Planning for reduced emissions & autonomous vehicles

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Regional Plan Association
By 2050, more than two million people and one million jobs will be at risk of flooding. So will power plants, oil refineries, rail yards and much more.

WHO WE ARE
Regional Plan Association improves the New York metropolitan region’s economic health, environmental sustainability and quality of life through research, planning and advocacy.

<table>
<thead>
<tr>
<th>Counties</th>
<th>$1.5 Trillion</th>
</tr>
</thead>
<tbody>
<tr>
<td>31</td>
<td>Economy</td>
</tr>
<tr>
<td>Municipalties</td>
<td>11 Million</td>
</tr>
<tr>
<td>783</td>
<td>Jobs</td>
</tr>
<tr>
<td>13,000</td>
<td>4.3 Billion</td>
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<tr>
<td>Square miles</td>
<td>Annual transit trips</td>
</tr>
<tr>
<td>23 Million</td>
<td>2 Million</td>
</tr>
<tr>
<td>Residents</td>
<td>Acres of protected land</td>
</tr>
</tbody>
</table>
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WHAT WE DO

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

Equity
In an equitable region, individuals of all races, incomes, ages, genders, and other social identities have equal opportunities to live full, healthy, and productive lives. The investments and policies proposed in the fourth plan would reduce inequality and improve the lives of all residents, in particular the most vulnerable and disadvantaged.

Health
Everyone deserves the opportunity to live the healthiest life possible, regardless of who they are or where they live. The Fourth Regional Plan provides a roadmap to address health inequities rooted in the built environment and create a healthier future for all.

Prosperity
In a prosperous region, the standard of living should rise for everyone. The actions in the Fourth Regional Plan would lead to robust and broad-based economic growth that lifts all people regardless of income, and supports a healthier, more resilient region.

Sustainability
The region's health and prosperity depends on a life-sustaining natural environment that will nurture both current and future generations. To flourish in the era of climate change, the fourth plan proposes a new relationship with nature—one that recognizes our built and natural environments as an integrated whole.
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**Fix the institutions that are failing us**
- Transform the way we govern and pay for transportation
- Create new institutions and funding to tackle climate change
- Change fundamental inequities in how we govern land use
- Make technology policy a core part of government’s business

**Create a dynamic, customer-oriented transportation network**
- Create a fully integrated, regional transit system
- Rebuild the subway system
- Adapt streets and highways for a technology-driven future
- Create world-class airports and seaports
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**ACTIONS**

Make the region affordable for everyone
- Provide affordable housing for all incomes, ages, races, and ethnicities
- Expand access to more well-paying jobs
- Support healthy and livable communities

Rise to the challenge of climate change
- Adapt to our changing coastline
- Bring nature into our communities
- Improve the natural and built systems that sustain us
- Create a greener energy system, with more capacity
GHG emissions from vehicles comprise nearly half of the region’s total emissions.
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- Reduce emissions
- Improve public transportation
- Plan for a technology-driven future
AVs are coming, we need to plan for them

- Prioritize and manage street space
- Price driving (congestion or VMT fees), discouraging personal use
- Prioritize transit, integrate AVs
- AVs should be safe and low-carbon
Flip how we prioritize movement on streets
Adapt streets & highways for a technology-driven future

The Road to AVs in the Region

A Prospective Timeline in Four Phases

1. 2017-2022
   Automated features continue to improve and become less expensive, while car ownership declines.

2. 2022-2027
   Fully autonomous vehicles are on the market, but AV and legacy vehicle mix results in uneven traffic improvements.

3. 2027-2040
   Autonomous conversion of light-duty vehicle fleets increases from 15 percent in 2030 to 75 percent in 2040.

4. 2040 and beyond
   Land use planning is permanently altered to make way for pedestrians, cyclists, and public spaces, in both urban and suburban streets.

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Thank you!

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