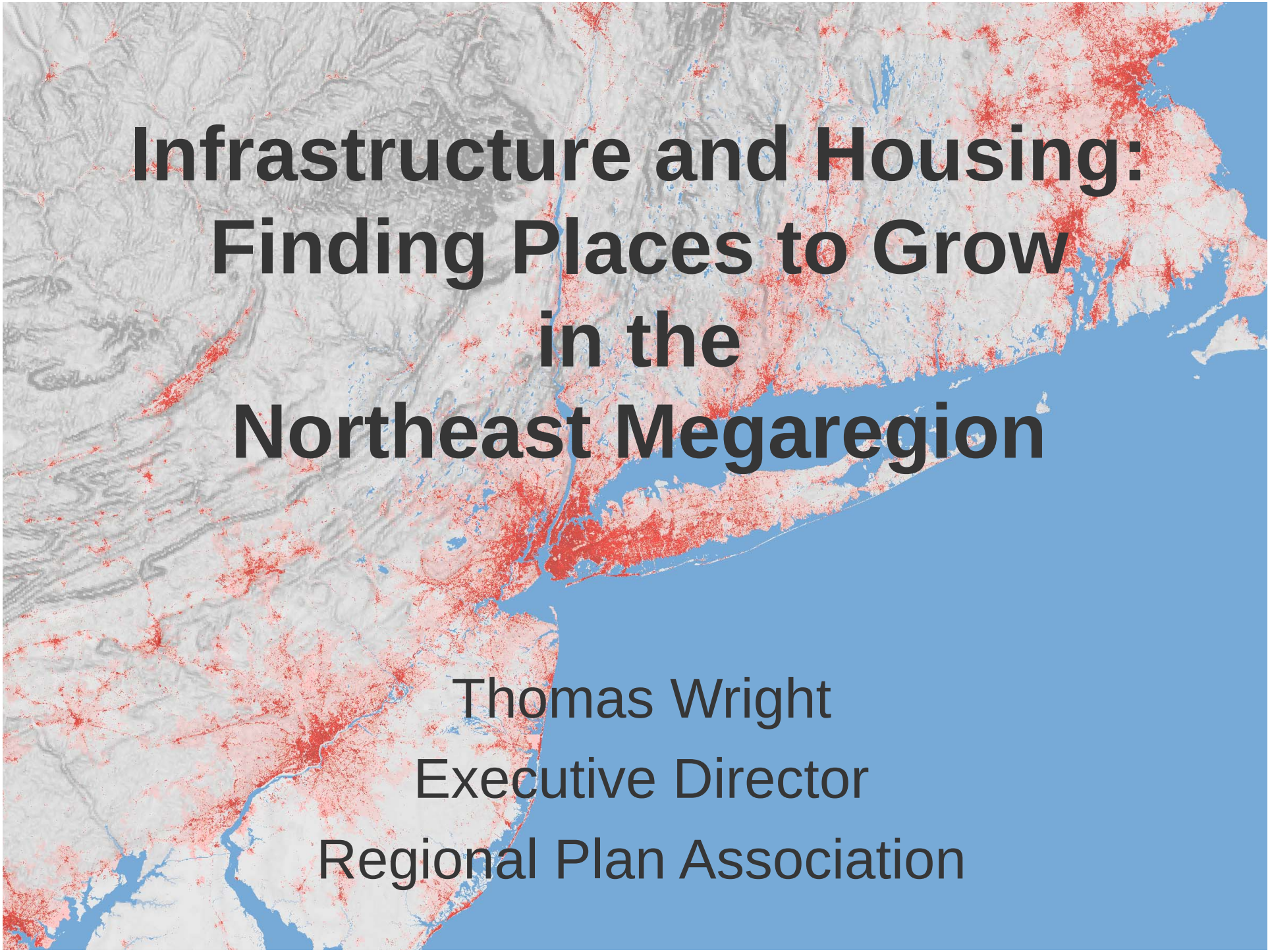
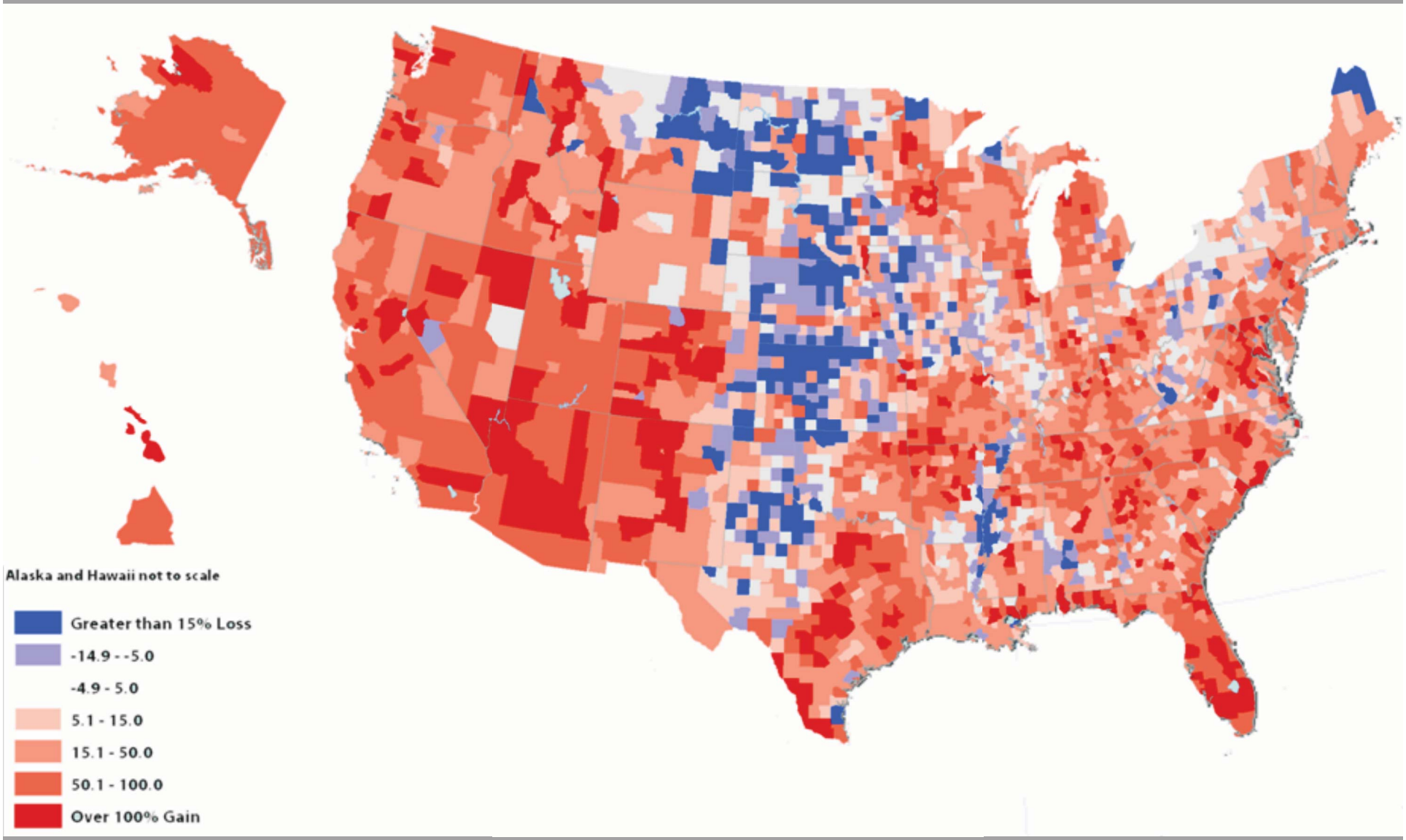
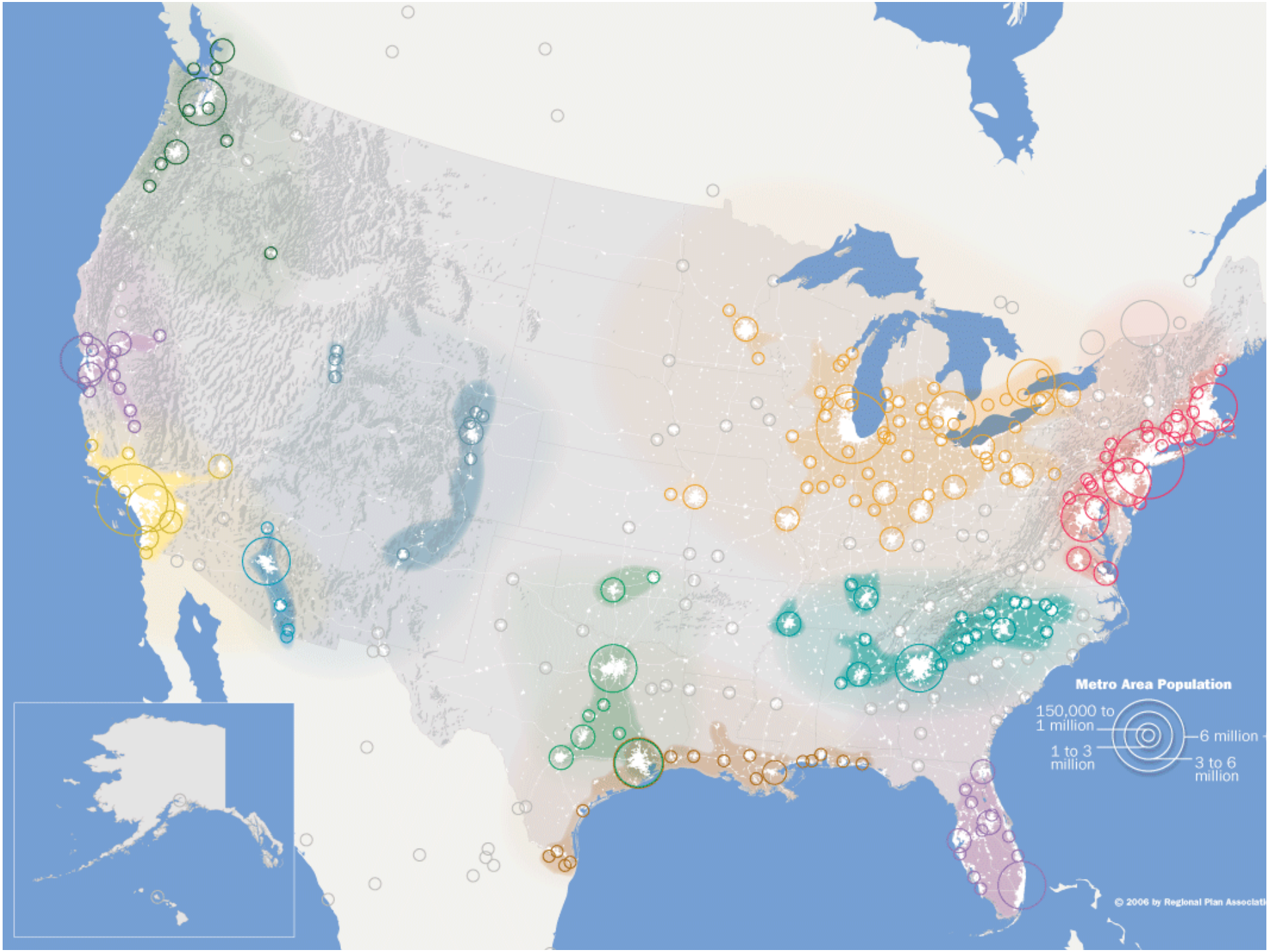


Infrastructure and Housing: Finding Places to Grow in the Northeast Megaregion

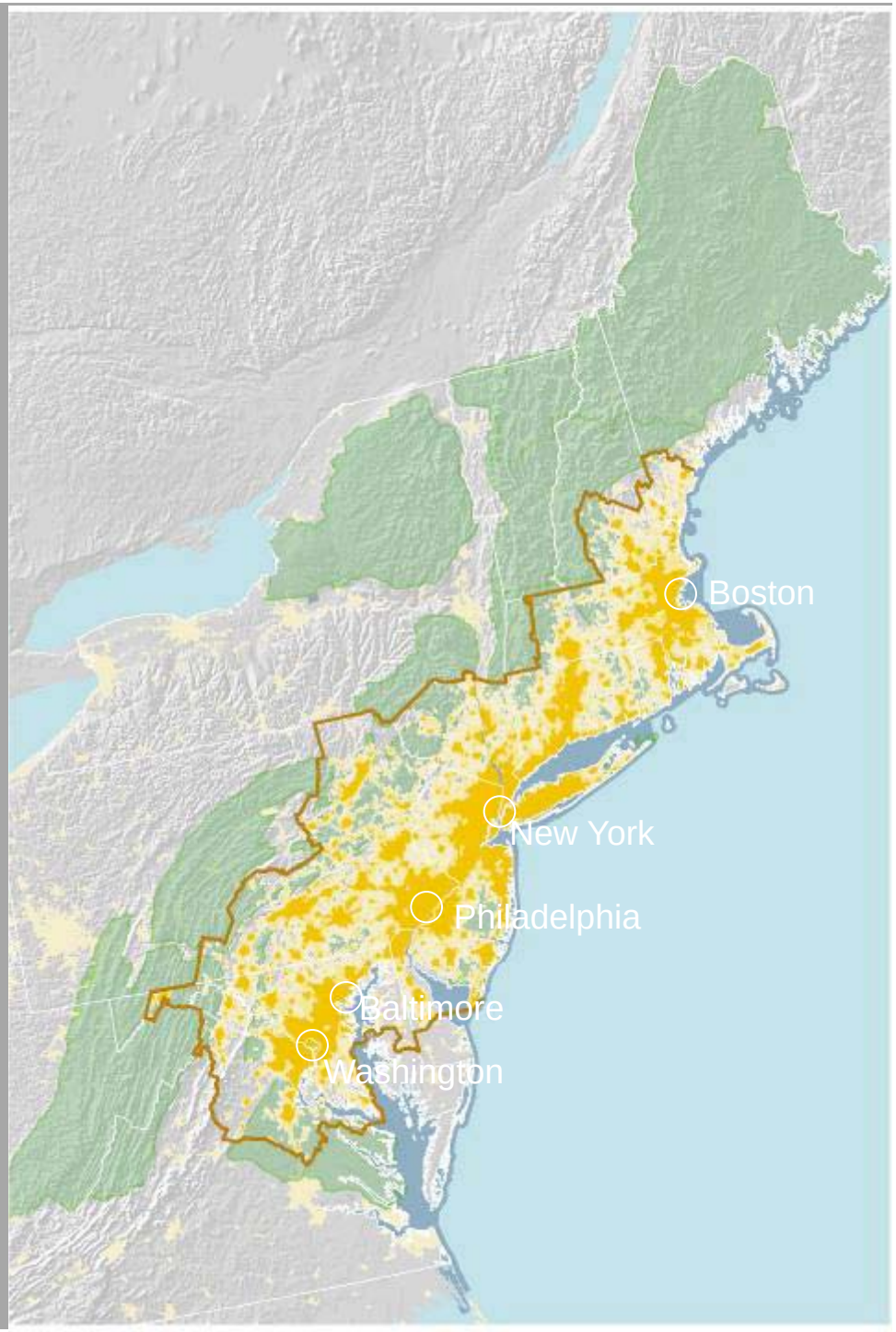
Thomas Wright
Executive Director
Regional Plan Association


Alaska and Hawaii not to scale
Greater than 15% Loss
-14.9 - -5.0
-4.9 - 5.0
5.1 - 15.0
15.1 - 50.0
50.1 - 100.0
Over 100% Gain

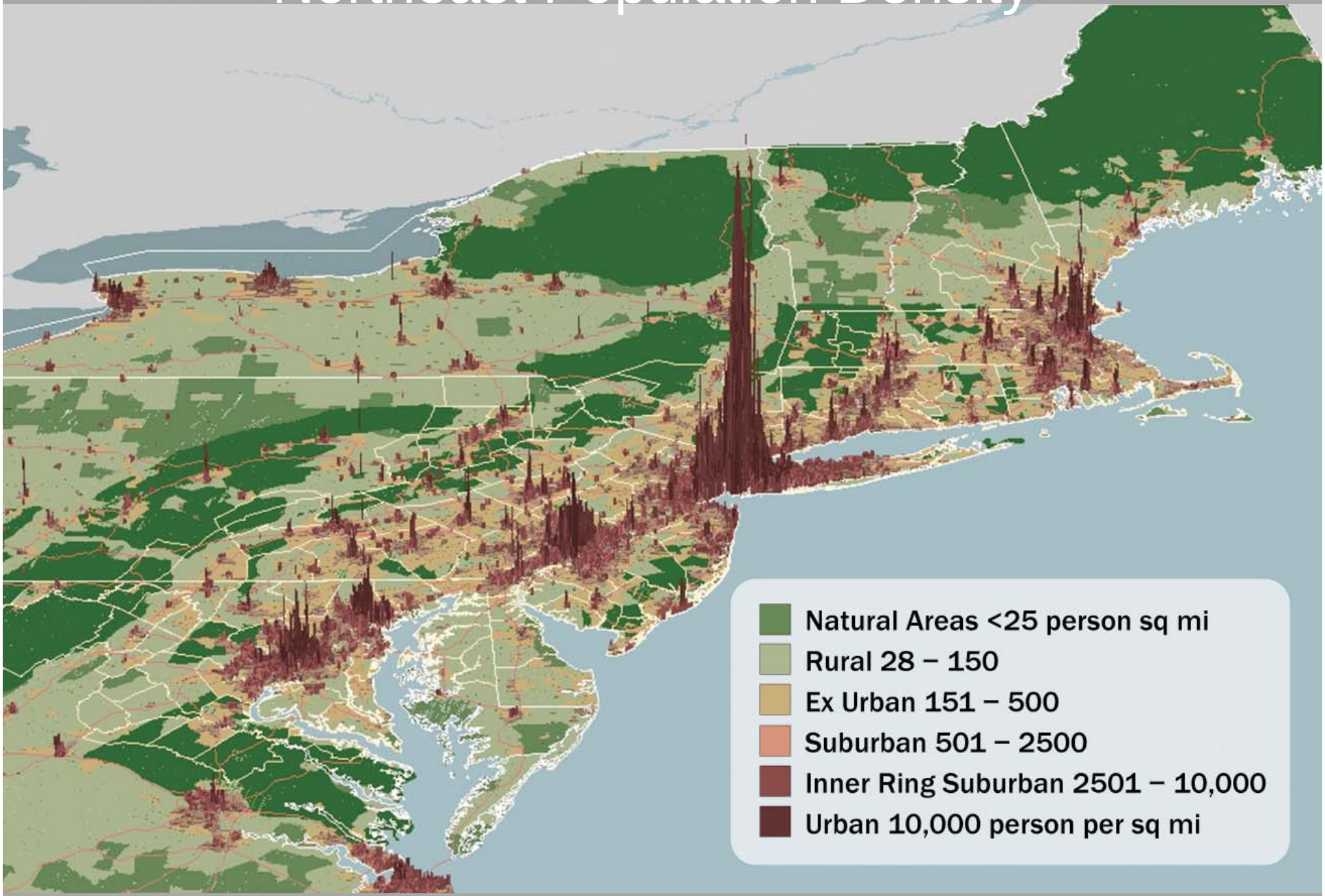

Metro Area Population
150,000 to 1 million
1 to 3 million
3 to 6 million
6 million +
© 2006 by Regional Plan Associati

Megalopolis

- 49 million inhabitants
- 17% of U.S. population on 2% of the land area
- 20% of U.S. GDP
- Will add 19 million additional people by 2050

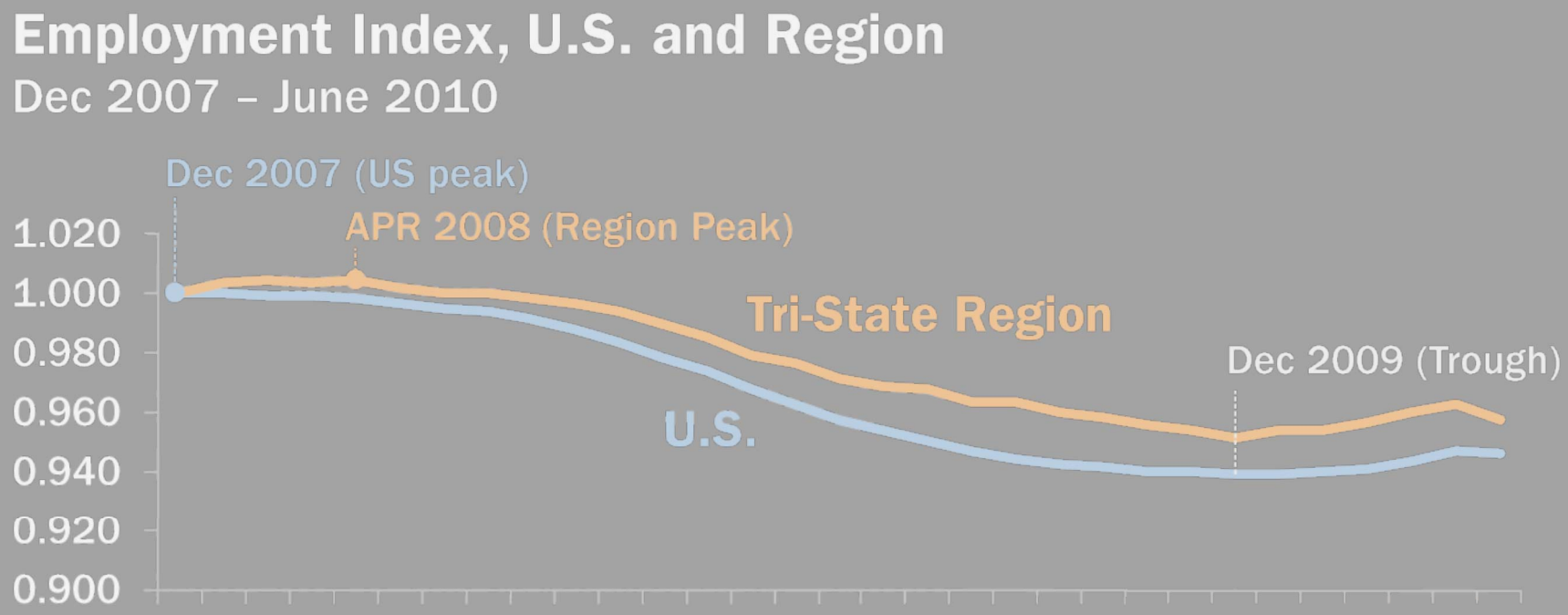


Northeast Population Density



Height of columns is proportional to density by census tract, Census 2000

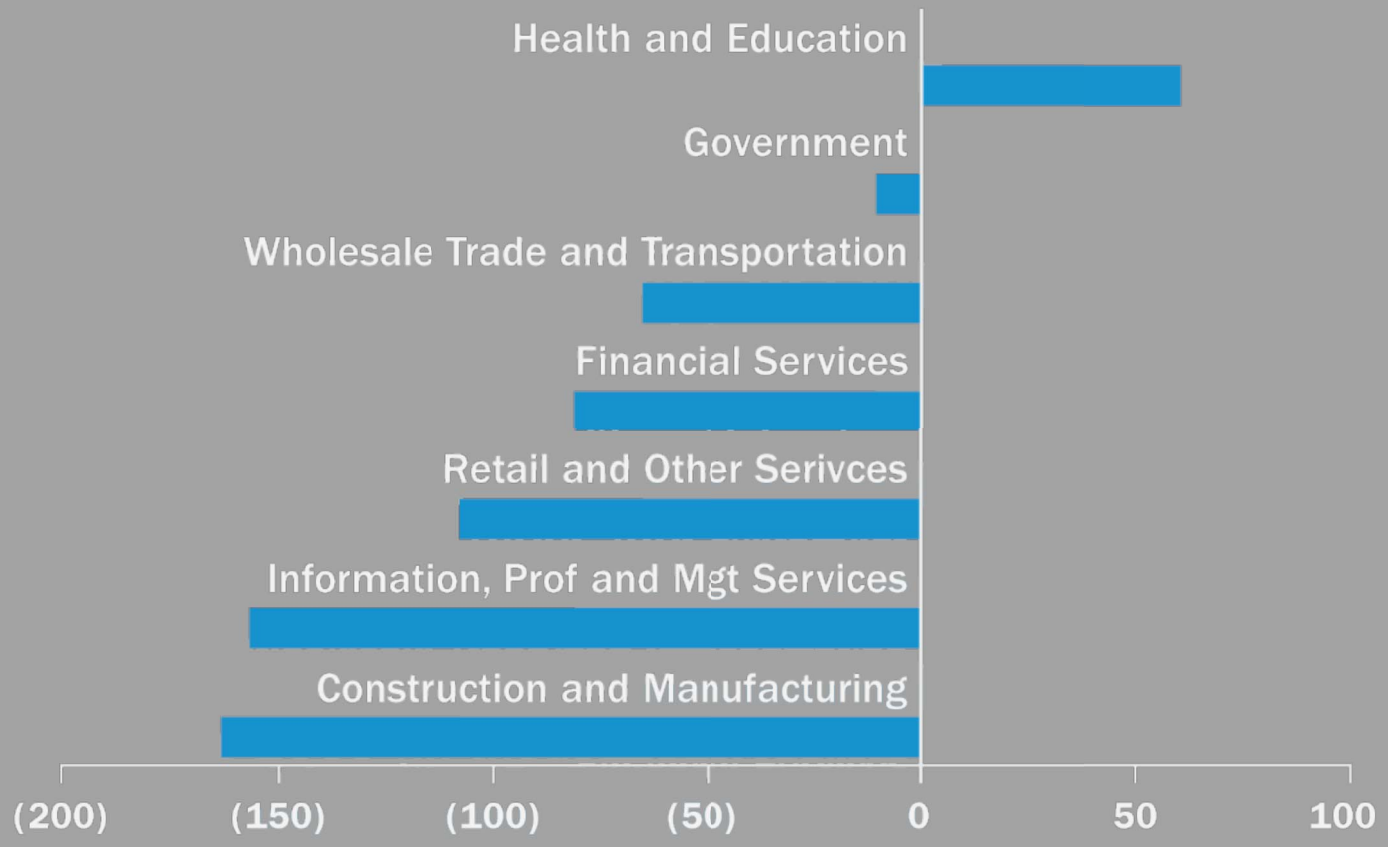
Region's recession has been shallower and shorter than the nation's



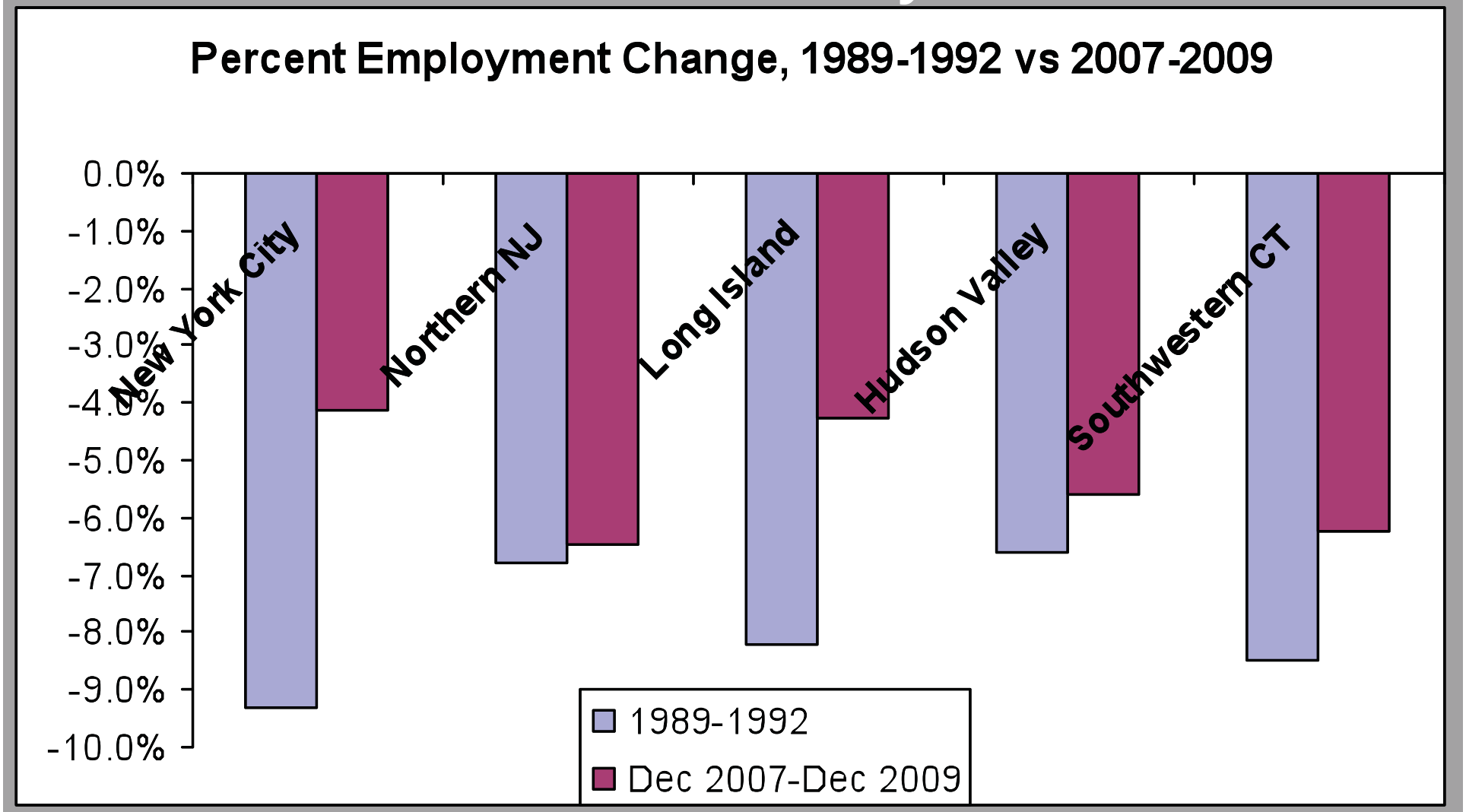
Job Losses Were Broad-based, Financial Services Fared Better Than Expected

Employment Change, Tri-State Region

Dec 2007 – Dec 2009 (in thousands)



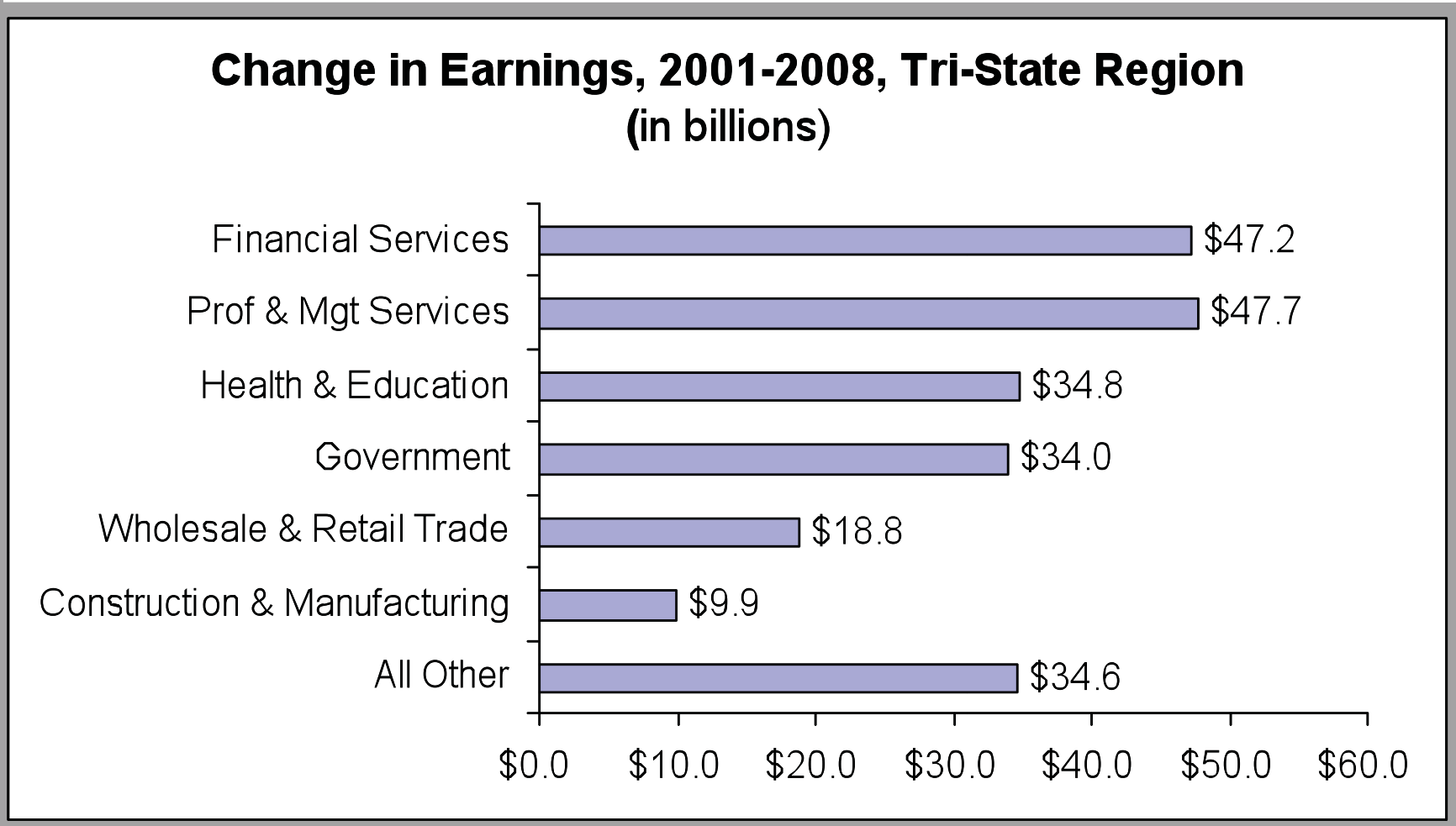
The region is emerging in much better shape than it did from the deep recession of the early 1990s…



…but national and global environments are far riskier

- Potential for extended period of slow growth and high unemployment following the financial crisis
- Large amount of public and private debt
- Financial services restructuring in response to crisis and regulatory changes
- Expected shift from consumption to investment
- Changing global trading patterns provide both risks and opportunities

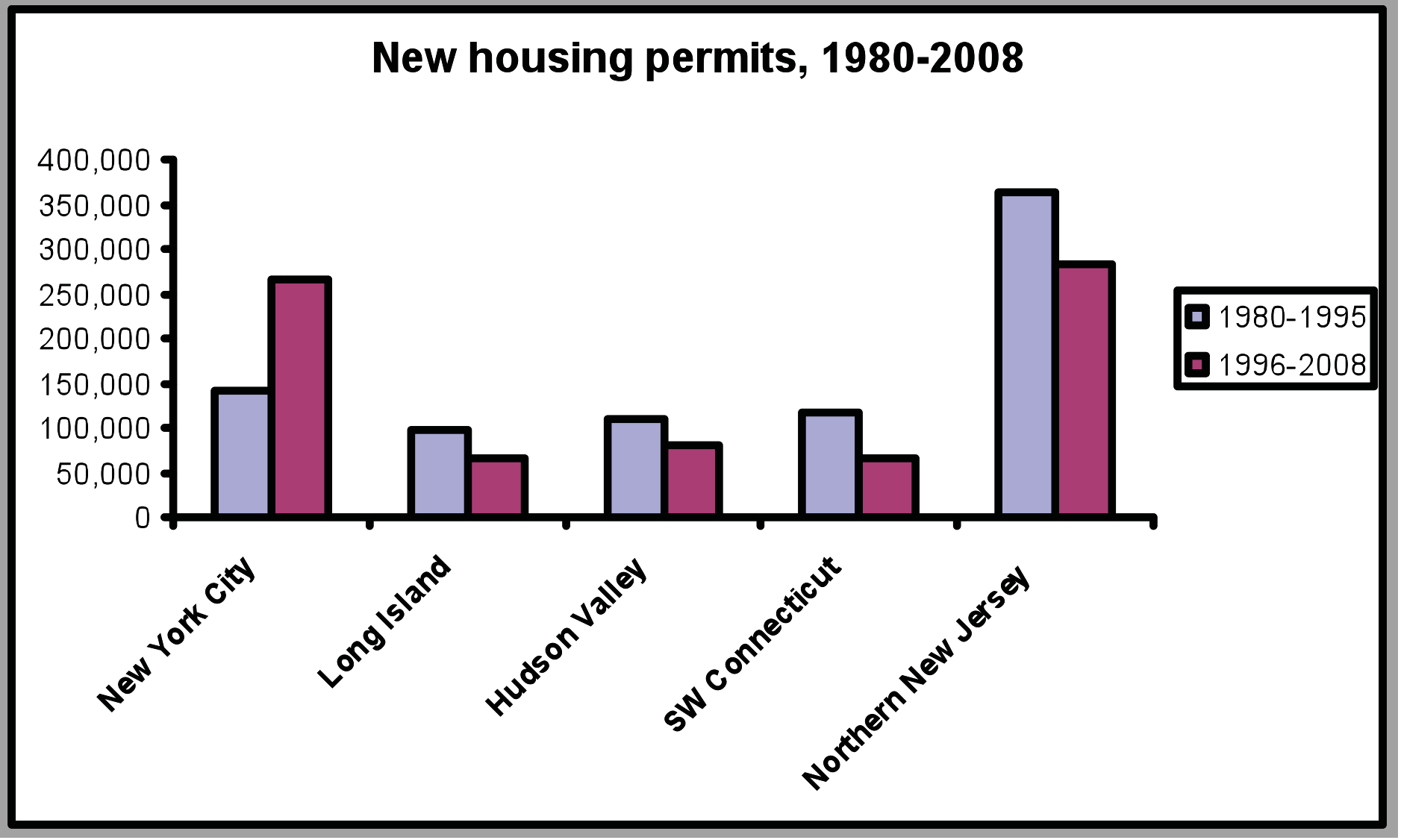
Financial services are the primary, but not the only, economic engine



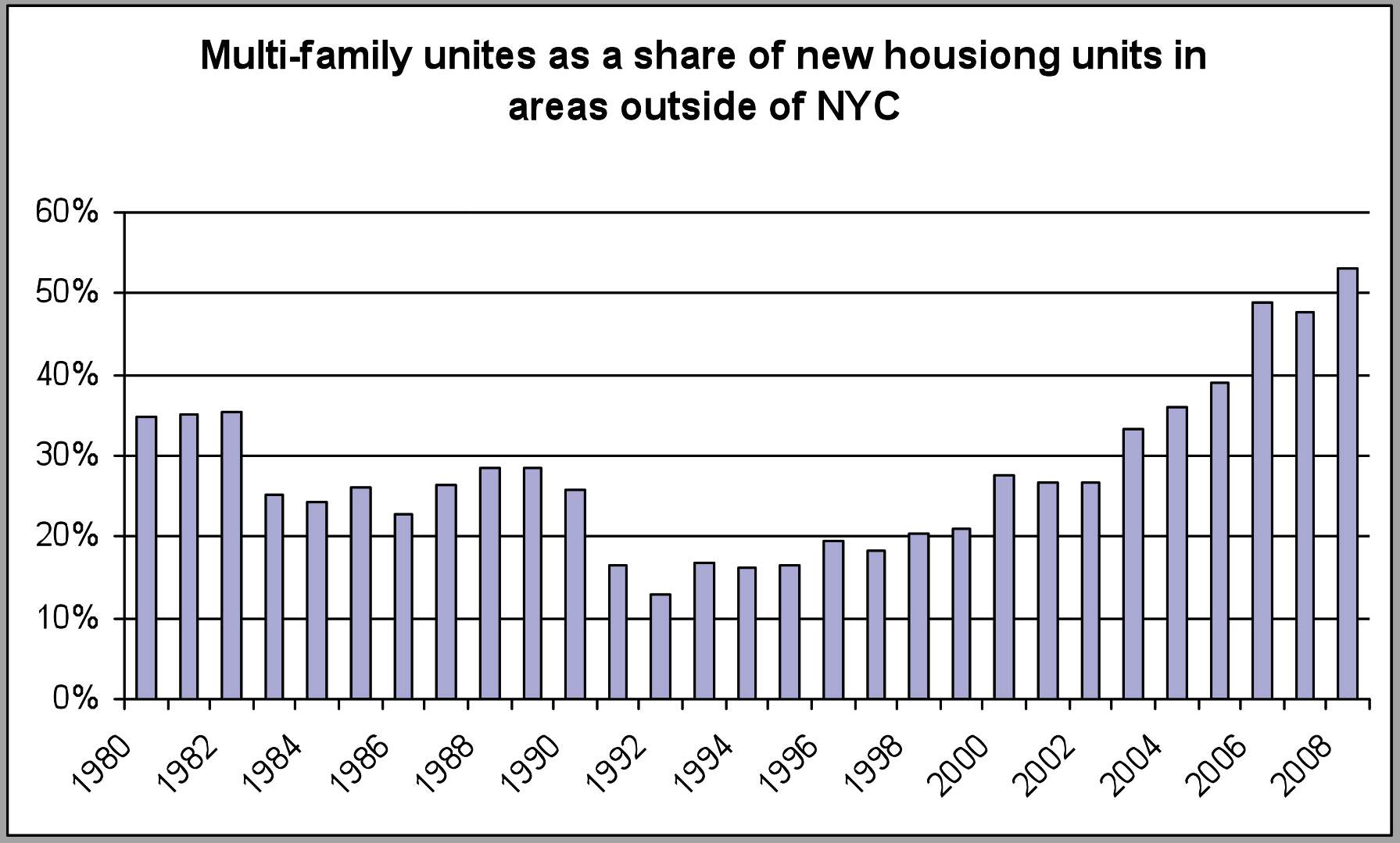
Region’s strengths likely to be more of an advantage in the future

- Dense agglomeration of high-value services
- Educated and creative workforce
- Transit-orientation
- Energy efficiency
- Global connections

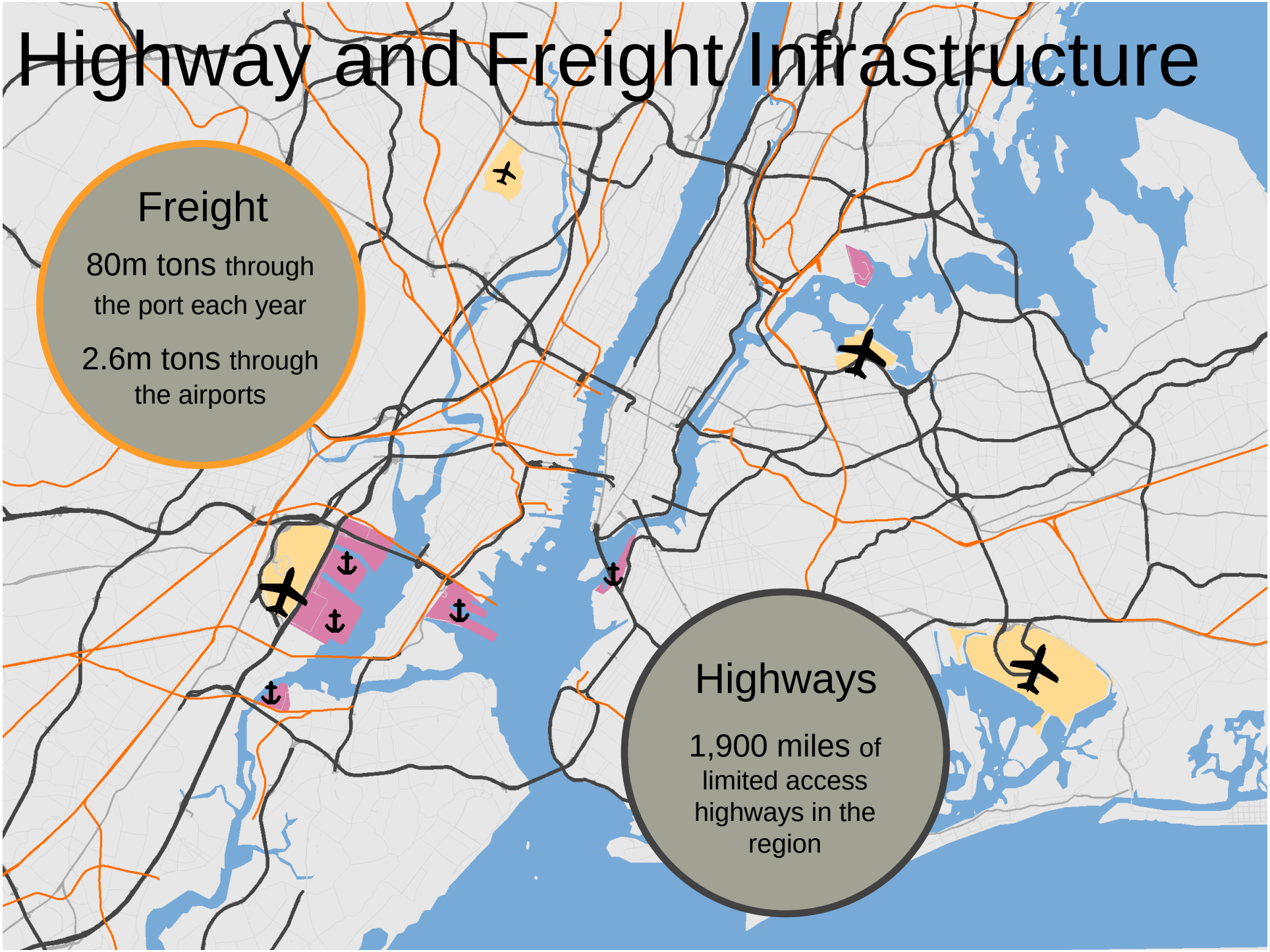
Since mid-1990s, New York City doubled is housing production while suburban areas have declined



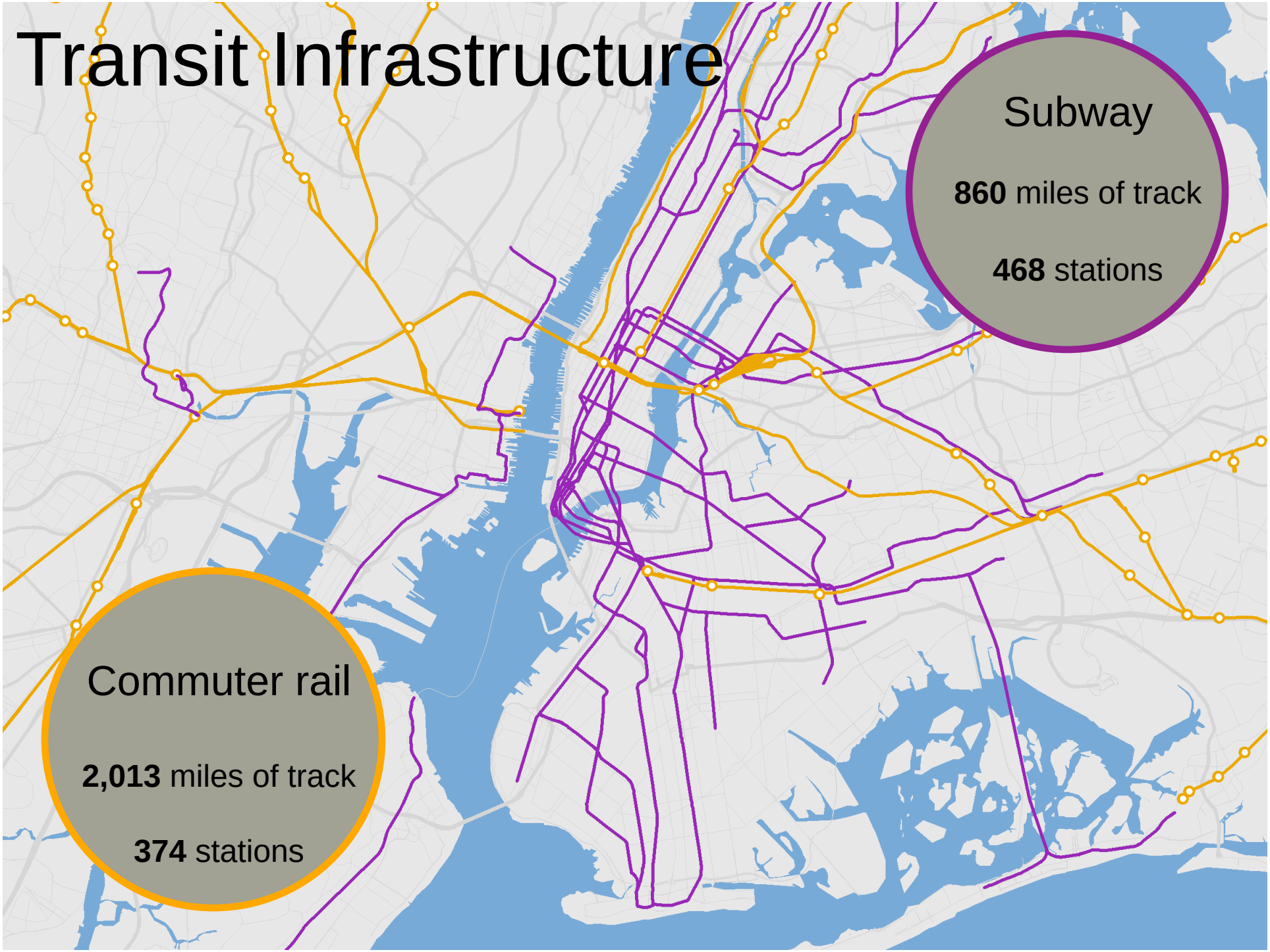
While multi-family construction is now over 50% of construction outside of New York City



Highway and Freight Infrastructure

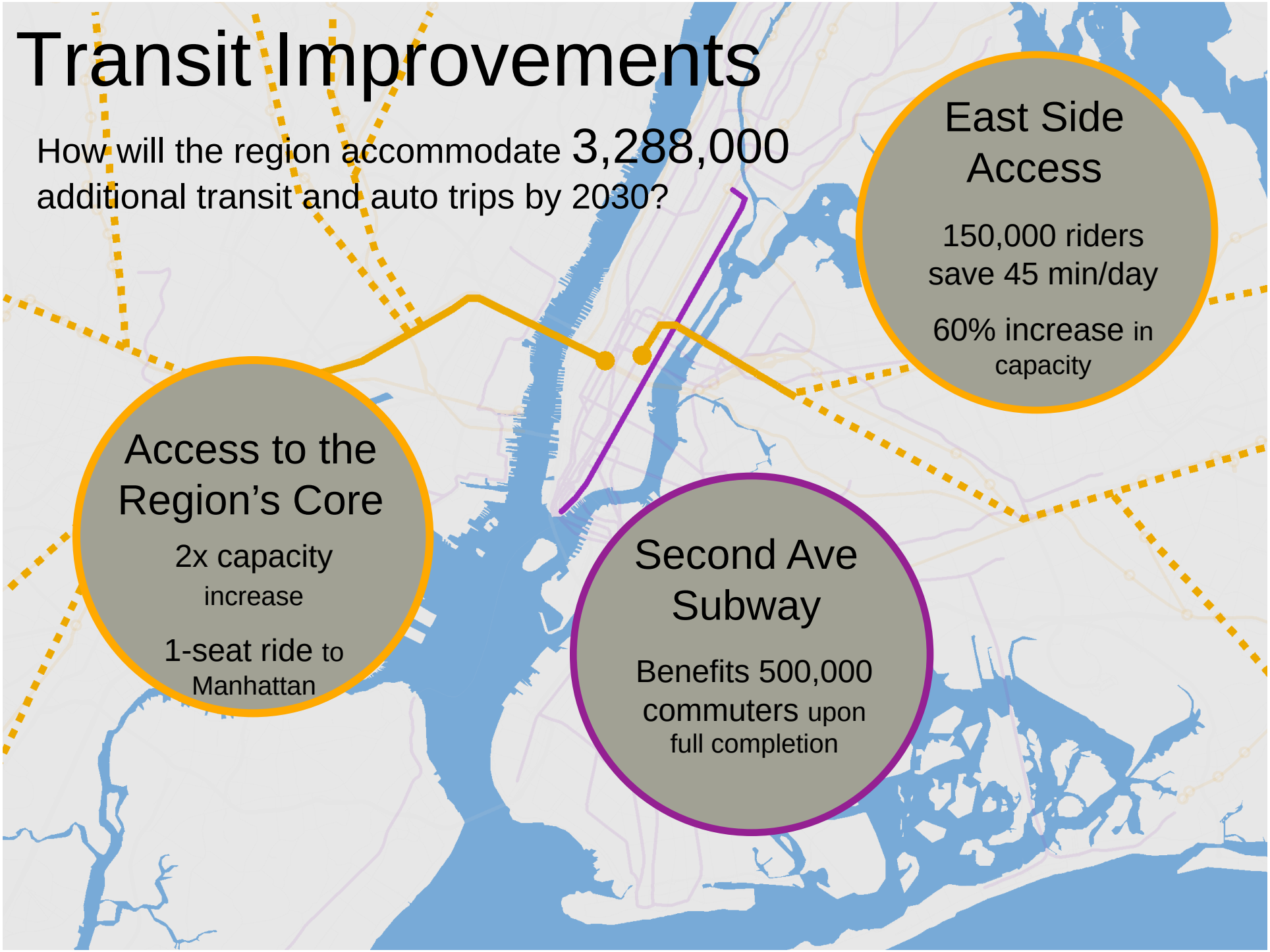


Transit Infrastructure



Transit Improvements

How will the region accommodate 3,288,000 additional transit and auto trips by 2030?



Transit Improvements

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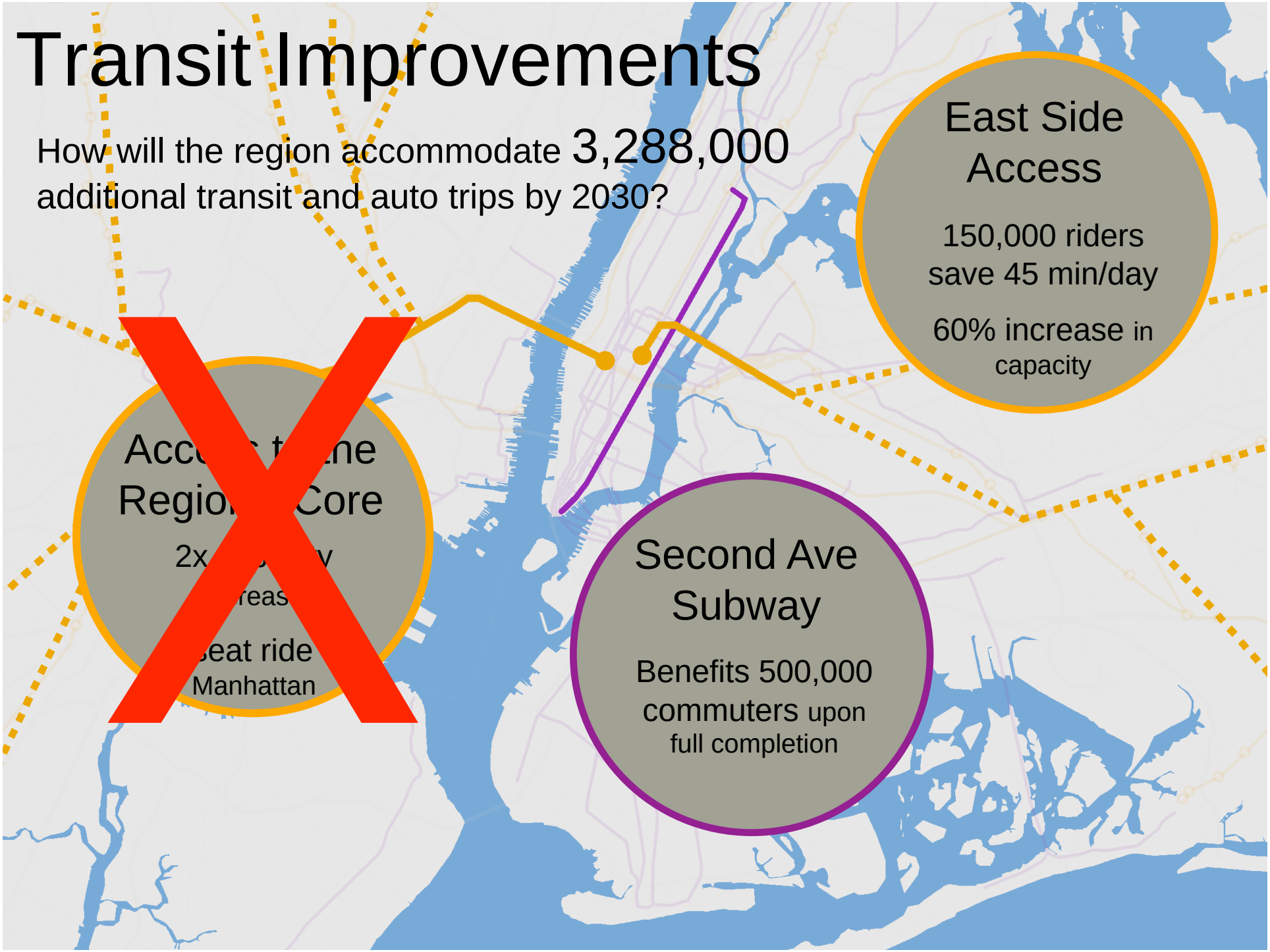
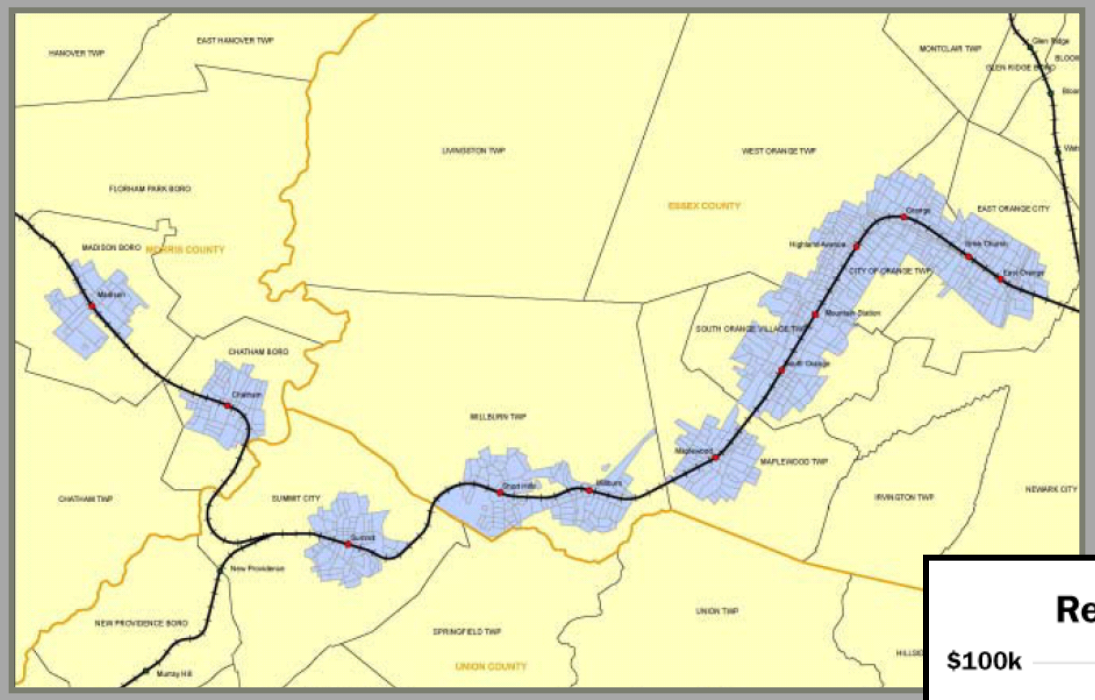
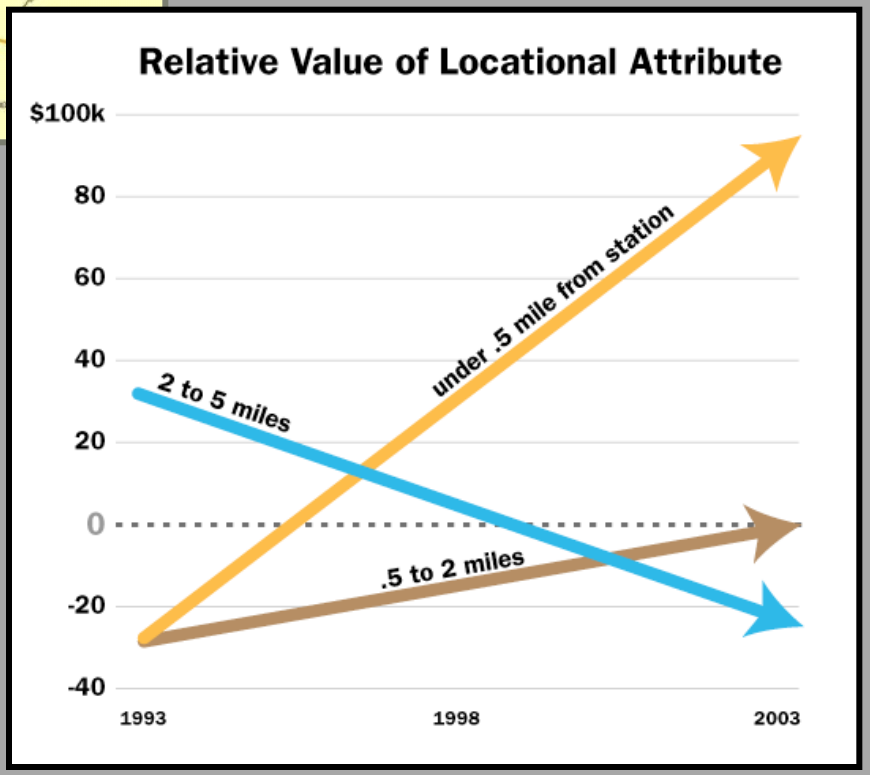
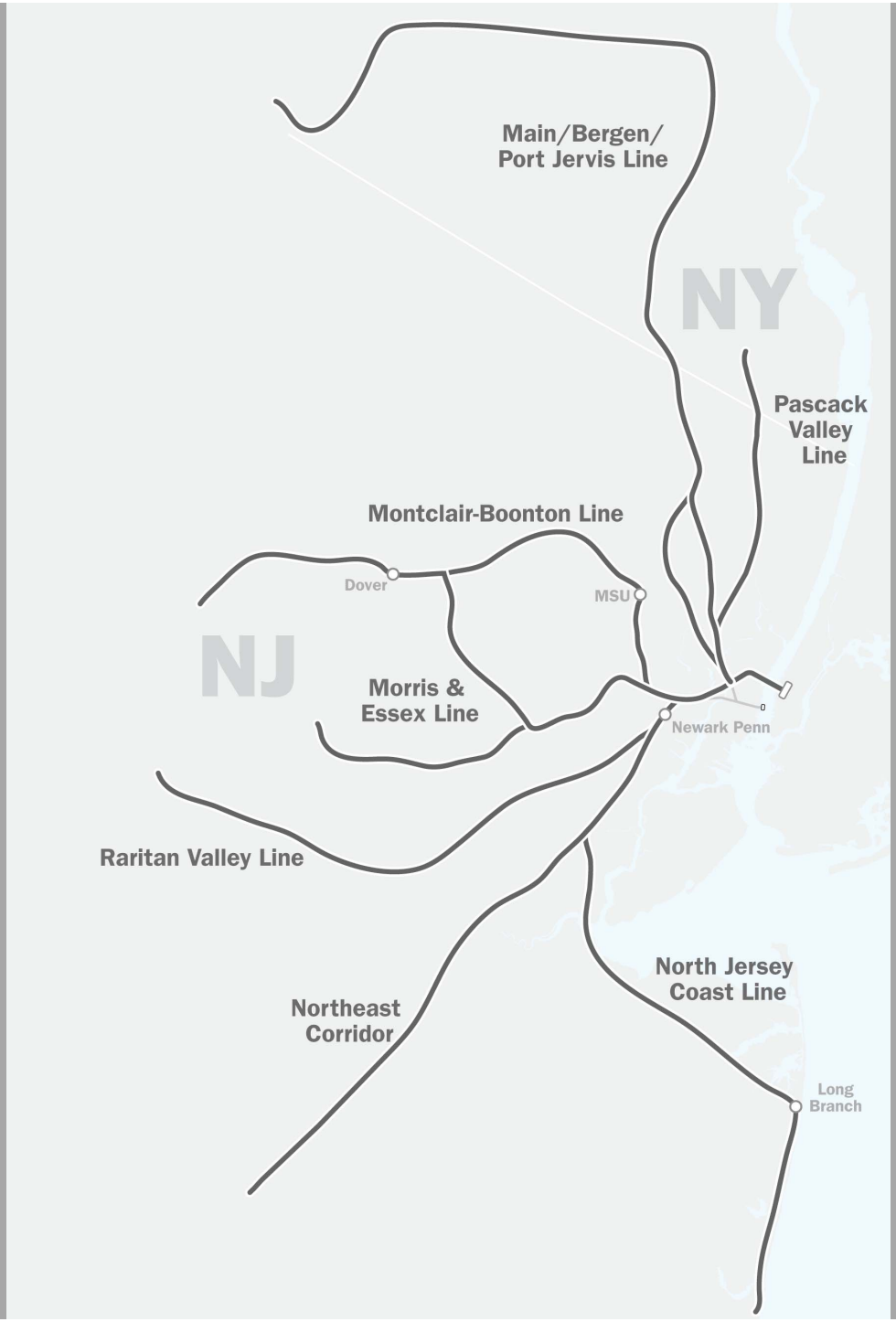


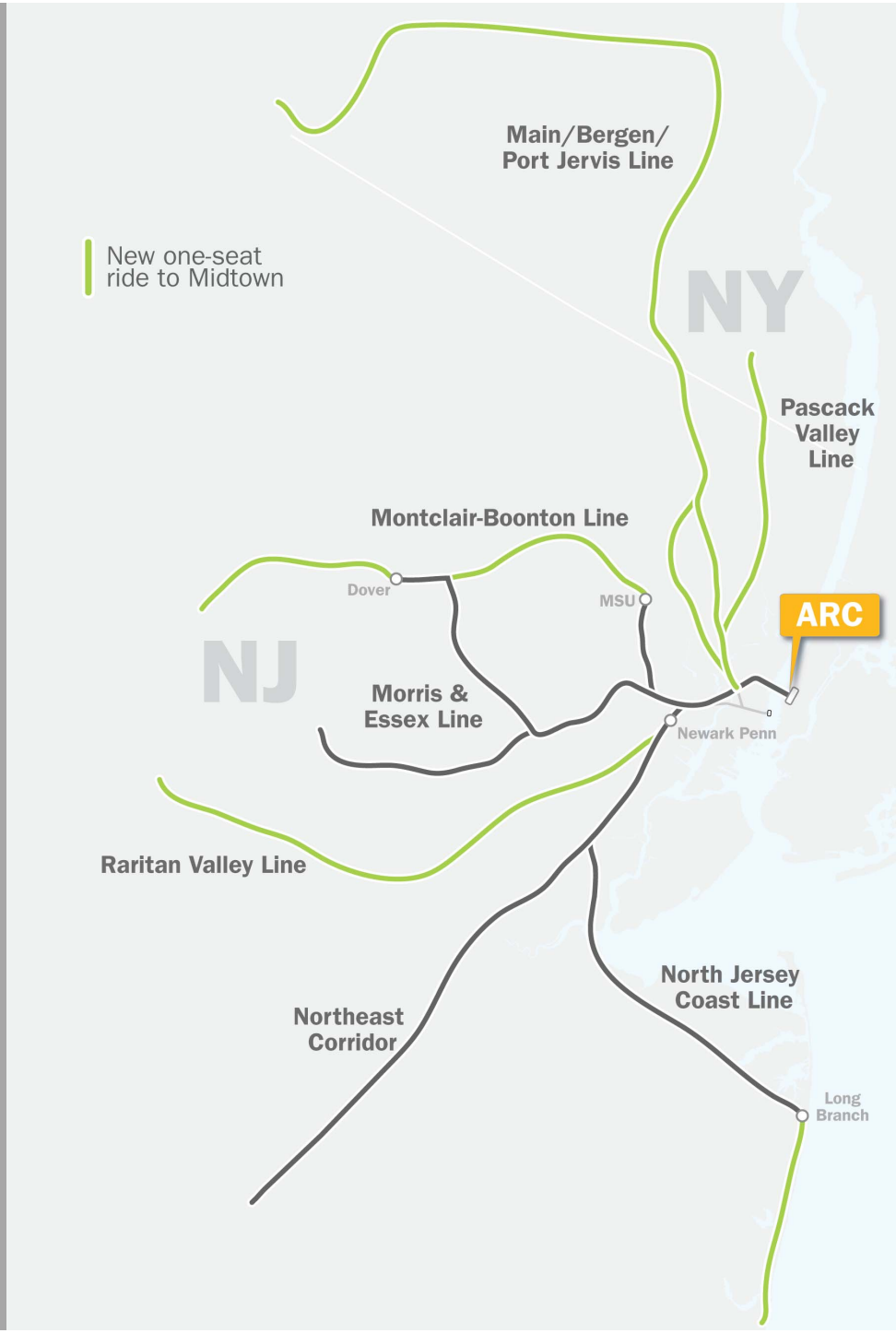

HANOVER TWP
EAST HANOVER TWP
LIVINGSTON TWP
WEST ORANGE TWP
MONTCLAIR TWP
FLORHAM PARK BORO
ESSEX COUNTY
EAST ORANGE CITY
MADISON BORO
MORRIS COUNTY
CITY OF ORANGE TWP
SOUTH ORANGE VILLAGE TWP
CHATHAM BORO
MILLBURN TWP
MAPLEWOOD TWP
CHATHAM TWP
SUMMIT CITY
IRVINGTON TWP
NEWARK CITY
NEW PROVIDENCE BORO
SPRINGFIELD TWP
UNION TWP
UNION COUNTY


Relative Value of Locational Attribute
$100k
80
60
40
20
0
-20
-40
1993
1998
2003
under .5 mile from station
2 to 5 miles
.5 to 2 miles

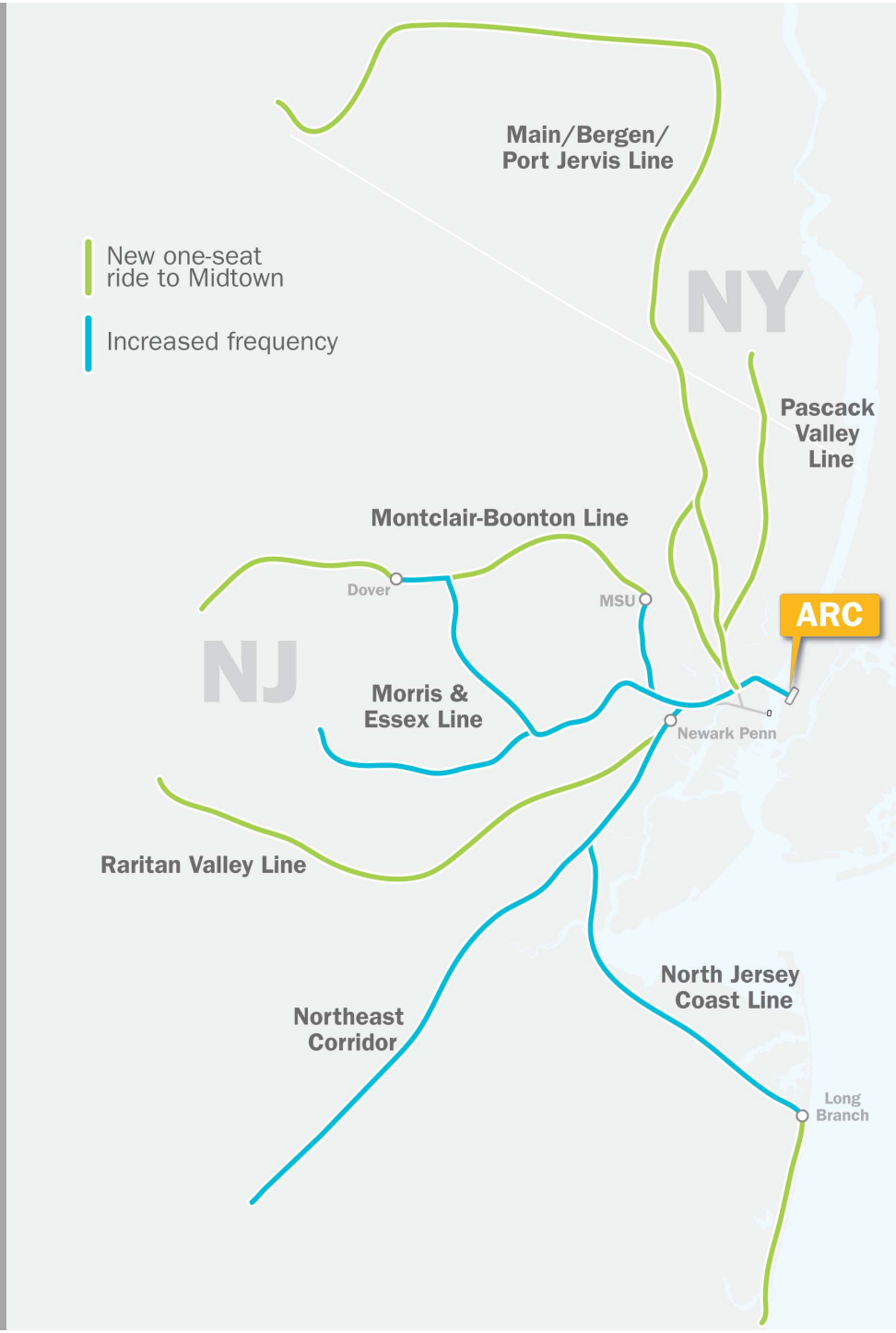
Current system

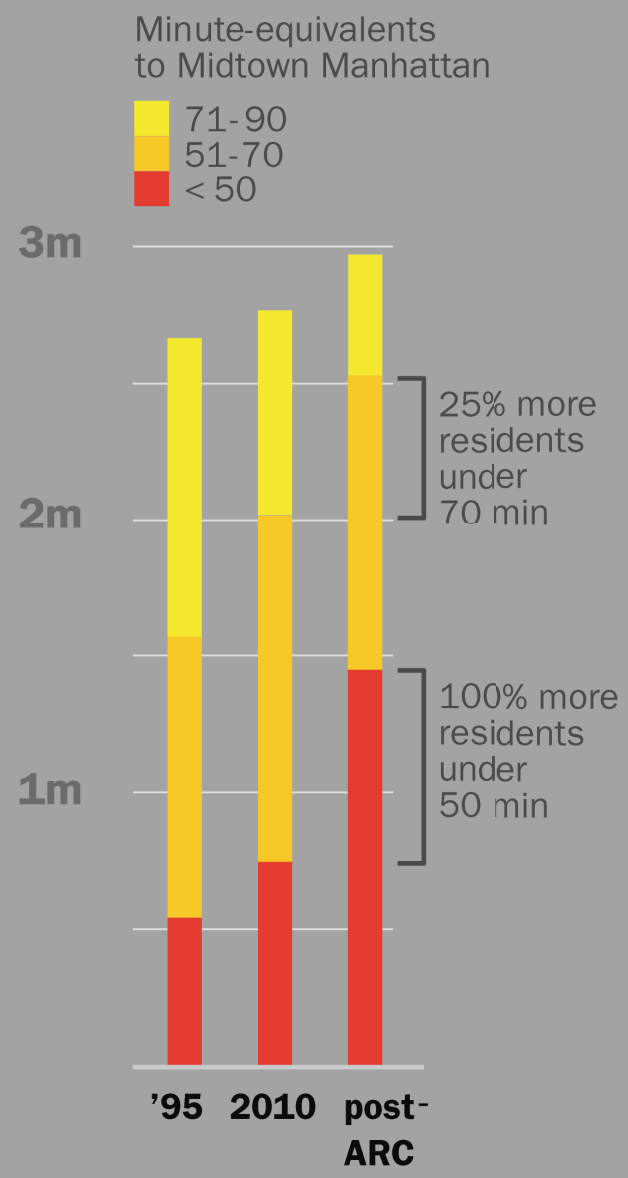


New one-seat ride on some lines – time savings up to 17 minutes



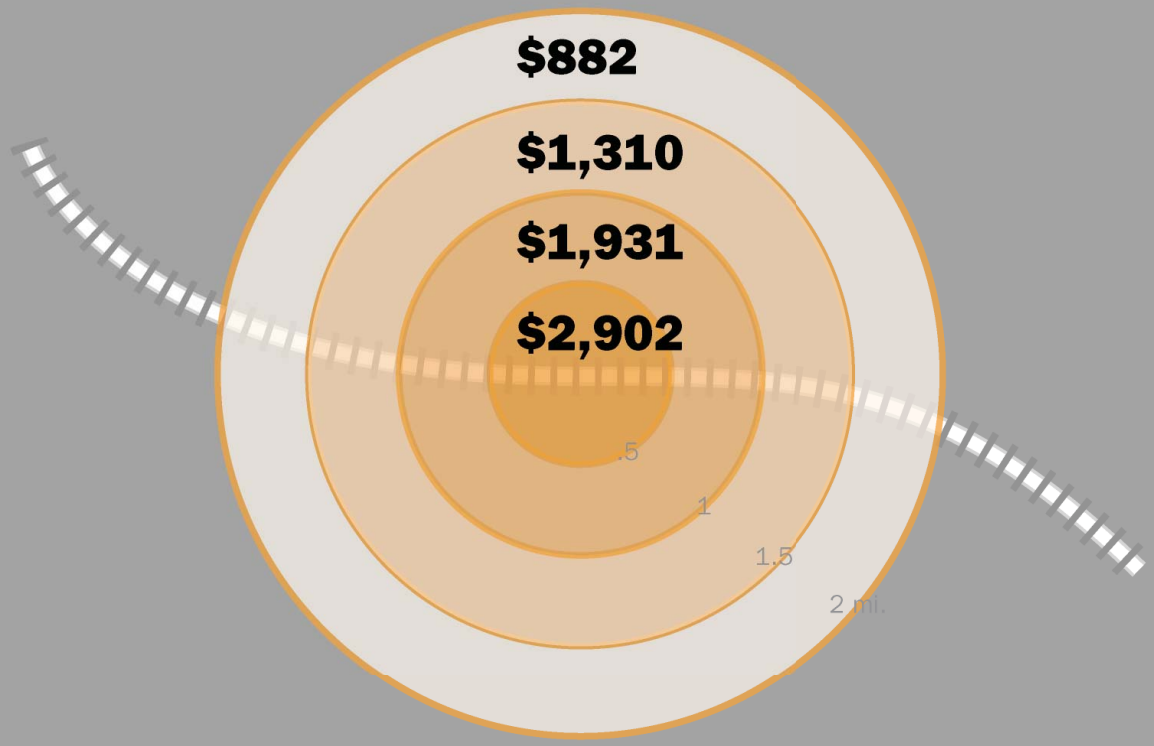
Increased frequency on other lines – time savings up to 8 minutes

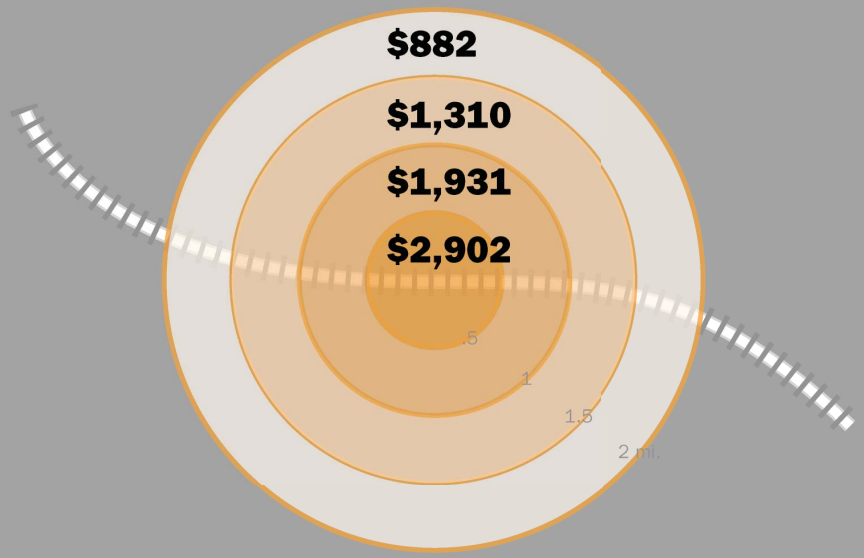



Minute-equivalents
to Midtown Manhattan
71-90
51-70
< 50
3m
2m
1m
25% more
residents
under
70 min
100% more
residents
under
50 min
'95
2010
post-
ARC

53,300 sales	• within 2 miles of stations • sold between 3.5 before and 5.5 years after the improvement • recorded in the Multiple Listing Service
Dependent variable	sale price, in 2008 dollars
Independent variables	• number of bedrooms • number of full bathrooms • number of fireplaces • garage capacity • whether the home was of a desirable architectural style (Victorian, Colonial or Tudor) • quality of the school district • distance from train station (by road) • density of station area • availability of good bus service • Improvement • economic control variables • trip time reduction to Midtown Manhattan (including actual travel time, a penalty for transfers, plus a wait time estimate based on frequency)

Every minute saved on morning commutes increased home values by almost $2,000





x per-station trip time savings

x number of homes

Home values

Average increase ► $19,000

within a half-mile ► $29,000

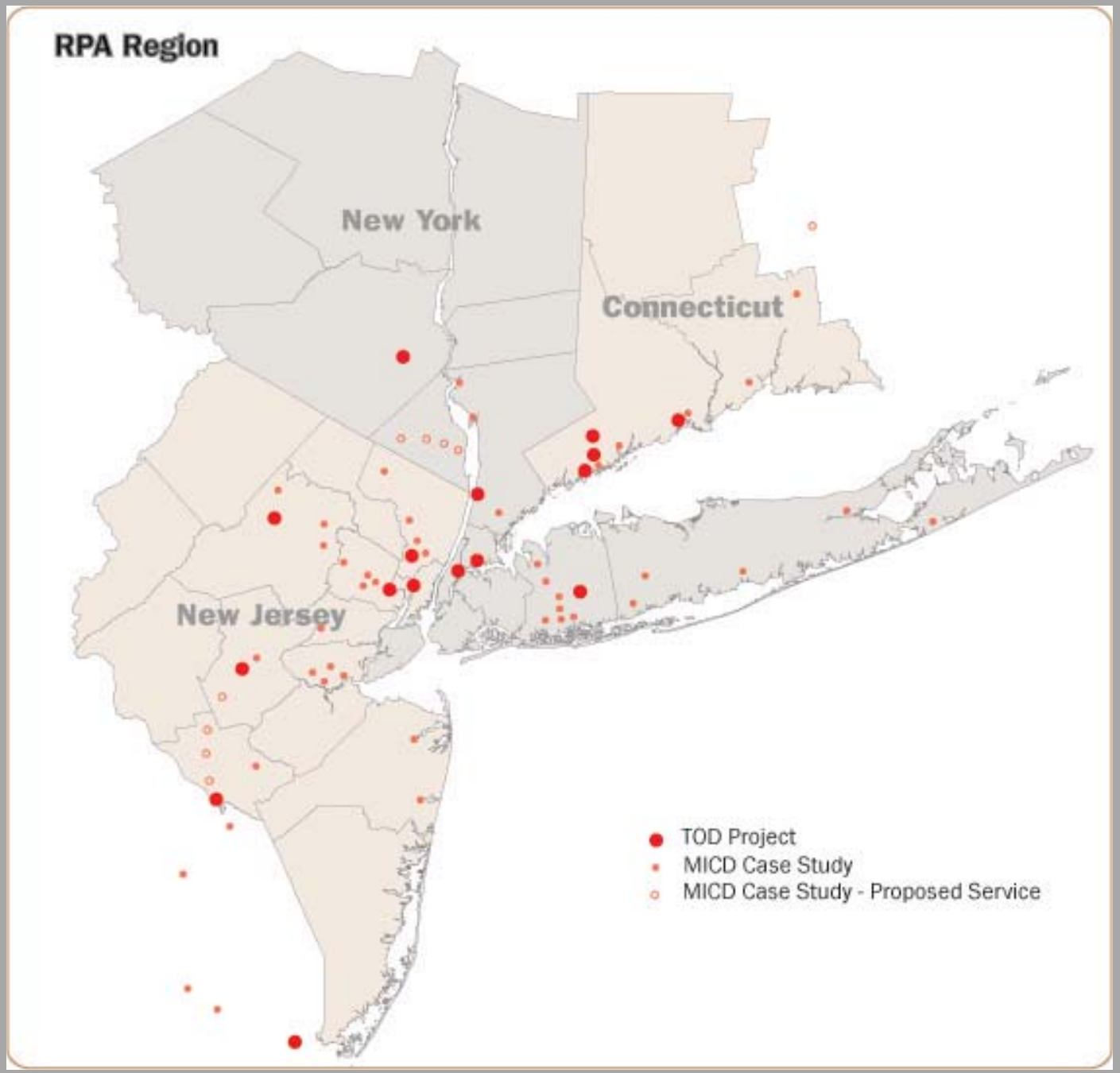
Cumulative increase ► $18 million

Property tax revenue

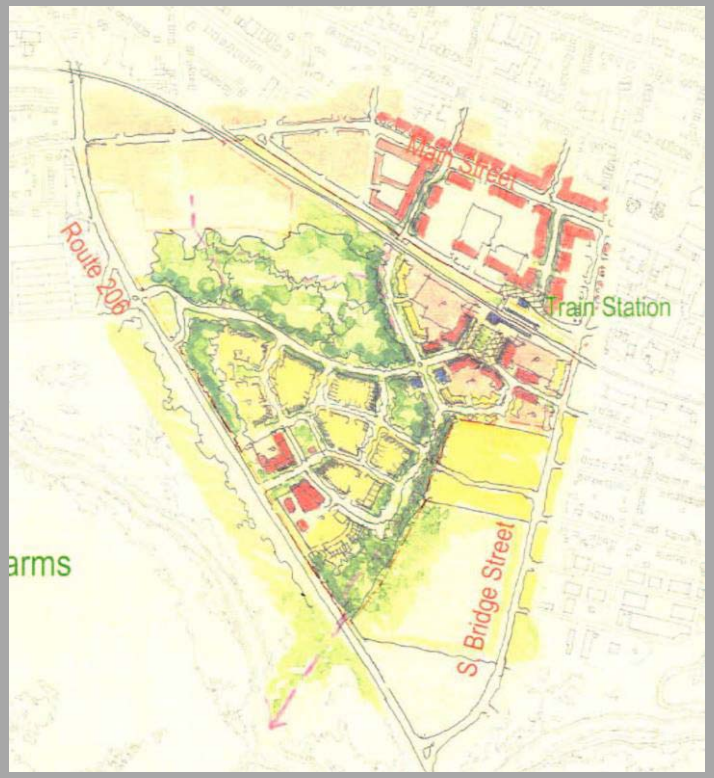
Cumulative increase ►$375,000 / year

+ new jobs
+ higher personal incomes

+ more sales tax revenues
+ higher commercial property values
+ reductions in driving, congestion & air pollution

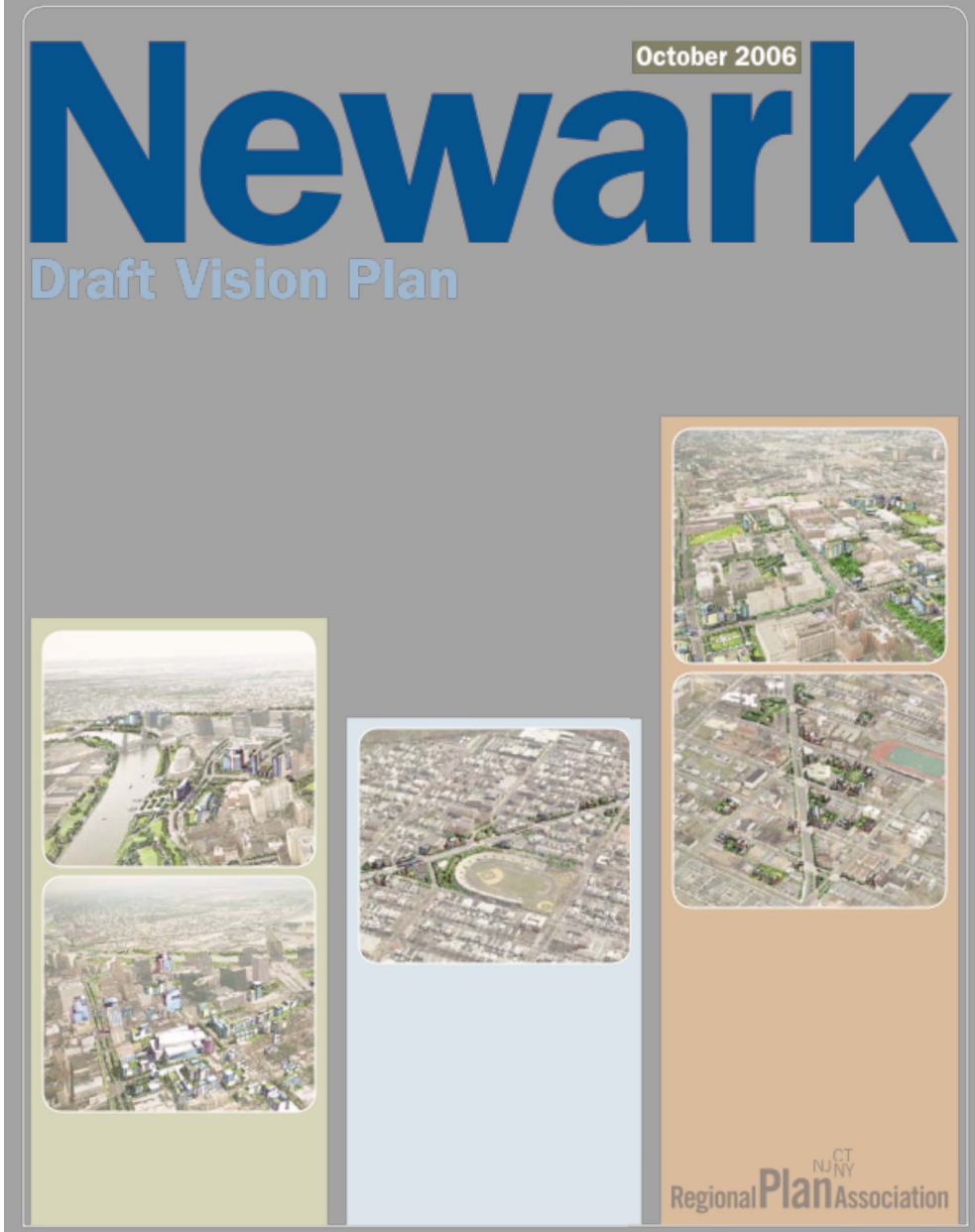

RPA Region
New York
Connecticut
New Jersey
TOD Project
MICD Case Study
MICD Case Study - Proposed Service

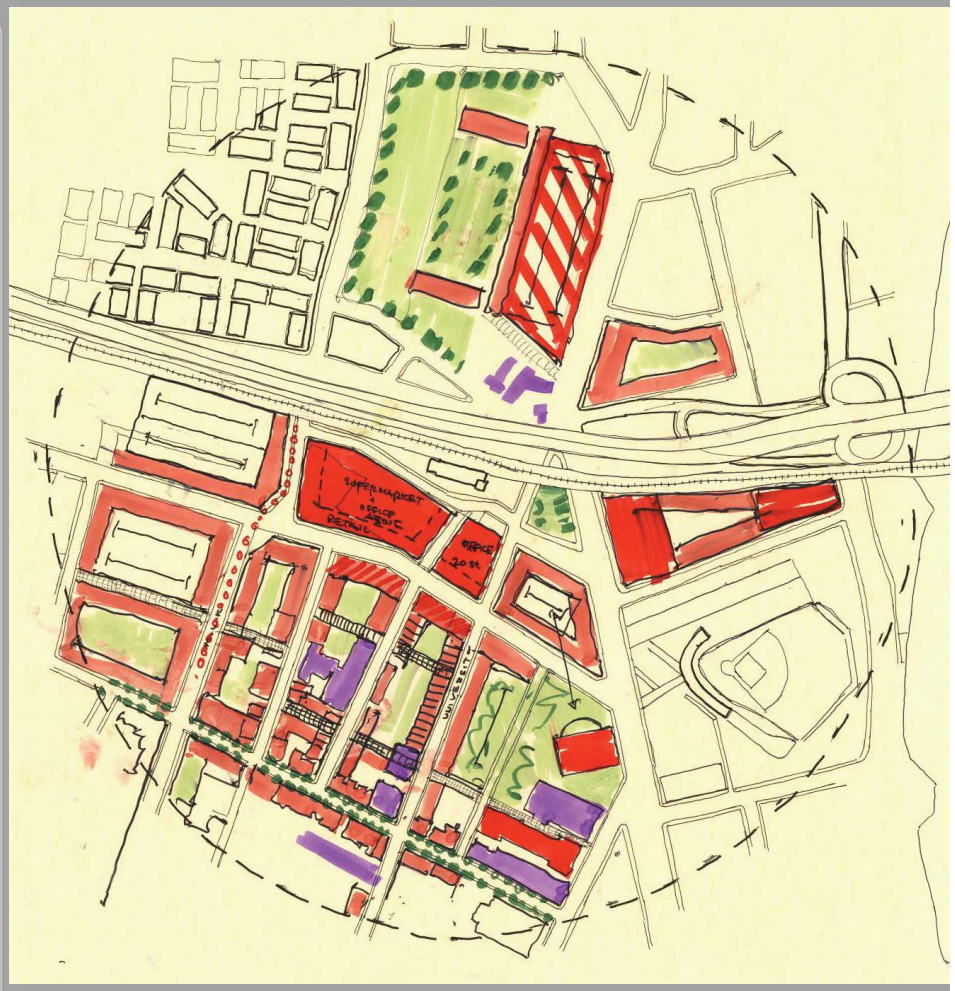
Somerville, NJ



Somerville, NJ

Newark, NJ


October 2006
Newark
Draft Vision Plan
Regional Plan Association
NJ CT NY



156

Locations documented

2

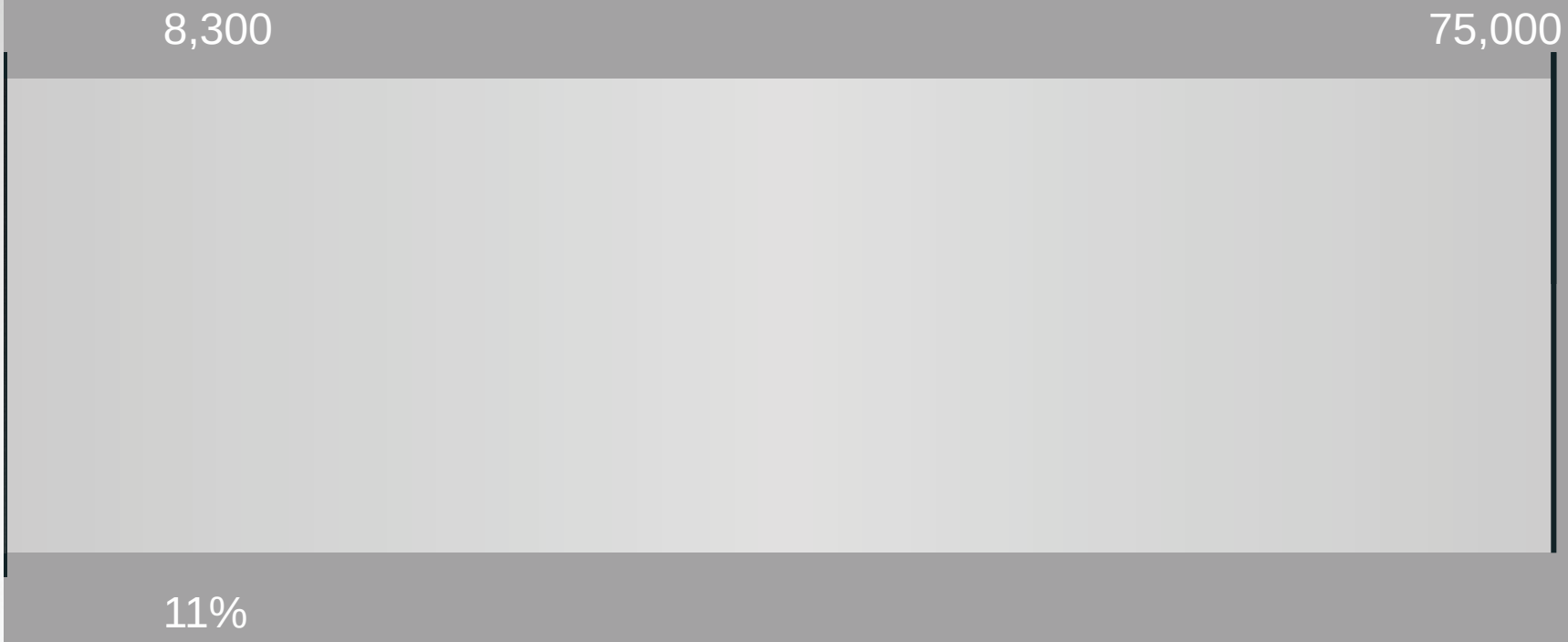
Identify additional
Analyze additional
Evaluate additional
Develop additional
Identify additional
Analyze additional
Evaluate additional
Develop additional
Identify additional
Analyze additional
Evaluate additional
Develop additional

8,300

Acres of parking, vacant land or open space

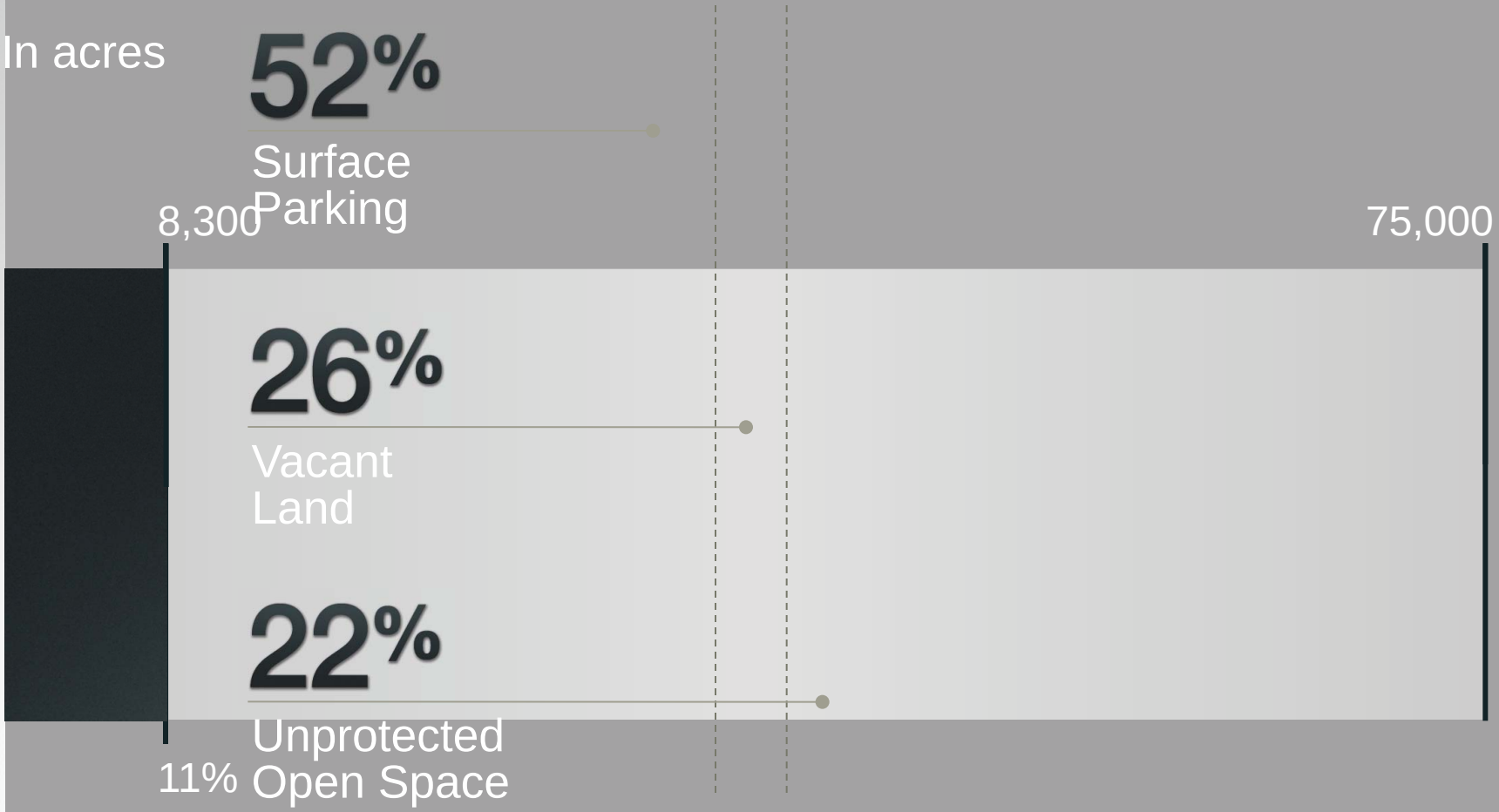
Downtown Total Area

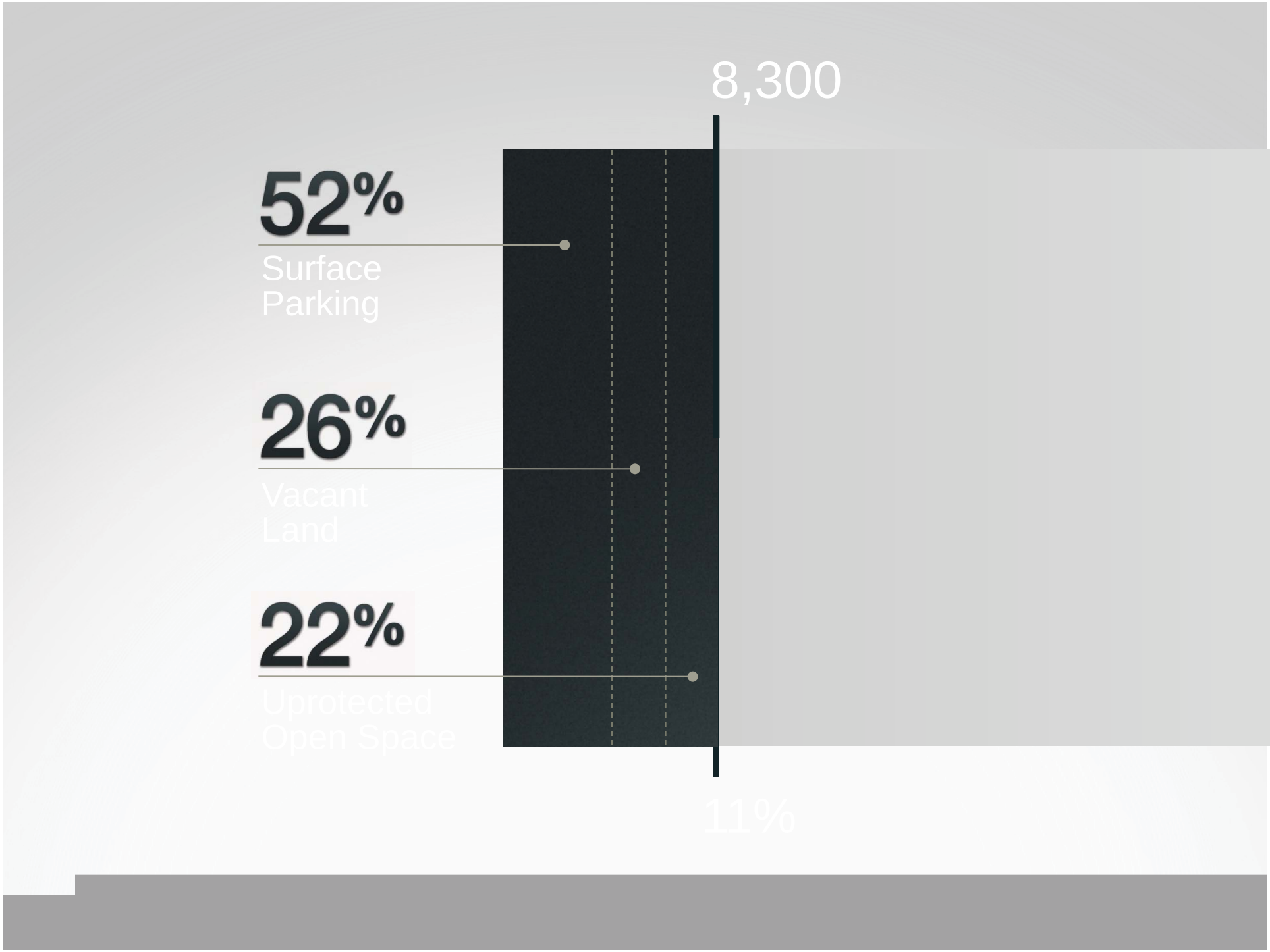
In acres



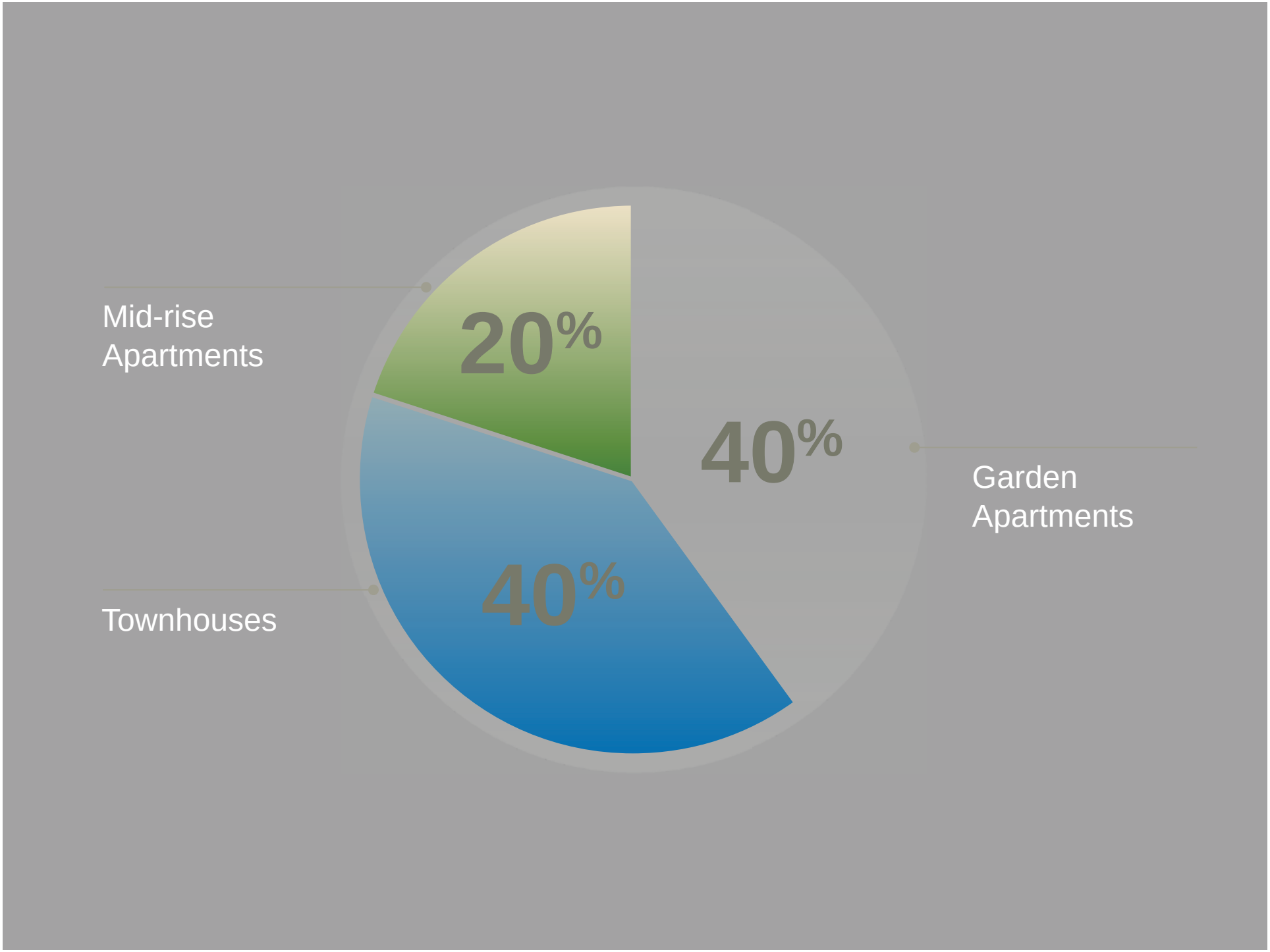
Downtown Total Area

In acres




8,300
52%
Surface Parking
26%
Vacant Land
22%
Uprotected Open Space
11%

13sq. Miles
Manhattan area below 50th st.


Mid-rise Apartments
20%
40%
Garden Apartments
40%
Townhouses

90k HOMES

20k

Townhomes

30k

Mid-rise Apts.

All of our open space

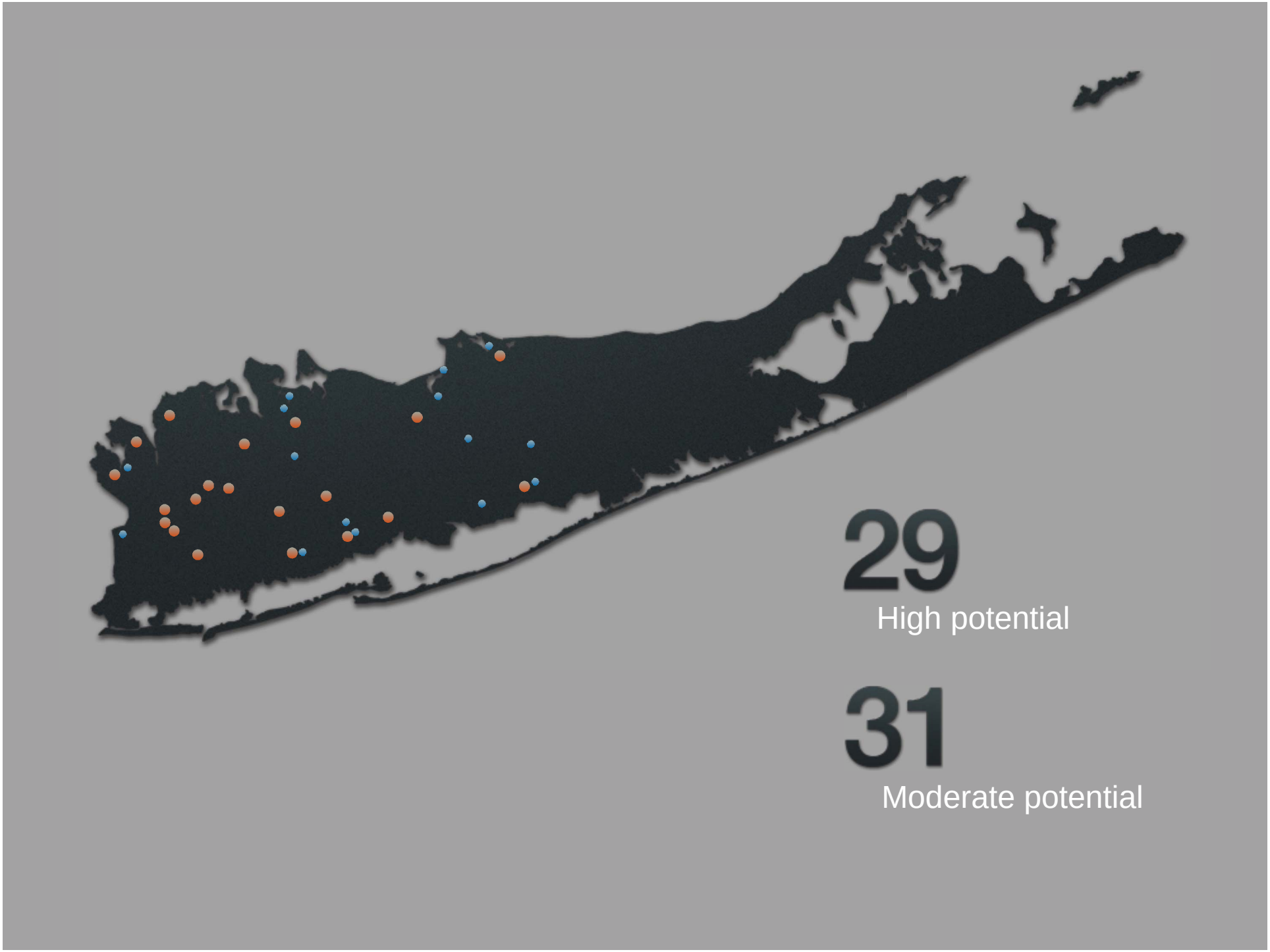
or

1/2 of downtown

and vacant areas

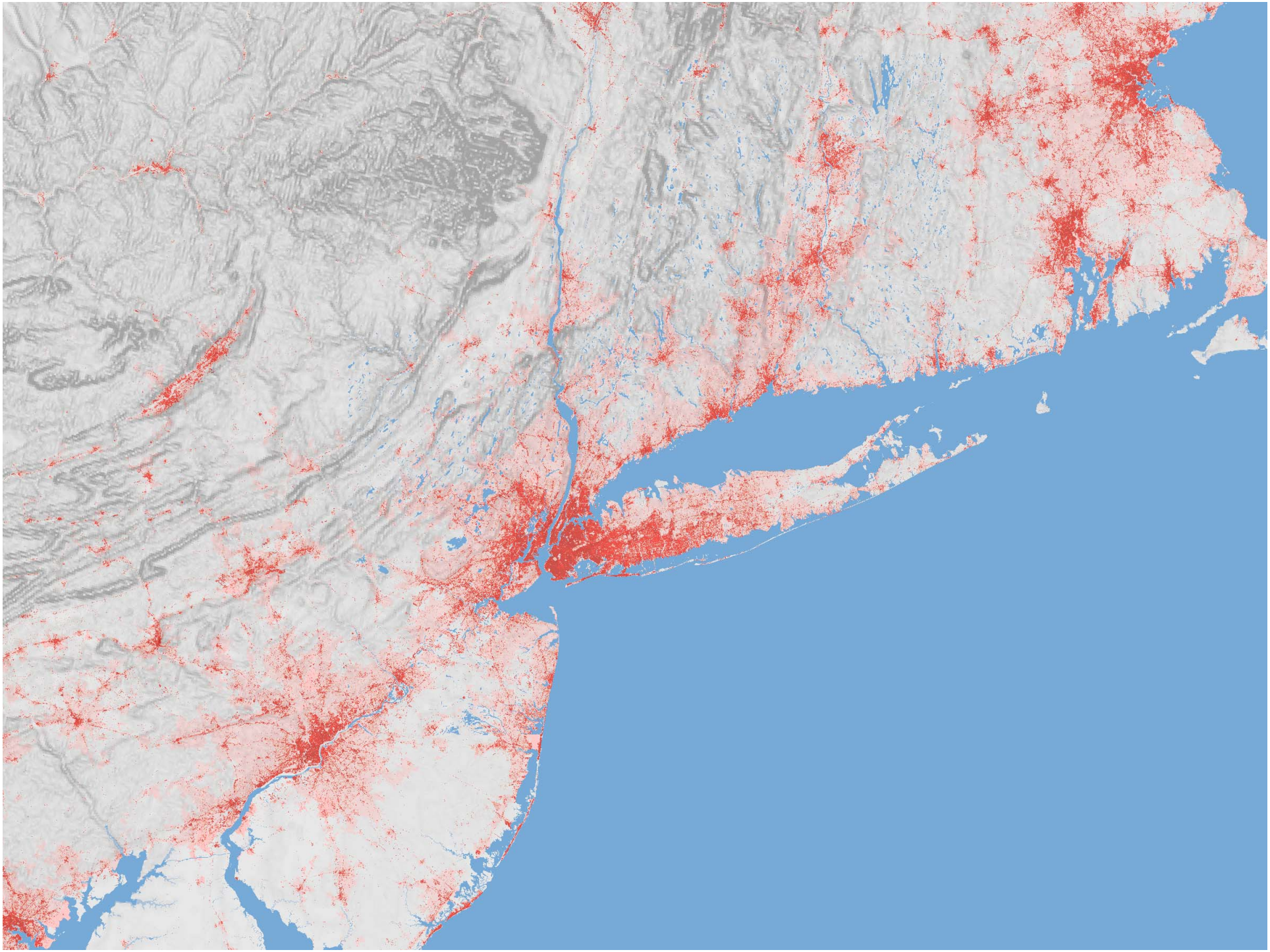
40k

Garden Apts.


29
High potential
31
Moderate potential

FREEPORT, NY

FREEPORT, NY

FREEPORT, NY

FREEPORT, NY