising crisis of affordability for many people**
- ➔ **The suburbs are falling behind**
- ➔ **The region is increasingly vulnerable to natural disasters**
- ➔ **Our government institutions are failing to make the hard decisions our region needs**

Diagnosis

Vision



2015 Jobs: 11.6 M
2015 Population: 22.9 M

Diagnosis

Vision

Problem Statements



Physical environment is critical to ensuring equal opportunities for health.

80%
of a community's health depends on place-based conditions

Air Quality



Exercise

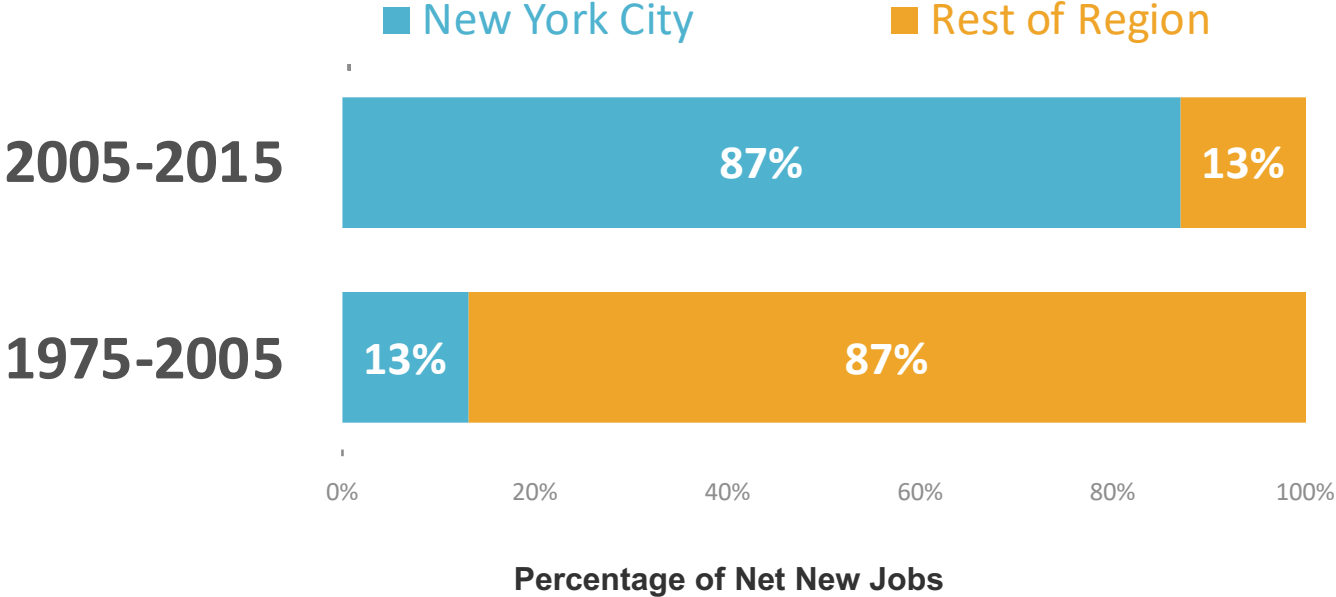
Access to Care

Transportation

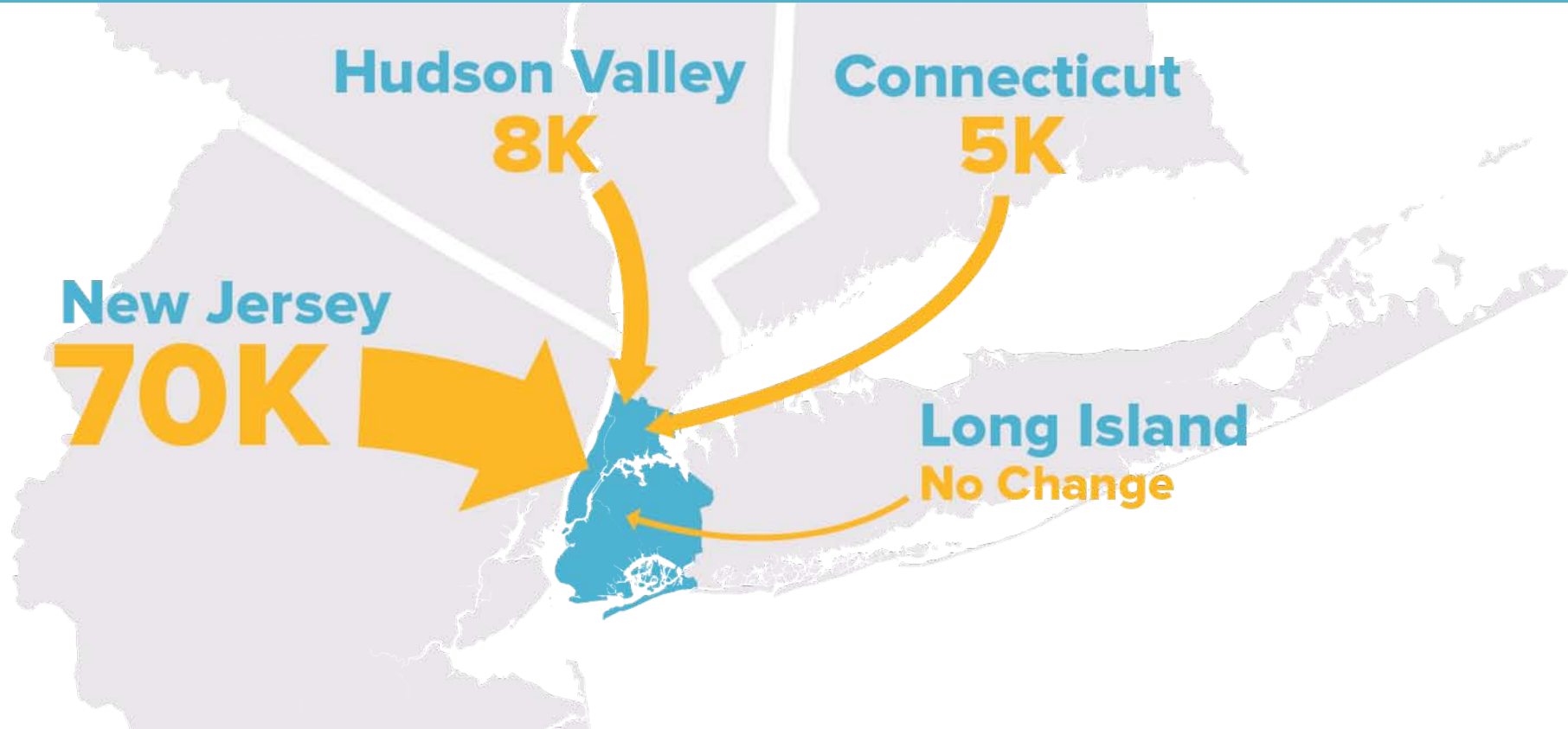
Food

Health isn't simply an outcome of health care, genetics, or even lifestyle. Factors such as exercise, pollution, education and employment are shaped by the policies and investments in the physical environment.

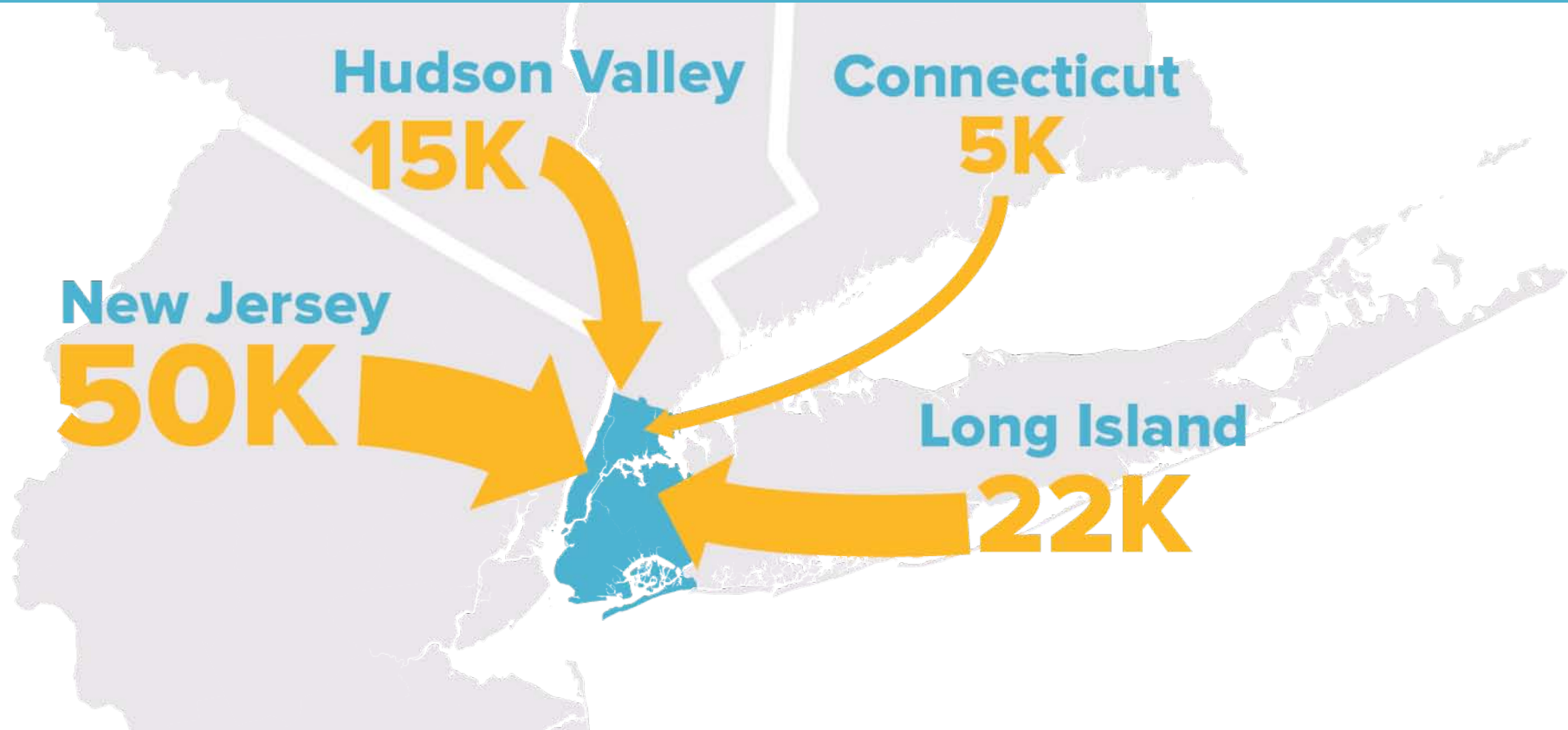
Complete Reversal of Growth Patterns



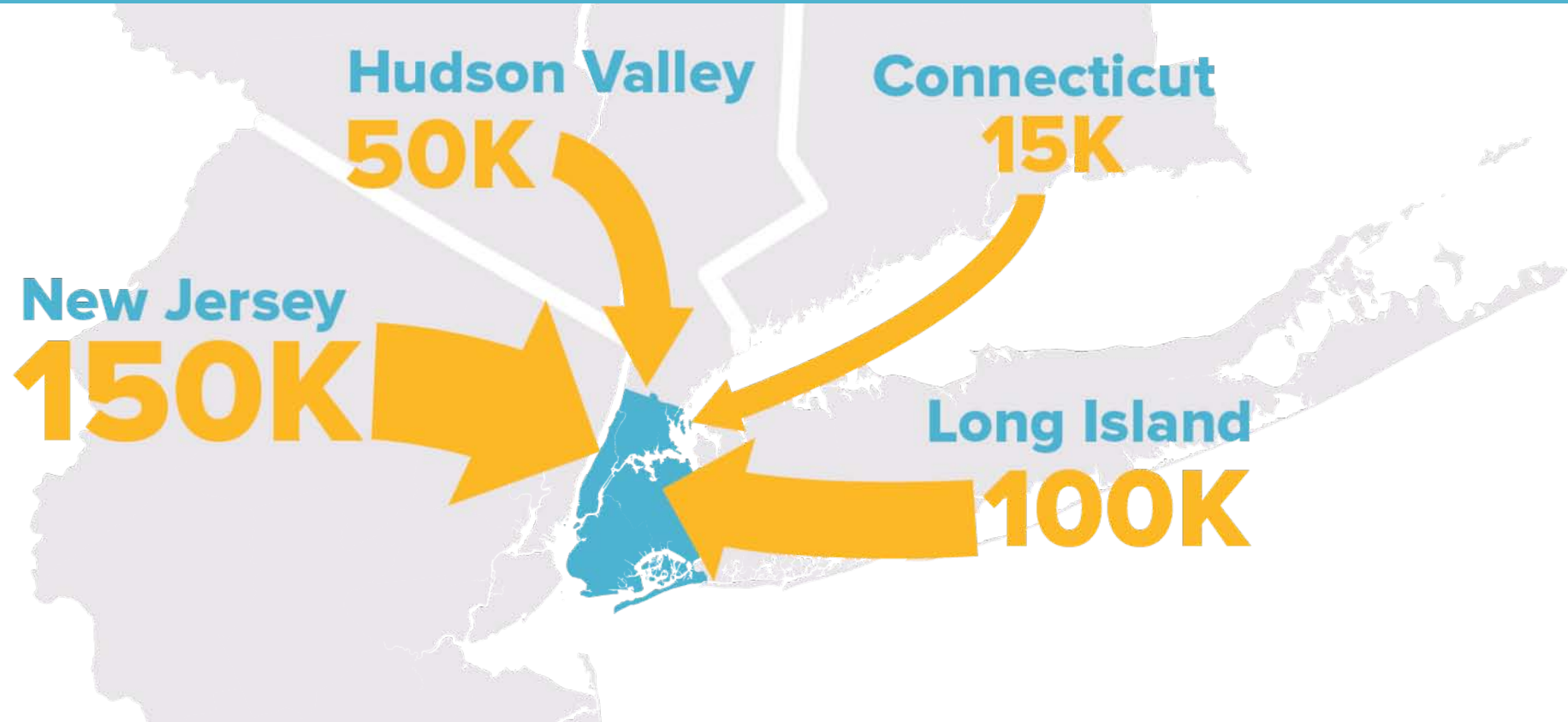
Increase in NYC-bound Commuters, 1990-2010



Increase in NYC-bound Commuters, 2010-2015



Projected Increase in NYC-bound Commuters, 2015-2040





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

- Reform our regional transportation authorities and reduce the costs of building new transit projects
- Put a price on driving, through congestion pricing, tolling and eventually VMT fees
- 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

Make the region affordable for everyone

- ➔ Create a million additional new homes (beyond base case) mostly in transit-accessible locations, and across a range of price points
- ➔ Create well-paying job opportunities throughout the region
- ➔ Turn environmentally burdened neighborhoods into healthy communities

We can create an additional 250,000 homes by redeveloping parking lots near rail stations.



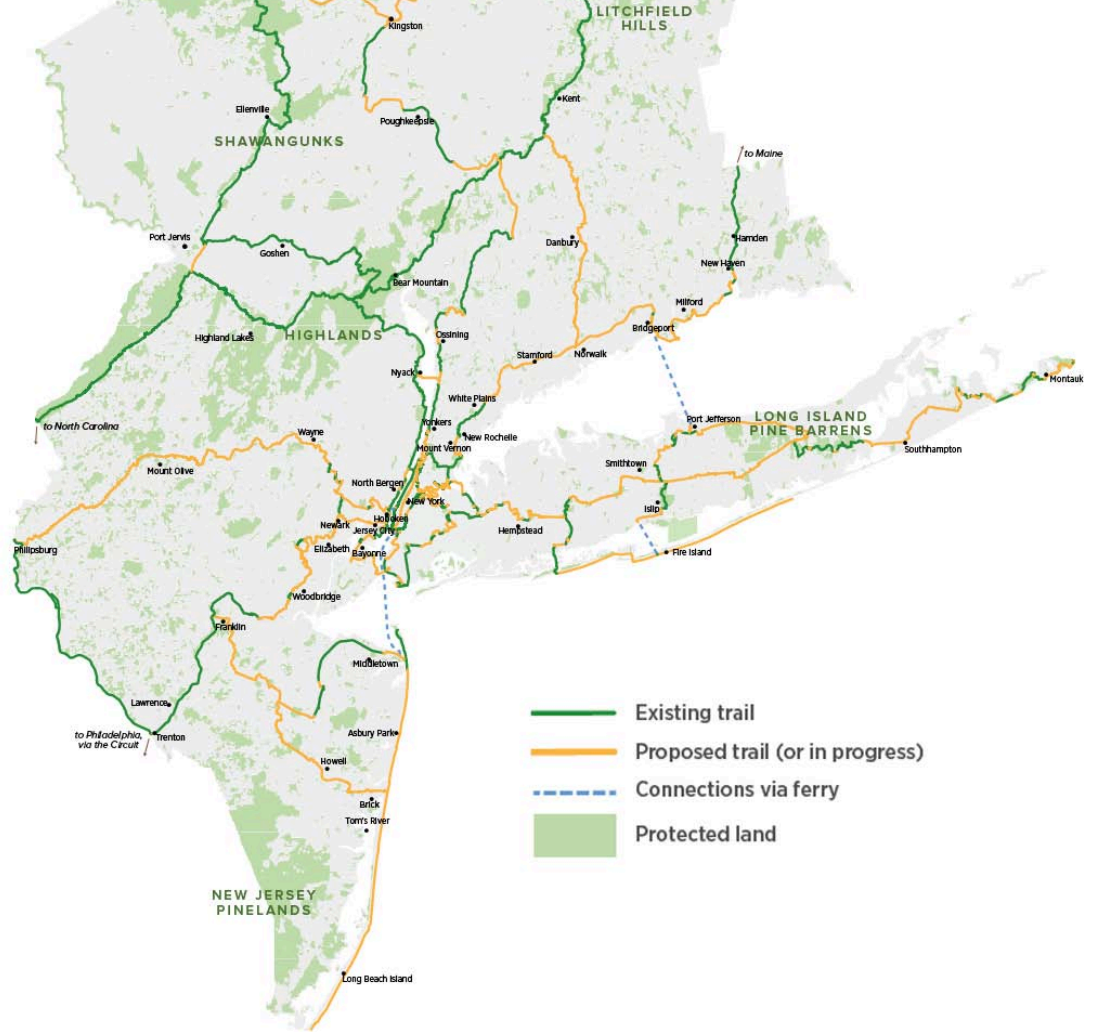
We can create an additional 250,000 homes by redeveloping parking lots near rail stations.



Rise to the challenge of climate change

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

Create a 1,620-mile tri-state trail network



Create a dynamic, customer-oriented transportation system

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

Expand Newark Liberty Airport by building new terminals, a fourth runway, and connecting it to the Northeast Corridor



Expand Newark Liberty Airport by building new terminals, a fourth runway, and connecting it to the Northeast Corridor



A Preventable Crisis

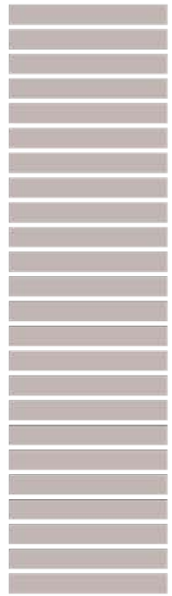
The Economic and Human Costs of
a Hudson River Rail Tunnel Shutdown



A shutdown of the Hudson River tunnels becomes more likely every day



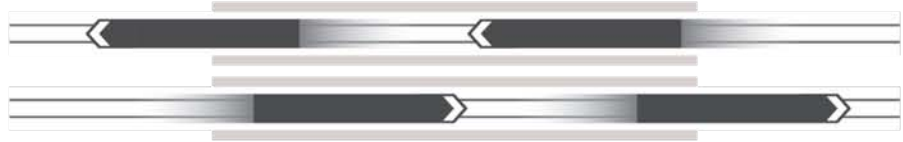
Today
100%



25%



With **two tunnels**, peak hour capacity is **24 trains**



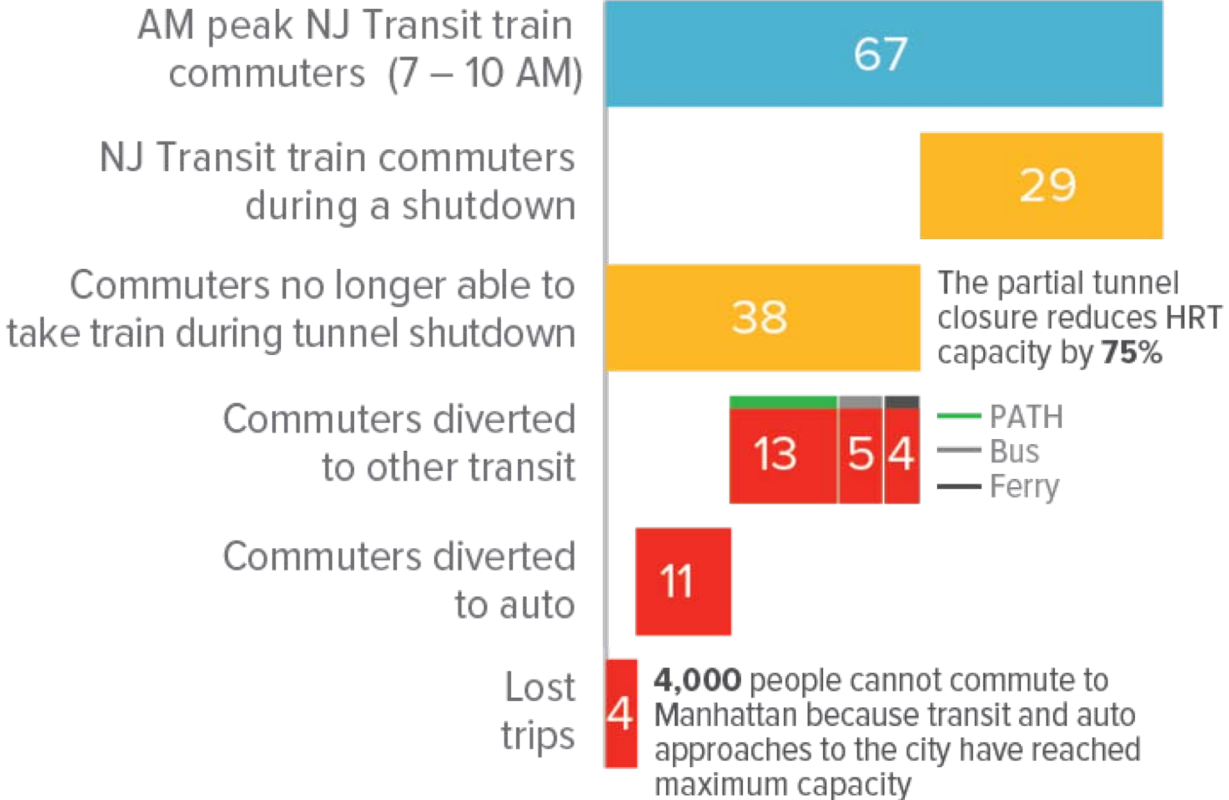
With **one tunnel**, peak hour capacity is **6 trains, or 25%**



A partial shutdown of the Hudson River Tunnel would cost the US ~\$16B over four years



A tunnel shutdown will force 38,000 commuters to find a new way across the Hudson River



A tunnel shutdown would impact the entire transportation network

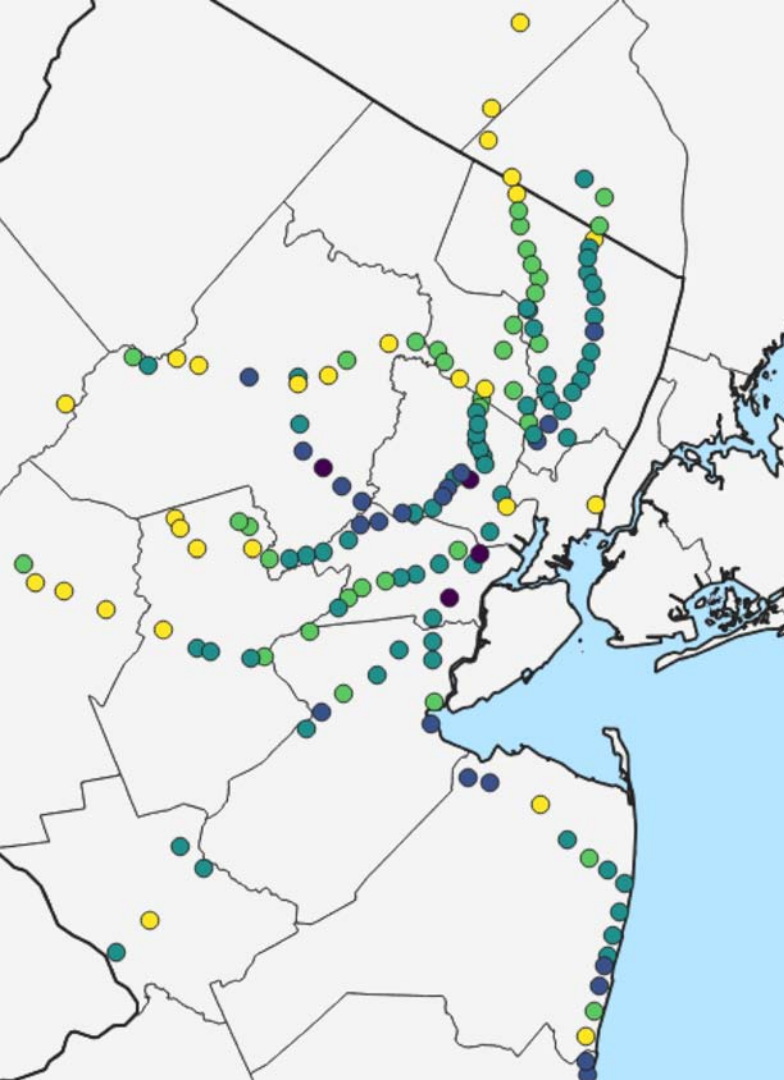
- **170,000** PATH and bus riders would experience more crowding and delays
- **245,000** drivers will see their commutes increase by at least 10 minutes
- **100,000** drivers will see their commutes increase by more than an hour a day

More than half a million travelers and millions of homeowners, businesses, and taxpayers would be affected



- **Delays in delivering freight will cost the economy over \$1 billion**
- **Travelers between Washington and New York City will have fewer options and much higher air fares**
- **State, local and federal tax revenues will be reduced by \$7 billion**
- **More drivers will cause 9,000 additional accidents, increase air pollution, and result in 90 to 100 additional deaths**

**40% of New Jersey homes and
thousands of New York homes
near train stations would lose
~\$22B in value**



**Average home
value reduction by
station**



SOURCE: NJTPA model, U.S. Census, Experian, State of NJ Open Data, ARC Effect

TIRED OF TRAIN DELAYS?



GET INVOLVED:
BUILDGATEWAY.ORG
@BUILDGATEWAY

REGISTER NOW!



Assembly

April 19, 2019

Grand Hyatt, New York



assembly.rpa.org



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Questions? Contact Julie Truax at jtruax@rpa.org

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