Planning the New York Metropolitan Region

Tom Wright
President & CEO

Regional Plan Association
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
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

George Washington Bridge (into CBD)
$29.75

60th Street Crossings
$15.00

Ed Koch Queensboro Bridge
$15.00

RFK Bridge (into CBD)
$28.88

30th Street Crossings
$15.00

Queens-Midtown Tunnel
$23.88

Lincoln Tunnel
$24.75

Holland Tunnel
$24.75

Hugh Carey Tunnel
$23.88

Manhattan Bridge
$15.00

Williamsburg Bridge
$15.00

Brooklyn Bridge
$15.00

Henry Hudson Bridge (into CBD)
$21.36

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

We can create more than 250,000 homes near rail stations.

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

- Nassau: 16
- Somerset: 7
- Bergen: 6
- Morris: 5
- Westchester: 5
- Middlesex: 4
- Monmouth: 4
- Suffolk: 4
- Fairfield: 3
- Dutchess: 3
- Essex: 2
- Hunterdon: 2
- Orange: 2
- Mercer: 1
- Passaic: 1
- Union: 1
- Rockland: 1

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