



Projecting Future Demand at the Empire Station Complex

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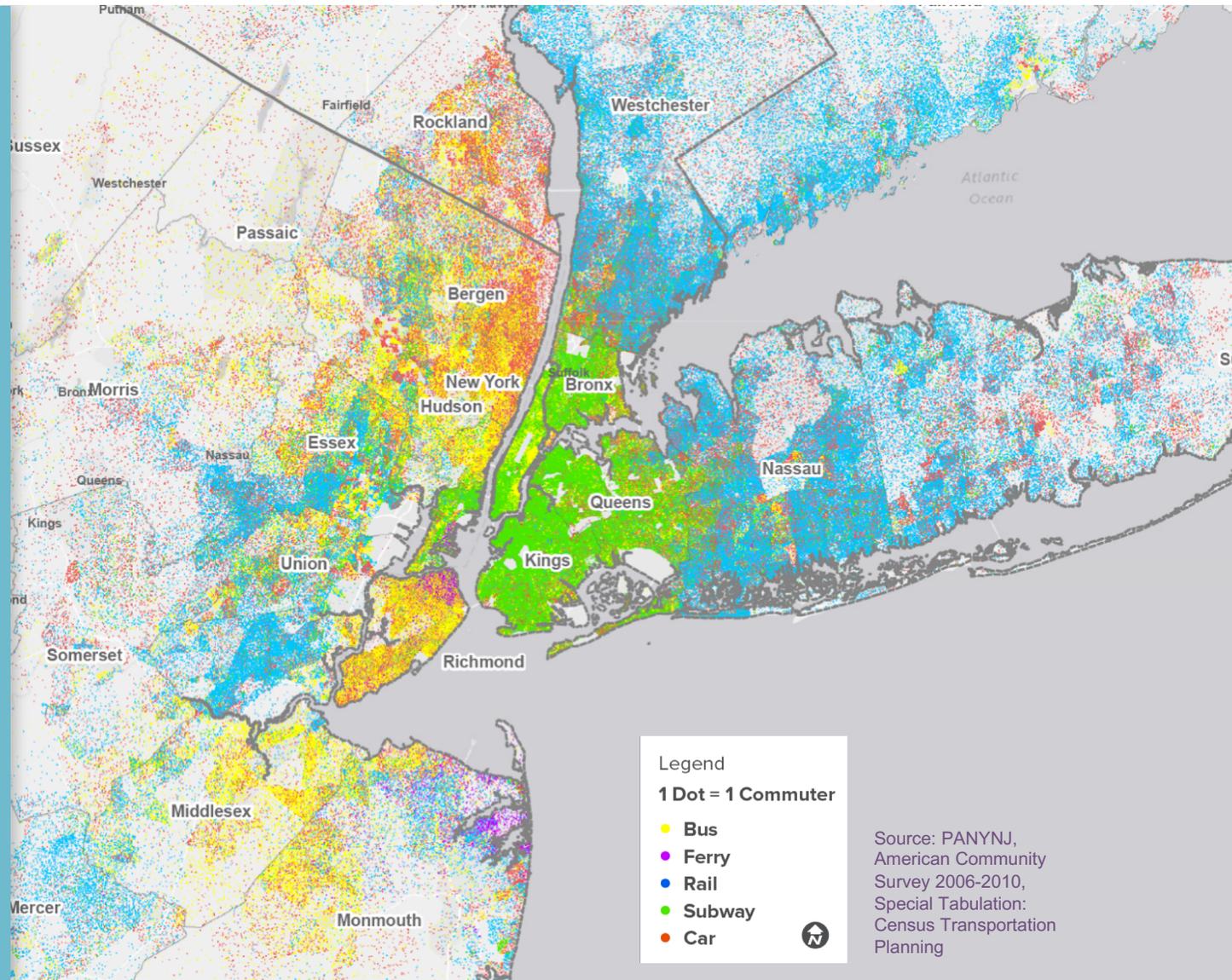
The future is a choice, not a prediction

HIGH LEVEL OF SERVICE NEEDED TO:

- Prioritize health, safety and accessibility
- Remain competitive
- Reduce inequality
- Promote GHG reduction and climate resilience
- Support sustainable and equitable development patterns
- Provide capacity for a century of regional growth



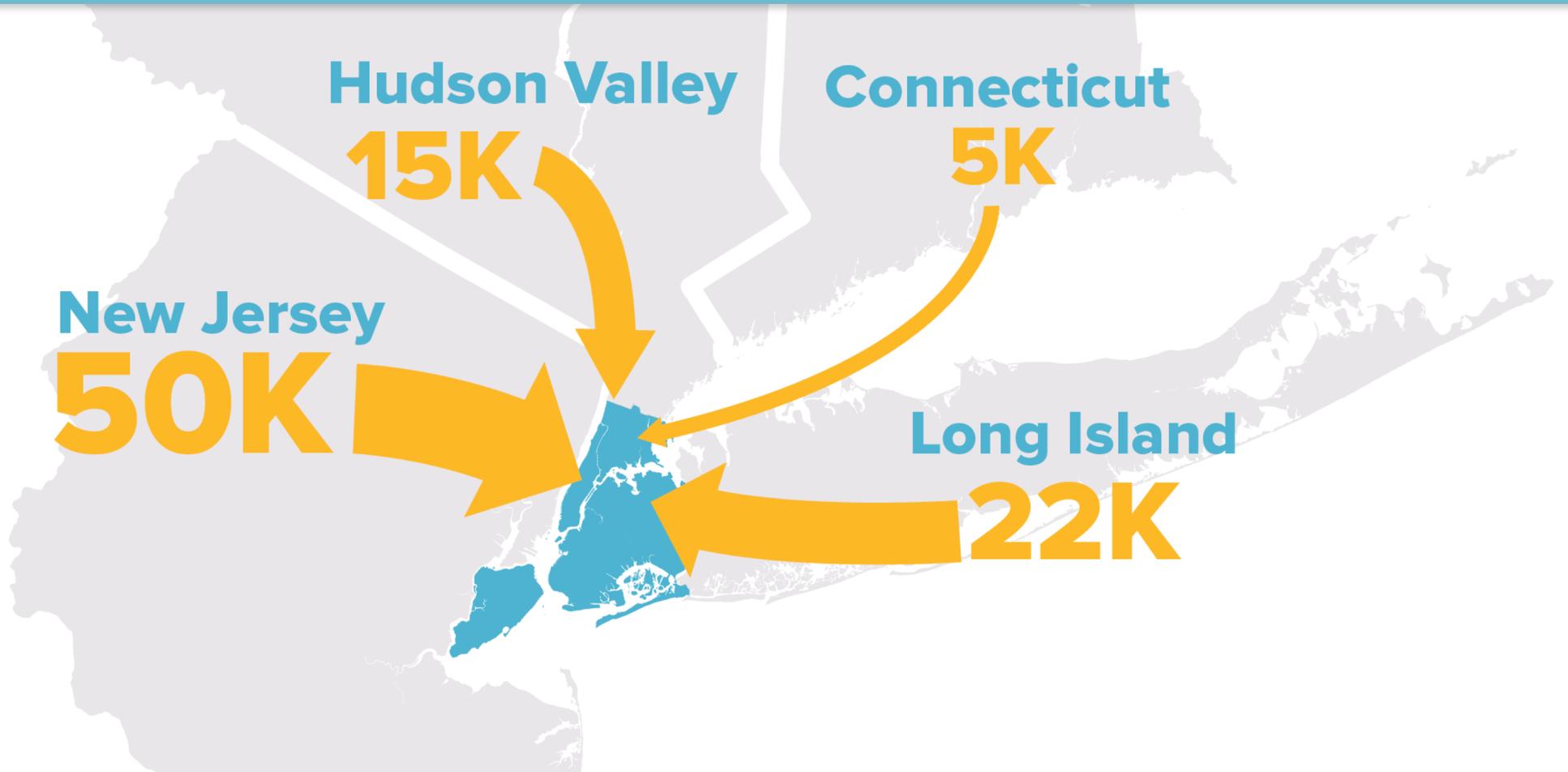
How commuters enter the Central Business District (pre-COVID)



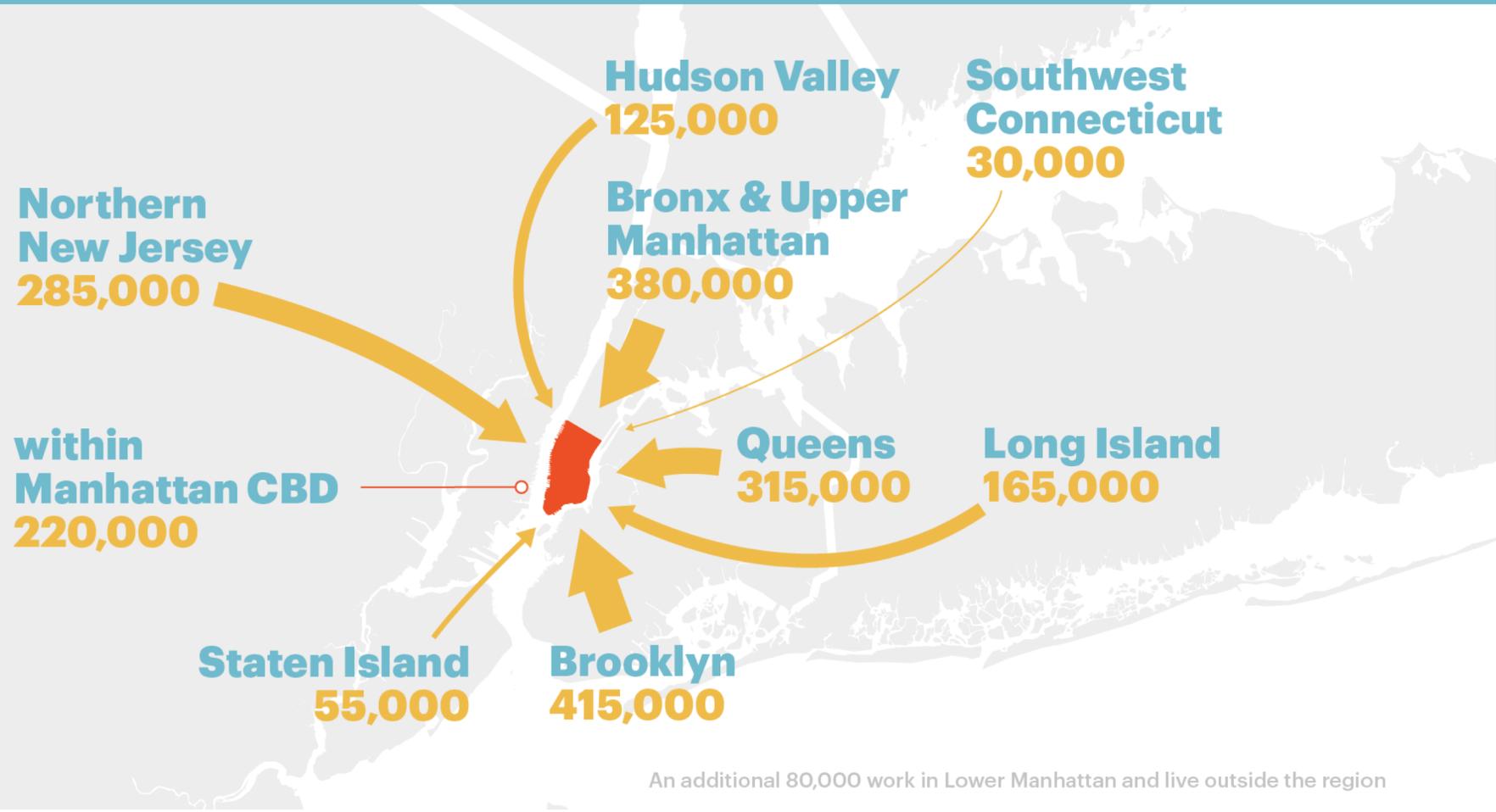
Increase in NYC-bound commuters, 1990-2010



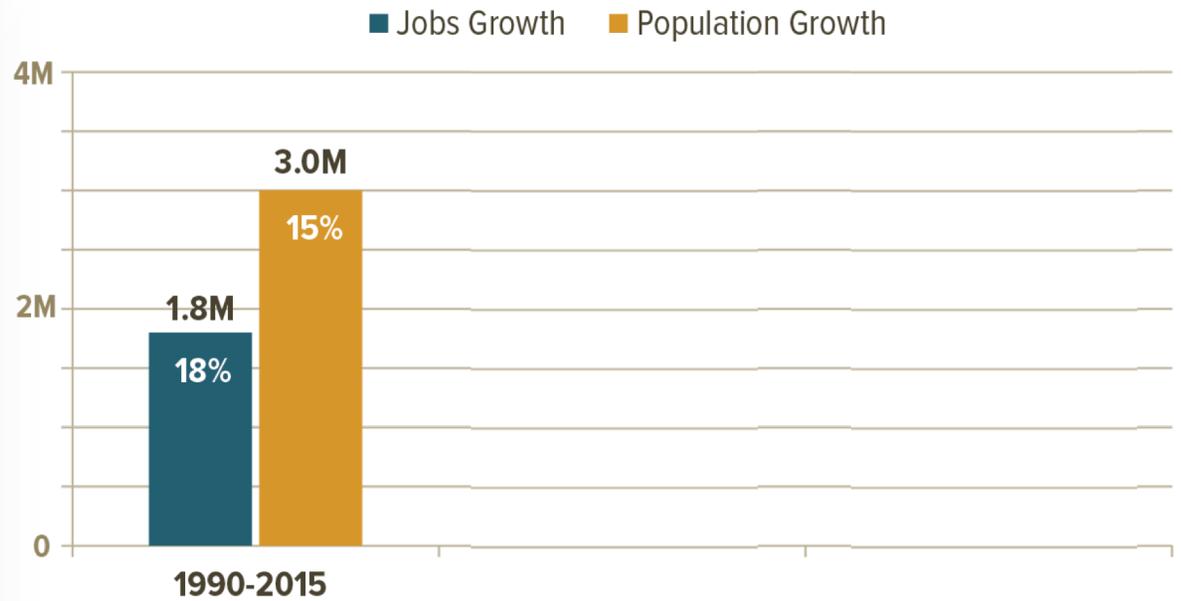
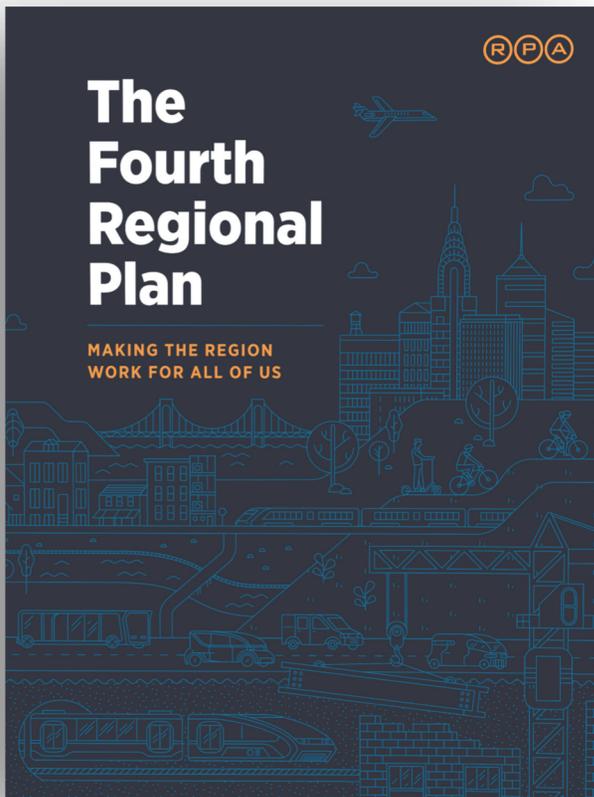
Increase in NYC-bound Commuters, 2010-2015



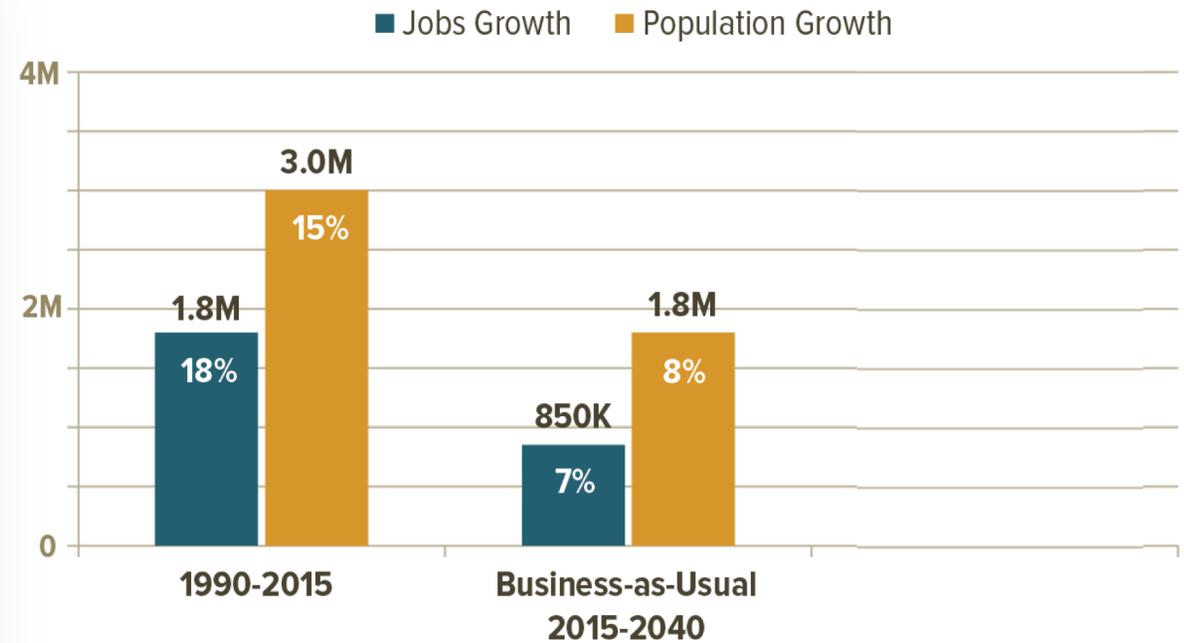
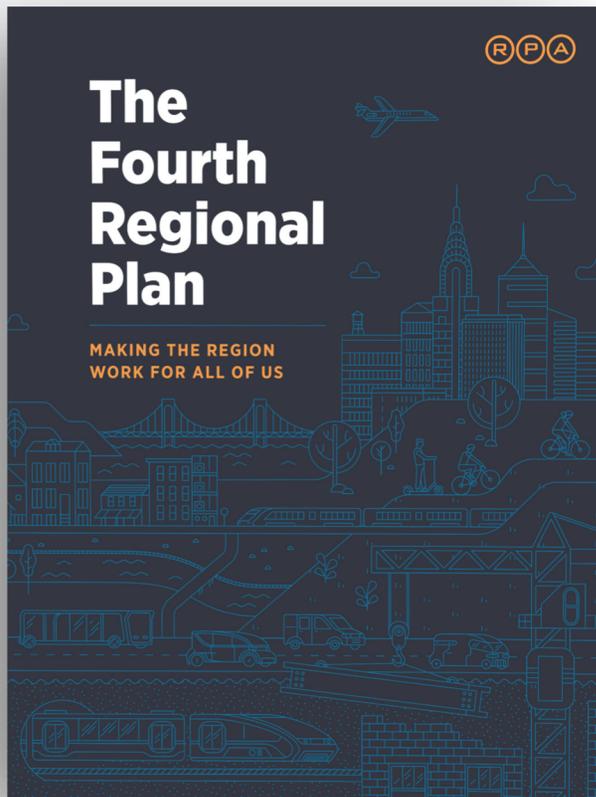
Commuters to Manhattan CBD pre-COVID



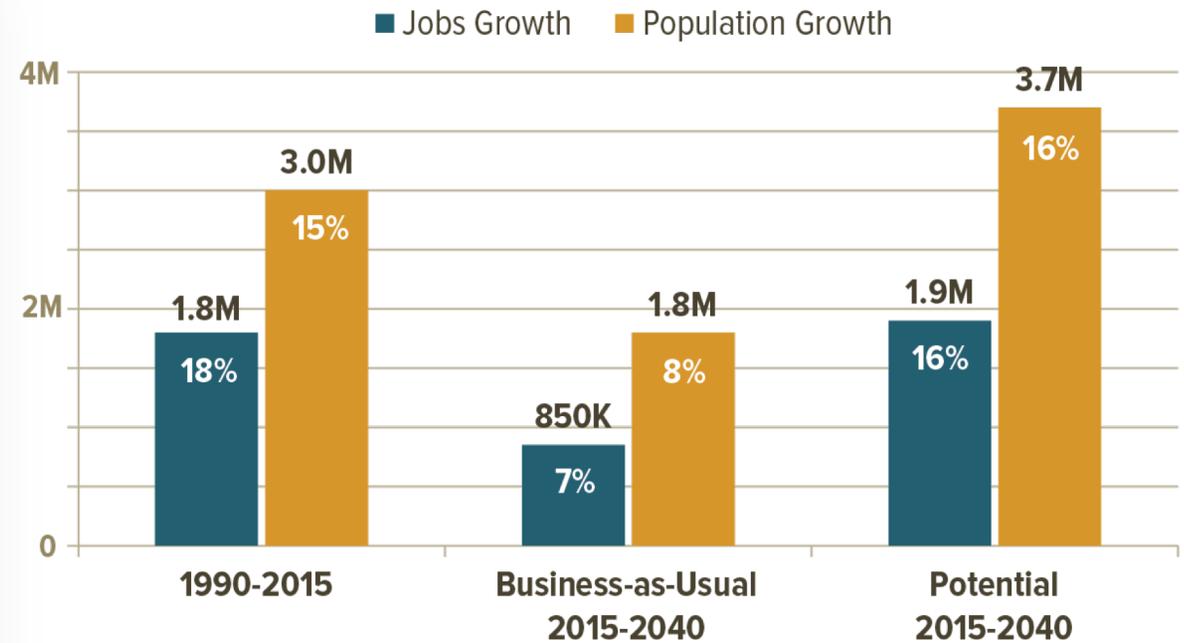
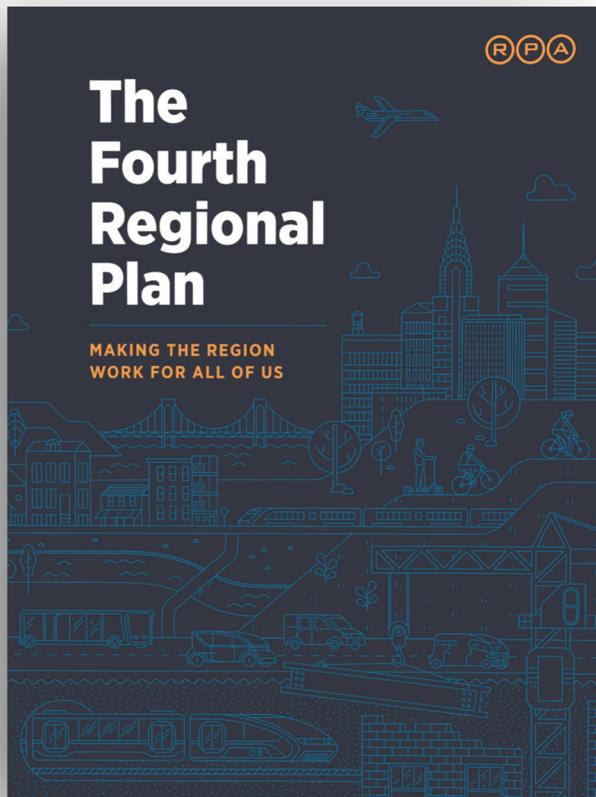
RPA's 2017 Regional Growth Assumptions



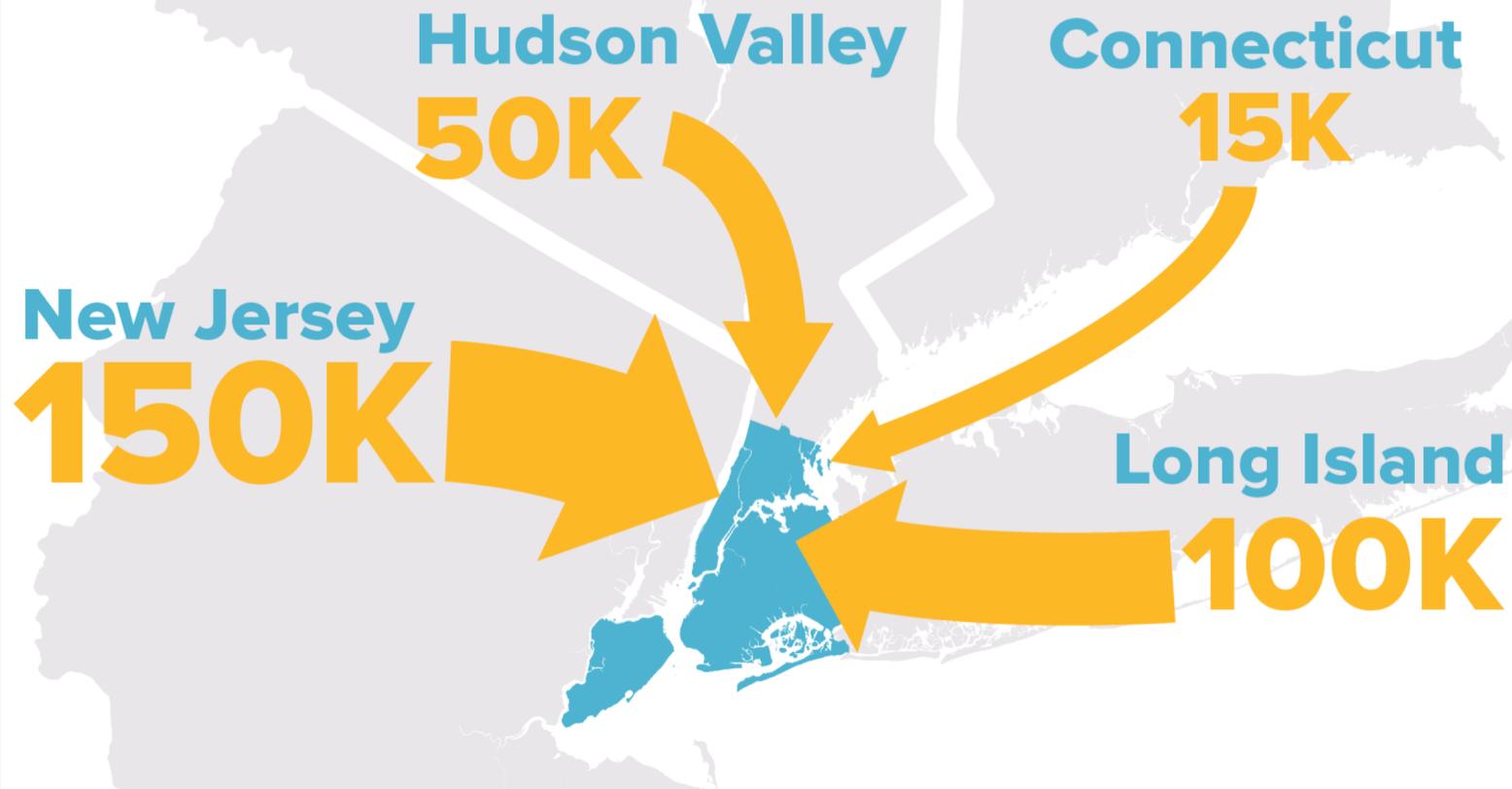
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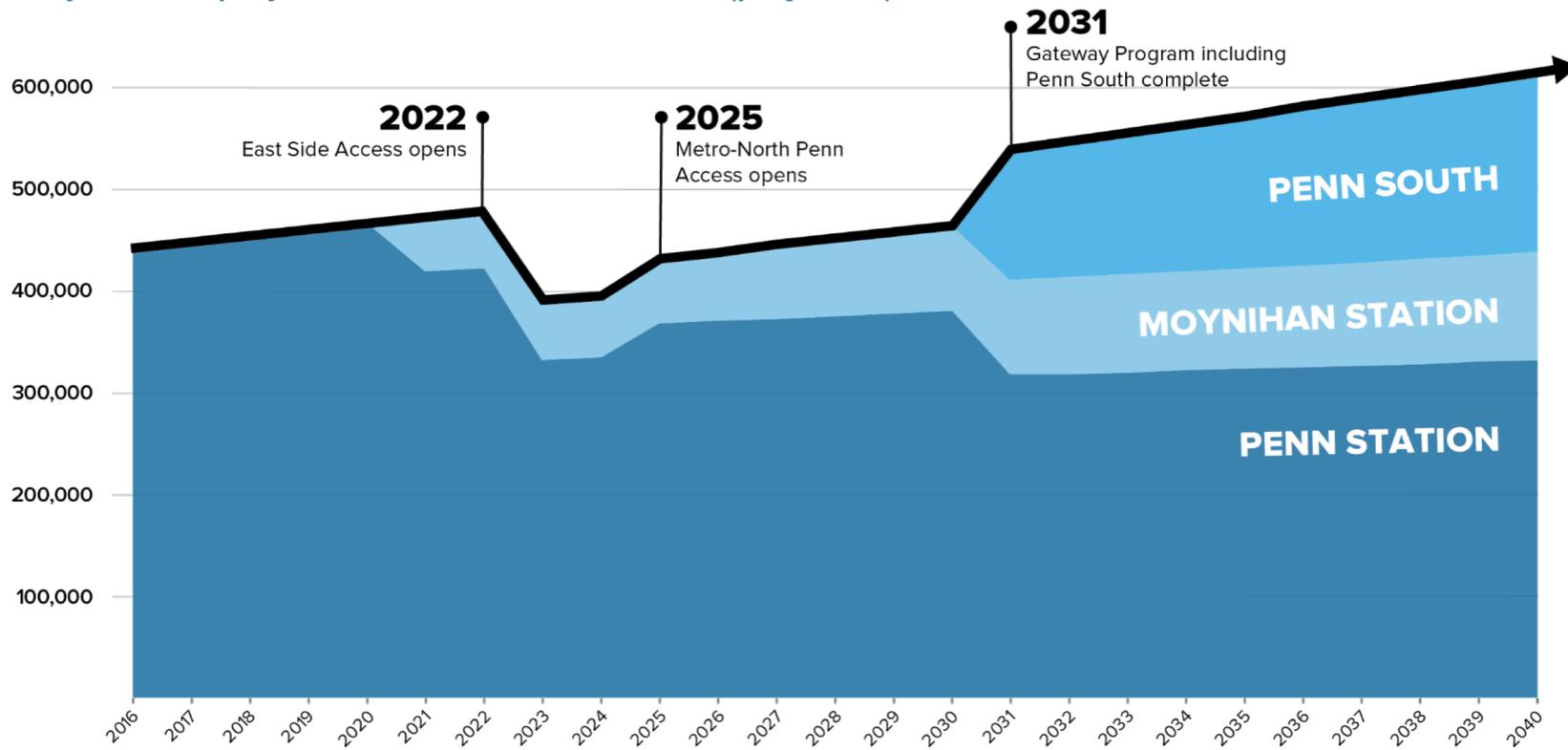


Projected Increase in NYC-bound Commuters, 2015-2040



Pre-COVID Forecast of Demand at Empire Station Complex

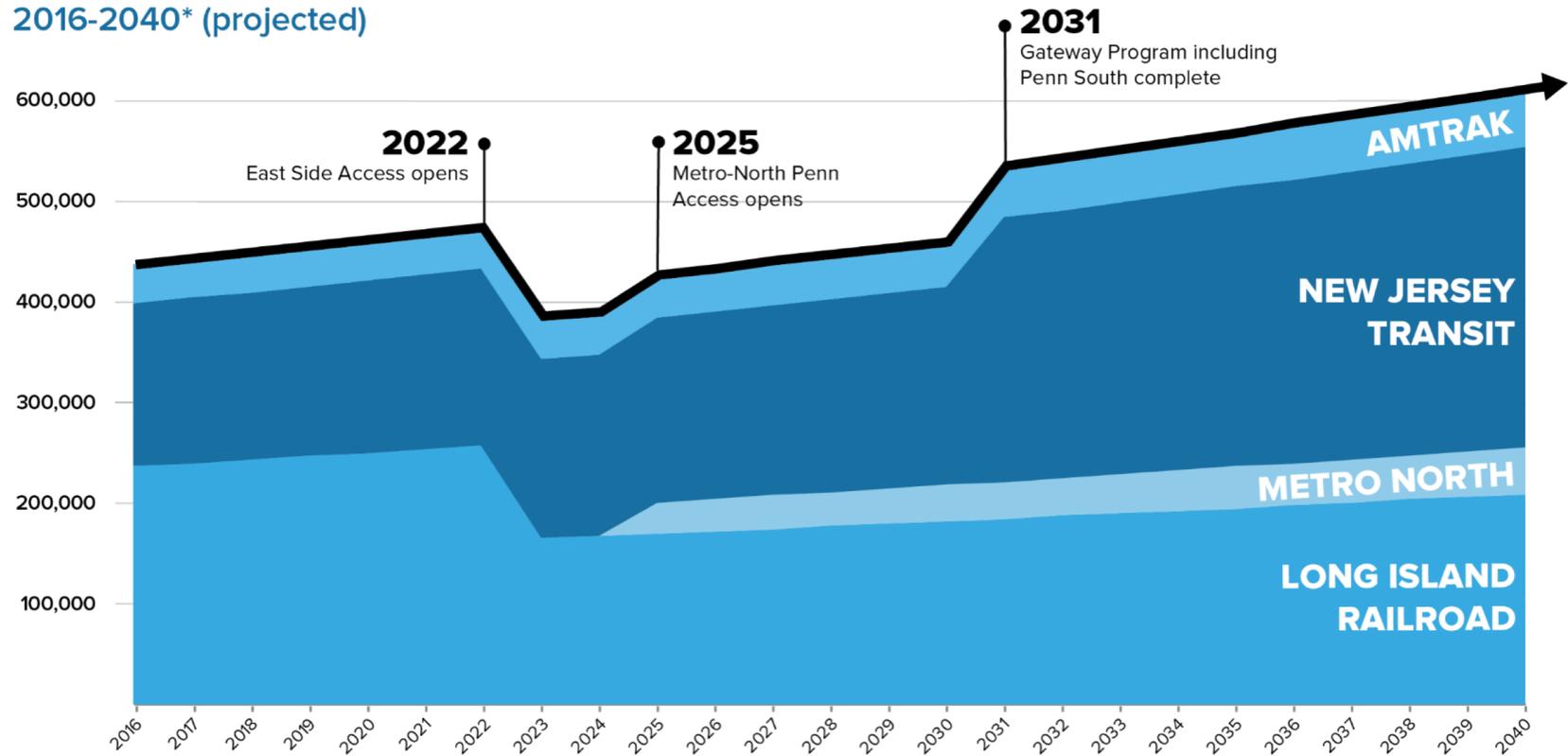
Daily Ridership by Station Section 2016-2040* (projected)



*Excludes subway ridership

Pre-COVID Forecast of Demand at Empire Station Complex

Daily Ridership by Agency at Empire Station Complex
2016-2040* (projected)



*Excludes subway ridership

What's changed in the last five years?

- NYC's job growth stronger than expected, adding nearly 500,000 jobs from 2015-2019 (to 4.6M)
- Transit ridership leveled off as crowding increased and service declined
- Moynihan Station opened; congestion pricing was approved; construction advanced for East Side Access and Gateway; and plans were generated for the Port Authority Bus Terminal, Penn Access and Penn Station
- Covid pandemic challenges assumptions about long-term growth, future of work and migration

Two hypothetical scenarios for Covid impacts

High Growth (Small Covid Impact)

- Long term, Manhattan jobs grow at **two-thirds** the rate of last 10 years
- Average hours WFH **doubles** from half-a-day per week to one day per week
- On any given day, share of office workers WFH range from **13%-27%**
- **Little change** in housing and residential patterns

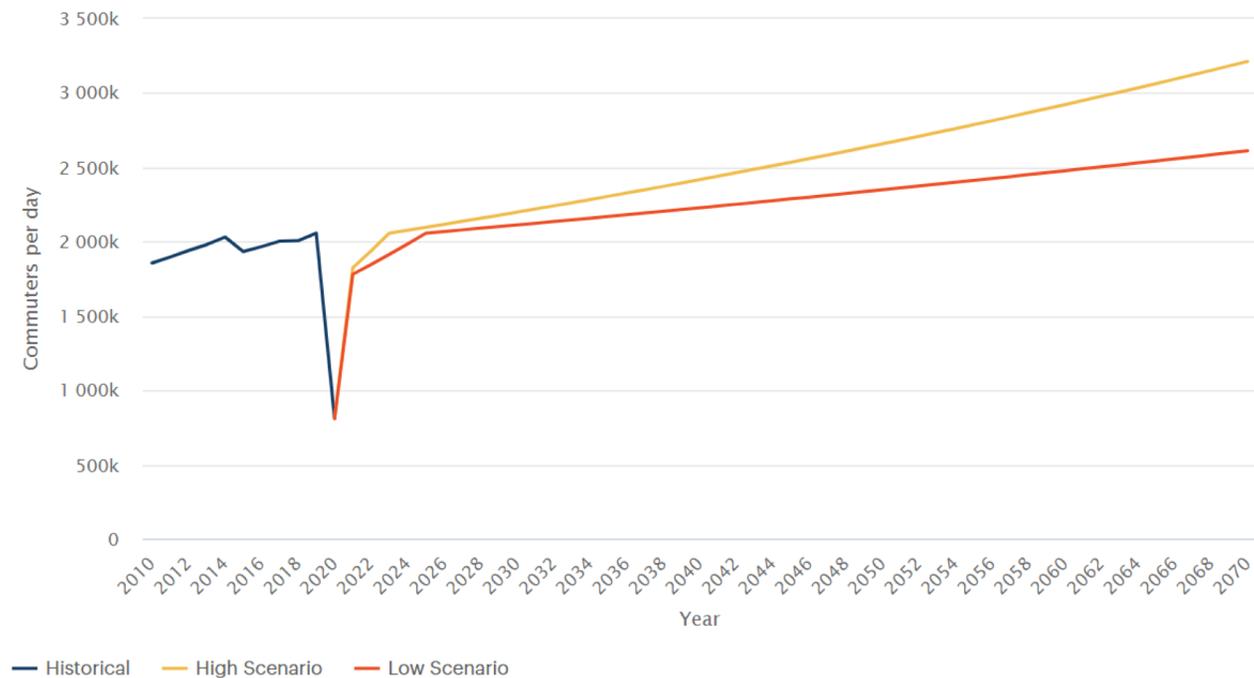
Low Growth (Large Covid Impact)

- Long term, Manhattan jobs grow at **one-third** the rate of last 10 years
- Average hours WFH **quadruples** from half-a-day per week to two days per week
- On any given day, share of office workers WFH range from **25%-55%**
- Housing and population are **more dispersed**

Inbound CBD work trips resulting from different job growth assumptions

Commuters into the CBD per day

2010-2070

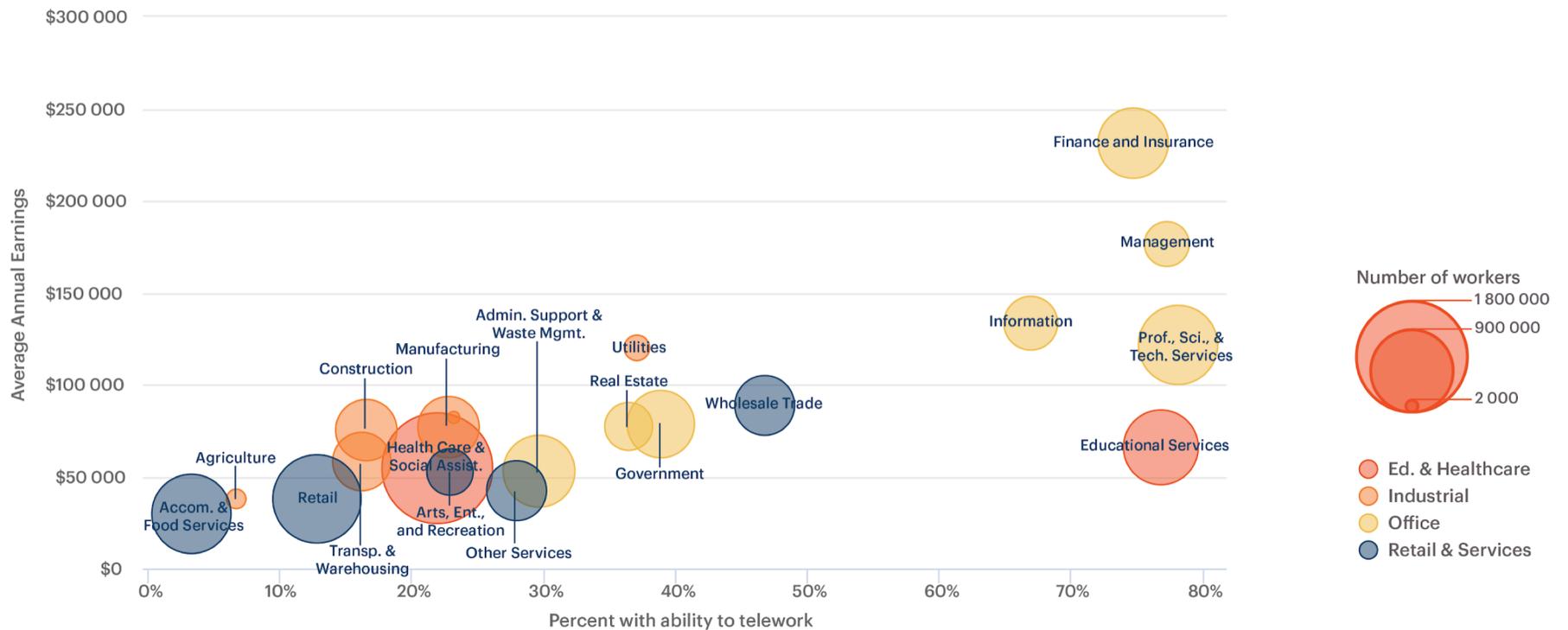


36% of the region's workers are in telecommutable jobs

Pre-COVID, Manhattan workers spent 7% of time working from home

Ability to telework and average annual earnings, by industry

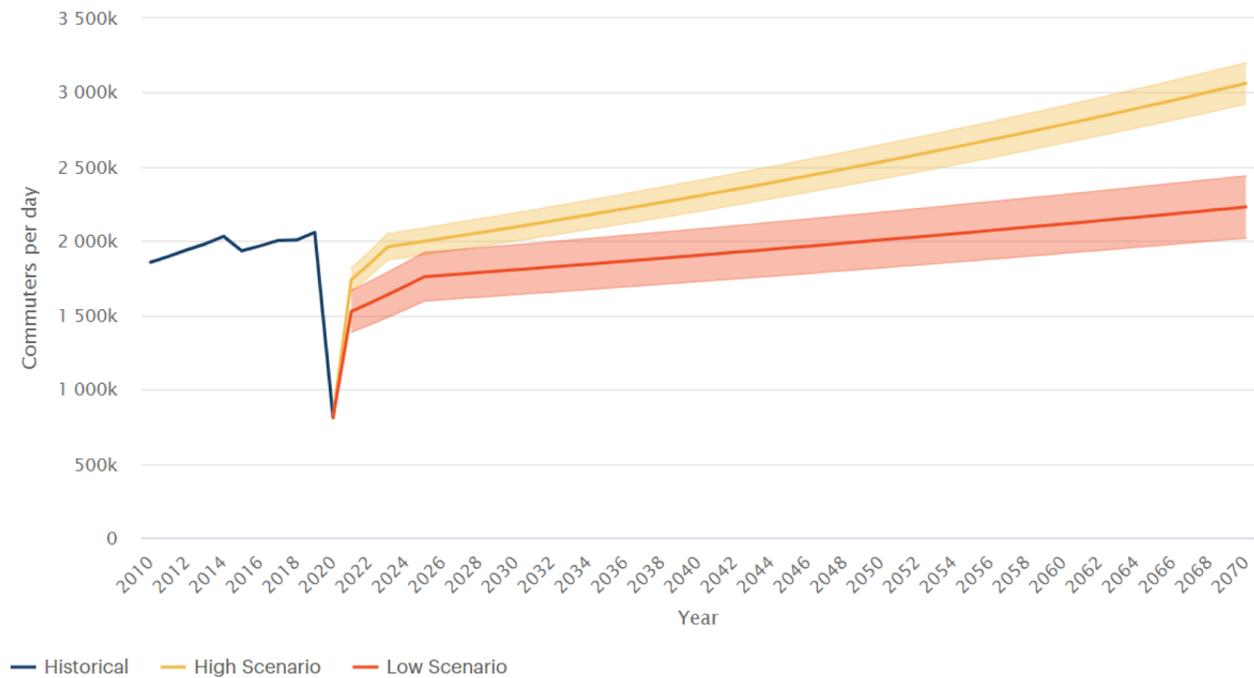
NY-NJ-CT Region



Inbound CBD work trips resulting from remote work and labor force dispersion assumptions

Commuters into the CBD per day

2010-2070



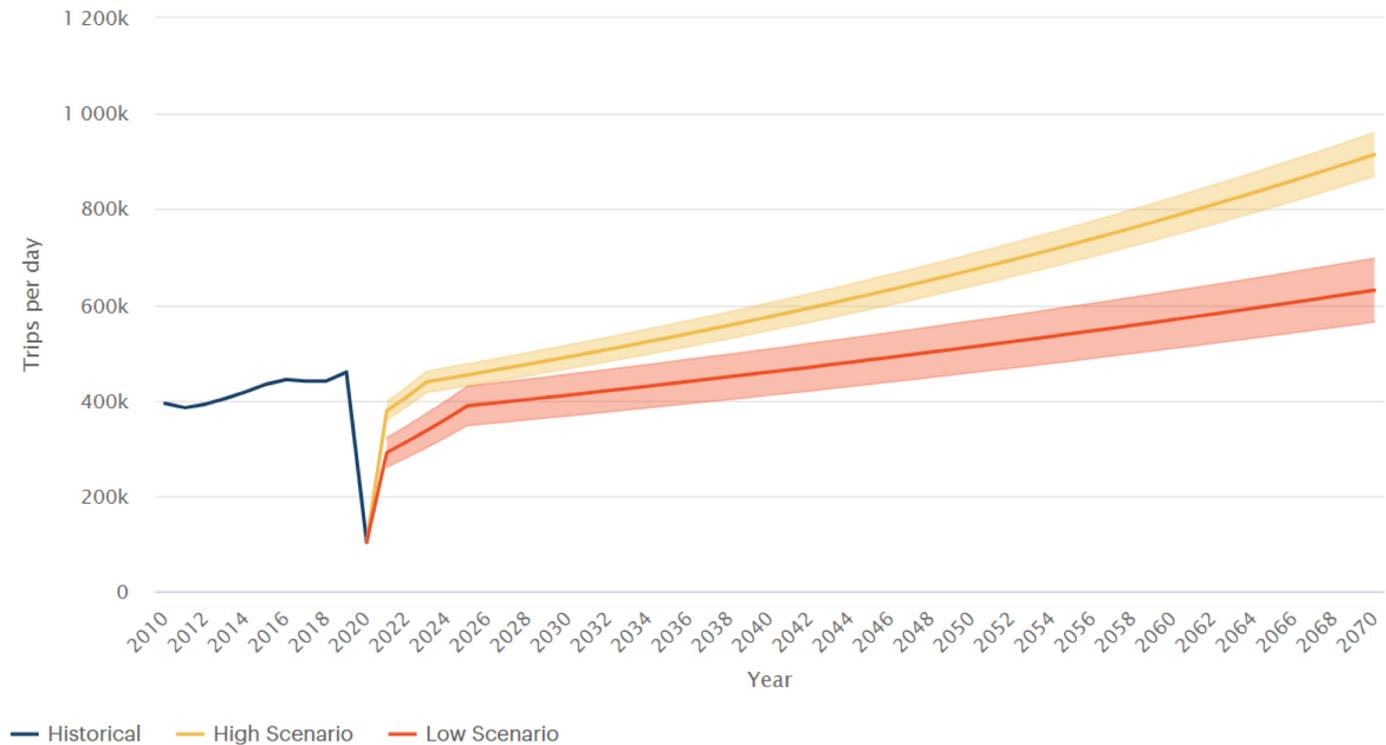
Additional Considerations

- Work From Home patterns will not be evenly distributed across the workday or week
- Non-work trips, which are more than 75% of all trips, are likely to grow as more people work from home
- Some work and non-work trips will shift to shoulders and non-peak hours, but it's not clear how much
- People are likely to shift back to transit once confidence in safety is restored and auto congestion reaches prior levels

Post-COVID projection of daily rail ridership at the Empire Station Complex

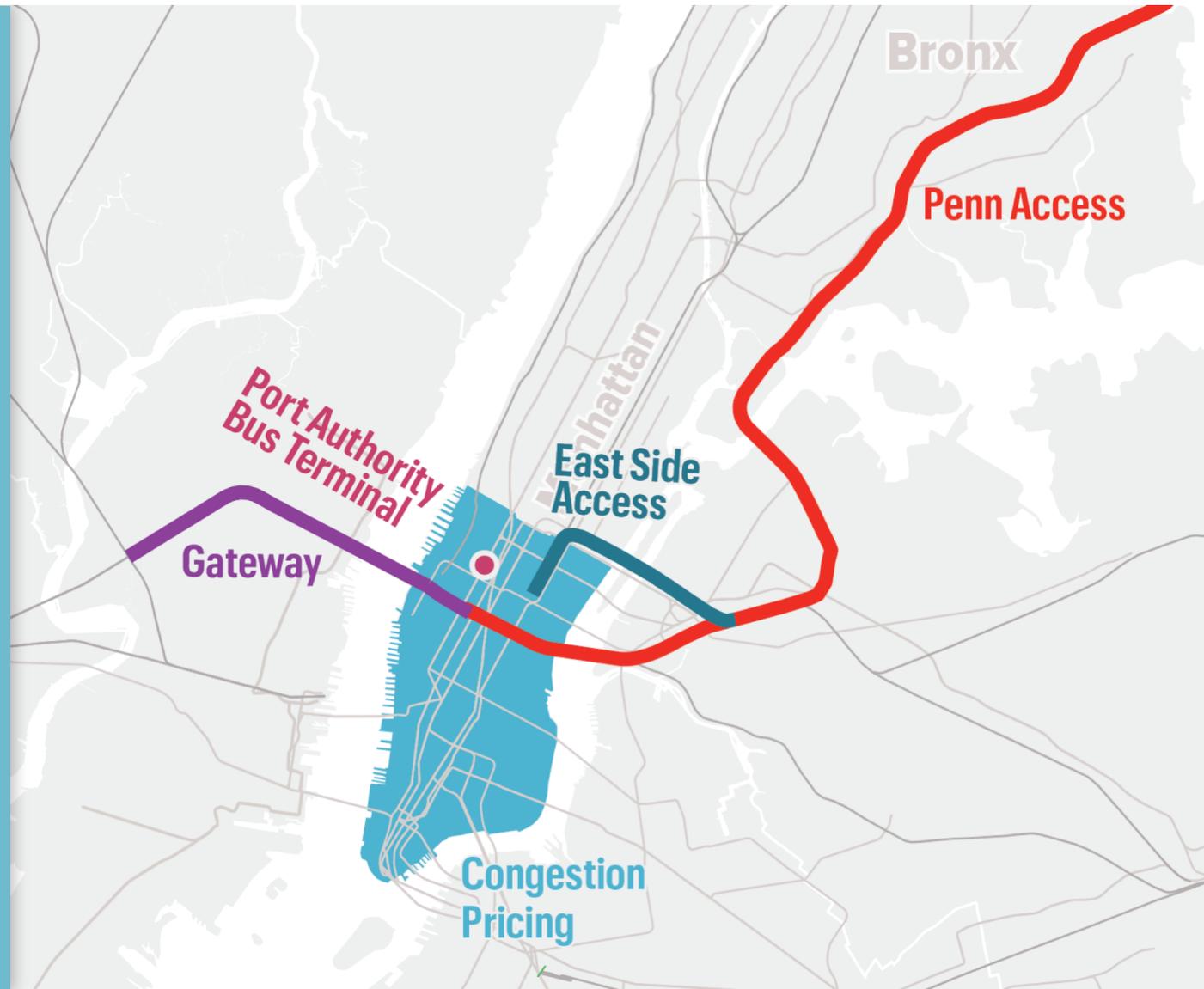
Penn Station Daily Intercity Rail Trips

2010-2070



Other Priorities

- Congestion Pricing
- Port Authority Bus Terminal
- East Side Access
- Penn Access



Congestion pricing impacts depend on pricing, credits, location and direction of tolling facilities



RPA Recommendations



1. Vary the fee by level of congestion at different times of day, and by vehicle size



2. Implement as a two-way charge (half in each direction)



3. Apply a consistent rationale when determining toll credits



4. Keep the current for-hire vehicle and taxi surcharge and exempt them from the new congestion fee



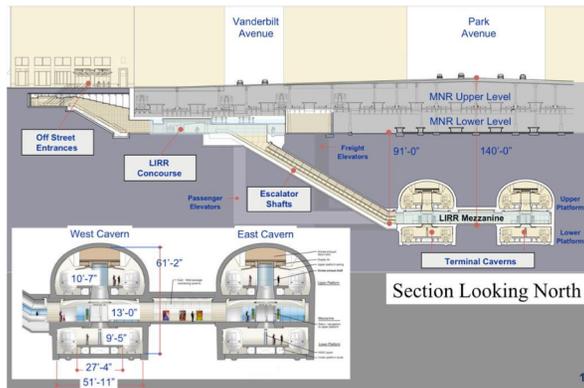
5. Limit exemptions to those already specified by the legislature

Expansion and Renovation of the Port Authority Bus Terminal



The Larger Picture: East Side Access – Opens 2022

- ❖ Some LIRR trains will run directly to Grand Central



The Larger Picture: East Side Access – Opens 2022



Will provide up to 162,000 trips a day, between the east side of Manhattan & destinations on Long Island & Queens.

8-track terminal below Grand Central provides resiliency and an important diversion for trains that depend on the East River Tunnels.

Initial plans call for the splitting of LIRR peak period service between PSNY and GCT to accommodate East River Tunnel reconstruction.

This provides the slots necessary to accommodate Metro-North New Haven Line Penn Access.

The Larger Picture: Penn Station Access – Date TBD

- ❖ Some MNR New Haven Line trains will run directly to Penn Station



Parkchester/Van Nest station



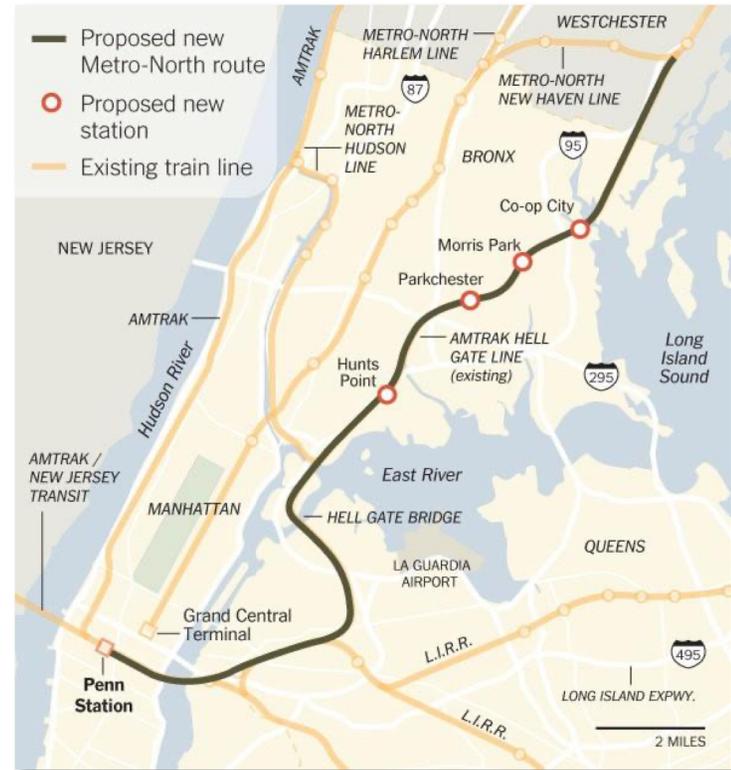
Co-op City station



Hunts Point station



Morris Park station



The Larger Picture: Penn Station Access – Date TBD



Extends rail service to Penn Station from Metro-North's New Haven Line via four new stations in the eastern Bronx and Amtrak's Hell Gate Line.

Will provide up to 30,000 trips a day, providing access from the eastern Bronx to the west side of Manhattan and to destinations in Connecticut and Westchester County.

The new route will also improve network resiliency in the event of service disruptions.

Shifting of some New Haven Line service to Penn Station could also add capacity at Grand Central for expanded Metro-North Harlem & Hudson Line service.

The Larger Picture: Service From the West– Date TBD



Combined with the Gateway project & Secaucus Loop, Penn Station will allow for greater capacity and a one seat ride to Manhattan from NJ & NY communities West of the Hudson.

Expanded Penn Station may provide the opportunity to extend certain Metro-North Hudson Line trains to Penn Station.

Currently planning supportive infrastructure in both NY & NJ to support future service.

Intent is to maximize capacity to multiple markets and communities served by all railroads.